The Sun

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The Permanent Good Fortune of the United States.

In these dark days of Europe the geographical, historical and political good fortune of the United States is worth being thankful for. To begin with, in the dark backward and abysm of time the "tetrahedral formation," whatever the geologists mean by that, of the earth's crust laid out the continents and oceans very thoughtfully for the American convenience. On each hand the dissociable ocean keeps invasion far off and invites to that merchant marine, once an American pride, and now perhaps to be resuscitated by the calamities across the Atlantic.

A vast stretch of land, now full of mighty crops; a land with no dangerous neighbors, not cut up into nations struggling in secular wars and temporary alliances to get the victory over each other or to maintain the balance of power. By settlement, war or purchase this great dominion was obtained, often against the will and in spite of the mournful previsions of short sighted men. The Louisiana purchase, the Florida purchase, the spoils, a western empire in themselves, of the Mexican war, a march of land hunting till what was necessary and vital was won. To the South and in fact to slavery much of this indispensable conquest was due. Had the civil war made two republics in the United States something or much of the European trouble might have been repeated here; and it is even possible that foreign interventions or usurpations, more lasting than the French fiasco in Mexico, might have followed. As it was, the country remained one, beyond foreign attack, with no jealous powerful nations on its marches; and can be attacked successfully only on its distant, loosely held and not vital possessions in the Pacific.

At the beginning of the nineteenth century Americans can hardly be said to have existed. They were sympathizers with France or sympathizers with England. The diversity of races in the present citizenship prevents any undue preferences in regard to nations of the Old World from taking the form of armed action or "entangling alliances." The United States will fight, if need be, for its honor or defence, but for its own hand, and not for the sore toe of a dynasty or lugged by stipulation into a war for which it has no heart.

The small European States, Norway, Sweden, Holland, Belgium, even Switzerland, foresee and dread the fate of being swallowed by or divided among stronger Powers. The great colonies of Great Britain and France have before them always the fear of invasion and the duty of helping at need the motherland, as Canada has now.

The United States will suffer inevitably to some extent from the waste and destruction abroad, but it has permanent cause of gratitude in its insulation from the worst.

Measures of Protection.

After the convulsive developments in the financial markets on Thursday afternoon there was no other course open to the governors of the New York Stock Exchange than to vote to close that institution, which had admirably performed its duty to the country and to foreign lands to the limit which reason could sanction. There can be nothing but hearty approval of the promptness with which the governors of the exchange reached their decision yesterday morning that the time had come for suspending the primary American securities market.

When this conclusion was formed the London Stock Exchange, where the great world market for securities is established, had already closed. Practically there was a complete suspension of business in London several days before. If anything was required to demonstrate the imperative necessity of adopting in the interest of American finance such a protective measure as shutting the New York Stock Exchange for the first time in more than forty years on account of critical conditions, proof was furnished by the financial paralysis of Europe and by its further reflection yesterday in various directions, both abroad and at home.

History will accord full credit to Wall Street for enduring as long and as well as it did the fearful shock given to it and the subsequent strain imposed upon it by the frightful disaster of war prepared so swiftly in Europe. The situation which confronted the New York Stock Exchange authorities was more desperate than that which compelled the closing of the exchange for ten days in the panic of 1873. They deserve praise for the intelligence with which they resorted to a necessary measure for preventing further depreciation of securities and for protecting the country's financial resources against the drafts which Europe was making through the sale of securities to procure gold. An equal meed of praise is due to the banking community for its cooperation in making this protective action effective to stop the spread of excitement and alarm which the stock market here had begun all too clearly to reflect.

Naturally the leadership of the New York Stock Exchange was followed by all the other stock markets of the country. The United States as a whole had done all that should be asked of it in affording facilities for converting securities into cash under the circumstances of Europe's débâcle. The selling frenzy of the world had begun to converge here, and we doubt if anybody fails to recognize in this suspension of stock market operations the first imperative step in dealing, for the benefit of the people of the United States, with the most stupendous financial crisis in the history of civilization.

The essential fundamental soundness of the country's economic position called for the inauguration of protective measures, and it was desirable also that in the interests of all humanity processes should be begun to preserve, as this country can preserve, a stable footing somewhere for finance and trade. The fact that the cotton exchanges of the country had to close in haste yesterday, after a brief disastrous session of unprecedented declines in prices, was a token of the destructive consequences which the European upheaval would continue to have unless obstacles were placed in the way. Nothing, however, could better indicate the dimensions of the crisis which Europe had created than the run which began on the Bank of England yesterday, forcing the bank to raise its discount rate abruptly from 4 per cent. to 8 per cent., a figure not reached since the Overend-Gurney panic in 1866.

