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Dialogue Between the Law and the Railroads.

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by \$12,678,000. As against this showing for twenty years the increase in the last six years has been \$23,725,000 for general fund appropriations alone. Surely no increase in the population in the State in the latter as compared with the former period can explain any such expansion of appropriations.

As a political issue the cost of State government will hardly lie against either party, since both share the responsibility this year. To the credit of this year's Legislature and that of last year it should be said that both have provided funds to meet their expenditures by the imposition of direct taxes. Thus the vicious principle of previous years of appropriating many millions more than the income warranted has been ended.

In 1906 the State had no direct tax and practically no debt. The tax rate for this year will be one mill, against six-tenths of a mill a year ago. The State debt now exceeds \$180,000,000 and the voters will be asked this fall to add \$50,000,000 more. At the present rate of progress the State expenditures will reach \$100,000,000 by the end of the next decade of years.

The fact that both parties have now united in a policy of generous appropriations and annually expanding budgets demonstrates how perfectly the politicians are satisfied that the citizens, even in a time when the increased cost of living is a cause for daily complaint everywhere, have too little interest or too little concern with State finance to make frugality, or even parsimony, profitable for them.

Down With State Lines! As Colonel Roosevelt has been a diligent collector of other men's notions in the last year or two the proposition put forth in the Equity Series, the official voice of the three "reform" sisters, initiative, referendum and recall, may be worth borrowing. That proposition is for the election of Representatives in Congress by popular vote without regard to district or State lines—a House of Representatives at large. Of course any Congress district is already at liberty to choose a Representative in Congress from any other district in the State, though the privilege is seldom taken advantage of, so great is the overcrowding of local statesmen. The plan proposed might be a boon to suffering ambitions; our own BOBBE COCKRAN, for instance, might be chosen from Oklahoma or any other State, so far as States are to be allowed to exist under the perfect rule of the people, where cyclone collars are kept in repair.

Considering the number of "axes" hovering about the Colonel this scheme should commend itself to him. It is not new, it is borrowed from Great Britain, but it seems new to most persons, and being a change must be good. Senators are coming to represent the people and not the State. The old wisdom of the Constitution is folly to the enlightened moderns, no doubt the infamous constitutional system whereby a small State has as many Senators as a great State will be swept away. We must have "direct government" wherever it is possible.

Secretary STIMSON closes the symposium, "What Is the Matter With Our Army?" which the Independent has been conducting. The Secretary says that the title is misleading, since the material of the army is all right, what is all wrong is the management of the army, that is to say, the national policy of treating it as a constabulary.

In theoretic the officers were never better trained. After they leave West Point post-graduate courses are provided for them in the Leavenworth schools, the War College and the General Staff, which was not the case a comparatively few years ago. Officers appointed from civil life and promoted from the ranks of course share the latter day advantages. As for the enlisted man, he is carefully selected, two out of three applicants being rejected, and as the requirements of modern military training are constantly increasing the soldier with the colors must prove himself intelligent and alert to do his work in the engineers and the field and coast artillery that work calls for technical skill which must be developed in him if he does not originally have it.

What Secretary STIMSON says in appreciation of the rank and file is true. The officers, the men under 50 at least, are more capable and more ambitious than were the men in the same grades before the war with Spain. They are keeping abreast of modern requirements. It may be doubted whether the enlisted men are as sturdy, rugged and enduring as the privates and non-commissioned officers of the compact little army that went to the front in 1898—the army is now much larger and it is harder to fill vacancies, but foreign service has certainly improved the calibre of the men, increased their knowledge, given them new ideas, made them more professional. Nevertheless the army lacks cohesion and coordination. How could it be otherwise when the home force is distributed in forty-nine posts and 45 per cent of the army is scattered, as Secretary STIMSON says, "over that portion of the country lying between the Missouri River and the Sierras, where there is only a small fraction of our population."

The result is that the army has no tactical organization to speak of. It has no opportunity to learn "team play" in practice. Only when manoeuvres are held do the infantry, cavalry and artillery get together and understand their respective values in the war game. How often does a Brigadier-General handle the different branches in the open country, or even on the parade ground? "Soldiers," says Mr. STIMSON without exaggeration, "spend their time in watching property, officers in keeping accounts, instead of learning the art of war."

the interval and the population having increased by more than 10,000,000, he received 6,499,104 votes for President and the Republican plurality rose to 1,269,804.

The eclipse of the Hon. BOIES PENROSE and the radiant rise of the Hon. WILLIAM FLINN as Republican Boss of Pennsylvania fills the sons of BELIAL with despair and the sons of righteousness with hope.

Teachings of Confucius on the Conduct of a Man in Peril. To THE EDITOR OF THE SUN.—Sir: To correct sundry statements made in the newspapers as to the conduct of the Chinese in time of peril, please let me explain from the real Chinese standpoint.

There is nothing in Confucianism justifying any man who saves himself by letting a woman or a child lose life. The experience in China is that many, many times the rule is followed: "Women and children first." Some of course the men neglect the higher law, and are severely blamed by the people in general if they do.

Impending War of the Manhattan Philosopher and the Bronx Butcher. To THE EDITOR OF THE SUN.—Sir: The Muse of Poesy sits weeping in her Amphion reared to the eyes that see so frequent violations of the international regulations in fog, mist, etc., in order that we may be carried across the Atlantic in record time, there are many women who have looked in vain for the return of the little fishing schooners? True, you know why the fishermen never returned.

