The Sun.

AND NEW YORK PRESS.

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The Duty of Democrats.

The Democratic voters of New York, among whom THE SUN has the honor to count thousands of its readers, may be puzzled as to whether it is worth their while to vote at the primaries. We assure them that it is. Primary voting is one of those duties which should be performed with the regularity of a good habit.

The Democratic voter is free to record his disapproval of the Murphy candidates, not only in the case of McAVOY, but in the case of HYLAN. The voter must register his choice by making a cross opposite the name of each candidate for whom he wishes to vote. He need not mark HYLAN'S name. Indeed, he may go further and, in the blank space provided, write the name of JOHN PURROY MITCHEL, a more positive protest against the methods of the Fourteenth street autocracy.

The American Sea Spirit.

It is interesting to learn that enlistments in the navy have become so numerous that there are not ships enough for the men enrolled. In this situation Secretary DANIELS has done a sensible thing in notifying the boys who enlisted from colleges that they are at liberty to return and conclude their courses, subject of course to recall when the navy needs their services.

The popularity of the navy among American youth must to some extent be due to the lingering among them of the seafaring spirit which characterized Americans of the first half of the last century. In those days a boys' book had little chance of popularity unless the young hero ran away to sea in the first chapter and was master of his own clipper ship in the last. The aspiring youth of the seaboard States turned to the sea for a career as instinctively as nowadays he turns to electrical engineering. The development of the West and the growth of railroads changed all that. From section hand to President, instead of from cabin boy to master, run the course of the new romance.

And yet through all the changing ideals the American love for the sea persists. The navy, most unfortunately, offers no such promising career to the enlisted man as does the army. Once in, the task of winning a commission is long and heartbreaking and the opportunities exceedingly limited. For the ambitious and patriotic youth there are no Plattsburg camps in which to win a naval commission in three months. There is no royal road to the quarter deck.

Still, the enlistments are greater than the need, and are so largely of college men that the Secretary sees fit to make special provision for their return to their studies. Clearly the lure of the sea is still appealing to American youth. If this war shall build up our merchant marine, as it should, it is probable that the American seaman will again come to his own.

Spellings of an Ancient Name.

Several letters have been received by THE SUN on the subject of certain eminent names that are phonetically identical. One of these communications will serve to illustrate:

"TO THE EDITOR OF THE SUN—*Sir:* A confusion seems to exist in the minds of many people, as well as in the columns of the press, between the names of ex-Congressman WILLIAM S. BENNET and former State Senator WILLIAM M. BENNETT, the latter of whom is the candidate for Mayor in the Republican primary. Senator BENNETT was never a member of Congress.

"In justice to both Congressman BENNET and Senator BENNETT this confusion should be cleared away. Very truly yours, "HAMILTON MCINNES.

"NEW YORK, September 17."

The confusion of which Counsellor MCINNES complains is regrettable, because the public ought to be able to make the distinction to a t. We do not recall that ENOCH ARNOLD BENNETT'S friends ever had to complain that his name was mixed with that of JAMES GORDON, although both were journalists before ARNOLD became the Balzac of the Five Towns.

Is it the recurrence of the Christian name that really makes for this sad confusion? Then why is not WILLIAM H. BENET, the sweet singer of Yale and Port Washington, made a party to the suit for separation of identity? If an amputated "t" will not cause the reader to stop and think, does a missing "n" serve any better?

The Benets were first in the field, and all the Bennets and Bennetts took their name from these namesakes of the exorcists. It was easier for a Benet to drive the devil out of a mediæval body than for a Bennet to drive an extra "t" out of the modern memory.

But so far as the distinction is concerned between a Bennet who practises law and a Bennett who seeks the Republican nomination for Mayor, the Republican voter need not worry while on his way to the primaries tomorrow. Let him vote for JOHN PURROY MITCHEL, who is not confused with, or by, anybody.

New Hope for American Literature.

