

Entered at the Post Office at New York as Second Class Mail Matter.

Subscriptions by Mail, Postpaid. DAILY, Per Month, \$1.00. DAILY, Per Year, \$10.00. SUNDAY, Per Year, \$3.00.

Published by the Sun Printing and Publishing Association at 170 Nassau Street in the Borough of Manhattan, New York.

London office, Effingham House, 1 Arundel Street, Strand, The Daily and Sunday Sun are on sale in London at the American and Colonial Exchange, Cannon Street, Regent Street, and Daw's Steamship Agency, 17 Green Street, Charing Cross Road.

Paris office, 32 Rue Louis le Grand. The daily and Sunday editions are on sale at Elysée 12, near the Grand Hotel, Elysée 77, Boulevard des Capucines, corner Place de l'Opera, and Elysée 19, Boulevard des Italiens, corner Rue Louis le Grand.

If my friends who favor the Sun manuscripts for publication in foreign countries are returned they must in all cases send stamps for that purpose.

Mr. Wickersham at Chicago.

We congratulate both the Attorney-General and the President upon the Administration's Appomattox day speech delivered last night at Chicago. It will repay perusal. It is a very artistic performance, considered either as a defensive or as an aggressive manifesto.

Two Battleships a Year.

We are glad to see that the two battleship programme received a majority of fifty-one in the House. It was a demonstration of common sense. The opposition to steady and timely naval expansion is no doubt creditable to the hearts of those members not specially interested in waterways and public buildings.

The Constitutional Rights of Railroads.

On April 4 the Supreme Court of the United States rendered an important decision protecting a railroad company against an attempt on the part of a State Legislature to deprive it of its property without compensation and for private purposes. The case is worthy of note as a check to populist legislation of a character which finds much favor in the West and which is advocated by many radical agitators in the Eastern States.

The Nebraska Statute which requires every corporation operating a railroad in that State to erect, equip and maintain at its own expense a side track or switch leading from its line to any grain elevator having a capacity of 15,000 bushels which may be located adjacent to its right of way.

Why "House Guests"?

For long years we have entertained a vulgar hankering to know exactly what "house guest" means. We see the phrase freely distributed in those halcyon columns which chronicle the movements, the functions and the relaxations of the rich and powerful. We perceive that Mrs. Jones is the "house guest" of Mrs. Smith, and have grown giddy wondering at the luxurious and mysterious conjunction.

stitution. The Supreme Court of Nebraska overruled both objections, but the Supreme Court of the United States has taken a different view and has sustained them both.

The opinion of the Supreme Court is written by Mr. Justice OLIVER WENDELL HOLMES. It would cost the Missouri Pacific Railway Company over \$2,000 to build and maintain the desired side track at Manly. To require the corporation to expend this sum is to take its property—there can be no question about that. "Now, it is true," as the court well says, "that railroads can be required to fulfill the purposes for which they are chartered, and to do what is reasonably necessary to serve the public in the way in which they undertake to serve it, without compensation for the performance of some part of their duties that does not pay."

The Year at the Metropolitan Museum of Art.

The fortieth annual report of the Metropolitan Museum of Art exhibits more than any of its predecessors the extraordinary growth of New York's great art gallery. In its short life it has already taken a high place among the similar institutions of the world, without Government help or other than its owning and the comparatively small yearly contribution of the city of New York.

The Burro's Threnody.

The time has come to register, and that with unfeigned sadness, the passing of the burro. Lowest of the beasts of burden, pebeian of the equine gens, the burro, taxed to the limit of his endurance yet uncomplaining, has been the agent of stores of prosperity. Gray as the sagebrush upon which he depended for an all too scanty sustenance, he has opened deserts out of which wealth beyond the dreams of avarice has been dug, upon which noble cities and flourishing States have come into being. An ass, and a dialectic ass at that, he has filled a place, important yet ever obscure, in the romance of the discovery of the precious metals.

Novel Means of Transportation in Kansas.

