# The Sun

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The demagogue, in all his forms, is as characteristic an evil of a free society as the courtier is of a despotism.—THEODORE ROOSEVELT.

### The "Unsinkable" Ship of State.

A letter written by Dean BURGESS of Columbia University to Representative GILLETT of Massachusetts is printed in the Springfield *Republican*. It contains more than one passage which should hold the attention of citizens of every State, particularly of those of the old Bay State at the present time. Let us quote three paragraphs:

"The other day the passengers on the ill starred Titanic deluded themselves with the idea that the great vessel could not sink. This was not more fatal than the idea that the American republic is not exposed to the same dangers that the European republics have encountered and is in no danger of sharing their fate. It seems quite evident to me that we are rapidly approaching the point in the development of our republic at which the Roman republic of 50 B. C. and the French republic of 1793 and 1848 met their downfall.

"I will try to express what I mean as briefly as possible. The republican system in great States is always based primarily on representative institutions. In the course of their development these institutions tend to come under the control of the more capable and active personalities of the community, until finally the suspicion is aroused among the masses that these personalities have become a governing class and are using their political advantages to further their personal interests. This is probably true in some degree, but in nothing like the degree supposed.

"There comes along an extraordinarily vigorous, ambitious and self-confident personality, who proclaims himself the tribune of the people and seeks to rally around himself, as the nucleus of a new kind of organization, the people, as he calls them, but in reality always the more adventurous part of the people; and he appeals to the people to ride down their representative institutions and take things into their own hands, which always means practically to give them into his hands as their sole representative. This is Cæsarism, Bonapartism, and this is the way it always comes about."

Wise words from a profound and patriotic student of history! This, indeed, is the way in which it always comes about. This is Cæsarism and Bonapartism. Let the people of Massachusetts see to it, as they never have seen to anything since the days of JOHN ALBION ANDREW and 1861, that this is not also Rooseveltism.

### A Theological Centenary.

On May 5, 6 and 7 the Theological Seminary of the Presbyterian Church, situated at Princeton, N. J., will celebrate its centennial. From a school with one professor, four students and no local habitation or technical apparatus except the professor's private study and his professional library it has grown to be a prosperous and influential college with a faculty of sixteen, a corps of special lecturers, a student body of 200, a library of 100,000 books, an endowment of $1,500,000 and a settlement of handsome buildings beautifully set in a spacious campus.

In 1812 public affairs in this country were dominated by the churchmen to an extent now hardly appreciated. The earlier colleges were established with a view almost completely limited to the training of men for the ministry. From ecclesiastical sources came the impulse for the founding of William and Mary in the South, Harvard and Yale in New England and the College of New Jersey in the "Middle Colonies."

Soon after the beginning of the nineteenth century it began to be felt that the colleges were turning to general and literary rather than to technical theological instruction, though still maintaining courses in "divinity," and that new conditions called for new measures. The country was opening up, and new fields of ecclesiastical labor called for an increased supply of trained workers. The only exclusively theological schools in the country at the end of the eighteenth century were the Dutch Reformed at New Brunswick, N. J. (1784), and the United Presbyterian at Xenia, Ohio, founded in 1794. Andover dates from 1807.

In 1805 Dr. ASHBEL GREEN, an eminent Philadelphia minister, directed the attention of the General Assembly of the Presbyterian Church to these conditions. He suggested remedial measures, but did not propose the establishment of a seminary. In 1808 Dr. ARCHIBALD ALEXANDER urged the creation of such a source of supply for the church, that is to say, "a seminary for the single purpose of educating youth for the ministry."

The Assembly of 1809 appointed a committee, which submitted three plans: for one central school, for a Northern and a Southern school, and for a school in the jurisdiction of each synod. After general discussion the second plan was rejected, there being unwillingness to encourage sectional rivalry; and in the Assembly of 1810 the single school sentiment prevailed. A committee was appointed, with Dr. ALEXANDER as chairman, to formulate a plan of constitution and administration.

Dr. ALEXANDER was appointed professor and director, and in 1812 the work of instruction began. At that time theological instruction in the neighboring college was discontinued.

By the terms of the "plan" the General Assembly was "to sanction all its laws, direct its instruction and appoint its principal officers" and "to be considered at all times as its patron and the fountain of its powers." The actual work of discipline and supervision of the courses of instruction was delegated to a board of directors. This indicates the absence of organic connection often but erroneously supposed to exist between the college and the seminary at Princeton.

In 1815, students having become so numerous as to find it difficult to get proper lodgings, the Assembly determined upon the erection of a building, and in 1817 the seminary took up its quarters in the present Alexander Hall.