Other emergency expedients may and doubtless will have to be adopted. As soon as possible ways will have to be found and means devised to save finance, industry and trade from a paralysis of activities, but the expedients already resorted to afford a breathing spell and create an area of quiet in which banking and business and governmental leadership will have opportunity and time to consider what remains to be done.

Premature Austrian Victories.

It will not be wise to accept too literally stories of Servian defeats in the opening stages of the war, especially if they come from Austrian sources. The Servians are apt to be very strong in a defensive campaign, such as they seem to have adopted, and if they do not succeed in holding their own it is likely that they will be only slowly pushed back from position to position and not driven defeated from any field.

As it enters this contest the Servian army has an unbroken series of victories to its credit. It never lost a battle either to the Turks or the Bulgarians. Further, it displayed on all its fields, according to French observers and critics, an amazing tenacity, power of resistance to attack, and elasticity after temporary or partial reverses.

Indeed, one of the most serious criticisms made upon it was that it showed if anything too much defensive ability. Having taken up a position, it appears, it was the habit of this army to go at the construction of field works with feverish energy. Presently its entire front would be protected with earthworks, a complete system of trenches and sundry entanglements of barbed wire and the like, so that the lines became practically impregnable. So far was this policy carried that it was said to impair in some degree the striking force of the Servian army. Its own positions were so safe that there was a certain reluctance to abandon them to attack the enemy.

If the Servians pursue their old tactics it is unlikely their positions will be carried very often by brilliant charges. Granted that the probabilities are all against them should they have to fight it out with Austria alone, it is most reasonable to expect that they will be worn away by a slow process of attrition rather than crushed by a rapid series of pitched battles.

The Prevention of Yellow Fever.

A memorial placed before the Senate Committee on Public Health and National Quarantine by Dr. REGINALD B. LEACH urges adoption of the following resolution:

"In behalf of humanity, the truth and progress of the healing art, the President is hereby empowered and requested to appoint a commission of five physicians, at least one of whom shall be a civilian, whose duty it shall be to visit communities where yellow fever is in evidence and therein to test arsenization prophylaxis of yellow fever incontrovertibly."

Evidently prompted by the highest motives Dr. LEACH adopts this unusual method of obtaining a conclusive test of protection against infection by yellow fever, because though saving a great many lives as compared with the epidemic of 1878, the mosquito theory, which was utilized to the fullest possible extent in the epidemic of 1905 in New Orleans, did not prevent 3,999 cases of yellow fever with 452 deaths. The Board of Health of that city had in 1903 published the fact that "this important discovery renders the prevention of an epidemic very simple theoretically," but that "it is seldom possible in practice to attain the high degree of protection which theory demands." Dr. LEACH, convinced of the prophylactic value of arsenization, which consists of regular daily administration of one-hundredth of a grain doses of arsenious acid, a cheap and tasteless drug and harmless in this dose, and in view of the inadequacy of the screening practice, proposed in 1905 to the citizens of New Orleans to adopt arsenization as a preventive. The practice was so energetically adopted that about twenty million tablets of the drug were sold in the city in twenty-three days.

The Marine Hospital surgeon in charge of the quarantine did not accept arsenization, for the very good reason that it had not been sufficiently demonstrated. Dr. LEACH asserts upon apparently reliable statistics that "the united efforts of the Federal, State and municipal authorities for several weeks before arsenization was introduced did not prevent a steady increase of the contagion, and that its cessation dated precisely from the introduction of arsenization. Second, the practical immunity of arsenicized persons corroborates and puts beyond dispute the inference from this coincidence." In asserting that the absolute destruction of mosquitoes is a practical impossibility and that arsenization has proved its efficacy as a preventive of yellow fever and of its fatality, he is but following the course of Dr. FINLAY, the discoverer of the valuable mosquito theory, who "persisted in talking and writing about it until by direction of Congress the President appointed a commission to investigate it." In view of the fact that this man, true to the ideals of his calling, is endeavoring to propagate a prophylactic method that would save many lives and brings him no material return, it behooves the Congress to pass the resolution to make a test of the method. It is also creditable to his humane spirit that he publishes the remedy and method of administration so that the public may utilize it under direction of their own physicians. In a letter to THE SUN Dr. LEACH very properly warns: "In time of peace prepare for war." As we have pointed out on several occasions, the insanitary condition of Ecuador renders this country liable, after the opening of the Panama Canal, to sudden visitations of yellow fever and other tropical diseases.

War Correspondents Banished.

