The Sun.

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The Baltimore Love Feast.

We should judge from the elaborate preparations making to entertain the thousand Democratic leaders in Baltimore on January 17 that the day of dollar dinners for the Democracy has passed. In Mr. BRYAN'S campaigns for free silver and free Filipinos politics was cultivated on pork and beans, corn beef and cabbage, potatoes with their jackets on, and water on the side. Those were feasts of cold reason at one dollar a plate, tips barred: there was no flow of soul. A Democrat who got up a five dollar dinner was regarded as a monopolist and therefore an outcast from the society of honest men.

But in the day of success the Democracy is not ascetic. It hankers after the fleshpots. Thus the menu prepared by Colonel WILLIAM A. BOYKIN, chairman of the banquet committee, is of a sort to make the mouth water and the palate dry, which is not so paradoxical as it seems. On the list we read cocktails, Lynnhavens, Haut Sauterne, consommé Julienne, Amontillado, terrapin, two brands of champagne, mushrooms, Jersey capon, canvasback duck, Smithfield ham, hominy chafing dish, fancy ices, toasted crackers, coffee, liqueurs, perfectos.

But this is not all. We read that "the flowers, plants and electric light display will be gorgeous." Moreover, the gallery in the Fifth Regiment armory, the scene of the feast, is to be a veritable beauty bower. The fair ones of Baltimore will look down on the thousand leading Democrats, who will look up to them for inspiration when the perfectos are lighted and the toastmaster rises. All honor to Colonel BOYKIN for selecting the harmonious menu, with its dishes like islands in seas of champagne; and General MURRAY VANDIVER, that "grand old wheelhorse" of Democracy, deserves equal mention for the excellent financial report that is submitted with the bill of fare. Some of the Democratic leaders may balk at the sumptuous hospitality of Baltimore. Others may sternly refuse to compromise their principles by sitting down with the epicures and monopolists. Mr. BRYAN may cry out:

> "Give me again my hollow tree,
> A crust of bread and liberty."

But we fancy that every leader who has "a dress suit and the price" will apply early for tickets.

Status of Army Staff Officers When Their Terms Expire.

Under Secretary ROOT'S army reorganization scheme, which received the sanction and authority of law some ten years ago while he was Secretary of War, many very great improvements on the old system were effected. Among these was the blending of the staff and the line in respect of the Quartermaster and Commissary departments, so that line officers were detached from their regiments to perform the duties. Theoretically they were so detached for a period of four years, though the Secretary had the option of reappointing them should the circumstances suggest such a course. Mr. ROOT'S idea was to efface the barriers that formerly separated the line from the staff, and to bring about a condition under which the Quartermasters and Commissaries would be in sympathy with the needs, the environment and the aspirations of the army in the field, while the army on active service would gradually be recruited from officers returning to their regiments from staff assignments at Washington. In this way he hoped to eliminate bureaucracy, to have Washington finally in touch with the army, and vice versa, and so bring about that complete understanding which is the basis of genuine efficiency.

Whether this was a good idea or not, it was at least the purpose of the law; but we may never have an opportunity of estimating its merits, for there is a ruling of the Judge Advocate-General which seems to be obstructive of the purpose of the law. General DAVIS ruled, in fact, that when an officer was detached from his regiment for staff duty at Washington a vacancy was thereby created in the line, which had to be filled at once by promotion; and this arrangement, so army officers think, closes the line to the officer so assigned and leaves him absolutely in the air at the termination of his temporary duty. So far no such cases have arisen. Of the younger officers who have become Quartermasters, Commissaries, Inspectors-General, Chiefs of the Signal Service, of Ordnance, and of Insular Affairs, only three have reached the end of their terms, and these three have been reappointed, namely, Inspector-General GARLINGTON, Chief of Ordnance CROZIER, and Chief of Insular Affairs EDWARDS. Very likely these reassignments were wise. Certainly all three are particularly able men. This, however, is not the question. The question is, What would have become of them if they had not been reappointed and if Judge Advocate-General DAVIS'S ruling had been applied to them?

There are three bureau chiefs whose terms of staff duty have not yet expired, Quartermaster-General ALESHIRE, Commissary-General SHARP, and the Chief of the Signal Service, General JAMES ALLEN. Suppose, for example, that General ALESHIRE, whose term expires next June, should fail to receive a reappointment, what would become of him? He is not lame or halt or blind, and he is not old enough to retire for age. According to General DAVIS his place in the line has been filled. He has no regiment to go back to. There is no visible opening for him anywhere. Is he to be discarded, or is Judge Advocate-General DAVIS'S ruling to be revised by competent authority and trimmed down to fit the reorganization scheme as formulated by Mr. ROOT and enacted into law by Congress?

The Peace of Europe.

Sir H. H. JOHNSTON, formerly British Consul-General to the Uganda Protectorate, has undertaken to bring about a rapprochement between England and Germany, and in addition to insure the peace of Europe. At least, he has busied himself with the preliminaries and indicated how it can be done without Hague courts or the expenditure of millions to organize them. In fact his proposals if adopted would permit of, indeed result in, the limitation of armaments and the saving of millions now squandered on battleships destined to become obsolete and go to the junk heap.