ARCHIBALD ALEXANDER, SAMUEL MILLER and CHARLES HODGE were the pioneers in the rearing of a noble edifice of conservative theology, the seminary over which for now an even decade of years of able and honorable service Dr. FRANCIS LANDEY PATTON has presided. The seminary at Princeton has had a long life of productive usefulness. It is to be noted that her spirit is such that on the eve of her centennial day she has her eyes fixed rather upon the years to come than upon the days that are past.

### How It Feels to Fly.

What are the sensations of the aviator when he finds himself coursing the air, with the solid earth left below and behind him, the clouds his companions, the birds his rivals, and his safety depending upon his skill and the stanchness of the fantastic machine that bears him upward and onward? No one is better qualified to answer this question than Lieutenant J. CONNEAU of the French navy, who under the name of ANDRÉ BEAUMONT won the British circuit race in 1911, flying 1,006½ miles in 22 hours 26 minutes, and for his success receiving a check of £10,000 from Lord NORTHCLIFFE, the promoter of the competition. In his fascinating book, "My Three Big Flights" (the Paris to Rome and the European and British circuit races), the sturdy little Frenchman, who is as cool as he is brave, endeavors to put the reader in his place at the wheel of the monoplane. One must have imagination to share ANDRÉ BEAUMONT'S ecstasies, but everybody will understand that no matter how daring an aviator may be he is visited by alarms and shaken by fears. When BEAUMONT came down at Liège in the European circuit race he learned that his two competitors and personal friends, PRINCETEAU and LEMARTIN, had been killed at Vincennes. PRINCETEAU was burned to death in midair in the explosion of his petrol tank. Welcomed by the blood stirring "Marseillaise," BEAUMONT heard the news the moment he alighted, for it was on everybody's tongue. He speaks of feeling intense sadness, and he was relieved to have time to pull himself together. For three days there was no flying, a fierce gale bending the poplars like whips and blowing down sheds on the aerodrome. All the different forms of death that have come to aviators, their causes and the want of any explanation at all, must pass in one flash through the mind of the man who hears his motor stopping or finds himself tossed about in the throes of the gale. However smoothly his dragon fly ship may be cleaving the air, no aviator can be utterly without qualms, entirely at his ease.

Before the start ANDRÉ BEAUMONT tells us that the aviator speaks in little more than monosyllables. He knows he is about to risk his life, and with anxiety he scans the rudder bar, the elevating lever, the wings; but his greatest concern is the behavior of the motor. When all is ready and the word given, away the winged thing rushes with joltings and swayings over the uneven ground, which may be good for the liver but are hard on the nerves. Then comes that marvellous soaring into the air as if the monoplane were being drawn swiftly and steadily upward by an unseen thread. To the beholder the fascination is always new and thrilling. What are the sensations of the adventurer seated in the little well above the wings? M. BEAUMONT says:

"Anxiety is banished and makes room for the most perfect quietude; you experience a feeling of ease. 'Extra terrestrial' solitude is so complete that you are delightfully surprised. The aviator is no longer a man; he is a flying creature. He soars up into the sky, and yet does not realize his ascent, for he is struck by the wonders displayed to his view. The earth seems to be sinking under him."

A little later and everything below him, people, horses, "the relief of the earth," becomes "a mere shadow." Exhilaration, intoxication succeeds; and then all at once, when the world has ceased to be, he is afraid of the solitude, the loneliness; he stops soaring, he runs a level course, and soon for company's sake he swoops downward, glad to make out the watercourses and the hedges again, to distinguish the ants called men that walk on the earth, to see the trees waving, the flags flying; to hear the strains of music, human voices, the crow of the cock, and acknowledge that after all he has not conquered the air and that his place is in the world below. Nevertheless:

"Danger is one of the attractions in flying. If man is so fond of aviation it is partly because every attempt at flying in the open is a menace to his safety and he is not averse from gathering laurels by the side of the cypress tree."

But the greatest joy of all is racing with other winged men. Compared with it what is the excitement and zest of competition on water and land, even in the motor boat rushing through the sea so fast that the displaced wave towers behind it, or in the racing automobile, that hideous and roaring monster that leaps and bounds over the earth, making dust whirlwinds as it goes and scaring the spectator with its power of annihilating distance in the twinkle of an eye? Such tame exhilarations and minor perils are not for airmen like the imaginative and daring BEAUMONT. He is both imaginative and daring when he predicts that the time is coming when "people will take walks in the air, just as they do in the parks."

### The Hudson Bay Route.

The map recommendations of Hudson Bay as an outlet to Europe for Canadian grain have long been recognized, but at last a definite step in the direction of using this waterway has been taken. Writing in the Yale *Review* for April, Mr. ALVORD LONGLEY BISHOP reports that the Canadian Government has appropriated $1,700,000 for the projected railway from the wheat regions of Alberta, Saskatchewan and Manitoba to Port Nelson or Port Churchill on Hudson Bay, and contracts for the great bridge over the Saskatchewan River have been signed.