If the Hon. BYRON RUFUS NEWTON is nominated and confirmed as Collector of this Port to succeed the Hon. DUDLEY FIELD MALONE, who resigned for well known reasons of conscience, New York's Custom House will not be the first establishment of the sort which has sheltered an eminent man of letters. It will be remembered that NATHANIEL HAWTHORNE served three years as Surveyor of the Port of Salem, Massachusetts.

We violate no confidence and we correct many misapprehensions when we definitely attribute to the Hon. BYRON RUFUS NEWTON the authorship of the immortal "Owed to New York," a production in which it seems that both the vitriolic spirit of JUVENAL and the reckless genius of that other unterrified poet for whom BYRON NEWTON himself was named had collaborated with him on this occasion. The subjoined lines in celebration of this metropolis have been inaccurately credited to other writers:

"Vulgar of manners, overfed,
Overdressed and underbred,
Heartless, Godless, Hell's delight,
Rude by day and lewd by night,
Bedwarfed the man, o'ergrown the brute,
Ruled by Boss and prostitute:
Purple robed and pauper clad,
Raving, rotting, money mad:
A squirming herd in Mammon's mesh,
A wilderness of human flesh:
Crazed with avarice, lust and rum,
New York, thy name's delirium!"

We have seen variant versions of the sixth line. Authorities differ.

A custom house does not strike the imagination as altogether the most favorable place for the cultivation of the Muses; but the circumstance that during HAWTHORNE'S occupancy of the Federal building at Salem he produced his masterpiece, "The Scarlet Letter," warrants high expectations of the Hon. BYRON RUFUS NEWTON'S pen if he should come to Bowling Green to take possession of the desk so conscientiously vacated by the Hon. DUDLEY FIELD MALONE.

The Failure of the German Propagandists.

Early in the present year THEODORE WESLEY KOCH, Chief of the Order Division of the Library of Congress, made a study of the working of the British censorship as it affected "enemy publications." Believing that the facts regarding this censorship should be known to American librarians, he made a report upon the subject, which is published in the current issue of the *Library Journal*.

Mr. KOCH says that no phase of activity which has sprung up as the result of the war has been more essential to the public good than the British War Office censorship and that had Americans gained earlier knowledge of the services the censor rendered the general cause "they would doubtless have accepted with better grace the necessary interference with their mail." A proof of its growth in usefulness is the fact that the censorship was undertaken in 1914 in a small basement room with thirty volunteer workers and that to-day the London branch occupies six floors of a large building and employs 3,000 persons. Its thoroughness is shown by the fact that in the departments of uncommon tongues 157 languages are dealt with by the censor.

The most interesting disclosure was the extent of the German propagandist literature. Germany had an unusual advantage in this respect because it had sent out before the war propagandist literature for both religious and commercial purposes on a scale that no other nation had ever attempted. Individuals and establishments had been receiving for years German literature in one form or another. At the outbreak of the war it was "not an occasion for special surprise for them to receive the new propagandist literature."

The German oversea service (*Ueberseedienst*) utilized its large pecuniary resources not only to obtain publication of its war news and Germanophile articles but it launched newspapers of its own. Among these were the *Germania* at Buenos Ayres and papers of the same name in Bogota, Guayaquil and Sao Paulo; the *Heraldo Aleman* at San Salvador and the *Eco Aleman* at Guatemala. It promoted the *Umschau* and *Rundschau* at Bangkok, the *War* in Pekin, a Chinese edition of the *Deutsche Zeitung für China* at Shanghai, and the *Kontinentale Korrespondenz* in German, English, Spanish and Portuguese, for supplying the neutral press with ready made copy. It was responsible for *De Toekomist*, published in Dutch in Holland; it backed the *Continental Times*, purporting to be established for "Americans in Europe," and was also responsible for *La Guasa Internacional*, a comic paper printed in Spanish.