The proposals are contained in an article by Sir H. H. JOHNSTON in the December number of the *Nineteenth Century*. He prefaces them by saying that there is much intermarrying between the English and the German people, more English is spoken in Germany than in any other country of Europe, and an intelligent Englishman feels thoroughly at home in Germany; therefore these two nations should agree, bury their differences, have no bones of contention, and shelve the war scare. He then proceeds to show that in the arrangement of spheres of influence and the division of territory occupied by people who must necessarily be civilized by the Powers, Germany has not always been considered and consulted. Thus England and Russia have come to an understanding about the control of Persia in such a way as to allow Russia "an outlet to warm seas for her commerce and maritime enterprise," and to protect India against intrigue between Persia and the buffer State of Afghanistan. In Africa France and England understand each other perfectly: France is practically to have a free hand in Morocco, and England is to be left undisturbed in the control of Egypt; while in other parts of Africa their possessions have been satisfactorily delimited. According to Sir H. H. JOHNSTON:

> "What Germany complains of with bitterness is that similar adventures are denied to her by the Powers of the Triple Entente. Every financial and political obstacle has been put in her way by Britain and France as regards the construction of the Bagdad railway. Only the inability of Russia to fight at the last moment (say the Germans) prevented Britain and France, allied with Russia, urging on the Slav peoples of the Balkans to attack Austria-Hungary as a punishment for her having annexed two provinces which she had brought back to civilized life and happiness, quite as much as England has done in regard to Egypt, or France in regard to Tunis."

In the Pacific the ambition of Germany to secure outposts for the commerce the Hanse towns have built up during sixty years of enterprise has been frowned on, and England is as much opposed as the United States is to Germany's acquisition of a coaling station in the West Indies or to her gaining a foothold in South America by purchase or treaty. Denied colonies in Asia and South America, and confined to undesirable territory in Africa, Germany is determined, with the cooperation of Austria, to possess or control "the undeveloped lands of the Balkan Peninsula, of Asia Minor, and of Mesopotamia, down even to the mouth of the Euphrates." As this policy is likely to be challenged by England, France and Russia, the peace of Europe depends largely upon their acceptance of it for valuable considerations and the removal of other provocations to war. For some time past Sir H. H. JOHNSTON has been sounding public opinion in Germany by the method of personal interview, and he furnishes a composite statement with regard to the German policy in Europe and the Near East. The Germans say:

> "Why should you think of imposing gigantic burdens on your peoples in all parts of the globe to maintain a navy and perchance build up an army strong enough to prevent the extension of predominant German influence from the mouth of the Rhine to the mouth of the Danube, to the Bosporus and the Euphrates? Equally, why should this eventuality mean for France a frightful loss of life and a hopeless struggle? It is Russia who will object the most. Well, leave Russia to us in this respect, that we may come to terms with her."

The German officials, politicians, men of science, heads of industries and of commercial firms with whom this practical apostle of peace has been talking declare that the Netherlands must be brought within the sphere of German influence, although with provision for its internal independence and the government of its oversea possessions. "We have already brought pressure to bear on the Dutch Government to insure this," they say, which is true. With regard to Belgium, the Germans understand that it must necessarily be outside their zone of influence unless they are prepared to give France a legitimate casus belli. The features of an understanding with other interested Powers in Europe which Germany would be willing to arrange, according to Sir H. H. JOHNSTON, are as follows: if Russia would recognize the Turkish Empire as properly within the sphere of German influence and would forego her ambition to acquire Constantinople, Germany would guarantee the independence of Denmark with the free ingress and egress of the Baltic Sea, and would also concede to Russia a sphere of influence over Trebizond and northern Armenia and access to the Persian Gulf; in consideration of the recognition by England of German interests in the Near East, Germany would indorse the claim of British influence in Persia and Egypt; a free hand would be allowed France in Morocco in consideration of her assent to the German policy in the Near East, and Germany might even consent to restore Metz and French speaking Lorraine, and she would guarantee the neutrality and independence of Belgium, but it would be a condition of the understandings with England and France that the Netherlands should come under the wing of Germany.

It must be either such a recognition and pooling of interests among the great Powers, maintains Sir H. H. JOHNSTON, or greater competition in armaments and ultimately a general European war. He may be right, but there is one test that his prospectus will not stand, and that is the solicitation of Russia to renounce forever her pretensions to Constantinople. This is the cornerstone of his imposing structure of peace, and there is an end of the conception if Russia balks, as she undoubtedly would.

Senator PAGE of Vermont is probably right when he declares that Governor-elect EUGENE N. FOSS of Massachusetts is nursing the hope that he will slip into Mr. LODGE'S seat in the Senate himself. Strange things happen to this Republico-Democrat. After running twice as a Republican for Congress ineffectually, he slipped in as a Democrat. Disclaiming the intention to compete with JAMES H. VAHEY for the Democratic nomination for Governor, he managed to secure it for himself and slipped into the Governorship.

Now having proclaimed a holy war against Senator LODGE we have no doubt that Mr. FOSS is a receptive candidate for the Senate. If there should be a deadlock in the Legislature there would first be an intimation that the Governor-elect was the most available man to save the situation, and upon the heels of it the Hon. EUGENE N. FOSS would present himself for the office. So he might slip into the Senate—but perhaps they are beginning to find him out in Massachusetts.

PUBLIC MONEYS.