From Liverpool to the Hudson Bay ports which are mentioned in the project the distance is practically the same as that from Liverpool to Montreal. As the average railway or rail and lake mileage from the Canadian wheat fields to Montreal is 1,500 and the new railroad to the Hudson Bay ports will be less than 500, the saving in freight charges is plain and is estimated to exceed four cents on each bushel of wheat.

Questions about the navigation of Hudson Bay have long been raised by opponents of the scheme. It seems now conceded that the channel leading into the bay presents no serious obstacle to large ocean steamships. The real difficulty arises from the certainty that for many months yearly the Hudson Bay ports will be icebound. Three months in the year, however, these ports will be open to navigation, and two of these months are those in which the crops are shipped. The single track railway now contemplated can take 64,000,000 bushels a month. This is a small portion of the total production, but a relatively large traffic for the railroad now planned.

Unfortunately the rest of the year seems to be without traffic possibilities for the new line, and small return freight is to be expected. But a rapid development of the region through which the road passes is far from impossible, and upon this chance much depends. At all events the Hudson Bay line is now to be built, and like the other great Canadian railways it is certain to have a far reaching effect both upon the region it crosses and the traffic routes of the whole prairie region of Canada.

### The Poet Laureate of T. Rex.

From the prolific bosom of Kansas, inexhaustible of Populism, bursts a hymn to the Grand Lama of Populism. Hear it, love it, learn it, sing it:

"We've hitched our wagon to the stars
With a driver that can drive;
We'll smash our way through the turnpike bars,
For we're right and we will arrive.
We're going to shatter the grip of the Czars
With the man that's all alive.

"We want to know what a man stands for
When he asks the citizen
To open for him the office door
And turn him loose within—
Does he fight for the men of millions, or
The millions that are men?"

He fights with the men of millions as his "angels"; the millions (poetic exaggeration; make it thousands) are invited to come into the primary and vote. "Angels" furnish the "roll," but as the Massachusetts saints remind us, it isn't necessary to be enrolled to vote in the primary. But away with prose:

"Turn on the juice and hold on hard,
And hanged be he who halts;
We've hitched our jolly trolley car
To a hundred billion volts,
We've hitched our wagon to the star
Of thoughts and thunderbolts.

"You fellows who stand around in the way
Have got to get up and dust;
Hold tight to yourselves and don't get gay,
We'll not be kicked or cussed;
We'll have no middlemen saying our say—
It's ROOSEVELT or bust."

Observe that even the rhyme is not "regular." Inflamed and therefore happy Kansas! STUBBS, revolving rapidly, a pinwheel of fire, the multitudinous plain incarnadines. The sacred bard, the Hon. CHARLEY ROSS WEEDE of Walton, whom we hereby nominate for Poet Laureate of T. Rex, grabs the lightning and runs with it the triumphal trolley of THEODORE.

But why "ROOSEVELT or bust"? Those of us who remember 1907 will insist on the reading, "ROOSEVELT and bust."

### The Relief of Americans on the West Coast.

The decision of President TAFT to despatch an army transport, and not a warship, to the west coast of Mexico to bring away Americans who desire to leave the country will no doubt be criticised in some quarters as showing too much consideration for the suspicious fears of the Mexican people. But it is in pursuance of Mr. TAFT'S policy not to give either Federals or insurgents the least provocation to illtreat American citizens. Intervention is so serious a matter that it may be precipitated by a single indiscretion.

It is true that England and Germany are sending a warship to protect their citizens, but in their case there is no question of intervention. It might be necessary for them to land a squad of marines, but to the Mexicans that would not signify the disembarkation of an army afterward. In the event of armed action by the United States on the smallest scale, though only in the exercise of police power to protect American citizens, all Mexico would be at once in a turmoil of apprehension and resentment.

In such a delicate situation the right kind of relief vessel for the west coast of Mexico is the army transport. The Pacific cruiser squadron is always under waiting orders, and a quick run could be made with a force of marines to any Mexican port on the Pacific coast in an emergency.

I don't say that THEODORE ROOSEVELT didn't make mistakes, but I do say that if he makes mistakes he makes his own.—*The Hon.* CHARLES J. BONAPARTE.

Among which the former Attorney-General takes honorable rank.

Now we know what invective is not.

The wise rule which admonishes orators to mind their gestures was broken with fatal effect in the House of Commons recently. In the midst of an impassioned defence of the new home rule bill T. P. O'CONNOR delivered a sentence describing the peace and harmony it promised to Ireland. By way of emphasizing his point he raised his arm aloft and struck with the full force of a blacksmith's hammer, not the empty air, but the shining silk hat of T. M. HEALY. Amid the amazed protest of HEALY and the delighted applause of the House the redoubtable "TAY PAY" abandoned his eloquence.