From the Topeka Capital. To the Editor of the Capital. A gentleman from Missouri drove into our thriving village of Paint Creek having a top heavy and very large sorrel bay horse, with a set of harness. The owner drove around the public square several times and did not run over or kill anybody. The news spread, and a great deal of attention and several of the farmers announced their intention of selling their automobiles and buying a rig of that kind if on trial such methods prove satisfactory as they appear, they will become a fact, as every new thing in a prosperous community is likely to. MAYOR OF PAINT CREEK. PAINT CREEK, KAN., March 28.

guest of Mrs. SMITH without exciting honest bystanders in the least. Hospitality is as ancient as the hills. From Boston to New Orleans, as from St. Augustine to Seattle, persons high and low have their friends and relatives, and when it is convenient they often house and feed them as they pass. In former times, and especially in the older States, with means of transportation such as we have now unknown, and when persons, prosperous or otherwise, depended on the coach, the carryall, not forgetting the patient mule, for vehicles of communication, neighbors visited each other, often in blocks of ten or twenty, and spent hilarious hours in intimate association. As matter of fact from Maine to the Gulf of Mexico there was constant visiting, with opulent entertainment, and never any word save that of hosts or guests. Everybody knew what that meant. The record, if anybody kept it, was as clear as day.

But what is the real meaning of "house guest"? Is a "house guest" different from any other guest? Do people nowadays entertain some of their visitors in the house and others in the stables or the corncorb or the haystack? And if they do not, and if all guests are treated on the same plane, why the bewildering prefix "house"?

The Leary Case.

In January, 1907, Governor HUGHES named the Hon. WILLIAM LEARY Superintendent of Elections for the Metropolitan District. The appointment was made in the face of the violent personal protest of the Hon. HERBERT PARSONS. Twice since that time public agitation directed against Mr. LEARY has moved the Governor to order an investigation of this official's public record.

The Superintendent has shown himself diligent, energetic and enthusiastic in the performance of his duties. He has taken the keenest interest in the work of the department, being the first to arrive and the last to leave the office. He has pursued a judicious system of publicity. He has shown a mastery of detail. The Superintendent has commanded the respect and obedience of his force. There has been no apparent lack of discipline.

It is true that the careful and conscientious Mr. WADHAMS does not find the Hon. WILLIAM LEARY without a human defect or two. He says, with engaging effort at accuracy: "By reason of temperamental characteristics the language and demeanor of the Superintendent has not been such as at all times to command the enthusiastic support of the entire force."

From this we gather that the Hon. WILLIAM LEARY is given to a certain violence of language. This grieves us, as it grieves Mr. WADHAMS. Doubtless the Hon. CHARLES EVANS HUGHES regretted it at the time he appointed Mr. LEARY. It is even fair to suspect Mr. LEARY himself deprecates it at times. But we presume the Governor intended that Mr. LEARY should obtain precisely the results Mr. WADHAMS indicates that he has obtained, no matter what language he employed in the process.

At all events the really important fact in the Wadhams report will not be overlooked. Mr. LEARY was attacked not because any one doubted the efficiency of his administration, not because any crying evil or obvious scandal had been discovered. He was attacked because the Hon. HERBERT PARSONS, still smarting at the personal humiliation the Leary appointment had for him, sought to strike the Governor through LEARY and in that way avenge his own injury.

The failure of the Hon. HERBERT PARSONS to injure the Hon. CHARLES EVANS HUGHES by this characteristic piece of malice is worth noting, if only because it indicates how the smallness of a little man survives even after he has been permanently removed from all opportunity to do evil. Incidentally, but not less plainly, the Hon. WILLIAM LEARY has earned his vindication.

Long ago society unthinkingly decided to drop its "we went huntin', ridin', shootin'." Now it is my duty to reveal, we are threatened with the mutilation of the adverb "we" should be added to it if we want to be bright and far, writes the glided youth. "I'm absolute sick of this utter boring play," says Lady Hortense in the latter. "We are 'bored' pleased" and "bored" disgraced."

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it cost the burro to plod the dust of a hot furling. We have yet to learn that the devil wagon through the agency of any of its contraptions has laid bare for its passengers the auriferous ledge so rapidly sought in a madder than dervish whirl. More than one rich producer among the older mines has been disclosed to the prospector by the sapience of his mule exhibited in a forceful kick delivered upon some dusty Boulder.