In the effort to stir up revolt in dissatisfaction in India the *Indische Gesellschaft* produced a mass of literature to show how British rule in India was condemned by the British themselves, much of which, it was asserted, was printed in England on presses which never existed. Pamphlets in native languages, including the Chinese, and illustrated with photographs of the execution of Egyptian natives in connection with the Denshawi incident of years ago, were spread broadcast all over the Orient. One trick that came near proving successful was the attempted circulation in September, 1916, of the *Deutsche Rundschau*, a serious German periodical, with an article on the martyrdom of Sir ROGER CASEMENT. The magazine was bound in a cover dated 1902 in the hope that it would pass as an ante-war publication.

School books or instructional books were employed more than any other for the secret propaganda. In an elementary book of verses and tales, which was to be delivered to German prisoners, were found four pages at intervals through the book giving information on the situation in Germany, with the names of persons and places disguised, BETHMANN-HOLLWEG, for example, becoming Manbeth-Wegholl. The exploits of Lieutenant PLUSCHOW in escaping from Sing Tau by aeroplane and from England by boat were bound up in a schoolboy's ink stained copy of the "Odyssey." In place of exercises and examples in Turkish and Portuguese grammars was propagandist matter. In what appeared only a Turkish text book was a letter from a Turkish soldier extolling the Germans and vilifying the French and English. In a grammar in the Portuguese language was a glorification of German trade enterprise in Brazil.

The remarkable thing about all this propaganda, which cost so much time, money and trouble and which displayed such a mine of knowledge and German efficiency, is its utter failure. In North and South America, in China, in India and in other parts of the Orient each day gives us evidence of this fact. How far censorship has been responsible for this it is of course difficult to say; but the fact is, as Mr. KOCH states, that as regards Germany's main objectives the propaganda "has missed the mark."

The Roads to Camp Upton.

General BELL has wisely proclaimed his wish that the camp under his command near Yaphank shall be attractive to visitors. He wants the people to be interested in their soldiery and to help in every way possible to prepare them for participation in active warfare. To carry out his ideas the most pressing necessity at Camp Upton to-day is the improvement of the roads leading from Yaphank station to the cantonment.

Two routes are now in use. One runs first easterly and crosses the main line of the Long Island Railroad twice before it reaches the camp. The two railroad crossings at grade and both with dangerous approaches are serious objections to the general use of this route. The other runs northerly along the road to East Middle Island and then turns abruptly to the east and continues to the heart of Camp Upton.

This route is the most direct and convenient, or would be if it were in good condition. At present, however, it is about as bad as a road can be. It is simply a narrow dirt road through the scrub oaks, cutup into deep ruts by the passage of heavy army trucks and closely bordered by innumerable stumps, which endanger every vehicle that passes. Two automobiles were observed on this road last Sunday morning, wrecked by collision with these stumps.

The very first thing the Government ought to do in reference to Camp Upton is to improve this road. It should be widened and macadamized all the way from the East Middle Island road to the camp. The cost would be considerable, but the expenditure would prove economical. No doubt the authorities of the township of Brookhaven, in which the camp is situated, or those of Suffolk county, or perhaps both, would assist the Government in the work or contribute to the expense.

The road in its present condition is a disgrace to all persons responsible for the maintenance of the highways in that locality. It is only right that the Government should pay for part of the improvement in view of the new and heavy additional burden imposed upon the road by Government traffic; but a portion of the necessary expenditure should also be borne by the town or county.

Nothing will be more conducive to the prosperity of the famous Yaphank camp than an immediate improvement of the roads which lead there. When it is completed it is going to be a fine cantonment, of which the people will be proud; but at present the ways of approach are rather discouraging to visitors.

Sunday is visiting day, but the road provokes language far from Sabbatical.

Silver's Rise.

Silver sold at above $1 an ounce the other day. Before the war an ounce of silver brought half a dollar or less. The Mexican peso has a circulation value of 50 cents, but at present the silver in the peso is worth 80 cents as bullion.