At the time of the first Italian invasion of Tripoli several American newspapers printed photographs of the railroad station in the capital of the Turkish province. These were purely prophetic, since there was then not a mile of railway in the whole country. Since then the Italians have constructed one railway, that to Ain Zara, eight miles from Tripoli, and the *Railway Age Gazette* now reports that four locomotives have been imported, with 150 of the regular railway employees of the Italian State lines. At present no attention is to be paid to the Tripolitan commuters, for no passenger cars have been landed yet.

## *IN CASE OF ROOSEVELT.*

### The Place for Real Republicans.

TO THE EDITOR OF THE SUN—*Sir:* Should Theodore Roosevelt secure a majority of delegates and the nomination of the national Republican convention, the platform would naturally contain the initiative, referendum and recall; that is, the French Revolution, not the Constitution of the United States or the Republican idea—that's Roosevelt's landing place.

As for Republicans in that event, I see no place for real Republicans but with Champ Clark, Wilson or Harmon.

The Democrats keep within the Constitution and our organic law, and there a good many of us will land. A. W. NELSON.

NEW LONDON, April 26.

### Forty Acres and a Mule.

TO THE EDITOR OF THE SUN—*Sir:* The treatise on "The Square Deal" by William H. Taft which appeared in THE SUN of this morning should convince the most sceptical that the sage of Sagamore Hill is far from practising what he has so long and so ardently preached. It is gratifying to the lover of fair play to read this clear and absolutely irrefutable statement from a man whose record for sincerity is unassailable. The President's address is dignified; he does not "throw his hat in the ring," but discusses with judicial precision the evidence which condemns his whilom friend and present antagonist. Seldom has a man been forced into so painful a position, and seldom if ever has a political opponent received such a dignified castigation, with the sincere regrets of the castigator. The Rooseveltian attitude toward the farmer, from his indorsement of reciprocity to his present somersault against it, brings his notorious inconsistency into bold relief, and it is emphasized by the long article on "The Welfare of the Farmer" in the *Outlook* of April 20. One is forcibly reminded on reading how the millennium would arrive for the farmer under "four years more" (if not a permanent dictatorship) of promises similar to those made to the negroes by the carpetbaggers of the South immediately after the war. The Colonel's belief in the gullibility of the farmer is overwhelming, but as Lincoln was wont to say "you can fool some people sometimes, but you can't fool all the people all the time." When the farmers read of the true inwardness of the reciprocity somersault their eyes will be opened and the boomerang will fly upon its inconsistent and always time serving projector.

NEW YORK, April 27. MEDICUS.

### Project for a Monument.

TO THE EDITOR OF THE SUN—*Sir:* As Humpty Dumpty may fall any day now, I hasten this so as to get started, before it is too late, the greatest project of the decade. This is to erect a monument to the Hon. T. Roosevelt. The expense of this noble work to be defrayed by writers, editors, reporters, cartoonists, illustrators, photographers, camera makers, photo supply dealers, lens grinders, type machine operators, printers, et al. The simple inscription under the mystic T. R. is to be:

HE CERTAINLY WAS GOOD TO US.

I would suggest that the statue rest on ball bearings, and that the sculptor embody in his design some feature with a broad surface that would catch the wind so that the effigy could easily face every way. Solid brass is the only metal appropriate, and the windiest corner in these United States the proper place to set it up.

NEW YORK, April 26. E. G. LUTZ.

### The Gas Emergency Service.

TO THE EDITOR OF THE SUN—*Sir:* Some time ago the Consolidated Gas Company established a number of emergency stations in the city where emergency crews are in readiness to respond to calls from any part of the city. The work of the crews is facilitated by the use of speedy automobile emergency wagons.

I never realized until the other evening what a necessity these emergency crews are to the safety of the city. There has been a considerable amount of blasting in the neighborhood of the house in which I reside and some of the ceilings have been weakened by the vibrations. Just after dinner a ceiling on the second floor of the apartment collapsed, knocking the gas fixture in the room out of place.

While there was no immediate danger of an explosion I thought it best to call the nearest emergency station and ask them to send up their emergency wagon to examine the damaged fixture. The apartment is situated in West 171st street, so I called the emergency station on 159th street.

A few minutes later I was surprised to see the emergency auto whiz around the corner. The chauffeur located the apartment in a moment, and stopping the auto before the door he and an assistant jumped to the ground, took out their bags of tools and were ready for business. One glance at the disabled gas fixture convinced them that it should be taken down. They removed the fixture, capped the pipe and packed their tools in less than five minutes, relieving the minds of all those living in the apartment. The men were polite, did their work with neatness and despatch, and I wish to congratulate the gas company for having such valuable assistants.

NEW YORK, April 27. WEST SIDER.

