

The Sun

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A Democratic Assembly.

In the consideration of the possible consequences of the Democratic tidal wave which is always just beyond the July horizon in years of State elections one concession is usually made to the Republican party. The State ticket, the majority in the Senate, even vast increases in the Congressional representation of the minority, are all insistently seized upon by the Democrats. But the State Assembly invariably remains outside of the party.

This year, however, when there is even more than the average evidence of Democratic confidence visible, there can occasionally be heard the suggestion that the successor of the Hon. CLAUENCE M. DEWEY, whom the next Legislature will select, may be a Democrat. Such a thing could happen only if the Democrats carried both branches of the Legislature, for in the Senate the majority is held by the Democrats. But the State Assembly invariably remains outside of the party.

Is a Democratic sweep of the Assembly so preposterous as it seems at first blush? It is a fact that in the last five years the minority membership has mounted slowly but steadily. Even more significant is the fact that the increase has been largely outside of the cities of New York and Buffalo. In the former there has been a tendency to decline, caused by various fusion campaigns, both those engineered by HEARST and by civic organizations. Thus while the Democratic contingent from New York city numbered forty in 1907, it was but thirty-seven last year.

Table showing the relative size of the rural and city Democratic membership elected in recent years. Columns include Year, New York, Buffalo, and Total.

At the present time, therefore, fifteen counties outside of the cities of New York and Buffalo are represented by Democrats in the Assembly. But the evidence of steady growth of Democratic strength in the State is not limited to such a statement. During the last five years twenty-six of the sixty-one counties of the State have sent at least one Democratic member to the Assembly. These are Delaware, Clinton, Dutchess, Genesee, Greene, Niagara, Oneida, Ontario, Orleans, Schenectady, Schoharie, Seneca, Sullivan, Otsego, Fulton, Orange, Schuyler, Chemung, Columbia, Ulster, Westchester, Chenango, Monroe, Rensselaer, Rockland and Albany.

During all these years Schenectady and Niagara have also sent a Democrat from one district, Dutchess and Schuyler have had a member in the minority three years out of five, and for two years now Schoenectady has sent a Democrat. Of the fifteen counties having representatives in the minority party this year, five were similarly represented a year ago, and five in the Legislature of 1908. It is evident, therefore, that there are several up-State counties which have practically become Democratic.

Nor does the increase of Democratic strength as shown by Assembly elections end with the mere statement of counties carried by minority candidates. In fifteen counties, as we have said, Democrats were chosen, but in no less than eight more the plurality of the Republican candidate fell below 50. These were Fulton-Hamilton, Livingston, Otsego, Schuyler, Steuben, Ulster and Yates. Of these counties Schuyler has four times in six elections chosen a Democrat.

It is of course, perfectly patent that under conditions, directly contrary to actual facts or local disturbances, explanation of this Republican decline is not equally true. For the direct primary results are far from settled, and factions and quarrels have been intensified rather than banished in the last eight months.

In the last year in which the Democrats made a close fight in a State election they captured not less than fifty-four seats in New York city and Erie county combined. This may fairly be assumed as approximating the high-water mark of Democratic possibility in these quarters.

New York and Buffalo as they did in 1907, they would have to win in twenty-seven counties. This in reality means only rural counties. They carried last year. By carrying seven of the eight counties in which the Republican majority last year fell below 50 they would get the requisite number. Or by carrying twenty-two of the twenty-six up-State counties which they have held at least once in the last five years they would equally accomplish their end.

On the face of these figures a Democratic Assembly is obviously unlikely, yet it is unlikely to be conceded, it must be equally evident that it is inaccurate to regard it as an impossibility, since all the counties necessary to Democratic success have been carried by Democratic Assembly candidates within very recent years.

Highways of Progress.

In a volume called "Highways of Progress," published by Messrs. DORRILEY, PAGE & CO., Mr. JAMES J. HILL has collected several addresses and magazine articles put forth in the last five years. The first chapter, "The Nation's Future," is his address on conservation delivered before the Agricultural Society of Minnesota in 1906, which has attracted wide attention in this and other countries. Mr. HILL's thesis was this:

"The highest conception of a nation is that of a trustee for posterity. The ideal of the prudent, loving, careful head of every family is the true ideal for the nation of rational men. The people of the United States, as far as any nation has meant to follow this path. It is worth while to consider how far they have been successful and where they have failed."

