The Sun.

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The Joy of Living.

Speaking to the young gentlemen of his college the Hon. ELIHU ROOT saw a rosy vision, Youth at the prow and Pleasure (Science with her) at the helm:

"I congratulate you on the wonderful prospect before you. Invention and science have contributed to the joy of living. They have made life more wonderful than it ever has been before. There are millions of men to-day who are wishing that they could live to see the things that you will see."

No philosopher will deny that youth is the only fortune worth having, but is it not the trouble rather than the joy of living that has been increased and seems likely to increase? If a man takes an airship and flies to the uttermost parts of the earth, the taxgatherer will be after him. If he dives into the bowels of the deep with his submarine, shall not the accursed publican pursue him? Freedom, the right to mind your own business, a principle or a pleasure dear to the Americans of earlier generations, is disappearing. More and more the Federal Government sticks its impertinent nose into private affairs and lays its policemanly hand upon every shoulder. If the joy of living be to live according to Federal regulation and to be taxed to death, no doubt gracious days are ahead.

Fresh from his triumphs at Washington in the taxing and regulating line, Mr. ROOT naturally paints the future with pride.

The Struggle Against the National Guard.

The latest incident in the unceasing struggle that unionism is making against the National Guard throughout the country is reported from Evansville, Ind., where the brewers and bottlers have refused to march in a parade if the organized militia were permitted therein. The committee in charge of the celebration having received the ultimatum of the unionists did as such committees in their patriotism usually do—kicked out the citizen soldiers.

It is the declared and active policy of a large number of trade union leaders to weaken and if possible to destroy the National Guard. They seek to prevent enlistment by every means in their power. They instil into the minds of their followers the belief that the Guard exists for the express purpose of depriving workingmen of their rights. They are not only opposed to it, but by word and deed they attempt to prevent it from serving the purpose for which it is maintained.

Does President TAFT look on these labor leaders as members of the select band to which he thinks that every man should feel indebted for its efforts to maintain social order?

Great Britain and Protection.

It is evident from Mr. BALFOUR's speech at Birmingham that he has at last been released from the painfully noncommittal attitude toward "tariff reform" forced upon him by party considerations for the last half dozen years. Because of his refusal to declare himself in favor of the policy with the positiveness of Mr. CHAMBERLAIN, he has meanwhile been sneered at for "philosophic doubt," "wobbling" and so on. Yet there has been no real ambiguity about his intentions. He said from the first that he favored tariff reform in the abstract, but did not believe the country was yet ripe for it; he added that as soon as people had thought it over and were ready to move he would be glad to lead the way. To this quite intelligible plan he has adhered with great firmness up to this week, and there is no reason to suppose that he abandoned it at Birmingham.

In other words, Mr. BALFOUR's unqualified adoption of tariff reform as an electoral issue last Wednesday signifies in all likelihood that the Unionist party as a whole is willing to follow him now, which would mean a long step toward protection in Great Britain. When Mr. CHAMBERLAIN as Colonial Secretary first advocated protection on the plea of drawing the empire together by a system of preferential rebates, the scheme by no means pleased a weighty section of the Unionists; and if Mr. BALFOUR, then Prime Minister, had insisted upon indorsing it without reserve he would simply have lost some of his strongest supporters and annihilated the party. He therefore held the matter suspended till the situation changed.

What has brought the dissenting Unionists into line on the tariff question is the attack of the present Government upon capital and the landed interests. Mr. BALFOUR applied the term "slipshod communism" to the budget; the Local Government bill is scarcely less objectionable to many Unionists who once disagreed with him about protection. It might be incorrect to say that the party proposes to fight socialism with protection, the example of France shows the two to be compatible enough; but it may be assumed that the propertied Unionists are sufficiently alarmed to recognize the need of sinking their differences in this and all other respects, and of using the best weapons available at the moment in the coming struggle.

A dissolution has been prophesied, not without probability, for next November. Whenever it comes, it looks as if protection for the first time for many years would be the prime issue of a general election in Great Britain.

Turning to Washington.

Recently certain eminent citizens of Massachusetts sent a petition to the Navy Department praying the Secretary to instruct the officers of warships to enforce the liquor and Sabbath laws of their Commonwealth, which apparently their own authorities were unable to do. Only a short time before this a resident of the same State had appealed to the President to pardon a man convicted of crime in the Massachusetts courts. Now a band of earnest women in Ohio has determined to assault the President in behalf of a plan for the punishment of wife deserters, whom they would have shot by the national soldiery.

Ridiculous as this scheme is, it betrays again the complete ascendency of the Federal Government and power in the opinions of a large number of respectable persons. That the State and town governments should be held responsible for the enforcement of their own laws and ordinances is a suggestion that would come as a revolutionary surprise to a great many entirely worthy men and women. An insistent and vigorous campaign for the extension of Federal activities has resulted in the eclipse of local government in the minds of all except a few reactionaries. Your proud and independent American is pretty apt to expect the national Government to tie his shoe laces and send a man to mend the spring in his storm door.

Yet it is improbable that the States will disappear entirely. They furnish many excuses for fat offices, and these are not to be lightly thrown away.