Bill Day. To THE EDITOR OF THE SUN.—Sir: There is one day in the month, and that is called "Bill Day," because on that day I pay off all outstanding accounts. I have no fixed day for "Bill Day" and the date varies, beginning, in the middle or the end of the month, whichever I choose. The accounts are varied and peculiar.

Why the Army Is Still Only a Constabulary. Secretary STIMSON closes the symposium, "What Is the Matter With Our Army?" which the Independent has been conducting. The Secretary says that the title is misleading, since the material of the army is all right, what is all wrong is the management of the army, that is to say, the national policy of treating it as a constabulary.

German System for Towing Canalboats. From the Scientific American. A novel towing system is being tested on a small section of the Dortmund-Ems canal in Germany. A flexible rail is laid at the bottom of the canal, and the tugboats are connected to it by rollers which pull the boats along.

A Nine Days Wonder. Joy and sorrow, right and blunder, Such is life, a nine days wonder. Great importance that place wins it For the birthday that begins it.

The Growing of the Grass. You can talk of your troubles and sorrows, You can boast of your troubles and sorrows; But all the suburbanites are agreed It's a pretty hard task to beat grass for speed.

THE TITANIC. Suggestion That Waterproof Suits Be Used to Prevent Chills. To THE EDITOR OF THE SUN.—Sir: A prize should be offered for the best life saving ideas. We have stuck to old methods instead of thinking out entirely new ideas. It is shown that the name "life preserver" is a delusion and a snare; it is simply a float. Everybody knows that in cold water the present style of life preserver is merely an instrument of slow torture. Yet it furnishes the chief assurance of (false) safety.

THE CHINESE HEROIC. Teachings of Confucius on the Conduct of a Man in Peril. To THE EDITOR OF THE SUN.—Sir: To correct sundry statements made in the newspapers as to the conduct of the Chinese in time of peril, please let me explain from the real Chinese standpoint.

THE FISHING FLEET. To THE EDITOR OF THE SUN.—Sir: The Muse of Poesy sits weeping in her Amphion reared to the eyes that see so frequent violations of the international regulations in fog, mist, etc., in order that we may be carried across the Atlantic in record time, there are many women who have looked in vain for the return of the little fishing schooners? True, you know why the fishermen never returned.

Standing By. To THE EDITOR OF THE SUN.—Sir: As a naval officer much interested in the recent terrible disaster and in the question of experience and safeguarding life at sea I beg to offer the following suggestions.

Impulsive Committee. To THE EDITOR OF THE SUN.—Sir: Upon the Senate of the United States may come the error of judgment. Can any one explain why Mr. Leman and other survivors are subjected to an investigation of the most trivial nature?

Central America. To THE EDITOR OF THE SUN.—Sir: My dear Admiral Thomas Phelps, I have had a very eminent officer of our navy, who is probably that Phelps, who the time of the disaster was a naval lieutenant, 34 years old, would be especially interested in the matter.

The Passenger List. To THE EDITOR OF THE SUN.—Sir: Is there an explanation of the failure of the White Star Line officials to publish a list of the passengers sailing by the steamship Titanic on her ill-fated voyage?

Mrs. Isidor Straus. To THE EDITOR OF THE SUN.—Sir: The name and deed of Mrs. Isidor Straus should be put in letters of gold on a monument of granite to show future ages that there lived a woman who knew the meaning of her marriage vows, who was not only ready to share her husband's honor, but was ready to cling to him when the reaper Death called him.

Shepherds' Leap Year Supplication. From the London Daily Mail. A quaint local superstition has been curiously borne out by this spring's experience on the farms. It is at least a century since the lambs are scarce in leap years.

"He Loves Me." Tells—Do you count whether life you with a steady—The uncertainty I use a three leaved clover.

NOVELLETTES OF THIS TIME. A Joint Debate. When the people and the plain people and the average voters were assembled, the man who toils said to the man who ploughs that he thought a joint debate would be a nice thing for a change.

Under the opinion of the Supreme Court as given to-day the Terminal Railroad Association is required to reorganize on terms that will admit into the association every railroad that is required to use the terminal facilities controlled by the association. The order directs that the railroads that are now without the association shall be permitted to participate on equal terms with the fourteen that are now embraced in the agreement.

Another practice condemned by the Supreme Court relates to discrimination in the matter of short hauls from the coal fields of southern Illinois. In this case, said one prominent lawyer, "the Supreme Court has declared for regulation of monopoly rather than the annihilation of it."

Justice Lurton held that such an admitted monopoly as the Terminal Association might under certain circumstances be entirely lawful. It is an admitted monopoly. The Terminal Association controls absolutely the two bridges that span the Mississippi River and the Wiggins Ferry Company, which for many years has been the only business that crossed the Mississippi River east or west at St. Louis. It also controls all other terminal facilities in and about St. Louis.

Under the order made by the Supreme Court to-day the Terminal Association is given ninety days in which to reorganize in conformity with the decree of the court. It is at least a century since the lambs are scarce in leap years.

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TERMINAL COMPANY DECLARED A MONOPOLY. United States Supreme Court Decides the St. Louis Bridge Case. VIOLATES ANTI-TRUST LAW. Outside Railroads Must Be Permitted to Participate on Equal Terms.

WASHINGTON, April 22.—In an opinion by Associate Justice Lurton the Supreme Court to-day held that the Terminal Railroad Association of St. Louis, with fourteen railroads that combined to organize the association, is a conspiracy in restraint of trade in contravention of the Sherman anti-trust law. The court entered an order reversing the decree of the Circuit Court for the Eastern District of Missouri, which had held that the Terminal Association did not violate the anti-trust law.

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