A new attempt of a State Legislature to give away public money by statute is set forth in the decision of the Supreme Court of Georgia in Smith vs. Fuller (69 S. E., 177), in which the court held that where a county treasurer had embezzled funds and a judgment had been obtained against him and the sureties on his official bond and the latter made payments partly extinguishing the indebtedness the General Assembly had no power to pass a law authorizing the county authorities to refund to the sureties any and all sums which they had paid, except such amounts as had been expended in the prosecution of the principal and that the statute was void. The Court said:

> If the Legislature would not have the right to give from the treasury of the State a portion of its funds to sureties who had paid in such money, certainly they could not make such a gift from the county treasury. The funds of a county generally arise from taxation. If when a defaulting treasurer embezzles such funds and when his sureties, against whom a judgment has been rendered on the bond, pay a portion of the indebtedness against them the Legislature can require the county to give it back to them, the taxpayers may have to pay taxes again to replace the funds so lost and needed for public purposes, and in effect, be taxed to make a gift to the sureties.

The decision was made with particular reference to a clause in the Georgia Constitution expressly providing that the General Assembly shall not, by vote, resolution or order, grant any donation or annuity to any person, corporation or association. Similar provisions are contained in the statutes of many other States. A comment by the *New York Law Journal* says that there does not seem to be any answer to the argument of the Georgia court that a claim of a surety to be reimbursed for an amount he had paid upon a defaulting official's bond is not based upon a meritorious consideration, since repayment would not constitute "compensation" but would amount to a mere gratuity, which has been held similarly by the Supreme Court of Indiana in McClelland vs. State (138 Ind., 321).

The leading case on this subject has been Loan Association vs. Topeka (20 Wall., 655), where it was laid down that inherently and independently of express constitutional or statutory restriction there is a limitation upon the right of taxation, that it can only be used in aid of a public object and cannot be applied to aid private enterprises for the benefit of individuals, though in a remote or collateral way the local public may be benefited. In this case the court said:

> To lay with one hand the power of the Government on the property of the citizen and with the other bestow it upon favored individuals to aid private enterprises and build up private fortune is none the less a robbery because it is done under the forms of law and is called taxation. This is not legislation. It is a decree under legislative forms.

A decision upon which the bonding company in the Georgia case relied to some extent in contending that the General Assembly had the power to pass the statute in question was Cole vs. State of New York (102 N. Y. 48), upholding the power of the Legislature to provide for the payment of claims by an appropriate tribunal where, although the legal liability may not be entirely clear, a substantial, meritorious consideration exists in behalf of the claimant. In this case Judge Rapallo said:

> Where the creation of a particular class of liabilities is prohibited by the Constitution it would of course be an infraction of that instrument to pass any law authorizing their enforcement, but in the absence of any such prohibition there is no good reason why the State should be powerless to do justice or to recognize obligations which are meritorious and honorary and to provide tribunals to pass upon them. The legislative power is sufficient, even as between individuals, to afford new remedies and to create liabilities not before existing where they are based upon the general principles of justice.
>
> As a rule money expended or services rendered by one individual for the benefit of another do not create a legal liability upon the person benefited to make compensation. But a law which should provide that in every such case, if the party benefited ratifies and accepts the benefits, he should be liable, would be free from objection, so far at all events as it would apply to future transactions.

Judge Rapallo held, further, that where the Legislature is dealing with the imperfect obligation arising from such a state of facts "it does not transcend its powers by passing a law affording a remedy, even in respect to past transactions where the State adopts the acts and is the party to make the compensation, and no rights of individuals, which are protected by the Constitution, are invaded."

Revenge on M. Thiers.

From the Westminster Gazette.

It was a whim of M. Thiers, if we may believe a French contemporary, to be rather scornful of railways when they were started. He is even thought to have remarked that railways would become as fickle in public favor as fashions, and were "une mode qui passerait." It is rather amusing to hear that the well known statue of the statesman in the place which was named after him at Saint-Germain-en-Laye, where he died, is to be removed because it will impede the laying of new tramway lines. The trams if not the trains have had a revenge complete enough, and the statue is to find another position.

ELECTRIC RAILWAYS.

Something of Their History and Speculation on Their Future.

TO THE EDITOR OF THE SUN—*Sir:* There have been a number of recent statements regarding early electric railways which seem to show that there is a general misapprehension about them in not distinguishing between those older roads which used the so-called "over running" trolley and those which came a little later and were the prototypes of the successful under running system which has done so much to extend the living distance limit of our cities. As one who has been intimate with many of the originators of the electric railway and has seen most of the early structures, a consecutive statement from me may be useful.

So far as I know the first electric street car in the United States was run over the Bentley-Knight experimental road in Cleveland, and later in Boston, 1884. This was a slot conduit road like the one in Broadway, and the system was so promising, and considering the amount available for exploiting it, so successful that the underlying patents and indeed the Bentley-Knight Company itself (including Messrs. Bentley and Knight) were absorbed by the Thomson-Houston Electric Company, the pioneer electric railroad corporation.

In 1885 Mr. Leo Daft installed a short section of third rail road near Baltimore which was operated successfully for a time.

In 1886 the over running trolley roads began to be built by the Thomson-Houston company of Boston and by the Van Depoele company of Chicago. These had a little carriage running on the top of the trolley wire, which had a peculiar goose necked arrangement permitting the trolley to pass the supports. These roads were installed, as one of your correspondents has said, between Jamaica and Brooklyn, at Binghamton, at Scranton, at Appleton, Wis., and in Montgomery, Ala., besides other places. I well remember the one at Scranton, because the trolley, which weighed approximately twenty-five pounds, fell off the wire and came through the roof of the converted horse car in which I was riding, landing within an inch of my foot. The over running trolley was never really important commercially, because it was impossible to keep the device on the wire; it was attached to the car by a loose conductor like a rope, and when the car stopped, unless it was stopped quite gradually the trolley would run ahead of it and snap off the wire like a boy playing crack the whip. The conductor would then borrow a stepladder from some householder and replace it. This would happen anywhere from eight to ten times in each trip, and it sometimes seemed as if more time was spent in that way than in running.