The Great Naval Show.

There will be reviewed by the people of New York to-day the greatest display of sea power it has ever been their good fortune to behold. They are not unfamiliar with war vessels flying the Stars and Stripes and the flags of other nations. They saw the famous White Squadron and visiting men-of-war at the Columbian celebration in 1893—a goodly spectacle for that day. When SAMPSON returned from his victory over the Spanish fleet in the Caribbean in 1898, and again when DEWEY's flagship, the Olympia, led the naval parade on September 29, 1899, a day of acclaiming multitudes afloat and on shore beyond the memory of any citizen living, New York exulted in the pride that comes from the sight of warships that represent the sea power of the nation. But to-day they are to look upon a naval parade, international in character again as in 1893, that far transcends in numbers and strength any concentration of war vessels ever seen in these waters before.

France sends us in honor of HUDSON and FULTON three of her most powerful battleships, the Justice, Liberté and Vérité, all launched in or since 1904, of a displacement of 14,900 tons each, of a speed of 18 knots, and carrying main batteries of four 12 inch guns. Great Britain is represented by a modern armored cruiser squadron, the Inflexible, Drake, Argyll and Duke of Edinburgh. The first is a more formidable fighting machine that the battleship Dreadnought, the pioneer all big gun warship. The normal displacement of the Inflexible is 17,250 tons, 650 less than the Dreadnought's, and her main battery consists of eight 12 inch guns, two less than the Dreadnought has, but the Inflexible can steam 25 knots an hour to the Dreadnought's 20, and this great superiority in speed makes the cruiser more dangerous as an assailant. The Drake, Duke of Edinburgh and Argyll are of 14,100 tons displacement, 13,550 and 10,850 respectively. The Drake and the Duke of Edinburgh carry powerful batteries of 9.2 inch and 6 inch guns, and the Argyll's are of 7.5 inch and 6 inch guns. Their speed ranges from 21 to 24 knots. The Drake has exceeded the last rate.

Speed is the chief characteristic of the handsome squadron of white protected cruisers which Germany has sent over, the Victoria Luise, Hertha, Bremen and Dresden. They are not really representative of the German naval establishment. The Victoria Luise and the Hertha (both launched in 1897) are of 5,885 tons displacement, carry batteries of 8.2 inch and 6 inch guns and have a speed of 19 knots. The Dresden (1907) has a displacement of 3,600 tons, a main battery of ten 4.1 inch guns and a speed of 24 knots. The Bremen (1903) of 3,250 tons displacement and carrying the same main battery, has a speed of more than 23 knots.

Italy is represented by two protected cruisers, the Etna (launched in 1885) of 3,530 tons, a speed of 17.8 knots, and carrying 10 inch and 6 inch guns of an old pattern; and the Etruria (1891) of 2,280 tons, 17 knots, and batteries of 6 inch and 4.7 inch guns. Smart looking vessels as the Etna and Etruria are, they are now considered obsolete. Holland's representative, the protected cruiser Utrecht, was built in 1898, is of 3,950 tons displacement, carries batteries of 6 inch and 4.7 inch guns, and is capable of a speed of almost 20 knots. Argentina is the only South American nation to have a ship in the line, the training ship Presidente Sarmiento, with a displacement of 2,750 tons, a main battery of 4.7 inch guns and a speed of 13 knots. Mexico, whose navy is weak, sends us the gunboat Morelos.

All eyes will of course be upon the powerful United States fleet, for New York has never seen its like before, and it may be many a long day before sixteen battleships and six cruisers and a torpedo boat flotilla will be assembled in this harbor again. With the exception of the battleship Wisconsin, launched in 1898, and the cruiser New York, launched in 1890, all these battleships and cruisers have been launched since 1900. The Ohio and Missouri in 1901, the Georgia, New Jersey, Nebraska, Rhode Island, Virginia, Connecticut and Louisiana in 1904, the Vermont, Mississippi, Kansas, Minnesota and Idaho in 1905, the North Carolina and Montana in 1906, and the Birmingham, Salem, Chester and New Hampshire in 1907. In displacement the battleships range from 12,500 to 16,000 tons, in speed from 17 to 19 knots, and they all carry main batteries of 12 inch guns. The cruisers North Carolina and Montana are among the finest afloat, of 14,500 tons displacement, with main batteries of 10 inch guns and a speed of 22 knots. The scout cruisers Salem, Chester and Birmingham are crack ships of their class, capable of 24 knots. The essential characteristic of the American fleet is its modernity. Only the Wisconsin and New York can be called obsolete. The sole criticism that can be made is that the fleet does not contain a Dreadnought, but there are now under construction for the United States navy four battleships that will greatly exceed the Dreadnought in displacement and gun power.

A Time Honored Trick.

Elsewhere we reproduce an editorial article from the Portland *Oregonian*. Having reprinted a small fraction of the same utterance, the *Evening Post* remarks:

"We are sure that THE SUN, which has found the *Oregonian* a faithful and true witness against the Hughes primary, will take pleasure in recording the real position of that newspaper."