We read that the withdrawal of gold from circulation has enhanced the demand for silver, that the silver rupee of India has been made legal tender in Mesopotamia and Egypt, that therefore Mesopotamia and Egypt have imported silver rupees from India and India has depleted China's silver supply. And then we take the six solid spoons from the safety deposit box and regard them anxiously. It is plain that the day when they can be put to the uses for which they were intended is farther distant than ever.

Silver is an incorruptible metal, in the old phrase; and though we are instructed that the corruptible must put on incorruption, that is not to take place until the last trump has sounded. In the meantime the incorruptible continues to corrupt other things, including the consciences of men, as witness Mr. CONRAD'S Nostromo, who hid the treasure of a silver mine, and ourselves, who conceal the solid spoons.

Mr. BRYAN, who is growing old, may be rejoiced to see silver gleams among the gold. Sixteen to one he doesn't care either way any longer. The romance of metals will receive no inconsiderable addition, however, if events in Mesopotamia should drag those solid spoons from a place of security out of which no amount of vanity or flattery or persuasion has ever been able to lure them.

A torpedo with a corkscrew course has been observed. If it misses the port side it turns and strikes the starboard; sometimes on missing there it even turns again, striking the port side. The ship's officer unaccountably omitted to add that after the explosion the fragments reunite and return to the submarine as a complete missile ready to be fired anew.

The fact that the National Security League has denominated this "Loyalty Week" does not change in the least the character of all the other weeks of the year.

How unsystematic these Arctic explorers are! Evidences of their astonishing lack of modern efficiency is seen every time a new relic comes to a museum. Sir GEORGE NARES left his messages at Cape Isabella in the head of a barrel. KANE cut "Gone south" on a stick and left it near the highest point of his achievement. PEARY, it seems, was not provided with enough flags to mark all his conquests on one trip and had to cut the banners in pieces. Another explorer left his historic records in an iron kettle. All explorers of the future should have efficiency experts who will devise a complete set of bear proof, frost resisting metal cases, neatly indexed and with charts showing the peaks and valleys of the explorer's temper as the expert lectures him on his careless ways.

"San Gabriele is an ugly fat mountain," writes a correspondent. No wonder the Italians were bent upon reducing it.

Electric signs are to be discontinued to conserve coal and at the same time are to be used to advertise the need of national economy in the use of food. Obviously they will be of the flash on and off type.

Sweden: Sweep, swab, swat!

There is much to commend the proposal that the Federal authorities shall proceed at once with the second call for men under the selective draft. Such a proceeding would at the same time give the War Department definite information as to the number of fit recruits the call would produce, and relieve the men now subject to call of suspense as to their future duties. If the call, the examinations and the hearings before the exemption boards were completed before the troops now in cantonments have completed their training, the actual call to the colors could be deferred until the cantonments were emptied. To many men now in training a longer period for the settlement of their affairs between examination and reporting at camp would have been a boon. This could be insured to future recruits by now proceeding with the second call.

The 2,000 men at Yaphank are willing to admit that the 10,000 workmen they found there really put the up in Camp Upton.

The fact that VIRGIL referred to HYLAN in his Eclogues cannot be plamed upon the Gary system.

The Welsh rabbit is no pacifist.

THE QUAKER'S CREED.

Thoughts of One Who Has Two Sons in Uniform.

TO THE EDITOR OF THE SUN—*Sir:* I approve of your articles about the loyal attitude of the Society of Friends.

The majority of Quakers are good and successful farmers, and good farmers never think of killing a blacksnake, but when it comes to rattlers and copperheads, we "remove" them "without leaving a trace."

The writer is a member of the Society of Friends by birth, believes in and tries hard—and it is quite difficult—to live up to the principles of the Quakers.

If necessary, it is easy for a Quaker to remove his coat, put it under a tree and say, "Lie there, Quaker. I must kill a few copperheads and rattlers."

While I admit I did not raise my two sons to be soldiers, they were so raised and imbued with a spirit of Americanism that both—one is exempt by age—have replaced their Quaker coats with Uncle Sam's uniforms, and if they should pass on in the contest to kill the copperheads and rattlers, their daddy stands ready to take their place. That is the kind of a conscientious objector I am.