That the day of the war correspondent has passed Dr. DILLON is mournfully persuaded. One gentleman who had set up his conning tower at Semlin to observe the operations on the Servian frontier soon got his walking papers. The combatants prefer to do their war reporting in their own way, which is calculated to be indirect and misleading. At any rate they cannot afford to have an unattached and irresponsible note taker among them telling the truth to a curious world, for never may the truth be more dangerous and costly than in a great war upon which the fate of nations hangs. Even the censor will sometimes let the wrong story through.

The Japanese and Russians in Manchuria censored everything, but chiefly they kept the correspondents away from the front; so did Sir REDVERS BULLER in the Boer war, and Lord ROBERTS politely drew their sting. In the great Balkan struggle the allies were extremely nice to correspondents, desiring the good opinion of the world that was not Moslem; but effectually the host of writers were cooped up or held in leash, except one Austrian army officer, who was used as a decoy to deceive the enemy. The Turks were too busy running from stricken fields to bother with the war correspondents, and some of them in the rout and welter saw something of the fighting and by using automobiles and scorching to towns outside the zone of operations, sometimes going by sea to a telegraph office, managed to send graphic reports of the "débâcle" to their papers, but it was a hazardous and hit and miss business.

In the irrepressible war now begun there is so much at stake that neither side will have a word about its operations printed by outsiders at any hazard. Noncombatants are evidently not to be tolerated at all unless they belong to the hospital corps. Even the air now has ears, for no one knows where a wireless plant may be set up. War bulletins will be published, of course, but sparingly and often mendaciously. For the rest, the outsiders may invent and speculate, which cannot be helped. If the war becomes general on the Continent the responsibility of suppressing all but official news will be all the greater.

Journalistic enterprise will of course struggle against the embargo, for the world will want to know what is going on behind the curtain of war, and legitimately so, and a good deal of the truth will be gleaned in spite of general staffs and anxious governments. But it may as well be understood that the day of the energetic war correspondent and his personal triumphs in reporting the issue of battles and anticipating the strategy of campaigns is over. We fancy that he may try to overcome untoward conditions by new methods, as by surveying a battlefield from the eyrie of an aeroplane, but he can have no intimate touch as of old with the rank and file of an army and roam the terrain in search of copy.

The great International Peace Conference of 1914 is now transferred from Vienna to Chautauqua, and Premier BRYAN, not Privy Councillor BERCHTOLD, will preside.

American army officers who took part in the China campaign will remember Admiral Sir GEORGE CALLAGHAN, the commander of the great battleship fleet that is supposed to be cruising somewhere in the North Sea with sealed orders. Sir GEORGE was at the head of the naval brigade that marched to the relief of the legations at Pekin in 1900. He has seen a great deal of sea service, and was commander in chief of the home fleet in 1911. Sir GEORGE CALLAGHAN must now be near the age of retirement, for he is in his sixty-second year.

Perhaps one merciful effect of the war or war scare, as the case may be, will be the ending of the militant frenzy in England. Even the perverted minds of the "wild women" must realize the criminal impropriety of harassing the Government over any domestic issue when the fate of the empire may be at stake in the international crisis. It may be regarded as certain that if attempts should be made to continue the irritation it will be impossible to hold in the populace in the present state of excitement. The whole suffrage element will be in danger at the hands of undiscriminating mobs. Further, if the cause become identified in the public mind with indifference to patriotic feeling, it will be made hopelessly unpopular for decades to come.

It is interesting to speculate as to what effect the gift of second class canned meat will have in winning over votes to the cause of psychology. There seems to be a misapprehension at Washington as to the kind of meat that American workingmen and their families buy. An inquiry at any butcher shop in New York at any rate would show that nothing was too good for them in cut or quality. This, by the way, is one of the causes of the high cost of living.

Bills to reinstate Captains JOHN H. GIBBONS and FRANK K. HILL of the navy were voted upon favorably to-day by a House Naval Affairs sub-committee.—*Washington despatch.*

It is one way of going behind the returns of the plucking board, and in the case of these two officers it seems to be justifiable.

The payment of the $25,000,000 provided for in the treaty is only a reasonable compensation for damages actually suffered—damages that ought to be paid, no matter what theory one adopts in regard to the action of the United States or the action of Colombia in 1903.—*Secretary* BRYAN.

For a man who is so thrifty and scheming about his own financial advantage Mr. BRYAN is disposed to be singularly free and liberal with the taxpayers' money.