We may say with complete candor that we take as much pleasure in reprinting the whole comment of the *Oregonian* as our neighbor did in suppressing all but the fragment which seemed to it useful for its purposes.

Particularly, we find pleasure in reprinting this significant paragraph:

"What is wanted is elimination of the possibility of a minority faction securing the nominations for the leading offices, with the help of the opposite party, whose members then turn about and support the candidates of their own party in the election."

Did the *Evening Post* suppress this interesting utterance because it recalled the fact that during his county fair progress Governor HUGHES had conceded in the following characteristic phrase that his bill would not eliminate the possibility of a minority faction securing the nominations:

"What a strange thing it is to hear from such men this great protest against minority rule. We elect a Governor now by plurality vote. If it has been shown that a man has only a plurality you don't make it any better by sticking your head in the convention sand. * * *

"Why should plurality vote be more feared at the primaries than at the election?"

Now it is instantly apparent that if the *Oregonian* insists upon a direct primary law that shall eliminate the possibility of minority nominations, and Governor HUGHES concedes, with obvious truthfulness, that his bill will not do this, the *Oregonian* is mistaken in its assertion that "the Hughes plan is precisely what the *Oregonian* contends for." Hence, the *Oregonian* has been made another victim of the foolish claims made for the Hughes plan by those of its supporters who are ignorant of its real provisions.

The characteristic course of the *Evening Post* in suppressing the significant portion of the *Oregonian's* utterance, however, makes it unlikely that it will now consent to put its readers in possession of the actual state of the facts.

This Kind of Fight.

The Hon. GIFFORD PINCHOT is quoted as uttering the subjoined stirring sentiment in Los Angeles, Cal.:

"This is the kind of fight which, unless we do something, we shall lose, and it cannot afford to be postponed."

This is satisfying and convincing as far as it goes. Few men will have the hardihood to dissent from it or even to question it. There may be some, however, who will long to ask Mr. PINCHOT to describe to them the exact kind of "fight" in which a combatant is relieved from the necessity of "doing something."

North and South in Congress.

The esteemed *News and Courier* of Charleston—more than ever esteemed since Deacon HEMPHILL has become a Ph. D. or something and joined the immortals—comments upon our modest and hesitating remarks concerning the South's present representation in Congress. We are glad to see, however, that its comments, while not exactly laudatory, are by no means contradictory or defiant or in the nature of "hurling back with scorn" and indignation:

"There is some truth in THE SUN's view; but the South has been, with the exception of the administrations of GROVER CLEVELAND, practically a foreign country for the last forty years or more. Besides, there is another side of the picture upon which we wish THE SUN would shine, and that is the North in Congress. What sort of representatives does the North send to Congress? Who are they that THE SUN should be proud of them or their work?"

What all this has to do with the South's representation in Congress we do not altogether see. The tu quoque retort has never yet settled a controversy or removed a suspicion. To deplore the South's unhappy position in the national councils is not to exalt the North's, and not so can be excused the Bankheads, the Fosters, the Taylors, the McLaurins and the whole chorus of mediocrity that now sits in the places once filled by the Calhouns, the Ben Hills, the Lamars, the Soulés, the Randolphs, the Clays and the rest of the brilliant galaxy the South formerly contributed to the national councils. We did not propose in the remarks now under discussion to institute a comparison. What we intended was to deplore the feebleness and the impertinence of the South's representation in Congress. Our observations were addressed to the South, in which we take a profound and genuine interest, and how they are to be answered by unveiling the weaknesses of the North we do not pretend to say.

It is reported that Governor BURKE of North Dakota may become a candidate for a third term if the Democratic party of his State desires that he run again.—*Buffalo Enquirer.*

Mayor ADAM could give him valuable advice.

General FREDERICK D. GRANT seems to be the choice of some Prohibitionists in the West because he is reported to have said in a public interview:

"If I could by offering my body as a sacrifice free this country from this fell cancer, the demon drink, I'd thank the Almighty for the privilege of doing it. If I had the greatest appointive power in the country no man would get even the smallest appointment from me unless he showed proof of his absolute teetotalism."

We can understand the enthusiasm of the cold water party for the General. Perhaps he might be chosen chairman of its national committee on a platform of absolute teetotalism for officeholders, but unless the great majority of American voters are total abstainers he would not make a better run for the Presidency on the Prohibition ticket than some of the seasoned warhorses of the party.

Fusion after the fact, we presume it will be called.

THE CUSTOMS INSPECTOR.

Night and Sunday Dockings a Cause of Complaint.

TO THE EDITOR OF THE SUN—*Sir:* My brother "Customs Inspector" in his letter to THE SUN failed to say that the docking of ships late at night was not necessary. Fully 90 per cent. of the passengers of each vessel are destined for the South or West, and these passengers are not anxious to go to hotels or railways after 10 o'clock P. M. The Government's revenue at the piers can easily be increased $45,000 each year by insisting that the baggage be inspected in daylight. Those only of a venal calibre have no fault to find with night inspection. At any rate, a man on duty from 7 o'clock A. M. is not likely to be alert and zealous at 11 o'clock P. M., and his short rest at home interferes with his next day's labor, which begins at 7 o'clock A. M. Any fair minded person who has had experience either as an official or passenger will say that night inspection at its best is a farce, if not worse.

