

The Sun THURSDAY, AUGUST 18, 1910. Published by the Sun Printing and Publishing Association at 150 Nassau street, in the Borough of Manhattan, New York.

Subscriptions by Mail, Postpaid. DAILY, Per Month, \$0 50. DAILY, Per Year, \$5 00. SUNDAY, Per Year, \$3 00.

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London office, 25 Abchurch Lane, London, E.C. 4. Telephone, 25 Abchurch Lane.

Wear of Lackey. Ten years now there has been in this State no real or self-respecting Republican party.

It is perhaps too much to expect that the politicians who have consented to the degradation of their party and conspired to achieve their own shame can put aside their livery and restore their party to the respect of the community or earn for themselves a mitigation of the universal contempt they have justly gained.

It is not possible, however, to exaggerate the enthusiasm and the approval with which the hundreds of thousands of Republican voters in this State would welcome the opportunity to count themselves again the members of a real party rather than the unwilling agents and helpless tools of one man's cupidity or of another man's boundless ambition.

Always even in the most disgraceful rout there lingers a glory which the vanquished may snatch from the darkness. Somewhere in the broken ranks when camp followers mingle with grenadiers in headlong flight there is a flash of gallantry which makes even a skedaddle glorious.

With the purposes of his general the Hon. LLOYD S. GRISCOM had no concern. Of his designs, heaven high or abyss deep, he had no knowledge and desired none.

The cause of the Hon. LLOYD S. GRISCOM was lost. In the rout there was left neither glory to his army nor dignity to his leader.

The cause, the combat, the captains they may be forgotten. A general there was indeed lacking at all times, but long we trust, a people which justly honors Garrison in any rank, however humble, will remember the drummer who bestowed upon utter defeat a dignity which much greater victories have wanted.

Eighty years of Francis Joseph. The Emperor FRANCIS JOSEPH of Austria-Hungary, who will to-day celebrate the completion of his eightieth year, ascended the throne in 1848, eleven years after Queen VICTORIA's accession, and by nearly ten years he has survived her.

In the eighty years of his life and the sixty-two of his reign almost every calamity that can be conceived has fallen upon him. The monarchy over which he rules has been torn by internal conflicts of its diverse races, he has entered loss of territory and defeat on the field of battle, his beloved and beautiful consort was murdered, and his only son and heir perished mysteriously.

More than a hundred years ago, in the year 1792, the Emperor FRANCIS JOSEPH I. was crowned King of Hungary. He has stood, too, for the peace of Europe, peculiarly the mission of Austria, a State in itself of congresses of warring races and tongues, but clearly regarded as "the keystone of the arch of European peace."

His birthday celebration is to take the form of a Hapsburg family festival at the imperial villa on the hills above the little town of Ischl in the Salzkammergaut. While this is by his own wish, it is evident that to the usual official ceremonies there will be added even more than the usual display of veneration and deep regard for the beloved sovereign.

How firmly he has established the government and whether it will remain in the present form after his death are perhaps questions that cannot now be definitely answered. But the lugubrious prophecy regarding the disintegration and downfall of the Austro-Hungarian monarchy in consequence of FRANCIS JOSEPH's passing are less often uttered to-day than ten years ago.

He may have built so well that even he will not be indispensable. His has been the hand and mind that for years has controlled the destinies of the monarchy and to an extent the destiny of Europe, and for the good of his subjects and the peace of Europe the world joins in wishing that he may have many more years of life and activity.

The Old Employer's Day. The happiest man in Nebraska to-day is undoubtedly the Hon. GILBERT M. HITCHCOCK, the Representative in Congress from the Second district and proprietor of the Omaha World-Herald.

In the Senatorial primary he has beaten Mr. RICHARD L. METCALFE, whom he once employed on his paper as a reporter, and at the same time he has triumphed over, confounded and flabbergasted another of his old employees, the Hon. WILLIAM J. BRYAN, who pitted against him the said METCALFE, editor of Mr. BRYAN's personal organ, the Commoner.

Friends had solicited Mr. BRYAN to be a candidate himself at the primary, but magnanimously, or adroitly, he passed the honor on to his understudy. This is what Mr. BRYAN said of the protégé:

I believe in an existing condition of a large percentage of the democratic vote than any other (democratic) and I would be glad to see the other. I believe that he can put more Republican votes than any of the rest of us could. He will be popular with the insurgent Republicans as well as the Democrats. He can defeat Mr. Bryan and give us a reform Democrat to work with the progressive Democrats and insurgent Republicans in the Senate.

From a sketch of Mr. METCALFE published in 1903 we take the following: "RICHARD L. METCALFE is probably closer to WILLIAM J. BRYAN than any other man living. He has been Mr. BRYAN's confident and political adviser for years."

In 1900, when the Democratic nomination went to Mr. BRYAN by default and he dictated the national platform, the loyal METCALFE gave his days and nights to the labor of composition. So ran the story. At any rate, inquirers were referred to him. When the Hon. NORMAN E. MACK, another political editor, sounded a bugle call for harmony in 1903, it was the hand METCALFE who wrote an open letter for Mr. BRYAN explaining how impracticable it was for his disciples to coalesce and hobnob with admirers of Mr. CLEVELAND.