All this came to an end, however, with the invention by Mr. Van Depoele of the under running trolley. The first of these roads to run commercially was at Montgomery, Ala., in June of 1887. The *Advertiser* of that city of date of June 22, 1887, has the following pæan of jubilation:

> THE ELECTRIC RAILWAY.
>
> FIFTEEN MILES OPERATED BY ELECTRICITY AT LAST.
>
> Not a single street car mule in Montgomery! Fifteen miles of street railway are operated by electric power. Montgomery leads the world. Good-by mule! Good-by Texas!
>
> Yesterday all the mule cars were taken off the fifteen miles of street railway in Montgomery and every line was operated exclusively with the electric cars, as if conscious that they had supplanted the festive mule for good, and all the cars ran about twice as fast as before and made schedule time. The speed now as a rule is equal to that of a dummy, and the cars go up and down with a delightful unconsciousness of changes in grade.
>
> The electric cars are a success.
>
> One motor can pull several cars, which is a vast advantage over the mule. Yesterday a car with a fifteen horse power motor had two summer cars attached and pulled them full of people out to Highland Park without diminishing the ordinary speed.
>
> It is all a grand and glorious success. The whole system, the four lines, come together on Court Square and go down Commerce street on a double track to the depot. There is no halting at switches but the cars go down on one track and come back on the other.
>
> The whole system represents an actual expenditure of $175,000 in cash.

This first road was converted from the over running trolley system, which had been installed and found impracticable; the mule cars had been reinstated without taking down the wires, since the Van Depoele company had at once proposed to convert the line and the city was so proud of its electric road that it would do almost anything to keep it going. The trolley in use was that shown by Mr. Van Depoele's patents, which were applied for in March of 1887, being the well known "walking beam" device, having a vertical post on top of the car about two feet high, the front end of the trolley projecting a couple of feet in advance of the post, and being manipulated by a weight in front of the motorman, tied to the trolley with a cord. I have a photograph of one of these early cars. This road ran until the end of June of the following year, 1888, when the power house was destroyed by fire. I remember the jubilation among electrical men that the fire had occurred while the road was shut down for the night, so that it could not be charged to electric operation; because then, as now, whenever the firemen did not know what caused the fire they said "crossed electric wires." It was some time before this road was again run as an electric road, as the interests back of it were much discouraged at losing their plant after spending so much upon it.

This road ran for almost nine months before the one at Richmond, which is often referred to as the first electric road, was operated at all, and in fact had been running for more than two months before Mr. Sprague and his associates started the construction of the Richmond road, which was in September, 1887.

The Richmond road deserves note as being the one which definitely determined the type of motor which would be used on electric railways, as it experimented probably with every known method of construction and winding, to come back after all to the type which Mr. Van Depoele had used, the series wound direct current motor at about 500 volts pressure, with one side of the line having an under running trolley, the other side grounded through the car wheels, and with a constant potential generator in the power house. Substantially this system is in use all over the world to-day. The first Richmond trolleys, however, were built up like a cairn on top of the car, a truncated pyramid supporting a vertical rod having a horizontal roller across its end. I suppose every known form of freak was also tried out by the Sprague company before the final trailing rod was employed. The Richmond road had curves made of brass pipe supported as rigidly as possible, but after it adopted the trailing trolley these were taken down and wires substituted such as are now in use.

Just about the same time the Scranton road was made over by Mr. Van Depoele, whose interests had been taken over by the Thomson-Houston company, into an under running system. For a time there was considerable rivalry between the Sprague company, backed by the Edison interests, and the Thomson-Houston company, and interferences in the Patent Office were kept alive for a long time by these squabbles, so that the trolley patents did not finally issue until 1893, after the Edison companies and the Thomson-Houston companies had been consolidated into the present General Electric Company.

I had occasion to investigate the Montgomery road upon the ground some eight or nine years ago and found some of the men who had originally put it up, and also traced its history through the local items in the *Advertiser*. That it was the first under running trolley system to be operated commercially there can be no question, and that it did not make more talk than it did is probably to be ascribed to the fact that being in the South engineers rather looked on it as a sort of "Can any good thing come out of Nazareth?" road, and did not investigate it. That its dates are incontrovertible, however, is evidenced from the record date of the Van Depoele patent 495,443, the application for which was filed on March 12, 1887, and which refers to this road and gives a diagram of the tracks in the public square at Montgomery surrounding the fountain. The problem of supporting the wires in that city was a tremendous one, since the roadways of the streets were from 150 to 180 feet in width. Practically everything devised by Mr. Van Depoele for use on that road is in use on under running trolley roads to-day, although of course in improved forms of much less weight and bulk. The switches and some of the supports for the wire are now after a quarter of a century substantially what they were then.

Some of your correspondents have referred to early roads which were not commercial, for example, the road at the New Orleans exposition, 1885. This was purely an experimental road, and while it was commercial in the sense of collecting fares for passage, it was never intended as a permanent thing, the trolley being made of a beam of wood of the crudest description. It was, however, an under running trolley road as now understood, and so far your correspondents are correct. There was a still earlier experimental road, used at Toronto, under similar circumstances, but this was for a day or so. Both of these experiments were discontinued when the expositions of which they were features terminated.