We are moved to this regret at the passing of the burro by the latest news from the mining camps. This comes out of the Cobalt country in Canada. The prospectors are reported as chartering a special train to carry them to the new find. After the motor car and the railway train it will not in the least surprise to learn of prospectors traveling the ways of gold in the air buggy.

Speaking of the reception of the Japanese delegates in this country, Professor J. PAUL GOODE of the University of Chicago, one of the reception committee, says: "At Washington, Indianapolis and St. Louis was real courtesy apparent. At Detroit American manners were admirable, and at Philadelphia they were at their worst."

Great Britain has just launched her ninth Dreadnought, the Colossus, which will have a displacement of 22,000 tons and carry ten 12 inch guns. The Colossus of Rhodes was raised to commemorate the defence of that place against DEMETRIUS POLYORCHETES and is said to have been composed of the engines of war he abandoned. It was twelve years building and cost \$470,000.

In his recent speech, unhappily unavailable for public purposes, the Hon. CHARLES EVANS HUGHES did not say that he was proud to be a member of the Republican party of New York. Nor did Governor HUGHES declare that the Hon. WILLIAM BARNES, Jr., the Hon. TIMOTHY L. WOODRUFF and the Hon. GEORGE W. ALDRIDGE were in his opinion pure minded patriots on whose retention rested all hopes of Republican victory in this State.

Speech may be simplified, but surely, to reduce things to a practical basis, proofreading is not, in Idaho, the "improved" form of Esperanto. The Idahoists have painted the Zamenhof lily. On the cover of the Internationalist, an Idaho magazine, Professor JENSEN is quoted. "That international language is the best which is the easiest for the greatest number of men."

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TALKS IN ENGLAND.

A vagrant traveller in England who had ances might be led to say for a time that "nation of sailors" could be as true a description of the people as Napoleon's "nation of shopkeepers." You will indeed seldom go far in any part of the country without coming across some one who is or has been a follower of the sea.

For instance, while I was running through an inland agricultural district the other day in a local train two fellow passengers in the little compartment, whose appearance was scarcely less rustic and local than their manner of speech, which reflected most purely the broad, ancient dialect of Dorset—a heritage from the West Saxons which I will not try to reproduce—conversed with each other in this style, overheard by me through the sheets of the morning paper.

Further, when I folded my paper up I perceived, unless I was mistaken, an American ready made suit on the fourth occupant of the compartment. It turned out he had been a "blueshirt," or sailor in the British navy, for eight years, and was now working on a farm in Ontario, from which he had come home for a month's holiday. When I asked him how the Canadians seemed to like newcomers from England he replied: "Oh, well enough. They call them 'bronces' around where I am, because it's a job to manage them. They're too bossy and want to run the show according to their own ideas."

Presumably this adherence to his native ideas is the ground on which the much travelled Briton is occasionally accused of insularity, and it is to be feared that some Britons would be quite proud to admit the justness of the charge, for the adaptability to foreign ways is a vice and the sign of a mongrel. Of the school I recently met a hearty if unconvincing example in a country aborigine.

It was sitting alone before the fireplace, a stout, dignified figure, with a glass of some beverage unknown nearly hid by the huge fist which held it. There was no doubt about him being a seafarer; the emerald air of Jack in shore clothes floated all about him. But he looked so extremely respectable that it caused me hardly a moment's surprise when I learned he had lately retired from an important post under the Ottoman Government.

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WILL MORAL OR RELIGIOUS LIFE DIE WITH THE DEATH OF DOGMATIC BELIEF?

To run ERRORS OF THE SEX.—Dr. You encouraged and honored me by accepting the first of a series of letters on the religious crisis, of which this is the last. My first letter was called forth by the book called "Do We Believe?" and the present writer said then with perfect truth as he repeats now, that he came in as a learner, not as a teacher. It is a day in which learners must avow their doubts if they wish to be satisfied.

Some seem to think that with our religious belief our morality must fall and that we shall become a human herd. This is this wonderful, considering what Christianity has done for us. Christianity in its pure form is the highest morality preached through the best organ, attested and commended by the highest example, though an example not attainable by men in general, not within the compass of ordinary lives in this world of labor and struggle, or compatible with the ordinary necessities of humanity.