### The Gospel of Slowness.

TO THE EDITOR OF THE SUN—*Sir:* Every night express trains loaded with a precious freight of human souls hurtle through the darkness at the rate of a mile a minute. A rock on the track, a broken switch, a dozen things far more likely to happen than the exact encounter of a liner with an iceberg on the broad Atlantic and sea room to swerve must cause terrible disaster.

What was the speed madness of the Titanic compared with the general speed madness on our fast express trains? They are run merely with the hope that nothing may happen, yet what engineer could see and avoid obstruction when dashing along at a mile a minute on a dark or foggy night? And who is to blame for the speed madness but the public, ourselves, who demand it and patronize any route that saves a few minutes. G. C. M.

NEW YORK, April 26.

### Instance.

Knicker—Do you use labor saving devices?
Bocker—Yes, a fishing pole will prevent you from having to take up the carpets.

## *NOVELETTES OF THIS TIME.*

### The Fourth Term Pledge.

The flies and the bombs began to bother his Majesty as he sate upon the lawn of his Lincolnlike palace at Oyster Bay. Seth Bullock said that Harvester bomb looked suspicious and as if it might go off. Seth was told to hold his tongue, but nevertheless a suppressed atmosphere of alarm fell upon his Majesty and he suggested that they move inside. He sent a death warrant to Governor Bass, declaring that as he had wilfully and maliciously misrepresented conditions in New Hampshire he must surely die.

"And if Massachusetts follows New Hampshire's example," said King Khakhi, "I shall link Lorimer's name with Senator Lodge's for having been guilty of being Augustus P. Gardner's father-in-law and for not having horsewhipped him."

"What about that last line in the letter to your 'dear Mr. Attorney-General,' sire?" asked Seth, and then Seth read the line: "Please do not file the suit until I hear from you; or, file no suit until you hear from Me, the Impartial One."

"Well, what of it?" snarled his Majesty.

"Oh, nothing," said Seth, "except perhaps that the plain people may notice that your Administration never did file the suit, and that since then you have regarded George Perkins as a Darling of the Gods, and that he has just come across with 15,000 bucks for your New York campaign alone. It will be a sad day for us if the plain people and the wage earners get wise."

The King sent for Amos to come downstairs and tell Seth as politely as possible that he wished he would go home. And what's more, that he might stay there. But as a parting shot Seth showed his Majesty a copy of the Springfield *Republican*, saying that up there they wanted to see a rough draft of that Fourth Term pledge before they voted at the primaries.

When Seth was asked how the Hope of Mankind took this request, he replied that "the Colonel sure was hot." Indeed, the King was so overwrought that Dr. Mabie could not soothe him with kind editorial draughts. And when the royal party boarded the train and were seated in the smoking room the King snatched a hat box and wrote another historical document:

"On the eve of my nomination I wish solemnly to swear by a complete set of *Outlooks* that under no circumstances will I drink four cups of coffee in succession, having due regard for the wise custom which limits a breakfast to one meal. This is pledge No. 23, and countermands all other pledges by me made, and it is irrevocable until such time and place as I may be forced to recall it against my will."

There was a Yankee present who asked if "under no circumstances" always meant in a Rooseveltian sense "under some circumstances."

"Listen to me," said the King, "up in New England you have a worn out maxim that says honesty is the best policy. Now I do not believe in being honest as a matter of policy. (I hope the plain people hear this.) I believe that policy is the best honesty."

Having thus eased his moral tension, King Khakhi went out and wired that a pair of duelling pistols be sent with his compliments to Representatives Campbell and Gardner with the hope that they would use them on each other.

## *USELESS EDITORS.*

### Only Four Extant That Know Anything About Poetry.

TO THE EDITOR OF THE SUN—*Sir:* After having run the gantlet of a horde of office boys I believe I have not only approached but know every editor in this city, and among those editors there are only four who in my opinion know anything at all about poetry. To spare their blushes, I do not name them.

Many years ago, to try a magazine editor, I wrote a perfectly beautiful piece of poetry, which was at once accepted and published. I look at this poetic gem sometimes, and it is just as unintelligible to me now as it was then. Even my most fulsome critics cannot understand its meaning. Still, it makes very pretty reading. One of these days, when an editor myself, I am going to offer a prize for its elucidation. I am really not exaggerating when I say it can be read with equal intelligence backward or forward with pleasing results.

With editors, though, I have little fault to find whether they set themselves up to be critics of poetry or not. The fault lies with "instructed readers." I think it must be nearly a decade since I asked a "lady reader" on one of the most popular magazines how she came to be appointed. Her reply was that no one was more astonished than she at her preference. She had, she confessed, few qualifications for the post, but she intended to follow "instructions." And it was to her that I had to submit my verse, which she positively declared she knew nothing whatever about, while I, I regret to say, had been writing for a quarter of a century. I have always held that no one should be a critic until he or she is forty years old, and few ladies will acknowledge this age. This should apply to reputable magazines as well as to the drama and art.