Customs men are on duty 365 days each year. They have no holidays and are deprived of an opportunity to attend church or spend a day with their families. Hundreds of other men in all walks of life whose livelihood also is made upon arrival of foreign vessels are compelled to be away from home on Sundays because of this practice of bringing ships in on Sundays.

There seems to be an utter disregard for the health and comfort of American people or their Sabbath. Some say that Sunday docking could be minimized by a slight change in the sailing days.

It is hoped that these points will meet the eyes of those who can appreciate the importance of the same, to the end that a little humanity and consideration may be shown to a faithful set of men.

ANOTHER INSPECTOR.

NEW YORK, September 24.

MINORITY NOMINATIONS.

A Significant Statement of the Portland Oregonian.

From the Portland Oregonian.

Governor Hughes of New York is quoted in favor of the primary law. Justly, Governor Hughes upholds the principle of the primary law. So does the *Oregonian*. The Hughes plan is precisely what the *Oregonian* contends for—namely, representation of political parties in the primary, through the party's selected and accredited representatives. It is the one only way and the proper way to get rid of the swarm of self-nominated candidates, few of whom are fit, and whose continuous insistence would wreck any party.

What is wanted is elimination of the possibility of a minority faction securing the nominations for the leading offices, with the help of the opposite party, whose members then turn about and support the candidates of their own party in the election.

This game has been played in Oregon just about as long as it will be permitted. In the action of the Republican party there is to be something like straightforward business, under representative rule, which alone is the basis of the Republican system; or we shall have straightforward Democratic party action and rule on the like basis; and then in either case we shall know what we are about. Candidates are to be nominated for the primary—Republican candidates.

They may be beaten. Then, very well. But this contest is to be fought out. Just as in the days of the silver craze, the Republican party is to be forced now to stand for something or die. And why shouldn't it be slaughtered if it stands for nothing—if men like Bourne and Chamberlain are to be the products of juggles in its name? Honest men can stand the ascendency of the Democratic party, but no hybridity. This bunco game has run its course in Oregon.

A Horrible Suggestion.

TO THE EDITOR OF THE SUN—*Sir:* I see that Governor Fort says that "all the dogs of war of the bosses and platform breakers" will be let loose upon him for his Newark speech; but what of it? Right will triumph in the end." I wish I could be as sure of it. In my view the disfranchisement of the commuters is a condition precedent of the triumph of right in New Jersey. They are "a God fearing and golf playing population," but their best political thought is given to the politics of New York State and city. They are the grandest, most passionate reformers of New York to be found on the map.

A NATIVE.

PLAINFIELD, N. J., September 24.

The Welcome Traveller.

TO THE EDITOR OF THE SUN—*Sir:* Your gang of Loebites, who hold up returning pilgrims, tackled my partner the other day. He had not bought even a collar button since going across. He told the inspector there was nothing to declare, &c. And thereby partner got it good.

When the post mortem was over the trunk looked as if it had been attacked by a stevedore. But here's the point. The inspector felt something that appeared like diamonds. Now he had my partner! But, lo and behold! There were headache tablets in the envelope. I am not informed whether or not the inspector took one.

Seriously, are they trying to create sentiment in your village to kill the present absurd customs laws?

EDWIN WARREN.

LYNN, Mass., September 23.

An Englishman.

TO THE EDITOR OF THE SUN—*Sir:* Henry Hudson might have been a Frenchman, a Russian, or a Prussian, but he was an Englishman, and I am surprised to see the English flag conspicuous for its absence in the present elaborate municipal decorations. England does not treat America so.

E. H. J.

NEW YORK, September 24.

Unholy Joy of a Jersey Settlement.

TO THE EDITOR OF THE SUN—*Sir:* This town is chuckling over your apt description of Montclair as "that suburb of 20,000 odd souls."

INDORSER.

BLOOMFIELD, September 21.

Swinging Around the Circle.

From the Washington Star.

13,000 miles of glory;
13,000 miles of glee;
13,000 miles of story
For a waiting world to see.

13,000 miles of travel;
13,000 miles of meals;
13,000 miles of gravel
Underneath the whirling wheels.

13,000 miles of scooting;
13,000 miles of land;
13,000 miles of tooting
By the merry village band.

13,000 miles of meeting;
13,000 miles of screech;
13,000 miles of greeting;
13,000 miles of speech!

LAST YEAR'S IMMIGRATION.

WASHINGTON, Sept. 24.—The report of the Bureau of Immigration for the fiscal year ended June 30, 1909, shows the arrival of 751,786 aliens during the year. It shows the departure of 196,094 of the same class. The net increase in population was 555,692. A separate grouping is made of "non-immigrant aliens" and "non-emigrant aliens." These classes represented by 192,449 in the former and by 174,590 in the latter, include travellers and transient visitors having intention to return to their respective countries. They are not, therefore, properly to be included in estimates of increased population.