No person of intelligence ever questions the loyalty or patriotism of Quakers. A. B. CEA.

ORANGE, N. J., September 17.

The Stealth of the Prussian.

TO THE EDITOR OF THE SUN—*Sir:* In reading your editorial "Spurlos" I was reminded of the diplomacy taught by Macchiavelli, and described by Macauley: "He would think it madness to declare open hostilities against rivals whom he might stab in a friendly embrace or poison in a consecrated wafer."

E. C. AIKEN.

ALBANY, September 17.

"Over the Top!"

We strained our eyes in the dreary dawn
When the shots came thick as hail.
We stood Boche fire for whole nights long
Till our spirits began to fail.
We wished we were dead, and we groaned and swore
Till we heard the Captain yell:
"Over the top, with the best of luck,
And give them hell!"

Our pent up anger and grief and pain
Dissolved in a mighty shout,
We cleared the top at a single bound
And the moppers up rushed out.
There rang in our ears the sweetest words
That ever from man's mouth fell:
"Over the top, with the best of luck,
And give them hell!"

LIVINGSTON HUNT, Jr.

PRO-GERMAN TEACHERS.

From St. Louis Comes a Protest at Their Activities.

TO THE EDITOR OF THE SUN—*Sir:* I have read with interest and approval your many clear and incisive editorial articles on the great questions involved in the present conflict between military autocracy and democracy. In view of the extensive and almost universal propaganda of the Germans I wonder why neither you nor any other newspaper has denounced the practice of our great universities and colleges in employing teachers whose sympathies are all with Germany and who are blinded to the iniquities of the so-called German "kultur."

The Germans have revived the barbarism of Attila and vastly intensified it; they have murdered women and children; they have carried innocent women of other nations into worse than slavery; they have acted in violation of every rule of civilized warfare; they are enemies of civilization, and yet our institutions of learning allow advocates of this "kultur" to teach the nefarious doctrines of Kaiserism and thus corrupt the youth of the country.

Democracy and Kaiserism are as opposite as light and darkness, and yet our colleges and schools allow teachers openly to praise the customs and teachings of a nation whose people seem to be not only satisfied but almost delighted with the domination of an absolute autocracy.

The flower of the country is being enrolled in our army, yet aliens and secret enemies are allowed to profit by the absence of the defenders of the country, and our schools and colleges have men and women on their payrolls who are absolutely hostile to the republic, friends of its enemies and defenders of ruthlessness, barbarism, cruelty and injustice.

Why is this condition allowed to continue? F. H. BACON.

ST. LOUIS, Mo., September 16.

"PEACE! PEACE!"

The Cry Reminds a Philosopher of John Hook's "Beef! Beef!"

TO THE EDITOR OF THE SUN—*Sir:* Now comes a "reprint" from 70 Fifth avenue, the pesky headquarters of so much disloyal literature, "The War and the Intellectuals," fairly printed on nice paper, when paper is so scarce, by a Mr. Randolph Bourne, who has been forced upon the public of late by a prolific pen which employs a magniloquent verbiage and is inspired by a superior air of detachment, somewhat weakened by a too obvious bid for notoriety, in wanton challenge of many things "pure, honest, lovely and of good report." Among these has been the faith of the Christian, not by direct attack but by the "modern" method of the matter of course assumption that the "worn out superstition" is no longer tolerated by any intelligent persons. That obedience to Divine law which is "perfect freedom" is beyond the conception of such minds. In the sphere of politics we find of course no comprehension of the "perfect freedom" which is found in obedience to the law of democracy which speaks through the voice of its "intellectuals," its chosen leaders, like the President and his coadjutors in the Government. It is made an accusation indeed that these and their supporters are influencing the "masses" in the time of great decisions and great actions. The success of democracy, as we all know, depends upon its reliance on "experts." Mr. Bourne would argue logically that the nation should have precipitated itself into war when the Lusitania passion would have made it easy. But there is no logic with those who are cantankerously niggling now at any and all wars, while, as the "intellectuals" so timely warned us, the attack was upon our national life, the wolf was at our throat.