Mr. HILL estimates that "within forty-four years we shall have to meet the wants of more than 200,000,000 people. In less than twenty years at this moment the United States will have 130,000,000 people." How is the generation now growing to manhood to be employed and supported?

The farms stretch out for hundreds of miles. There are to be set laborers for building extensions at the highest market price and find a large percentage of these whom they employ mere hohoes who desert as soon as they have succeeded in getting transportation from one part of the country to another. Farmers beseege the employment agencies in vain, and after they tramp a sum for a day's work in the field, they go to another country to find work. The situation grows more embarrassing every day.

To use every means to keep the boys on the farm and to send youth from the city to swell the depleted ranks of agricultural industry, this is the necessary task of a well advised national economy and an intelligent patriot. This nation of presumably busy and serious men has originated many wasteful and extravagant policies, none worse it prizes itself upon some of the very records of consumption which establish the astonishing fact of national destruction and waste that cannot be without.

We have wasted our forests and are wasting our coal and iron, and although our tillage does not produce one-half of what the land might be made to yield without losing an atom of its fertility, it has been so wasteful that the actual value of the soil for productive purposes has already deteriorated more than it should have done in five centuries of use. Even in Minnesota, with her fresh soil and unrivaled climate, an average of fourteen bushels of wheat an acre is looked upon with satisfaction, while Great Britain, with a soil and climate far inferior to our own for wheat growing, produces an average of thirty bushels an acre. England, Germany, Belgium, France and Japan have given intelligent attention to the intensified cultivation of the soil, and this is what must be done in the United States. The Government should establish a small model farm on its own land in every rural and agricultural district, and later perhaps in every county in the agricultural States, and disseminate knowledge of farming as it should and must be instead of maintaining a pitiful bribe of a few free seeds. The farmer must cultivate more land than he can till thoroughly. There must be rotation of crops. There must be soil renovation by fertilizing. Every farmer can and should keep some cattle, sheep and hogs.

Mr. HILL urges reciprocity with Canada, quoting Mr. D. M. PARRY'S statement that "the Canadian trade is more important than all the commerce anticipated for the Panama Canal," and yet our tariff policy in respect to Canada could hardly be worse had it been dictated by a foreign enemy." Notwithstanding this, "in spite of hostile tariffs in both cases, directed especially against each other, in spite of a large market offered by Great Britain for the raw products of Canada, in spite of political connection and the offer of preferential advantages to British goods in Canadian markets, American-Canadian commercial intercourse has prospered and grows at the expense of other countries."

"Our trade with Canada is exceeded in volume only by that with Germany and Great Britain. In 1907 the aggregate imports and exports of the United States in trade with the Dominion were in round numbers \$200,000,000. We think it worth while to negotiate reciprocity treaties, which the Senate quietly pigeonholes, with France, but our business with France in the fiscal year 1909 fell short of that with Canada by more than \$25,000,000. We are spending possibly four or five hundred million dollars on the Panama Canal one object of which is to increase trade with the west coast of South America. Our trade with all the countries on both coasts of South America in 1908 was only a little over \$200,000,000. With all Asia we did in 1907 but \$50,000,000 more than with Canada." "The most natural, the most rational, the most highly profitable commercial relation between two peoples so situated and so endowed is absolute freedom of trade. The first step toward that must be the establishment of a trade reciprocity in natural products as generous as public opinion will approve."

We should certainly control the trade with Mexico and have a distinct advantage in Argentina, yet our commerce with each of these countries is decreasing. A chapter is devoted to the benefits attained through combinations and consolidations in the fields of industry and transportation.

The island has an area of about 40,000 square miles, a little less than the State of Pennsylvania, and a population of about 600,000. It could easily support 1,000,000 in comfortable prosperity. It lies a little nearer to the equator than does Panama, but the editor of the Mindanao Herald tells his readers that "the hottest place in the Philippine Islands is cooler than the coolest place in the States in this hot season." The authority for this assertion is a report of the Manila Board of Health. Its absolute accuracy is open to question, but it is true that because of altitudes and ocean breezes the southern Philippines are not so hot as many homesick city and casual visitors have said. The city is not conveniently situated for an American summer resort, but there are many places in New Jersey and in New England where it is much hotter on a summer night than it is in Zamboanga, with the swift tides of the Straits of Basilan in front of it and the forest clad hills behind it.