It looks as if the new system of coördinating traffic regulation on Fifth avenue were going to prove a success. The first experiments worked well. It seems reasonable that unified control is better than haphazard and conflicting stoppages. The city will watch the progress of the trials with interest in the hope that the plan may be extended to the entire area of congestion.

SUMMER PHILOLOGY.

Further Discussion of "Sanatorium" and "Sanitarium."

To THE EDITOR OF THE SUN—*Sir:* Noting in THE SUN the communication of "J. W. E." on the distinction between "sanatorium" and "sanatarium," I trust that I may supplement the discussion with a bit more information.

The two words "sanatorium" and "sanatarium" are used in an indiscriminate manner in this country to denote some sort of a health resort. As a matter of fact the former word has a quite separate distinction. That is, it pertains to the German "Heilenstahlt," first founded by Brehner, a German physician, in 1853. It was "a healing place," which, transposed into English, became "sanatorium," a word derived from the Latin "sanare," to heal.

"Sanatarium" comes from the Latin "sanitas," health, and is properly used to designate a health resort or an institution for various sorts of treatment. It is applied in this country largely to those institutions caring for mental diseases, or at any rate those individuals whose troubles, organic or imaginary, are "above the collar."

NEWELL B. BURNS, M. D.
NANTUCKET, Mass., July 29.

A Tarheeler on Baseball.

To THE EDITOR OF THE SUN—*Sir:* I have been reading the letters in THE SUN on baseball.

Mr. Ebbets rendered great aid to the players and public in disposing of the recent controversy over Player Kraft, and he is entitled to praise on all sides.

The baseball players' fraternity is a very good thing if properly managed, but their leader would do well to proceed slowly in the future and along safer lines. His policy appears one antagonistic to organized baseball, which has done so much to purify the game and promote the players' interests.

To an outsider it looks as though the talk and action of Mr. Johnson during the last few months has weakened his standing greatly with the public.

J. H. CUTTER.
CHARLOTTE, N. C., July 29.

Muzzling the Dogs.

To THE EDITOR OF THE SUN—*Sir:* It is too bad that the Board of Health is hampered by the approval of the budget for next year in regard to the muzzling and capturing of dogs and that the extermination and actual work will not begin until then.

Is it wise to wait until they become a still more serious menace in the hot August days? I like dogs, but any one seeing little ones shrinking with fear at the stray canines in the street, as I have done, must realize that the action of the Board of Health cannot be too long delayed.

MRS. PHILIP STRAUS.
WHITE MOUNTAINS, N. H., July 30.

The United States and World Peace.

To THE EDITOR OF THE SUN—*Sir:* The natural isolation of the United States, as well as its traditional policy, places it in a position to be helpful to Europe at this crisis. If no overtures are made by our Government toward mediation between European Powers at this time, will it be worthy of the place Providence has placed it in as a possible peace maker?

NEW YORK, July 31. PEACE.

A British Enthusiast.

To THE EDITOR OF THE SUN—*Sir:*

Spirit of mighty Nelson, wake!
Jervis and Collingwood, Benbow, Blake,
From the bonds of slumber that bind you, break!

Once again shall the lightnings play,
And the guns their message repeat to-day
That the nations heard in Trafalgar Bay.

And once again o'er the British fleet
Shall fly, when the thundering navies meet,
"The flag that never has known defeat;
The Union Jack of Old England."

NEW YORK, July 31. K. L. J.

An Invocation.

August, try
To be dry!
Do not vie
With July,
April's tie
Virgo shy
Come by spry,
Wipe your eye!
Why, oh why
Should you cry?
Wherefore fly
From blue sky?
Sunbeams ply
From on high;
We won't sigh
Overtly,
Though we fry,
Very nigh,
By and by.

GEORGE B. MORSWOOD.

THE STORY OF THE TROLLEY LINES.

What the New Haven Directors Did in Rhode Island.

To THE EDITOR OF THE SUN—*Sir:* When the New Haven road obtained control of the Rhode Island electric lines it was, in the words of a vice-president, "looking ahead twenty years." It bought, not for immediate, but for ultimate profit. The directors did not foresee, of course, that the time might come when the Government would try to force a disposal of the property at an immediate and also ultimate loss. That the price paid may have been too high may be frankly admitted, but confiscation would be a pretty severe penalty for an error of judgment, and the relations of the New Haven and these lines are such that to end them at this time would be something like confiscation.