In truth, our young Ajax, with his demand to "roam widely and ceaselessly," a pose like that of the "Monte Cristo" poster which used to adorn the billboards, adhering to nothing, obedient to nothing, anarchist pure and simple, might be glorified in childlike Russia and draw down lightning which he defies. In mighty America this attitude does not deserve even such notice as this humble one.

Just as this type of person girds at the captain of our "crusade," braying against the future "crystallization" into that name and ideal, already accomplished, and his devoted army, would it have snarled had it existed in earlier days (the quidnunc had not flowered then) at the obedient following of Washington and Lincoln and their "intellectuals," striving and calling as they now counsel "unceasingly for peace," with a discordant selfishness of conceit in their desire as great as that of Randolph's John Hook, who cried unceasingly "Beef! Beef!" amid the prayers and the pæans of the Revolution.

ERVING WINSLOW.

IPSWICH, Mass., September 17.

TRADE BRIEFS.

The Chamber of Commerce recently organized in Santiago de los Caballeros, Dominican Republic, has purchased an American steam tractor for the use of its members and for demonstration purposes. Catalogues of American manufacturers will be kept for reference at the offices of the new organization. The catalogues should be in Spanish.

Sixty per cent. of New Brunswick's potato crop has been damaged by blight. Despite increased acreage the yield will not exceed that of last year.

Light tractors for farm work should find a ready market in Norway. Intensive methods are necessary to produce even average crops in that country, and improved implements are well received.

A Peruvian tanner is in a position to export 1,000 sides of sole leather monthly. A market in this country is desired.

Banana flour will be produced by a new mill in Tabasco, Mexico. It is expected that this will revivify banana planting in that district. The equipment for the new factory was purchased in the United States.

Piteira fibre will be used in Brazil as a substitute for manila hemp in the manufacture of coffee bags. The by-products of piteira, potash and wood alcohol, will help to lessen the cost of preparing the fibre.

Inexpensive watches, cutlery and safety razors are in demand in British East Africa.

An agency for refined sugar is desired by a company in Argentina.

Catalogues and prices of moulds for making concrete blocks, drain and roofing tiles are wanted by a firm in New Zealand.

Chains for bicycles and automobiles are needed in Spain.

Equipment for a machine shop, foundry and iron and copper works is in demand in Barranquilla, Colombia.

A substitute for cream of tartar is wanted by a Danish firm in Copenhagen. Samples in triplicate, marked "Of no value," are requested.

Prices on cake breakers and attrition mills are asked for by a firm in South Richmond, Va.

There is a market for broom machinery in Norfolk, Va.

Addresses of manufacturers of block and brick ice cream machinery are requested by a firm in Spartanburg, S. C.

SOLDIER AND GENTLEMAN.

A Corporal's Sententious Comment on Reported Misbehavior.

TO THE EDITOR OF THE SUN—*Sir:* In front of the Long Island station a through train from Iowa to Mineola was awaiting a clear track and its soldier passengers were stretching their legs a bit. The train consisted entirely of tourist Pullman cars.

I chatted with a corporal, who told me that his regiment of volunteers was made up of the regiment proper, strengthened by additions from two other regiments, very much as our own 165th has been made up. I told him that there had been some heartburning among the men who had been added to the Sixty-ninth, and he said that his regiment had had exactly the same experience but that it was dying out and anyway was a "minor matter." He also told me that he had heard of serious cases of misbehavior at Mineola and of one or two attacks upon women. He went on to say, "If we can't show that we are more decent than the men we are going to fight, what's the use of having the war?"

Is not that a high class sentiment and worthy of circulation? NAVY.

NEW YORK, September 17.