For many years Mr. METCALFE has been writing pieces in the Commoner that have been attributed to his chief. They think the same politics and their medium of expression is very much the same, although in smoothness and roundness of period Mr. METCALFE slightly excels. When Mr. BRYAN put up his employee against the former employer of both of them in the Senatorial primary METCALFE became in a sort a vicarious candidate, the Senator would be his if he headed the poll and the Legislature proved to be Democratic; the glory of leadership would rightly belong to Mr. BRYAN. Both of them would have dearly loved to trounce their old employer. But as it turned out, all the satisfaction is Mr. HITCHCOCK'S. Mr. BRYAN'S leadership suffers another rude shock. Technically head of his party in the nation, he is being rapidly drawn into the ruck in Nebraska. These are many days for Mr. BRYAN.

his efforts to settle the parliamentary difficulties at Budapest were not entirely successful, his influence has worked for more stable politics in Hungary. He has stood, too, for the peace of Europe, peculiarly the mission of Austria, a State in itself of congresses of warring races and tongues, but clearly regarded as "the keystone of the arch of European peace."

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The Democratic Brief on High Prices. As an example of special pleading the report of the Democratic members of the Senate committee that investigated high prices early in the year is greatly inferior to the report written by Mr. LODGE of Massachusetts. Mr. LODGE named a score of plausible reasons for the excessive cost of living. The invention of Mr. JOHNSON of Alabama, Mr. CLARK of Arkansas and Mr. SMITH of South Carolina is equal to naming only the tariff, the trusts and the increased gold supply. The last is on Mr. LODGE's list, but the other two are not.

"The tariff," said Senator LODGE, "seems to have been no material factor in causing the advance in prices during the last decade." On the contrary, the Democratic triad insists that the adjustment of tariff duties is the principal cause of high prices. Consider, it argues, the higher cost of brooms, a necessary utensil of the American household. The tariff on enough brooms could make one broom in one-fifth of one cent, and since the Payne law went

into effect the price of brooms has risen ten cents. On the other hand, the minority Senators submit, there is not a cent of duty on coffee and American pay less for it than the people of European countries that lay a duty on the berry. This is the sort of back door argument on which the Democratic Senators plume themselves. They make much of the fact that in fact it is in six years of free trade in England wages have increased 57 per cent, and prices only 3 per cent. The last calculation evidently a whopper. "It is therefore well seen," observes the sapient ones, "that the abolition of the tariff in England did not bring down the rate of wages." We suspect that most American consumers, be they protectionists or tariff reformers, will greet this discovery with disrespectful laughter.

We do not wish to convey the idea that the Lodge report was impervious to criticism, or even an honest attempt to solve the problem. It begged more than one question. It confused the issue. It juggled with statistics. It strove to make political capital for the party in power. But the majority report did deal in a somewhat intelligent manner with farm produce as an important factor in proving by analogy that the tariff did not cause high prices. If a jury of impartial men were sitting in the case of the Republican Senators versus the Democratic Senators we think that they would pronounce in favor of the majority report, and yet it is full of holes as a sieve. Neither report is likely to have much effect in the political campaign. The people feel the high prices, but probably they are tired of the discussion.

The Flight Over the Channel With a Passenger. MOISSAN has excited the envy of veteran aviators and taken first place in popular favor by flying across the English channel in a monoplane with his two-hundred-pound passenger, PAUL BRYAN. BRYAN, LAURENT DE L'ESPERANCE never attempted anything like this. The passage of the Channel has always been a sensation and caused a thrill of admiration, although the distance to be travelled is not great, being less than thirty miles.

BRYAN was the hero of the hour when he alighted on the cliffs of Dover after a dash before breakfast, and the late CHARLES ST. YVES ROLES became the idol of his countrymen, for Englishmen had not distinguished themselves in aviation, when he sailed to France, circled over Calais and returned to the English downs safely. The Channel flights are impressive because the imagination pictures the aeronaut contending with treacherous winds and risking a "watery grave." But the danger is probably exaggerated. Provided the flying man has taken precautions against drowning, it may be safer to plunge into the sea than to fall to the solid earth.

In a still air the Channel passage should have no more terrors for a practised operator in a well tested aeroplane than a trip of the same distance in the vicinity of Paris or London, and when we remember that Captain MARCONI and Lieutenant ESCOFFIER of the French army have flown in one machine from Calais to Vitennes, a distance of 110 miles, without descending, why should a flight of two men across the comparatively narrow Channel should have no more terrors for a practised operator in a well tested aeroplane than a trip of the same distance in the vicinity of Paris or London, and when we remember that Captain MARCONI and Lieutenant ESCOFFIER of the French army have flown in one machine from Calais to Vitennes, a distance of 110 miles, without descending, why should a flight of two men across the comparatively narrow Channel should have no more terrors for a practised operator in a well tested aeroplane than a trip of the same distance in the vicinity of Paris or London, and when we 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