In one sense the purchase was forced on the railway company. The idea was not original with Mr. Mellen or any of the directors who held office during his regime. The promoters of street railway monopoly in Rhode Island, when by a series of manipulations to be described their object was measurably achieved, sought to sell to the New Haven at a time when Charles P. Clark was its president. Apparently they did not realize then what a good thing they had. They offered the stock to President Clark at $75 a share in exchange for New Haven stock at $175 a share. Mr. Clark was a man of large views, who had already succeeded in acquiring a lease of the Old Colony, thus getting a through line to Boston and making the New Haven something more than "a toll road." But his views did not embrace a monopoly of transportation in New England. Probably he did not regard an electric system as at that time a serious rival. At all events, the offer was refused. Mr. Mellen paid a far higher price and got, not the property, but a lease.

The bargain was a bad one, but it was not wholly without justification. That perhaps was the "psychological moment" for "looking ahead twenty years." Electricity had completely transformed the old street car service. Long distance high speed lines were developing new areas of traffic. The trolley was becoming a formidable competitor of the steam railway. It was even beginning to carry freight and to lay spur tracks to factories. In the matter of suburban service it was leaving the steam railway far behind. It was not difficult to imagine a time when this network of trolley lines would be a system comparable to the New Haven itself, with its own right of way and facilities for through traffic of both kinds. The Providence and Danielson line, which was afterward bought by the New Haven, was for some years previous to that event supposed to be desired by the Grand Trunk as an entrance into Providence. The Grand Trunk afterward laid out its Palmer and Providence line, but there was reason for regarding the Providence and Danielson as a menace.

The history of this extraordinary transaction is difficult to follow through all its financial entanglements. It covers some twenty years of promoting, with great profits to the promoters.

The Union Railroad Company, organized in 1865, was the original street car system in Providence. It was a purely local concern, and it had no ambition beyond serving the needs of the city of Providence. When electricity as a motive power was first introduced the suburban service had hardly been developed at all.

The Providence Cable Tramway Company was organized in 1884. The hill which rises steeply from Market Square to the gates of Brown University could not be traversed by ordinary street cars, whether with horse or electrical power. But this hill gives direct access to the most desirable residential part of Providence. So the new company built a cable system up the hill and through the heart of the East Side to the Seekonk River. It was leased to the Union company in 1895. Later electricity was substituted for the cable, and cars were sent up and down the hill by a method of counterweights. As soon as the new tunnel under the hill is ready the cars will be taken from its surface.

When Senator Aldrich and his associates wished to get control of the Union company and its leased line they organized, in 1893, under a New Jersey charter, the United Traction and Electric Company, a holding, not an operating organization. They paid for the Union stock the extravagant price of $250 a share. The conservative financiers who owned it thought these men were crazy, but they cheerfully pocketed the money. For some years, indeed, it seemed as if the bargain were a bad one, though the United Traction completed its plans for monopoly by purchasing the Pawtucket and the Rhode Island Suburban lines. The four properties were capitalized thus:

Union Railroad	$9,000,000
Cable Tramway	200,000
Pawtucket lines	500,000
Rhode Island Suburban	5,000,000
Total	$14,800,000

The United Traction issued $8,000,000 in stock and guaranteed principal and interest on:

Traction bonds, 5s	$9,000,000
Rhode Island Suburban bonds, 4s	4,682,000

Thus the United Traction stock, representing, as it did, a large excess of liabilities over assets, was ridiculed for years. The offer to President Clark, as has been said, was declined. But finally, in consequence of the great etxensions of the service brought by electricity, it paid 4 per cent. and sold above par, as high as 110.

This process of financial development, however, was too simple. The physical property of the Rhode Island electric lines was, and is, owned by the United Traction. But several other transformations intervened between the organization of that corporation and the New Haven lease. The Rhode Island Company was formed in 1902 to take over on a 999 year lease these lines of the United Traction for 5 per cent. on stock and the interest on the bonds. But the Rhode Island Company was itself owned by the Rhode Island Securities Company, and this in turn was owned by the United Gas and Improvement Company of Philadelphia. At this time 20,000 shares of Rhode Island Securities were given to the United Traction stockholders to keep them from "squawking." It was a neat stroke of business all round. All these transactions, of course, piled up obligations on the system as a whole. Thus when the New Haven wanted to get possession it had to pay more than the property was then worth. Such a bargain must be justified, as has been intimated, by other than purely financial considerations. The point need not be considered here. Mr. Mellen has already dilated upon the large possibilities in the scheme that so disastrously failed.