The present religion of Christians is based upon the doctrine of the Fall. It is taken as certain on the authority of the Old Testament that man was created in a particular spot and, as far as the narrative goes, would have remained forever a denizen of the Garden of Eden had he not forfeited that blessed dwelling place by his sin. It is surely more in accordance with apparent fact to conjecture that he came into being, at once or independently in each case, in a number of districts both of the northern and of the southern hemisphere; that he looked in each case to the power and provider of his own locality as the author and sustainer of his being, in other words, as his deity. The color of the southern differs completely in color, and not in color alone, from the inhabitant of the northern part of the globe, and though their intellectual identity is assumed, the assumption is not easily made good.

The primitive man of each district naturally looked up to the power which seemed to have called him into being and which seemed to provide his sustenance, as his deity. The luminaries of heaven would not fail to attract his gaze. Presently northern tribes, swelling into nations, strained for space and starving for food, took successively to conquest, and carrying their native religion with them, superposed it on that of the conquered people if they allowed the religion of the conquered people to continue in existence.

Of superposition of the religion of the conqueror on that of the conquered we have more than one case in the East. It does not seem that the black man of the south was generally a conqueror. He lacked not land, and to his climate he was accustomed. Attempts of the white to assimilate the negro have not been so successful as thoroughly to satisfy us of their common origin and nature.

To this we may perhaps partly trace the multiplicity of religions, the various and too often mutually hostile forms which Christianity has taken; the schisms, the persecutions, the inquisitions, the sacerdotal tyrannies, the religious wars. In a world of religious struggle not for truth but for ascendancy Mohammedanism when it came into the world played its part.

Then comes Byzantine subtlety, turning the Gospel into its webs of dogma; and afterward the Crusades, propagating with sword and fire the Kingdom of the Prince of Peace.

Christianity is the product, happily for mankind, of an element naturally religious; not of a conquering tribe or tribes, but of a good peasantry, such as furnished Jesus and His apostles; a population which had no connection with military ascendancy or with ambition of any kind, though we know when ambition, sacerdotal and regal, got to work upon the religion of Jesus what results were produced.

Morality, by which man must live if he is a social being and society is to hold together, may well be taken to be the rule of his maker, and thus in fact identified with pure and rational religion. If the author of man's nature is God, morality is the worship of God. Nor does this seem to exclude a truly religious frame of mind or even fraternity in spirit pious. Credo quis impossibile est is surely, when scrutinized, not an expression of rational piety, of piety likely to present a firm foundation for character, or perhaps to be very acceptable to the God of truth.

If this seems presumptuous, let me say once more that I speak as a learner, not as a teacher, and that a man in extreme old age has little time left in which to learn. GOLDWIN SMITH. TORONTO, March 31.

"Do We Believe?" A record of a great correspondence in the Daily Telegraph, October-November 1899, on the subject of the religious crisis, by W. L. Courtney, M. A., D. D., London: Hodder and Stoughton, 1908.

Danger on the Subway Platform. To the Editor of THE SUN.—The Public Service Commission could do the public a good turn by ordering the subway management to place guard rails on the express stations. At the present time the public is not half protected on the underground system, and the congestion that takes place on the subway stations is a source of danger to those who are near the edge of the platform. This is especially true when a train is entering the station, and the express train is in the platform in front, threatening to push them off the platform. The desire to board the train overcomes the sense of danger.

Some of the express stations are particularly dangerous at the present time. A guard rail has been placed at the upper end of the Brooklyn Bridge and the Fourteenth Street Station, but at the Seventy-second Street and the Ninety-third Street stations none of these precautions have been taken. At the Fourteenth Street Station a guard rail runs the entire length of the station on the express side. The downtown express stations are only partly protected. The greatest danger lies in the fact that the express or "island" stations have at the ends, being widest in the middle. The express train, carrying more than the local, runs up to the very end of the station before stopping, while the local stops a car length or so from the end. This is especially true when the express is in the station, provided they are in the first car of the express, have to come down the platform on the subway side, and when the express is in the station, and when a subway train is in the station, there is always a possibility of some one being pushed off of the platform with guard rails being placed at the ends of the platform. NEW YORK, April 8.