The arrival of a net 555,692 seems small when compared with the huge armies reported as landing in 1905, 1906 and 1907, but it is to be remembered that prior to 1908 the returns did not report the outflow. That has been officially estimated at nearly one-third of the inflow. The net increase for the fiscal year 1908 was 387,797, the outflow of that year being particularly heavy as a result of suspended industry, and the total inflow being heavily reduced by the same influence. The arrivals of 1907 were 1,285,349. The departures are not accurately known, but they are estimated at about 400,000. Before the operation of the law which went into effect on July 1, 1907, no provision was made for a trustworthy count of departures and there prevailed a general misconception regarding the increase in population. That is now corrected.

In the matter of numbers by nationality the Italians (including Sicilians and Sardinians) head the list of total arrivals last year with 183,218. Russians (including Finns) stand second with 120,460, but if the departures be subtracted the net increase in Italian population for the year is 99,918, and the net increase in Russian population is 100,753. Italians, Russians, Austrians and Hungarians made up about 60 per cent. of the total net increase. Germany gave us 20,000, and the United Kingdom nearly 67,000. Our loss through emigration to Canada was partly offset by the arrival of 50,000 Canadians. Few come from France, the net for last year being less than 4,000. Arrivals from Scandinavia are many thousands less in number than they were a few years ago, but last year shows the United States as the gainer of some 25,000 people of that excellent stock. About 16,000 Mexicans crossed the border presumably to make their homes in the United States.

While these people drift about more or less after their arrival, an effort is made to ascertain their immediate destination. The records show New York as the location of more than a quarter of the net increase. Illinois got nearly 50,000, Massachusetts nearly 50,000, Pennsylvania about 75,000, New Jersey a little more than 30,000, Ohio about 23,000. Every State in the Union got some, although few of the new citizens go into the South. Texas got 17,000, but in most of the States south of the Potomac and the Ohio the intending settlers are counted by hundreds and not by thousands.

In the classified list of occupations there is shown the arrival of 171,310 "farm laborers," and the departure of 2,980. There is shown the arrival of 174,800 "laborers," and the departure of 118,936. How many of those classed as "farm laborers" become mere "laborers" on railroad and other construction work it is of course impossible to know. It may be assumed that a large number will be found in ditches and on embankments, earning their money with pick and shovel rather than with plough and hoe. In point of numbers, "servants" (54,000) come next to laborers. More than 6,000 were classed as "professional," and 65,000 as "skilled." The "miscellaneous" group accounts for 293,000, including the laborers and the servants. Those of "no occupation," including women and children, numbered 191,000.

New York is the greatest central point of arrival and departure. Nearly 80 per cent. of the arrivals landed in that city, and more than 80 per cent. of the outflow used that gateway. Boston is second on the list, and Baltimore is third. The list of the "debarred" shows 10,411 shut out for various causes. About 44 per cent. of this number were denied entrance on the ground that they were "likely to become a public charge." Nearly 2,400 were turned back because of "loathsome or dangerous contagious disease": 56 were professional beggars, 273 were criminals, 24 polygamists, 323 were immoral women, and 413 were shut out under the Chinese exclusion act.

The problem of immigration in the United States is still a problem of the distribution of the immigrants. In the report of the Commissioner-General for 1908 it is said that "those now coming do not to so great an extent as in earlier times become attached to the soil, but congregate in the cities and centres of labor employment and often fall into occupations to which they are but illy if at all adapted." Something in the way of distribution is being accomplished by the new division of information, but the results thus far are comparatively trivial. The tendency is toward congregation in the cities.

Adders of Great Britain.

From the Scotsman.

An adder 2 feet 4½ inches in length, killed in Ross-shire, reported recently, is a large one, but by no means a "record." A correspondent of the *Scotsman* has kept a record of large adders killed in various parts of the country for many years. One sent him from near Kendal, Westmoreland, measured 29¼ inches, and a second (same locality), September 2, 1893, 31 inches. One sent from Beverley, Yorkshire, on July 23, 1898, measured 35 inches, and so far is the largest he has ever heard of in this country. In the Furness district of north Lancashire adders grow to an unusual size, from 25 inches to 30 inches being apparently the normal development. The correspondent has not a single record of an adder attacking man or beast if not accidentally trod on or wilfully provoked. Adders are most irritable just after recovering from hibernation, and their bites then are perilous.

House Names in Holland.

From the Westminster Gazette.

In few of the affairs of life does the Englishman display such a lack of originality as in the choice of a name for his house. Often enough it would seem that he does not choose at all, but meekly accepts whatever designation an unimaginative builder cares to place above the door. In Holland they do this thing much better. A recent traveller in the land of dikes and windmills has been at pains to make notes of the names bestowed by the Dutch merchants upon their country houses. Here are a few examples, translated: "Our Contentment," "Joy and Peace," "Leisure and Happiness," "My Desire Is Satisfied," "Friends and Quiet," "My Wife and I," "Not so Bad." To say the least, any one of these would seem to indicate more of the genuine sentiment of the householder than can possibly be expressed by the "Belle Vues" and "Cedars" of Suburbia.

Accumulated Anniversaries: September 25, 1909.

New York is gay with bright display,
The air's with salvos rent;
The navies of the world have come
To share the great event.