Let us see just what the New Haven did to get control of the Rhode Island trolleys and create a monopoly of transportation in the State. In the first place it purchased the stock of the Rhode Island Securities Company, paying in 4 per cent. bonds of the Providence Securities Company, organized by the New Haven for the purpose. Now the $19,899,000 of Providence Securities bonds are on the New Haven alone; they do not appear against the United Traction property. The $7,886,313 of Rhode Island Securities bonds, to replace which the Providence Securities bonds were issued, represent money put into the property. The difference of $11,000,000 odd between the two amounts is the measure of the water in the transaction. Later the Rhode Island Securities Company was dissolved. Later still, in 1908, the New England Navigation Company, a subsidiary of the New Haven, assumed all the liabilities of the Providence Securities Company except the stock. These intricacies of bookkeeping are rather confusing, but they need not be pursued further. The upshot of the transactions is plain enough. The New Haven got the lease, while the physical property remained in the ownership of the United Traction. Then the New Haven proceeded to pick up shares of the United Traction. It owned about one-quarter of these when the crash came.

The stock of the Rhode Island Company, $9,685,500 at par, is held by the New Haven company, not by individual investors. It represents the money put into the property at different times. But the Rhode Island Company, as lessor, would lose its investment if it failed to pay the rental, and everything would go to the United Traction, of which, as has been said, the New Haven is only a quarter owner. If the New Haven is compelled to give up its trolley lines it can sell the stock of the Rhode Island Company, and the purchaser can continue to pay the rental. But it would not be in the least likely to get a price that would recoup it for its total investment, or even for its expenditures upon the development of the property, something like $25,000,000. It is estimated that if the lease were broken the United Traction might pay 8 per cent. dividends and keep the property up to the mark. But this calculation takes no account of the issue of the Providence Securities, to the amount of nearly $20,000,000, with an annual interest demand of $767,200. This is an obligation on the New Haven, and there is no immediate prospect of any increase in traffic or earnings calculated to reduce it or finally wipe it out. Now to force the New Haven to relinquish its trolley control in Rhode Island without remuneration for its Providence Securities amounts to confiscation; for it is extremely unlikely that any purchaser would allow anything for the burden of all this water.

It is a burden, of course, which has hampered the development of the property to its full extent, and has withheld from the public many accommodations which it has had the right to expect. After the Securities deal, the New Haven took the Sea View road, from East Greenwich to Narragansett Pier, capital $700,000, funded debt $600,000; and the Providence and Danielson, capital $1,000,000, funded debt $600,000. Here, too, the returns are not likely for many years to justify the expenditure. Yet the property as a whole has been improved; and it is a valuable property. It includes some 318 miles of track, and the capitalization, taking all the issues of stocks and bonds, is about $178,000 a mile. This is, of course, a very heavy capitalization. One can hardly regard it as being safe and sane financing, even if in this case the money did not "vanish into thin air."

PROVIDENCE, July 31. F.

GREAT EXCITEMENT!

General Alarm and Frightful Loss of Interjections.

To THE EDITOR OF THE SUN—*Sir:* Mr. Ormsby McHarg, who did the "gumshoe" work for Colonel Roosevelt in the South in the pre-convention contest in 1912, had a long talk with the Colonel recently, and at once announces the Colonel as sure to "capture" the Republican Presidential nomination in 1916:

The indorsement of Hinman for Governor by Colonel Roosevelt was a master stroke of politics. Hinman's nomination seems certain. This will pave the way for a reunion of the forces opposed to the Wilson Administration and will assure Colonel Roosevelt's nomination in 1916.

May the high heavens quickly guard us! Awake, all you who are struggling to-day! Awake, all you employers with no work on your trestle boards before you! Awake, all you employees out of jobs or on part time! Awake, every man, woman and child! Shall we have four years of Woodrow Wilson and New Freedom and vacillant Mexican vacuity and a lean Treasury and William J. Bryan and grape juice, Chautauqua circuits, Swiss yodelers and national disgrace; and then—and then—shall we have four years of initiative, referendum, recall of judicial decisions, vagary, vapidity, vehemence, vanity and Colonel Theodore Roosevelt?

That's the one thought! Shall we? For the love of heaven, home and happiness, wake up, everybody! The Colonel's Progressive party is dead. Nobody knows it so well as the Colonel. Now he wants you and me and all of us to be his party, to take him to our bosoms and give him our lands, our lives, our hopes, our everything! Wake up, wake up, wake up! Do you doubt it for a moment? Isn't it so? Isn't it? Isn't it? Do you want to? Four years of Woodrow Wilson and then four years of Theodore Roosevelt! Merciful, merciful powers! Oh, would that Woodrow Wilson were President of Mexico and Theodore Roosevelt a fighting Colonel of a regiment of troubled Serbs! How long, O Lord, how long! Oh, wake up, wake up, wake up, everybody!

NEW YORK, July 31. EVERYMAN.