I have not referred to other experimental roads, such as Mr. Edison's of 1881-82, which derived its current from the two rails of the track, because they had nothing in common with the modern system, the prototype of which was the Montgomery road.

No other single invention, not excepting the telegraph or the telephone, has been so revolutionary as the under running trolley. It at once extended for about five miles on every side the limits within which working people could live and conveniently and cheaply reach their places of business. It was cheap enough to be installed in many small places where any other road would have been of prohibitive cost, and the enormous extension which it gave to the business of building electrical machinery is directly responsible for the lowering of cost and increase of efficiency which we now have, in railroad machines especially. Without the demonstration of practicability and commercial return which these smaller roads gave the vast accumulations of capital put into the great systems would never have been justified and we should undoubtedly be looking to the future for our subways and elevated lines run by electric power, even as we now look to it for trunk line railroads of that class.

In fact in the electric railroad there is going on under our very eyes the identical history of the steam roads. Engineers say that it is a matter of cost, but that is not so. It is a hardship on the roads which have enormous capital tied up in steam equipment, but it is a fact nevertheless that if they will not equip electrically others will parallel their lines, at first by interurban roads, such as those with which our own State, Ohio, Indiana, Illinois, Iowa and other States are gridironed, and then by consolidation of these into trunk lines going around the cities.

The time is not distant when railroads will have to fight for their lives unless electrified. No differential would keep away business from the road that does so first.

T. J. JOHNSTON.

NEW YORK, December 23.

Educating the Filipinos.

From a mere handful of people in a few of the larger cities and towns receiving instruction in 1901 the school system in the Philippines has grown so that there was last year an enrolment of more than half a million pupils in all grades from primary through the high school. They were receiving instruction in 4,531 schools from a force of over 9,000 American and Filipino teachers. The school budget has grown to nearly $3,250,000 during the fiscal year 1909-10. This sum was appropriated by insular, provincial and municipal authorities from funds derived through local taxation.

In the Philippines the problem of the United States is "to lift a subject people to a high plane of progress, to make them sharers of all the rights and privileges and the liberties which she herself enjoys," to make the people economically and politically self-supporting. The schools take a large part in this problem, as is shown by the last report of the Director of Education.

The system of instruction as carried on in the Philippines emphasizes the opportunity to acquire the English language; in fact that is the chief aim, and the course of study in so far as the academic side of it is concerned differs little from that found in schools of like grade in the United States. Never before in history was a practical educational system built up among a tropical people.

Of the 445,826 pupils enrolled in the grades below the high school during the last year 381,878 were engaged in some form of industrial work. So far as possible the handiwork of every school is being commercialized; instruction in the minor industries has in view the training of the pupil to make a serviceable and salable article. The aim is to operate every trade school and every school farm on a business basis. Hand work doubtless has considerable educative value in itself as a class exercise, but the present policy of the bureau of education is not so much to secure mere pedagogical results as it is to make the relation between this instruction and every day life as intimate and evident as possible. Industrial work of the schools as at present organized falls into four general divisions, namely, minor industries, gardening and field agriculture, trade and manual training work and household arts.

Schoolhouse construction in the Philippines has passed the stage of experiment; the system as now planned, with roomy, hygienic, permanent buildings, attractive in style of architecture and easy of imitation, is the best that could be devised. The standard is such that the people look upon the public school buildings as the most substantial and imposing structures in their districts.

Troubles of a Pedestrian.

TO THE EDITOR OF THE SUN—*Sir:* I have read letters from readers of THE SUN criticising the way street cars are ventilated and the opinion of Mayor Gaynor. I am a pedestrian and ride in the street cars only when I have to, and that is about once a week. As a pedestrian I have things to complain of as well as those who ride.

Some people smoke and chew on the rear platforms of cars and expectorate without looking where they leave their trade marks. Lots of times they land on us pedestrians. This can also happen from an elevated train.

We also have to dodge the persons who sell candy on the sidewalks. The place where they belong is in the gutter. We also have to dodge the sign carriers or we get hit in the face. Some of these signs are from three to five feet wide, so we have to play low bridge. Also the carriers are generally short, about four feet in height, and so weak that they are unable to hold the sign erect. When two of these carriers meet each other and have a chat, why, they block the sidewalk, and we naturally have to walk around.

I am sure Mayor Gaynor would improve some of these faults if he only had to put up with them, though he doesn't walk where these things occur.

UP AND DOWN BROADWAY.

NEW YORK, December 24.

An Old Maine Ferry.

From the Portland Press.

The new bridge on St. John River removes a picturesque method of transportation. Van Buren, Me., and St. Leonard's, N. B., have been connected for many years by means of a primitive ferry. From shore to shore a great steel cable is stretched, fifty or more feet along the shore at the starting point. Upon this is hung a traveller, consisting of a wooden block, with a huge iron trolley wheel, at each end. The trolley runs on the cable and from each end of the traveller a long rope leads down and is made fast on the scow. This rope leads down through pulleys to a big wheel placed at one side and amidships. The wheel acts as a throttle and steering gear both, and by turning it one way or the other either end of the boat is headed up stream.

The Range Pirates.

From the Denver Republican.

Me and my boss, that's all the firm,
We're lords of all this Cattle Land;
The outfits writhe, but let 'em squirm,
We're here to run our own pet brand.