And grand stand sites are causing fights
Along the marching line;
A place to snore, they say, costs more
Than back in 1909;
And sightseers seek New York this week,
Our big show stirs the nation,
Our Hudson-Fulton-Peary-Cook-
Wright-Curtiss celebration.

SAM SOWERS, Jr.

GENTLEMAN.

A Post Mortem Discussion, Says One Sad Pessimist.

TO THE EDITOR OF THE SUN—*Sir:* The communications in THE SUN about the gentleman are interesting. In one of them the word "gentility" occurred; so seldom has it appeared in print of late that I have regarded it as practically obsolete. Americans have made a mistake in giving business and wealth supremacy over everything else, as it sets up a false standard of values.

Although considerations and definitions of the gentleman are interesting, why hold post mortems?

QUIDNUNC.

NEW YORK, September 24.

The Detachable Collar Test.

TO THE EDITOR OF THE SUN—*Sir:* I am pretty busy during the day and do not get a chance to read all of your valuable paper until evening, hence the delay in answering the letter of "Bath Guide" in your issue of September 23. He says that a "gentleman doesn't wear detachable shirt cuffs." What discredit is there in wearing detachable cuffs any more than detachable collars, if they are clean? I should suspect that "Bath Guide" must be a relative of "Bath House John," except that the latter "gent" could never be accused of being a cad.

CLEAN CUFFS.

NEW YORK, September 24.

The Hog Latin Phase.

TO THE EDITOR OF THE SUN—*Sir:* Perhaps our friend "R. N. T." of Hartford, Conn., after having aired his knowledge concerning the vast abyss which separates a gentleman from a hog, can tell us just how he connects a hog with the successful and the prosperous. There are numerous men, gentlemen, too, by the way, who are successful, but they by no means attribute their success to a close association with hogs. All successful business men are not meat trust magnates. Since "R. N. T." wishes to qualify as a hog expert, perhaps he is a meat trust man, a crackerjack in his line, who will tell us if he means by a hog the plain Swinus americanus or the Ornithorincus paradoxus.

COLLEGIAN.

ORANGE, N. J., September 23.

A Comprehensive Answer.

TO THE EDITOR OF THE SUN—*Sir:* The Fifteenth Psalm of David gives a full and comprehensive answer to the question, "What is a gentleman?"

H. P. D.

FAR HILLS, N. J., September 24.

NAVIES AND PEACE.

A Frank Criticism of Lord Charles Beresford's Pilgrim Speech.

TO THE EDITOR OF THE SUN—*Sir:* The speech of Admiral Lord Charles Beresford before the Pilgrim Society in New York on September 18 was a notable, almost a historical event; however, I beg to dissent from some of Lord Charles's conclusions. It is highly gratifying to Americans to hear of the stronger than treaty blood friendship of the five nations of the British Empire and of their desire for a practical non-treaty alliance with the United States. This is doubtless the obvious tendency of the twentieth century. The Admiral says:

The naval budget of any nation is really the rate of insurance which the country pays for its trade routes. But if the world has noticed any nation paying such a rate of insurance which on the face of it is four or five times as great as is necessary to protect its coast and its water borne commerce, and borrowing money too to pay the high insurance rate, clearly such a spectacle will unsettle the minds of other nations.

Why is any "insurance" necessary to protect "trade routes"? Are all other nations simply pirates, ready to rob merchant vessels? Is this the civilization of the twentieth century? It is an axiom in fire and marine insurance that the owner of a large number of houses or ships does not need any insurance. Are not the United States and Great Britain each powerful enough not to need any insurance when the annual premium is so enormous? Marine insurance companies like the Lloyds would carry war risks at many thousand per cent. less than the cost of the British navy.

If no nation was prepared for war, would it not make the nations more peaceful? The Admiral says:

What we want a big fleet for is not to make war but to make peace.

When men habitually carried arms did it lead to peace? Were there not more murders? Large navies instead of making peace have exactly the opposite tendency; they are built for war and not for peace. The Admiral says:

The question of Great Britain's naval supremacy does not mean a threat, an aggression, nor an effort on the part of militarism. Our supremacy on the sea ought to be unassailable. This is not a threat, only we intend to hold what we have got; if we lose our hold it is the end of the empire.

If this language does not convey a "threat," what language can do so? Why should the "supremacy" of Great Britain on the sea be "unassailable"? She has no more right to the "supremacy" of the sea than any other nation. The sea is the common property of all the nations. Can Great Britain show any more than a Robin Hood title to all the oceans of the world? The accomplished Admiral's language is, however courteously worded, in reality a studied "threat," almost an insult, to every other maritime nation. Sooner or later Great Britain will be forced by her own people and her pauperism and by other nations to abandon this false claim of "supremacy on the sea."

"We don't want any alliances. We want to look after our own selfish selves and for our trade. We don't want to say our fleets are big enough to win. We want them big enough to prevent war." It is not for the best interests of mankind that any one nation for its own "selfish selves" should have a navy big enough to dictate peace (?) to the whole world.