Unfortunately, too, humor is my strong point, and with "lady readers" on nearly every magazine, most of whom are of a tender and susceptible age, I stand little chance of acceptance, for I can count on my hands the women I have met in my life who have had the faintest conception of what true humor consists. FREE LANCE.

NEW YORK, April 26.

### Words of Cheer for the New Sweet Singers of Prunes and Cat's Meat.

TO THE EDITOR OF THE SUN—*Sir:* It is sweet to see that true poetry is not yet dead. I refer to some rare treats that have appeared lately in THE SUN from Mr. Harold Dobbler, especially his crowning effort "Lines on Feeding Liver to a Cat," also an "Ode to a Prune" by Carl Werner, whose name, by the way, has a familiar ring to me. Also some gems by a new Flatbush poet in to-day's SUN.

These poems appeal to the home circle and are real twentieth century poetry. Some cynics may affect to sneer at them and regard them as outside of the classic pale. But ourselves are surfeited with the classics. We want something that appeals to everyday life. Shakespeare and other poets of a bygone age are all very well in their way; but times change, and the poetry of our daddies is too tame and effete for this age of flying machines and wireless mysteries.

What is wanted in these rushing, roaring, high strung times "that try men's souls" is something new, different, up to the minute. And the poet who will dare to throw off the shackles and tune his lyre to present day requirements will surely find that his efforts are not in vain.

"Ode to a Prune" was very fine and very appropriate; but the sweet, succulent strawberry is now with us, and it is "up to" Mr. Werner to dish us up something "classy" in that line.

BROOKLYN, April 25. W. L. D.

### The Birth of the Flowers.

In the park a broad parterre
Flaunts its chrome and white.
Yesterday the earth was bare!
In a single night

Lo, the crocus lances keen
Thrust them through the ground,
And their bannerets are seen
Grouped in patterns round!

How explain the sudden birth?
Workmen, I suppose,
Wheeled them forth in pots of earth
And trowelled 'em in rows.

MAURICE MORRIS.

### New Foundation for Cathedral Tower.

*From the Architectural Review.*

The tower, 142 meters high, of Strasburg Cathedral, rests on foundations that are nearly 650 years old, and have evidently become unsound, since for some five years past the doorway has shown cracks, which are continually widening. The remedy that has been decided upon by an international commission of architects is rather surprising. The tower is to rest on a platform constructed of oak tree trunks capable of supporting the eight million kilos which it weighs. The cost is estimated at more than £6,000.

## *THE TITANIC.*

### Not an Argument for or Against Woman Suffrage.

TO THE EDITOR OF THE SUN—*Sir:* It is greatly to be regretted that the Titanic disaster should have been made a subject of suffrage controversy, not only because the conduct of the passengers could have no possible weight as an argument for or against suffrage but because a matter of such deep grief to many does not seem appropriately involved in personal contention, such, for instance, as the letter of "J. F. H." of April 20. Do not the facts, if they have been correctly reported, considered without prejudice or sentimentality, leave the question of human nature, with its heroism and chivalry and other traits, just where it was before?

Undoubtedly many of the men passengers on the Titanic, as well as the officers and crew, died like the brave men they were, and many who displayed equal courage were saved. There is every reason to believe that there were women who died just as bravely or survived without discredit. That is an aspect of human nature that humanity has always gloried in, and is no recent development, even if the opponents of suffrage have just discovered it. There have always been and will always be brave men and women. It is not apparent now that it is an argument against suffrage. It is also undoubtedly true that there were many who died in the Titanic disaster, as well as many who survived, whose conduct reflects no credit on human nature. But it is not apparent, either, how that is an argument in favor of suffrage.

It in no way detracts from giving honor where honor is due to view such a matter dispassionately and in the light of the facts rather than to obscure its beautiful features by hysteria and sentimentality. As the matter has been reported many of the women on the Titanic objected to going in the first boats because they did not believe there was danger. There is reason to believe that men went in the earlier boats who did appreciate the danger, and there were men who, appreciating the danger, refused to go, having the opportunity. But if the danger had been immediately understood and panic had ensued, as it no doubt would have, is it probable that the outcome would have been the same, or that the women would have had any chance of escape, though the courage and manliness would still have been there? When there were not enough places in the boats for all how, without any display of heroism, would they have been distributed? Who should occupy the places seems to have been determined by the ship's officers so long as they could maintain discipline, assisted by some of the passengers. But as about half the survivors were men, even allowing for the number picked up after the ship sank, it is apparent that the men had a fair proportion of the places in the boats and a large proportion of the women were lost. The facts can be accepted without criticism of any one, and misrepresentation adds no lustre to any brave act.