We live upon the mesas high
And in the pinions on the plain;
They'll never catch us, though they try;
They hunt the rustler all in vain.

We know each rock and pineclad draw,
We thread ten thousand cattle trails;
Then let them send the limbs of law,
The rustler's vision never fails.

We brand the stock that others own,
And here's a gun to back each claim,
And I, who ride the plains alone,
Have seen men shudder at my name.

So come collections, great and small,
The world owes us a life of ease;
Me and my boss, us two, that's all,
We're pirates of the sagebrush seas.

SONORA AND SINALOA.

The Pacific Slope Region Rich in Resources and a Hunter's Paradise.

TO THE EDITOR OF THE SUN—*Sir:* In the northwest corner of Mexico lies a district which possesses certain natural characteristics giving it marked distinction as a grand division of the republic. This Pacific slope of Mexico is not only a mining region of great promise, but its possibilities in farming, fruit culture, ranching and gardening are striking. The major part of the district is made up of the States of Sonora and Sinaloa, whose combined area comprises 113,100 square miles.

This district lies between the Sierra Madre on the east and the Pacific on the west. It is penetrated by numerous mountain groups, which are to be classed as the foothills of the Sierra Madre. The region is of volcanic origin, and the ancient rock formations have been broken up by earthquakes. Minerals abound in all parts except in the alluvial valleys and delta lands along the numerous rivers arising in the mountains and flowing into the Gulf of California and the Pacific Ocean. The minerals include silver, copper, gold, lead, zinc, graphite, iron and coal.

In a mining sense the district is very largely undeveloped. It is the prospector's paradise. Its isolation until the recent completion of about a thousand miles of track down the coast by the Southern Pacific Railroad retarded development greatly.

Sonora has a frontage of 530 miles and an area of 76,638 square miles. Its agricultural lands produce annually crops of about the following averages: Corn, 55,000 tons; wheat, 40,000 tons; cow peas, 10,000 tons; fruits (twenty-eight varieties), 32,000 tons; other products, about 25,000 tons; the total having a value of about $9,000,000 Mexican. The timber lands yield annually about $2,000,000 worth of lumber. The ranches carry stock of the value of $10,000,000. The last census reported shows 122 mining properties, producing annually gold, silver, copper, lead and iron ores valued at about $24,500,000. The value of the mineral exports during the last year was $13,524,583.

During the years 1908 and 1909 there were 222 companies incorporated for business in Sonora, there being already 1,892 commercial houses, with an active capital of $4,391,609. At this time there are about 1,000 factories in Sonora, whose products amount to $6,792,479. The imports into Sonora approximate annually $15,000,000, while its exports somewhat exceed that sum.

The alluvial soils in the river valleys of Sonora and Sinaloa possess great possibilities for farming, truck growing and fruit culture, sugar cane, &c. The numerous mountain streams discharging into the Gulf of California or the Pacific Ocean afford ample water supply for irrigation. Garden truck, such as tomatoes, cantaloupes, &c., may be sent to market in January and February. This character of enterprise on the Pacific side of Mexico has many alluring attractions for capital. The largest irrigation venture on the continent is there. Its lands embrace 550,000 acres of very rich alluvial soil, all of which is irrigable.

The climate except during four summer months is delightful. The region has both a dry and a rainy season, the latter covering the period from June 1 to October 1. While the rainy season is uncomfortably warm, the dry season is most delightful. The average annual rainfall in Sonora is about fifteen inches. The average for Sinaloa, lying further south, is nearly double this amount. The average annual temperature is about 77 degees Fahrenheit.

Twenty-six rivers whose sources are in the Sierra Madre flow through the States of Sonora and Sinaloa and empty either into the Gulf of California or the Pacific Ocean. Crops that may be grown in the valleys of these rivers include cotton, corn, potatoes, beans, garbanzo, rice, melons, cantaloupe, maguey fibre, tobacco, wheat, oats, barley, alfalfa, sugar cane, tomatoes, celery, asparagus, okra, onions. Among the fruits are oranges, lemons, limes, grapes, apples, peaches, pears, plums, figs, bananas, papaya, guayva, mangoes, dates, cocoanuts, pineapples. Lands under irrigation may be purchased at about $25 an acre. These lands are of the delta class, rich alluvial soils, capable of several crops every year. Five crops of alfalfa can be harvested.

The quality of garden truck is of the best, since a specially fine flavor is imparted by the volcanic ash and silt in the delta lands and by the influence of the semi-tropical sunlight, extending uninterruptedly throughout the dry season. The dry atmosphere rapidly removes from the growing plants all excess of moisture, leaving in the plant tissues only the rare salts and flavors found in this rich silt laden volcanic soil. It is a noted fact that the cantaloupes, tomatoes, &c., have an excellence of flavor seldom found elsewhere. The opening of the coast to railroad transportation will work marked changes in the development of all industries to which the region is adapted.

Game is found in abundance in this part of Mexico. Deer are plentiful in all the mountain foothills and in the plateau region dividing the east and west ranges of the Sierra Madre. In the mountains are found bears, mountain lions, wildcats, coyotes and foxes. Wild turkeys abound in the wooded uplands. The huntsman is often baffled in the chase by the thorns and stickers with which all plants, shrubs, vines, underbrush, cactus, palms and scrub timber are equipped. This peculiarity of the woods and jungles places a great handicap on the sportsman, and favors the security of the game. Deer, turkey and quail multiply rapidly. Few other regions are so abundantly supplied with small game. During the winter months wild geese, ducks, brant, cranes and other aquatic fowls invade the country from the cold regions of Alaska and British Columbia.