Three Candidates and Particularly Job.

To THE EDITOR OF THE SUN—*Sir:* Stop! Look! Listen!

Stop! "Hinman the Hand Picked."

No Progressive would vote against cheap gas; they use it in their business.

No Republican will vote for Pirate Teddy's lieutenant; he'd scuttle the ship.

Look! At Whitman.

Trying to be bossed by Barnes and Roosevelt at once. A fit sequel to the 1912 comedy: "Tammany and Anti-Tammany in One."

Listen! To Job Hedges.

Whether he wins or loses always an unbossed Republican.

Short and stout like a tub, like it he stands on his own bottom.

With us in 1912, we needed him; in 1914 remember this and be with him.

LINCOLN DOTY BROWN.
NEW YORK, July 31.

Cats and Dogs.

To THE EDITOR OF THE SUN—*Sir:* New Yorkers are indeed an æsthetic people. The dog, a common, boorish sort of thing, going to bed at the hour of working people, feeding upon bones and coarse food, is properly under suspicion and must be muzzled and perhaps done away with. While the cat, whose exquisite cultivation, cultivated palate, love of atmosphere, music, lobsters when they are red, and creeping home in the early morn, has become endeared to all people of refined taste.

What a relief it will be, especially to parents, that these horrid dogs, that have low diseases and carry germs, may soon be no more, and the cat, the epitome of grace and cleanliness, will reign supreme, the child's playmate.

JAMES D. DEWELL, Jr.
ATLANTIC CITY, N. J., July 31.

Prophets, Cities, Trusts.

To THE EDITOR OF THE SUN—*Sir:* Brother Carman of Patchogue, L. I., interprets the verse in Isaiah v., 8, to be an injunction against building cities. If this is so, it is also an injunction against ownership of land, from a one acre patch to a million acre ranch:

Woe unto them that join house to house, that lay field to field till there be no place, that they may be placed alone in the midst of the earth.

That's trust busting legislation; as proof see Micah ii., 2.

GEORGE MOFFAT.
NEW YORK, July 31.

True, but What of It?

To THE EDITOR OF THE SUN—*Sir:* An editorial paragraph in THE SUN says:

Eggs are as good as any other food to end a hunger strike with.

And a preposition is as good as any other word to end a sentence with.

NEW YORK, July 31. T. C.

Canes.

To THE EDITOR OF THE SUN—*Sir:* I used to think that, except of course in the case of old men, carrying a cane was a foolish, foppish habit. Now I am moved by an impulse to buy one myself.

I don't want a fancy cane; what I want is just a plain malacca stick with a crook handle and absolutely unmounted except for a ferule on its tip.

What all this means, as to my development or my descent, or whether I am unconsciously prompted by accumulating years, I don't know.

EDWARD CORN.
NEW YORK, July 31.

The Prose of It.

Maud Muller explained.
"Hay fever," she ejaculated briefly.
Thus was poetry turned to prose.

MRS. GOELET ESTATE IS OVER $3,000,000

Her Paintings and Art Works in City Home and at Tuxedo Worth $234,217.

SON, R. W. GOELET, GETS ALL

Yacht Nahma, on Which His Mother Died, Appraised at Over $50,000.

The transfer tax report on the estate of Mrs. Harriette Warren Goelet, who was the widow of Robert Goelet and mother of Robert Walton Goelet, and who died on December 4, 1912, while at Southampton, England, on her yacht, the Nahma, discloses that she left a total estate estimated at more than $3,000,000, which is less than she was supposed to have had.

Because of the fact that the bulk of the estate was in securities which are not taxable in New York, since Mrs. Goelet was a resident of Newport, R. I., the exact value is not disclosed, and figures are given only for Mrs. Goelet's interest in realty in New York which she inherited under the will of her father, George Henry Warren, a wealthy real estate dealer, and her mother, Mrs. Mary C. Warren, and for the personal effects in Mrs. Goelet's city home at 591 Fifth avenue and her cottage at Tuxedo.

Although Robert Goelet, husband of the decedent, left real estate estimated at $25,000,000 and personal property appraised at $12,866,414, no part of it was appraised in Mrs. Goelet's estate because under his will she received only an annuity of $200,000. The bulk of the estate went to Mr. Goelet's son, Robert Walton Goelet, and his daughter, Beatrice, who died in 1902. Mrs. Goelet's entire estate goes to her son.

Valuable Art Works.

The total value of Mrs. Goelet's property subject to a tax in New York State is $376,254. Of this amount $142,057 is the value of her interest in a number of parcels of realty at Troy and Watervliet, owned by her father and mother, in some of which she had a sixth interest and in others less. The remainder of the estate consists of furniture, household effects, silverware, paintings, jewelry and art works, appraised at $234,217.