Ten years ago the business of the trading centers of Mindanao was almost entirely in the hands of Chinamen. Probably these shrewd merchants will for many years do the greater part of the retail business, but there is now a Zamboanga Chamber of Commerce, organized by Americans and largely of American membership. There is a Davao Planters Association, in which forty-eight American and twelve Spanish plantations are represented. There is a Zamboanga cold storage plant turning out three tons of ice a day and about to double its capacity. A Zamboanga advertiser calls attention to his stock of "post cards of picturesque Mindanao." There are stores of many kinds, an American bazaar and American bar-rooms. The spirit of progress broods over the place, and one of the individual forces in its development declares that "it does not require a prophetic eye to see the future greatness of Zamboanga looming up on the commercial horizon."

In Mindanao, which the good Padre COMBES in 1640 called "the Paradise of the Indies," there are still wild men in the hills, not yet wholly rescued from their evil ways, but even these have a respect for the American soldier and his rifle that the troops of Spain were never able to inspire. It may be some time before the entire population of Mindanao is fully convinced that the cultivation of hemp and copra, of sugar and coffee is a better business than fighting and murder; but more progress has been made in that direction in the last ten years than in the preceding 400 years.

The Hon. MARTIN W. LITTLETON says, "We don't know whether hopelessly or happily, that if the Democratic party in this State acts in a sane manner it cannot lose." The condition precedent of Democratic victory is difficult, but not impossible. Even to the so long Bryanized and bedazzled laud moments may come.

nation should be laid aside and the subject investigated without prepossession. The law making authority has flattered about the natural and necessary transformation such as a fly becomes about a horse. It can sting and annoy, but it neither hastens nor impedes the progress of the horse unless the flies are thick enough and can bite hard enough to bring him to a halt in the effort to drive them away. It also happened, unfortunately enough, that while legislative bodies were forbidding consolidation through one set of laws they were consolidating it through another. The assertion by the State of control of the rate making power in the slightest degree at once logically destroyed the possibility of consolidation. The Northern securities company went out of business. What has been the result? What is the difference? To the owners of the properties merely the inconvenience of holding two certificates of stock of different colors instead of one and of keeping track of two different sets of securities. To the public indifference at all except that it has missed the advantages which the simpler and more businesslike plan would have secured.

Two chapters are devoted to the efforts to build up trade with the Orient and to the destruction of that trade which Mr. HILL ascribes in the main to the ruling of the Interstate Commerce Commission that the railroad proportions of the through steamship and rail rates be published and not departed from without notice, this lack of elasticity giving the maritime vessels of other countries an advantage in that they can instantly make the rates necessary to secure traffic to and from the Orient. It is admitted that there were other causes, among which are the advancing price of wheat in the United States and the restrictions upon the construction and the manning of ships flying the American flag.

A chapter is devoted to the reclamation and irrigation projects, in which the railroads took the lead and which have transformed millions of acres of the arid West. The next chapter treats of inland waterways, depicting injudicious expenditures in this direction. A series of chapters asks fair play for the railroads, and the book closes with a plea for the conservation of capital as well as of the land.

Mr. HILL suggests that the following table of increases might well be printed on the letterhead of every man in public office in the United States:

Table showing percentage increases in wealth and population from 1870 to 1910. Columns include Wealth, Foreign trade, and Value manufactured products.

THE MILLS OF CHARLOTTE.

Comfortable Homes and Healthful Surroundings for Operatives.

TO THE EDITOR OF THE SUN:—If Mr. Beveridge were not so busily engaged first in the effort to save his skin he might be induced to visit Charlotte about this time and inspect some of the cotton mills here, especially those which employ a large number of free labor in the mills if he remains entirely ignorant of the facts, whereas if he neglects Indiana politics this summer he won't be able to talk at all, at least to the audience he loves best.