The Gulf of California is famous as a fish preserve. Few bodies of water afford such delights to the fisherman. Among the varieties taken by the hook are the cabrillas, lizas, carpas, truchas, anguilas, matalotes, robalos, bobos, bagres. The famous tunas are also caught. Whales, sea calf, otters, shark and swordfish are numerous. The Gulf oyster is a luxury of great reputation. The abundance of fish in the gulf and rivers affords an important and dependable food supply for the people the year round.

JOHN M. BISHOP.

NEW YORK, December 24.

A Bible From the Kaiser.

From the Toledo Blade.

From the German Emperor, William II., there came Sunday to St. Lucas's German Lutheran Church a magnificent altar Bible as an imperial gift from his Majesty in honor of the silver jubilee of the congregation. As a further token of the Emperor's interest in the former sons and daughters of the Fatherland he has inscribed in the Bible in his own handwriting a message taken from Mark xiv., 38.

The Bible is handsomely bound in morocco and silver. On the corners of the upper cover are the symbols of the four evangelists, the work of the silversmiths of Leipsic, where also the book was printed. The text is Luther's translation.

A Slip of Language.

From the Glasgow Herald.

The audience at the last Edinburgh University concert was astounded when Professor Niecks, who has been professor of music in Edinburgh University for nearly twenty years, addressed them in German. When he had finished a little speech, unintelligible to most of his hearers, some one told him what he had done, whereupon he laughed heartily and repeated his address in English. The explanation of his unconscious lapse into his native tongue was that one of the performers at the concert had spoken to him in German a moment before.

Hitching Racks and Farmers' Trade.

Hiawatha correspondence Kansas City Journal.

A compromise has been effected whereby hitching racks will be reestablished around the court house square here. For years racks were maintained for the accommodation of farmers who came into town with teams. The town folks decided, however, that the racks were unsightly, so they removed them. This brought forth a vigorous protest from the farmers, and Hiawatha stood to lose most of its farmer trade. So the racks will be replaced, and in return the farmers are to keep their horses blanketed during the winter months.

Escape of a Pennsylvania Jury.

From the Philadelphia Record.

"Bargain stands as it is. Each party pays half the costs. Jury escaped." This is the entry in the docket of Justice of the Peace Thomas Allen of Mercer county after a suit over a horse trade. The jury retired and soon a slip of paper was handed Justice Allen bearing the jury's verdict that the deal should stand and the costs be divided between the litigants. Declaring that no such verdict should be rendered in his court, the Justice went to the jury room. He found the windows up and saw the jurors scampering down the snow covered hill.

His Salad Days.

Nebuchadnezzar was eating grass.

"Anyway, I can ask friends to dinner unexpectedly without being afraid the grub won't go 'round," he boasted.

Thus we see every cloud, &c.

AN OLD ENGLISH ELECTION.

Votes Were Bought Openly, Beer Flowed and Fisticuffs Were Common.

TO THE EDITOR OF THE SUN—*Sir:* The English elections of to-day remind me of those of the olden time, when I was a boy in the ancient and "royal borough" of Ludlow on the border of Wales. It must have been in November, 1852, when Lord Derby, being defeated on Disraeli's budget appealed to the country. Disraeli had been sent to Parliament by Shrewsbury and was esteemed the representative of that dissatisfaction with which the farmers of Shropshire regarded the relaxation of protection to native industries. "Dizzy's" brilliant invective and polished sarcasm inspired the protectionist party with a hope of tariff reform, which he did not live to see, but which is now bearing fruit after the lapse of more than half a century and is just as much a burning question as it was at the election of which I have a most vivid remembrance. It was Ludlow which first elected a free trader when Mr. Balfour appealed to the country in 1895.

Fifty years ago Ludlow sent two members to the House of Commons, although it is a little town with only 5,000 people and had then a voting power of less than 500. The voters of those days were made up of burgesses, and according to the reform bill of 1832 only those who paid a yearly rent of a sum equal to $100 had the franchise. The candidates for election were men of distinguished families, Clive and Powlett for the Tories and Salwey for the Whigs. The Hon. R. H. Clive was a grandnephew of the great Lord Clive. Lord William Powlett was a son of the first Earl of Cleveland, and Colonel Salwey was in direct descent from one of Oliver Cromwell's Generals. The burgesses for the most part represented the decayed families of the town and regarded an election as the great opportunity of making a little ready cash. Every burgess, "free and independent" as he was, got money for his vote, and it was considered a most gentlemanly thing to buy that vote. Bribery was no disgrace in those days, and as a full list of the voters and their votes was made public on a printed list immediately after the poll was declared, the honorable members had an opportunity of seeing if they had actually got their money's worth, a privilege of which the ballot box deprives them in this more enlightened age.

This election in Ludlow just fifty-eight years ago had all the characteristics of the election at Eatonswill in Mr. Pickwick's day. The candidates called upon the family of every elector. The wives were flattered when they received a card "soliciting your vote and interest." The babies were kissed. The girls were decorated with rosettes, and sixpence apiece was given to the boys to buy "alley tors and commoneys." All excisable articles were remarkably cheap at the "publics," and beer flowed like water at every street corner. Two hatters, one a Whig and another a Tory, supplied free "tiles" to those who got their heads broken in the struggle. I got a free Tory hat with the colors of the two candidates tacked on. The Clive colors were dark blue and scarlet; Powlett's were rich crimson; Salwey's were pale blue and yellow. Every child, every baby in the place, was decorated with the colors of its father's favorite, and the boys fought like fury for the protection of their rosettes.