The appraisal shows that the total value of Mrs. Goelet's jewelry in New York was only $3,043. The most valuable painting was by Peter Paul Rubens, worth $6,000. Another painting, artist unknown, was appraised at $1,000, and the "Blind Fiddler," by Wilkie, is worth $500.

The total value of the contents of the Goelet residence at 591 Fifth avenue was $211,127, while the value of the contents of the cottage at Tuxedo was $17,317. Mrs. Goelet owned tapestries worth $37,420. The contents of the salon were worth $30,492.

Stock and Bond Holdings.

Mrs. Goelet had a balance of $145,802 in the Chemical National Bank and $200,000 was due her from the proceeds of property left by her mother. She had only a few bond holdings, which include the following: $100,000 Albany and Susquehanna, $30,000 Santa Fe, $100,000 New York city dock bonds, $20,000 Northern Pacific 4s and $32,000 Texas and Pacific 5s.

Mrs. Goelet owned many shares in Standard Oil subsidiaries, of which the largest holdings were 100 Anglo-American Oil, 100 Standard Oil Company of New York, 30 Standard Oil of Indiana and 15 Vacuum Oil Company.

She also owned the following stocks: 200 Atchison, 381 American Light and Traction, 100 Baltimore and Ohio, 120 Brooklyn Union Gas, 500 Chicago and Northwestern, 300 Chemical National Bank, 400 Erie Railroad, 39,635 Golden Reward Consolidated Mining and Milling Company, 250 Illinois Central, 500 Manhattan Railway; 22 New Haven Railroad, 100 New York Central, 200 New York, Susquehanna and Western, 400 Pressed Steel Car, 341 Rensselaer and Saratoga Railroad, 500 Southern Railway, 572 Twin City Rapid Transit, 500 Union Pacific common and 200 Union Pacific preferred.

Under her husband's will Mrs. Goelet had the life use of the residence at 591 Fifth avenue. He left her his yacht, the Nahma, which was not taxable in this State and is estimated to be worth upward of $50,000.

F. H. LEE LEFT $629,716.

Miss Van Norden, Who Filed Claim, Gets Trust Fund of $40,000.

The appraisal of the estate of Frederick Howard Lee, who died at 223 Riverside Drive on July 26, 1913, shows that he left $629,716. He was not in business but inherited a fortune from his father, William H. Lee, a prominent New York merchant, and was a member of many clubs. He had securities worth $511,783, of which $107,250 was the value of 1,000 shares of United States Steel common. He had a $100,000 interest in a mortgage on the property at 516 Fifth avenue.

The report discloses that Mr. Lee left a trust fund of $40,000 to Mary Josephine Van Norden of 616 West 137th street. In spite of this bequest Miss Van Norden filed a claim with the executors of the estate setting forth an agreement made by Mr. Lee in 1906 under which he agreed to pay her a certain sum yearly and provide for the payment of $5,000 a year after his death if she survived him. She asked the executors to make such provision for her because Mr. Lee had failed to do so. The executors rejected the claim.

Mr. Lee left $62,463 each to the following relatives: Charles Northan Lee, brother; Grace Lee Smidt, sister; Carolyn Lee Griggs, niece; Grace Lee Johnson, niece; Robert Lincoln Lee, brother; A. Campbell Smidt, nephew; Louisa Maria Lee, sister, and Louise Willing, niece. Thomas G. Lee, a brother, got a life interest in $25,761.

LORILLARD ESTATE.

Appraisal Puts His New York Property at $412,752.

The appraisal of the New York estate of Louis L. Lorillard of Newport, R. I., who died in Paris on October 2, 1910, was filed here yesterday. While his New York property was valued at only $412,752, it is estimated that he had a total estate of more than $2,000,000. He was a son of the late Peter Lorillard and a brother of the late Pierre Lorillard and inherited a quarter interest in the Lorillard fortune.

Mr. Lorillard's estate in New York consisted of property he put in trust in 1896 and from which he had had the income. It consisted of the following parcels of realty: 72 Fifth avenue, $250,000; 30 Cooper Square, $28,000, and 187 Reade street, $22,000. The trust property also included an insurance policy for $71,831 in the Equitable and $30,000 in the Manhattan Life Assurance Society.

Mr. Lorillard left his estate in equal shares to his sons, Louis L., Beekman and George P. Lorillard. He left $1,000 to his boatman, Thomas Shay, but revoked the bequest in a codicil.