It is a great pity, though, that he couldn't have gone with me this morning to the Hoskins mill, about three miles out of Charlotte, where they make the finest grades of cotton goods, employing several hundred operatives. It is needless to dwell on the mill building itself, for to say that it is clean, sanitary, thoroughly ventilated and abundantly supplied with fresh water is to say the least to say the least to say the least. Men who want to make money at their business, cotton mills are springing up like mushrooms all over the country. The one owned by the Southern Power Company, and there has come to be a wholesome stimulation of the cotton industry, and the operatives are healthy, happy and therefore contented. In these days no one could be so stupid as to say that the operatives in fact no one tries to do it.

At the Hoskins mill the working people have a beautiful home, a fine farm, mostly hillside farms, from wretched huts and from squalid tenements. They live in pretty four room cottages for which they pay a nominal rent. The cottages are attached to a flower garden and a truck patch. They grow their own roses and dahlias, and they live in comfort and cleanliness and abundance, such as they never enjoyed in any other part of the country in ten days than they used to do in a year, even when the moonshine business was at its height. They are now better off than I found their dwellings perfectly neat and comfortable. They have a very good school, and every indication of solid prosperity.

It is a better impression of the moral and material condition of any class of people by seeing where they live and in what conditions they live than by seeing where they live at all. For example, one of the most beautiful and comfortable homes in the world is in a little town in North Carolina, where the operatives are well housed and well cared for. They live in pretty four room cottages for which they pay a nominal rent. The cottages are attached to a flower garden and a truck patch. They grow their own roses and dahlias, and they live in comfort and cleanliness and abundance, such as they never enjoyed in any other part of the country in ten days than they used to do in a year, even when the moonshine business was at its height. They are now better off than I found their dwellings perfectly neat and comfortable. They have a very good school, and every indication of solid prosperity.

The building of transportation lines adequate to meet the conditions imposed by the establishment of the Pennsylvania station should have been undertaken years ago. The public necessity required it and ordinary foresight would have dictated it. In addition to this, the railroad company has directed attention to meet and again to the congestion that must result from turning loose a great number of persons in an already crowded district and has begged the city to make provision for them.

It is unnecessary to recite the causes that are responsible for the delay that has brought the town face to face with a new and entirely avoidable abomination. They are apparent to all who are familiar with the legal and financial problems involved. It is extremely probable that every person concerned can produce a valid excuse for his share of the delay. But excuse will not improve the situation or render it more endurable for the thousands who must suffer from it.

The Paradise of the Indies.

The arrival of a somewhat delayed "boom" issue of the Mindanao Herald seems to remind us that a little more than ten years ago the American flag was raised in the city of Zamboanga, and an island said to be inhabited only by brutes and barbarians became a possession of the United States. Ten years is a short time for a transition from barbarism to "boom" issues, boards of trade and chambers of commerce, from rough trails to metalled highways, from almost constant tribal warfare to productive industry. Mindanao is not yet an ideal country, but it is a long way from what it was at the time of the American occupation.

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United States District Judge Hough, sitting in the District of Vermont during the term before him, has rendered a decision in the case of the State of Vermont versus the United States, affirming the conviction and forfeiture of certain intoxicating liquors under section 240 of the Criminal Code of the United States approved March 4, 1909. This section is preceded by two others which relate to the same legislative subject. In his decision he said:

As these three sections of the code are new legislation, and new not only in words but in treatment of the subject matter, their history and the circumstances which led to their enactment are of great importance in order to ascertain something of Congressional intent. Section 238 makes it criminal for any agent or employee of a common carrier to deliver to any person other than the one to whom it has been consigned (unless upon the written order of such carrier) a bona fide consignment or to any fictitious persons any intoxicating liquor arriving at its place of destination by interstate or international transportation, and section 239 makes it criminal for any common carrier transporting liquor in such manner to collect the purchase price or any part thereof or to act in any manner as the agent of the buyer or the seller. Section 240, which is before the court, says that intoxicating liquors shall not be transported by another State package containing intoxicating liquor unless such package be so labelled on the outside cover as plainly to show the name of the consignee, the nature of the contents and the quantity therein contained. It is further provided that no such liquor be seized, condemned and forfeited to the United States.