Mr. Clive was a quiet and reserved man, but Lord William Powlett was a regular "old sport." He was distinguished as a patron of the turf, and owned many good horses, among them Tom Whiffler and Promised Land. But unfortunately his Lordship was a kleptomaniac, and on one occasion had "swiped" a pair of valuable slippers from a shop in Regent street. Consequently the Whig boys when he passed them on the street shouted, "Who stole the slippers?" "I did, boys! But one was green and the other was red; so you see I'm not a common thief!" Lord William would reply in the best of tempers. Of course, it was the duty of us Tory boys to punch the heads of "those Whig fellows," hence the astounding demand for free "tiles."

Lord William stayed at the Angel Hotel, where a man named Misters had recently committed or rather attempted to commit a horrible murder at midnight. But his Lordship declared that he slept well with a good conscience notwithstanding the stolen slippers. Two men stood before his window night and day, one with a red slipper at the top of a pole and another with a green. Colonel Salwey's winning card was the big free trade loaf, which was about ten times the size of the miserable protectionist production. These two loaves appeared in the shop windows of the Whig bakers, and the free trade loaf was given for the asking.

The election lasted three days. On the nomination day a hustings was erected in the market place and His Worship the Mayor presided. The opposing candidates sat on either side of his Worship and abused each other in the most gentlemanly manner possible. The Mayor demanded a show of hands, and as they were declared to be in favor of the Whigs the Tories demanded a poll. A polling day followed. The electors of Ludlow, like those of Eatonswill, were seized with temporary dizziness of the head and some got into the wrong booth and were kicked out. The third day was chairing day, when the successful candidates were seated in chairs decorated with their own colors and carried on the shoulders of men around the town, preceded by bands of music. The grand old peal of bells of the parish church rang merrily, as they had done at every past election for more than six centuries, and the bellringers got so drunk that they could scarcely climb down the steps of the lofty tower. This grand old town in the days of Edward IV. had been practically the capital of England, and it was thence that his son Edward V. was taken to the Tower to be smothered by the order of Richard III. It is curious to note that payment of Parliamentary members, which is a tenet of modern radicalism in England, is no new doctrine, for there are records in Ludlow showing that in the sixteenth and seventeenth centuries their members were paid at the rate of two shillings a day for the time occupied in Parliamentary duties.

BRITISHER.

BROOKLYN, December 19.

"Fudge" and "Bosh."

From the London Chronicle.

"Fudge" is a word with a history. There are prosaic etymologists, as there always are, who derive it from a Gaelic word meaning deception; but Isaac Disraeli's view is much more interesting. He derives it from a certain Captain Fudge, who seems to have been a marine Munchausen. "You fudge it" is said to have been his crew's equivalent to the modern "Rats!" In a collection of some papers of William Crouch, the Quaker, published in 1712, it is recorded that one Degory Marshall informed Crouch that "in the year 1664 we were sentenced for banishment to Jamaica by Judges Hyde and Twisden, and our number was 55. We were put on board the ship Black Eagle; the master's name was Fudge, by some called Lying Fudge."

"Bosh" sounds a fairly good English word to apply to your political opponent's arguments. It isn't. Skimming Dr. Beddoes's "Memories of Eighty Years" one finds the doctor trying to explain the Protestant religion to a mullah. "It seems a very decent sort of religion," said the mullah, in excellent English. But there were two objections. The first was that we "pay no honor to the Prophet." The second was "your doctrine of the Trinity, which you will excuse my saying is bosh." We have got the word from the Turkish. It means nonsense. And "bosh lakirdie seullersen" means "you speak empty words."

Guardian of Old Granary.

From the Boston Transcript.

Hugh V. Markey, familiarly known as the "old sexton," through his long association with the Granary burying ground, is dead at his home in Charlestown. He was familiar with the lives of practically all the celebrities who lie buried in the old Granary yard, and he cherished the privilege of escorting visitors through the cemetery.

The stories of Samuel James, Samuel James Coldwell, Crispus Attucks, Patrick Carr, victims of the Boston massacre, interred in the Granary by order of the town of Boston, were the subjects he loved to tell about, as well as the story of Christopher Snyder, the first victim of the Revolutionary war, who was also buried there. He had an interesting tale to tell of the author of the Mother Goose rhymes, and brief sketches to unfold about Bellingham, Dummer, Hancock, Adams, Bowdoin, Cushing, Sullivan, Eustis, Sumner, Peter Faneuil and others buried in the grounds.

English Clay Pipes.

From the London Chronicle.

The clay pipe, which is vanishing from the Fleet street chop house, was the only variety smoked in this country until quite recent times. The clay pipe made its appearance in England in the later years of the sixteenth century. Writing about a century later, a French author remarks that the English "invented the pipes of baked clay which are now used everywhere."

"Broseley, in Staffordshire, has been famous for its pipes and clay from the days of Elizabeth," writes Mr. W. A. Penn in "The Soverane Herb." "Now all the clay of which white pipes are manufactured comes from Newton Abbot and Kingsteignton, in Devonshire. It is sent to all parts of England and the world in rough lumps, about the size of quartern loaves, weighing some twenty-eight pounds each."