One is moved to wonder what "J. F. H." and her friends who have expressed themselves on the subject would consider proper and "natural" conduct under the circumstances, as they seem to think that calmness and courage and self-sacrifice in the face of danger are not "natural." Unfortunately our electorate is not made up exclusively of brave men and gallant seamen, but largely of the men who in the face of recognized danger are the panic stricken mob to whom self-preservation is the first and only law. Obviously neither a disaster, where panic and cowardice rule, nor the Titanic disaster, where calmness and courage dominated, has any bearing on the question of who shall constitute the electorate. SUFFRAGIST.

NEW YORK, April 27.

## *GEORGE BORROW'S LETTERS.*

### With Some Additions and Subtractions They Form "The Bible in Spain."

TO THE EDITOR OF THE SUN—*Sir:* An article in THE SUN of April 22 on "George Borrow as a Bible Merchant," referring to the letters of Borrow to the British and Foreign Bible Society, which are said to have been recently brought to light, contains the following:

Critics have regarded Borrow's "The Bible in Spain" as a work of dramatic imagination. The letters, which are shortly to be published in this country through the Doran company, show tha many of that book's most vivid scenes are merely transcripts of actual experience. And these letters, more vivid even than the scenes of his books, because written at the time and on the spot were addressed to the officials of a missionary society, to report his progress.

The critics mentioned cannot be very well informed as to Borrow's life and work. It has been known for years that "The Bible in Spain" was largely made up from his letters to the Bible Society. Borrow himself says in his preface to the book, dated November 28, 1842:

It is founded on certain journals which I kept during my stay in Spain, and numerous letters written to my friends in England, which they had subsequently the kindness to restore.

In his introduction to the edition of the work published in Everyman's Library Edward Thomas says:

During the greater part of his three journeys in Spain Borrow had sent to his society long, explicit chronicles, not only of his work on their behalf but of his adventures and observations of men and places on the way, in the inevitable interludes. These letters were read aloud by the secretary to the society, and it is known that admiration for their vigorous missionary sometimes passed under a cloud of astonishment at his characteristic diversions and digressions. * * * In June, 1841, he had them back and cutting out the words "Reverend and dear sir" here and there, and adding some passages, he made a book of them which his wife transcribed.

This book, with some further additions to the letters, was issued in December, 1842. It is apparent that the letters "recently brought to light" can do little or nothing to augment Borrow's published work. Indeed, the extracts printed in THE SUN, so far as I have examined them, are to be found word for word in "The Bible in Spain" as originally given to the world seventy years ago.

JOHN EDMUND WILLOUGHBY.

AMSTERDAM, April 26.

## *SUPINE NEW YORK.*

### Its Citizens' Regrettable Habit of Minding Their Own Business.

TO THE EDITOR OF THE SUN—*Sir:* The disinclination of New Yorkers to interfere in what does not immediately concern them exists in a higher degree even than that with which they are credited by THE SUN. It covers also things which should concern them and which are considered of vital importance elsewhere.

If one word only could be used to express the genius of our municipal civilization, then let our motto be "Unconcerned." This indifference and the discredit which attaches here to meddlers and "kickers" of all kinds have made this city the El Dorado of those who thrive on a supine and spiritless community, and who exploit it to the limit of their advantages.

If it were not for the meddling interference of the Post Office Department the green goods and the bucket shop industries would be as flourishing and as prosperous still to-day with us as those industries which are out of the reach of the Post Office Department, the traction and other local public utility services. Hungry Joe and Grand Central Pete preserved their standing under our laws and customs until outside citizens complained of their use of the mails, and they and other more eminent financiers who found asylum here were closed out by the United States Government.

One of the disruptions caused by the English coal strike was cabled over here in the news that passengers were allowed to "stand" in public conveyances, and in Montreal the vehicles which were introduced here after a year's preliminary posting of the Eighth Commandment were mobbed by the public.

Our kicking and protesting are confined to out of the way places and to the socially and politically submerged.

The best people, the most powerful and the most eminent financially, are interested in giving the working people the longest ride in the world for a nickel. The kind of ride does not concern them at all. In fact, the only protest was lodged at Albany by Minate Man Bedford and the president of the Bartenders Union of this city. J. P. D.

NEW YORK, April 26.

# APPROVES JURY TRIAL FOR CONTEMPT CASES

## House Judiciary Committee Favors Bill Reducing Power of Judges.

## BASED ON LABOR DISPUTES

## Clayton Measure Would Stop Such Hearings as That of Gompers.

WASHINGTON, April 27.—Limitations on the power of Federal courts in punishing for contempt are prescribed in a bill reported to the House to-day by the Committee on the Judiciary. It provides for trial by jury in all cases of contempt, except those committed in the presence of a court, or where there is a lawful writ, process, order, rule, decree or command entered in any suit or action brought or prosecuted in the name or on behalf of the United States.