Judge Hough points out that during the session of the Vermont Legislature in 1909, the Vermont Legislature was engaged in the enactment of laws to regulate commerce so as to aid the prohibition legislation of any State or Territory. There were two such bills in the House of Representatives. Generally speaking, the Senate bills sought to accomplish their object by subjecting interstate and international shipments of liquor to the police power of the several States while still in transit or before final delivery to the consignee. The Vermont bill proposed to subject to the police power of the Senate committee on Judiciary which stated that the mischief of the proposed legislation, which the committee was endeavoring to correct, was the "misuse of the facilities furnished by railroads, express companies and other common carriers in bringing in liquors from outside the State to be paid for on delivery." In the opinion of Senator Knox and Senator Brewster, the mischief of the proposed legislation, which the committee was endeavoring to correct, was the "misuse of the facilities furnished by railroads, express companies and other common carriers in bringing in liquors from outside the State to be paid for on delivery." In the opinion of Senator Knox and Senator Brewster, the mischief of the proposed legislation, which the committee was endeavoring to correct, was the "misuse of the facilities furnished by railroads, express companies and other common carriers in bringing in liquors from outside the State to be paid for on delivery."

The committee thereupon framed and reported the bill known as the Knox bill, containing three paragraphs as the Knox bill, in substance the sections 238, 239 and 240 of the Criminal Code. The only substantial difference to the third section of the bill and section 240 is the insertion of the word "knowingly" before "unlawful" and the requirement that each package should show the name of the consignee as well as the name of the carrier and the quantity. These changes were made when the Criminal Code was passing through the House of Representatives and the legislation was retained by the conference committee. The Senate bill, as reported by Judge Hough could discover. The court said:

This history of legislation shows plainly that the object of the promoters of the bill was to subject to the police power of the State the business of transportation of liquor in interstate commerce to produce on the records of the delivering carrier evidence procurable by lawful subpoena of the identity of the recipient of any package containing liquor, which result was to be obtained by the requirements of section 238 that delivery should be made only to the consignee "unless upon the written order of such carrier" and to the consignee of the further requirement of section 240 that any package delivered should bear upon it a description of the kind and quantity of its contents and the name of the carrier.

The court remarks that the word "owner" or "purchaser" is nowhere used and it is not required that the package shall bear the name of the person who is to buy it or consume its contents. The court further shows that in the case of persons living at various places in Vermont and one in New Hampshire desired to buy barrels of wine or kegs of brands. These persons desired to buy the wine or kegs from the company of the Coca-Cola Company of San Francisco. These companies permitted the orders to accumulate until there was sufficient to load three freight cars. The orders were sent to the carrier, and the Coca-Cola Company of San Francisco permitted the orders to accumulate until there was sufficient to load three freight cars. The orders were sent to the carrier, and the Coca-Cola Company of San Francisco permitted the orders to accumulate until there was sufficient to load three freight cars.

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LEGISLATION IN AID OF PROHIBITION.

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This history of legislation shows plainly that the object of the promoters of the bill was to subject to the police power of the State the business of transportation of liquor in interstate commerce to produce on the records of the delivering carrier evidence procurable by lawful subpoena of the identity of the recipient of any package containing liquor, which result was to be obtained by the requirements of section 238 that delivery should be made only to the consignee "unless upon the written order of such carrier" and to the consignee of the further requirement of section 240 that any package delivered should bear upon it a description of the kind and quantity of its contents and the name of the carrier.

The court remarks that the word "owner" or "purchaser" is nowhere used and it is not required that the package shall bear the name of the person who is to buy it or consume its contents. The court further shows that in the case of persons living at various places in Vermont and one in New Hampshire desired to buy barrels of wine or kegs of brands. These persons desired to buy the wine or kegs from the company of the Coca-Cola Company of San Francisco. These companies permitted the orders to accumulate until there was sufficient to load three freight cars. The orders were sent to the carrier, and the Coca-Cola Company of San Francisco permitted the orders to accumulate until there was sufficient to load three freight cars.

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THE COMMUTERS' WAR.

Criticism of Governor Fort and Those Who Uphold Him. TO THE EDITOR OF THE SUN:—Referring to the article published in the Sun of July 7 entitled "Governor Fort Refuses to Call an Extra Session" we venture the opinion that your knowledge of the situation as it confronts the travelling public