SENTENCED TO THE ARMY.

A Belief That Men May Be Rehabilitated in This Way.

TO THE EDITOR OF THE SUN—*Sir:* On several occasions recently THE SUN has animadverted rather severely on certain magistrates who have given convicted offenders the option between enlisting in the army or navy and receiving a prison or reformatory sentence. The point seems to be that offenders against the law, even petty offenders, are not fit persons to be taken into the military service of their country.

Are there not two sides to this question? In the first place it is fairly to be assumed that the average magistrate is as solicitous as we all are for the dignity and honor of the service. Judging the man before him he may believe that under military discipline he will be far more useful to his country than he would be likely to be as a convict in stripes. The judge may be one who believes that punishment should be inflicted as discipline rather than as vengeance. Thank God there are such men on the bench!

What is the objection to the poor wretch rehabilitating himself if he can by giving himself to the service of his country? Is moral character to be added to the list of requirements demanded of the recruit? If so, how vigorous is the inquiry to be? According to history it is doubtful if the best soldiers have always been the most exemplary citizens in private life.

Is there any danger of the morale of the service suffering because some black sheep wears the uniform? To assume that would hardly be creditable to the officers and men with whom he would come in contact.

Speaking as one who always admires and frequently disagrees with THE SUN, I say all honor to the magistrate who, having at least a presumptive understanding of the man before him, opens the door to an opportunity for self-redemption rather than push him into a cell.

And if the army cannot purify the man, I have no great fear that it will fail to purify itself. D. A. C.

NEW YORK, September 17.

A QUERY FOR NEMESIS.

Does She Ever Do Anything About the Theft of Copper Mines?

TO THE EDITOR OF THE SUN—*Sir:* This letter is not about the war, which may be remarkable! In 1892 some friends and I put up money to buy a copper property in Arizona. There was then no question as to the mine being one of the most valuable copper properties in Arizona. The best known thieving corporation in New York city got wise on it, and promptly sent a man over here to buy us out—on their terms. I am not sure whether the man they sent was a doctor, a colonel or a judge, but I think he was a doctor. His terms were quite simple, viz: "Take your money back and clear."

Well, we knew we had a good thing, so we said "No." To cut the cackle, this New York crowd jumped our mine. How a rich corporation jumps a mine in Arizona belonging to people in London is easy to guess. We brought an action and won. Of course they appealed. The game went on. We kept winning; they kept appealing. Some of us here could find no more money, but one sportsman, since dead, put up a lot of money for the benefit of us all. It was no good, however. In the end we were done, finished. That was about twenty years ago or more that we were finally ousted.

I have often wondered whether the people who robbed us ever felt any twinges of conscience when they drew their profits from our property. I suppose not. They have robbed many thousands of American citizens, so I don't suppose they ever worried about British citizens, but all the same, one cannot help speculating as to whether fate, kismet or what you will, pays people back, if not in their own coin, at any rate in some coin.

WILLIAM STANLEY SHAW,
Captain Tenth Middlesex Regiment,
Teritorial Force Reserve.

CHISWICK, LONDON, W. 4, August 31.

Music for the Men Who March.

TO THE EDITOR OF THE SUN—*Sir:* I would like to make a suggestion that if published will perhaps come to the attention of the proper persons and meet with their approval.

It is in regard to the parading regiments, and I have noticed the point more lately, now that the parades are much larger and longer. They all have a fine and imposing band in the lead, and with the martial music usually the first battalion in line makes a fine appearance, having the music to guide its steps. How different toward the end of the line, where no music can be heard! It is more like a shuffle.

Why not place between the second and third battalions a few drummers and fifers, and see what a difference it would make in the men's marching and appearance? FREDERICK G. PERKINS.

NEW YORK, September 17.

The Sportsman.

From the Sydney Triad.

With gun in hand, a proud grin on his face,
His shoulders bowed with strings of bloody game,
He stands before the clean hills and the sky,
And poses for his portrait. Such is fame!