The measure, which was introduced and reported by Representative Clayton of Alabama, chairman of the Judiciary Committee, is regarded as one of the most radical proposals relating to the Federal judiciary submitted to Congress in many years. It raises the question as to the authority of Congress to prescribe procedure in Federal courts.

The obvious intent of the bill is to prevent the use of the power to punish for contempt in labor disputes. If the bill had been a law when the Gompers case arose the labor leader would have been entitled to a trial by jury. The proceedings were initiated by the Bucks Stove and Range Company of St. Louis. An injunction was issued forbidding Gompers or his colleagues from publishing a boycott list bearing the name of the St. Louis concern. Despite the injunction, it is charged, Gompers did publish a boycott list and was cited for contempt.

Under the procedure now in vogue the power to inflict punishment for contempt rests exclusively in the hands of the Judge issuing the rule. Such would not be the fact if the bill now reported were the law. The hands of the Judge would be tied to such an extent that in effect all he could do would be to appear as a complaining witness in a trial held before a jury.

The bill proposes to give a jury trial, with the exceptions noted, in all proceedings for contempt wherein the acts alleged to have been committed constitute a criminal offence, either under any Federal statute or at common law.

"The bill is an evolution from prolonged and varied discussion by no means limited to a recent date or to the present Congress," said the report accompanying the measure. "Every feature and provision of it has been subjected to attack and defence, but the whole controversy appears to have at length converged upon the issue of whether or not the policy and practice of jury trial in contempt cases shall be admitted in the Federal jurisprudence at all.

"That complaints have been made and irritation has arisen out of the trial of persons charged with contempt in the Federal courts is a matter of general and common knowledge. The charge most commonly made is that the courts, under the equity power, have invaded the criminal domain, and under the guise of trials for contempt have really convicted persons of substantive crimes for which if indicted they would have had a constitutional right to be tried by jury.

"It has been the purpose of your committee in this bill to meet this complaint, believing it to be a sound public policy so to adjust the processes of the courts as to disarm any legitimate criticism, and your committee confidently believes that so far from weakening the power and effectiveness of Federal courts this bill will remove a cause of just complaint and promote that popular affection and respect which is the last resolve of the true support of every form of governmental activity."

The report discusses the question as to the power of Congress to prescribe procedure in the Federal courts and answers the question in the affirmative.

One section of the Clayton bill reads as follows:

That no proceeding for contempt shall be instituted against any person unless begun within one year from the date of the act complained of; nor shall any such proceeding be a bar to any criminal prosecution for the same act or acts; but nothing herein contained shall affect any proceedings in contempt pending at the time of the passage of this act.

The Clayton bill is bound to stir up a row when it is called up in the House. The charge is made by the Republicans that the measure is put forward by the Democrats in an effort to placate Samuel Gompers and capture the labor vote for the party this year.

## *NEW SCHOOL OF JOURNALISM.*

### Max Pam to Endow One at Notre Dame University.

Announcement has come from Notre Dame, Ind., that Max Pam, the well known New York lawyer, will found a school of journalism at Notre Dame University. The extent of the endowment is not stated. It is understood that the course will provide for practical experience on the university publications.

Mr. Pam was seen yesterday afternoon just as he was about to leave for Chicago. He said he regretted that public announcement had been made of his intention to found the school of journalism, and refused to comment on his reasons and purposes in so doing. He declined to give the amount of the endowment.

It is understood that Mr. Pam has only taken preliminary steps in the establishment of the new department. From what Mr. Pam said it was doubtful whether he himself has settled all the details of the donation. He said that when the proper time came, which he thought would be about next commencement time, full announcement would be made.

Mr. Pam is an Austrian by birth. Early in his life he came to this country, and when a boy in Chicago decided that he would be a lawyer. He was without the opportunity to go to college and took up the study of law in the office of Adolph Moses. He received a weekly wage of $2. Besides law he also took up Latin and Greek.

After being admitted to the bar in 1891 he became an associate of Elbert H. Gary. When the latter became chairman of the United States Steel Corporation Pam took up his practice. He also worked with John W. Gates in the organization of the American Wire and Steel Company. Besides these affiliations Mr. Pam has had other large connections. His legal services were sought when the Harvester trust was formed, and E. H. Harriman employed him when the Kansas City, Pittsburg and Gulf Railroad and allied companies were combined to form the Kansas City Southern Railroad.

Pam, who was the lawyer for Charles M. Schwab in the organization of the shipbuilding trust, received a bonus of $1,000,000 par of common stock of that corporation in addition to the yearly retainer of $18,000 for the services which he rendered in the receivership proceedings. This stock had a value of about $15,000.