Great Britain constantly negotiating treaties all over the world with a fleet "big enough to win" is ever ready to negotiate with a menace and a real "threat" to make peace with her two Power navy of Dreadnoughts. What kind of peace is it that the Admiral wants which exists and is maintained only by her "big" navy? Is not this a forced "peace" under duress, and not a real peace, existing with the voluntary consent and approval of the other nations? What kind of peace is that which is made with a pistol at your head and Dreadnought broadsides threatening your cities?

This is the peace which the Admiral says is so much better than the "disarmament" of the peace party. By the way, who told the Admiral that the peace party was any more anxious to protect its valuables than the war party during the Spanish war?

The international war between the leading nations to build and maintain the largest navy must sooner or later cease, or financial ruin will be the result. Are not the United States and Great Britain the two nations to dictate, as the Admiral says, that "there shall be no war"?

WILLIAM BARNES, Sr.

NANTUCKET ISLAND, Mass., September 22.

Patriotic Name for a Baby Girl.

Springfield correspondence Cleveland Plain Dealer.

To-day, the anniversary of the reading of the emancipation proclamation by President Lincoln to his Cabinet for the first time, has a peculiar significance to Mrs. T. A. Busbey of South Vienna, this county, who was christened with the name Emancipation Proclamation Coggeshall.

Her father, the late William T. Coggeshall, was an ardent patriot and friend of President Lincoln in the days of the civil war. He was greatly in favor of the emancipation, and on September 20 received a telegram from Salmon P. Chase advising him that the proclamation had been read to the Cabinet. An hour or two later he received a call from his home informing him that a baby daughter had been born. He then and there resolved that the child should not be named until the fall of Richmond, a resolution which was kept.

After the collapse of the Confederacy he thought of the delayed naming of the baby, and while running through a bundle of papers at the office came upon the telegram which had been sent him by Secretary Chase. Recalling the coincidence of the birth of the baby daughter he named her Emancipation Proclamation. She grew up under the name "Prockie," and "Prockie" she is to this day.

Variety of subjects marks the *Century Magazine* for October. The Fulton article tells of the Clermont, Mr. Gilder continues his recollections of Grover Cleveland, and Mr. James Ford Rhodes gives his estimate of Mr. Hayes's administration. A Turkish episode is related by the author of "Haremlik"; there are articles on British rule in India, on finger prints, on a central bank and on village inns, personal recollections of George Meredith, and a poem by Poe's child wife. Mr. Schauffler describes the Harz towns and Hildesheim. Three short stories and the beginning of a serial make up the fiction. There are some interesting pieces of verse and pictures without text.

HUDSON AND HIS RIVER.

Records of Voyages and Stories of Associates of the Discoverer.

TO THE EDITOR OF THE SUN—*Sir:* The image, ancestry and any surviving issue of Henry Hudson are alike unknown. A chronicler of his time first announces him on the pages of history as "that worthy inexourable Master Henry Hudson"; an artist has produced an imaginary picture of a strong man looking into death's face amid Arctic wilds that passes now for his likeness; one child that we know Hudson had is depicted as sitting at the strong man's feet awaiting the same death. That he must have been a strong and valiant character is undeniable. That he came from a family of conspicuous and venturesome sailors is apparent almost beyond doubt. That he and his son, "John Hudson, a boy," the father called him, perished in the frozen north must be true; for cruel and dastardly companions left them there without food or shelter, keeping even some of their clothing, which the murderers divided between themselves after the manner of those who crucified the Saviour.

At the moment of that awful tragedy another nobleman appeared when "Philip Staffe, the carpentere," asked for and was given the privilege of sharing the master's fate. His act was grand enough not to be forgotten and his name honored after these 300 years; and the name of yet another, John Coleman, as will appear later on.

On February 6, 1555, Queen Mary signed a charter for "The Company of Merchants," called also "The Society for the Discovery of Unknown Lands," and in the same year the Emperor of Russia granted to the incorporators a formal charter of privileges to trade throughout his domains. Subsequently, in 1556, the same company procured an act of Parliament in which they were styled "The Fellowship of English Merchants for Discovery of New Trades," but on account of their Russian privileges they were best known as the Muscovy or Russian Company. A Henry Hudson was a charter member of this company. In Hakluyt's "Principal Navigations, Voiages, Traffiques and Discoveries of the English Nation" (complete down to the year 1599) mention is made of the first Henry Hudson of the Muscovy Company, and later of Captains Thomas Hudson and Christopher Hudson. From the year 1599 to the year 1607 no such record of English voyages was kept. In the latter year, however, Purchase takes up the story afresh and Henry Hudson appears as a captain in the employ of the company. All these Hudsons were sailors. All lived in or near Limehouse, a small hamlet now a part of London, and undoubtedly they were of one family. Probably the first Henry was the grandfather of the last, but there exists no record to prove the fact. There was also a Hudson family in Sussex county, England, during the same period.

Columbus was an Italian, but was fitted out by and sailed for a Castilian. The Cabots were Portuguese and sailed under the pay of England. Americus Vespucius was an Italian, but he was sailing under the pay of Spain, and Giovanni de Verrazzano, the Italian who first discovered the mouth of the Hudson, was a corsair in the service of France. So also we find Henry Hudson, an Englishman, after proving his qualities as a navigator in the employ of an English company, sailing to his greatest triumph in the employ of Hollanders under the patronage of foreigners whose language he could not speak.

In "Diviers Voyages and Northerne Discoveries of that worthy inexourable Discoverer Master Henry Hudson, His Discoveries toward the North Pole, set forth at the charge of certaine Worshipfull Merchants of London, in May 1607" (Purchas His Pilgrimes, London, 1625) Hudson, as recorded in the account 'Written partly by John Playse, one of the Company, and partly by Henry Hudson,' set out with at least twelve other Englishmen. A William Colines is first mentioned as his mate, but later the account states 'John Coleman my mate and William Collins my Boatswaine went ashore with two others.'

On his second voyage many of the same men composed his crew of about thirteen, among whom John Coleman is not mentioned, his mate being Robert Juet of Limehouse, who sailed again on the third voyage and wrote the only account of the discovery of the Hudson which we have, and on which Hudson's greatest fame is based; the same man, alas! was one of the murderers of Hudson on his last voyage.

The third voyage, the most fruitful, was the only one made by Hudson under foreign patronage, so far as we know, and we do not know how many Englishmen or Dutchmen were in his company, but that the Englishmen Juet and Coleman were we do know, and they were beyond doubt his first officers as they had been on former voyages. To them were given all important duties.

It is a generous, friendly and fitting thing for our Dutch friends to build the facsimile of the Half Moon, and of course they want to sail her through the applauding thousands, but Englishmen should command and guide her if we would have the pantomime correct in detail.

Amid all the clamor and applause there is another Englishman we should not forget, one who preceded Hudson in his discovery, the man whom Hudson himself sent "four leagues ahead," who first entered the "narrow river between two islands," still called the 'Narrows,' and who, losing his life in the venture, had his name applied by Hudson to a "point" near by. What point was so named cannot now be traced, but the baptism of blood and the wish of the great commander should assure John Coleman his right to fame.

The record states: "The sixth [September], in the morning was faire weather, and our master sent John Colman, with foure other men in our boate, over to the north-side to sound the other river, being foure leagues from us. They found by the way shoald water, two fathoms; but at the north of the river eighteen and twentie fathoms, and very good riding for ships; and a narrow river to the westward betweene two ilands. The lands, they told us, were as pleasant with grasse and flowers and goodly trees as ever they had seene, and very sweet smells came from them. So they went in two leagues and saw an open sea, and returned; and as they came backe, they were set upon by two canoes, the one having twelve, the other fourteene men. The night came on, and it began to rayne, so that their match went out, and they had one man slaine in the fight, which was an Englishman named John Colman, with an arrow shot into his throat, and two more hurt. It grew so darke that they could not find the ship that night, but labored to and fro on their oares. They had so great a streame that their grapnell would not hold them."

"The seventh, was faire, and by 10 of the clocke they returned aboord the ship, and brought our dead man with them, whom we carried on land and buryed, and named the point after his name, Colmans Point."

Mr. Ford Madox Hueffer of the *English Review* and author of a history of the Cinque Ports and the author of a recent novel called "The Half Moon," published in England and in this country, is one authority for the statement that John Coleman was a native of Rye, Sussex, England, from which place fifty years after Coleman's death many persons emigrated to this country and settled about thirty miles from his grave and called the place Rye. Indeed descendants of the English family of Coleman are living to-day in Sussex, England, and Madison county, New York.

Rye, N. Y., is on the Sound side of Westchester county, but she might claim closer association with Hudson than the villages along the river that are so prominently represented on the committees.

A. OUTRAM SHERMAN.

RYE, September 22.

The Way to Success.

TO THE EDITOR OF THE SUN—*Sir:* Although an anomaly in this era of predigested education, cannot you find some untenanted crevice in the Hall of Fame for Study & Study, lawyers, Richmond, Ind.?

H. R. W.

DAYTON, Ohio, September 22.

Mrs. Bullock Workman in *Harper's Monthly Magazine* for October relates her exploits in the Himalayas. Prof. J. B. Watson of Johns Hopkins writes of the homing instinct of animals. Mr. Archibald Henderson describes Old Edinburgh, and other articles deal with life in the coal mines and with State insurance in Germany. Mr. Abbey's Shakespeare illustrations are to "Titus Andronicus," and Mr. Shackleton reports the story of a survivor of the siege of Delhi. Fiction is unusually strong, comprising short stories by Henry James, Rudyard Kipling and six others. There are seven poems.

Theodore Roosevelt in *Scribner's Magazine* for October begins the story of his African travels. Mr. H. G. Dwight describes the Ramazan feast at Constantinople. Mr. W. Wood tells of the Lowestoft fishermen, Prof. Paul van Dyke discusses college education, Mr. Birge Harrison comments on impressionism in art, and Mr. F. C. Howe on the settlement of land. Edith Wharton, Mary Tappan Wright and three others provide short stories, and Thomas Nelson Page's serial is continued. There is a poem by George Meredith and other verse.