At the Digging.

From the Atlanta Constitution.

The harvest is awaiting—
Wake from your sleep;
Gold is for the digging,
But the digging's mighty deep!

The sower is the reaper
And the world is to reap;
Gold is for the digging,
But the digging's mighty deep!

THE WAR AND MERCANTILE SHIPPING POLICY OF THE UNITED STATES.

Economic and Other Reasons in Favor of Using Oil for Driving Power in Preference to Steam.

Exactly what constitutes the present shipping policy of the United States Government is really known nowhere outside the inner circles of Washington. But from official declarations made, together with proper reasoning, there is no doubt that the Government aims to build rapidly sufficient ships to meet past and future losses by submarines and mines; to build up a huge merchant marine which ultimately will be second to none in the world, including that of Great Britain, and to bring down the present exorbitant ocean freight rates to reasonable prices, thus assisting to reduce general living costs.

We know to what extent the development of this policy has reached up to this day, and we know what a gigantic shipbuilding programme has been set in full swing in less than six months work; but we do not know certainly that this gigantic programme follows along lines most likely to attain the real purpose, so the methods adopted by the Shipping Board will bear careful analyzing before a definite conclusion is formed.

It is imperative for us to build the greatest carrying tonnage possible in the shortest possible time, because there is a vital dearth of oceangoing freight and tank ships in the allied world and because replenishment of these ships is necessary to win the war. With this purpose in view the Shipping Board has placed orders for a huge fleet of steel and wooden steam driven ships. Steam has been adopted owing to shipbuilders and engineers throughout the country being familiar with the construction of the machinery of this class of vessel and because American marine engineers are more familiar with the operation of steam machinery than with any other system of propelling power, including that of the Diesel type internal combustion oil motor.

But the most important reason of all for rushing the construction of ships is that America may deliver to Europe the greatest amount of supplies in the shortest possible time, particularly during the next two years.

Granted that to an extent we can at the moment build steamships quicker than we can build motor ships, this really would only refer to the first hundred or so vessels; because, once reasonable headway had been made with the construction of motor ships they could be turned out just as rapidly and even quicker than steamers, for the oil engine lends itself better to standardization than do steam engines and boilers.

Apart from this feature there arises a more important phase of the outlook. Supposing the 1,200 vessels now actually ordered had not been ordered, and supposing the Shipping Board had on the same day placed contracts for 600 steamers and for 600 motor ships of equal displacement tonnage respectively. Which of the two fleets will have delivered the greater amount of cargo to Europe in two or three years from the date of giving the order?

The writer maintains that when the two or three years had elapsed the motor ship fleet would have been found to have delivered the greater amount of freight, because while the first units of the motor ship fleet may have taken longer to build each ship would on every one way voyage have carried about 600 tons more cargo, based on 10,000 tons displacement, than each steamer; also because of their low visibility fewer motor ships would have been sunk by submarines.

With this reasoning before us it is obvious that a policy of delivering the greatest possible amount of cargo in a given period is a more vital matter than being able to complete quickly the first units of the steamer fleet. Quick delivery of a few steamships will be but "a drop in the ocean" under existing circumstances.

To a very great extent the cargo carrying steamship construction is all arranged, although it is not too late to change the machinery arrangements for vessels that will be delivered, say, from October, 1918, and onward and make those "motor ships."

The Shipping Board intends ordering very soon a large number of steel tank ships. So far as it can be ascertained these new tankers also will be steam driven. If steam is decided upon for tank ships it may be regarded as a distinctly short sighted policy; for in no other instance are oil engines so eminently suitable as they are for ships carrying oil cargo.

The United States, including Mexico, is the world's greatest oil producing country; while Great Britain leads in the production of the class of coal best suited for steamships, and she controls the marine coaling stations of the Seven Seas. Thus it is logical that if we desire maritime supremacy we absolutely must develop and build a type of merchant ship that will be totally independent of Great Britain's coaling stations.

Furthermore our ships must be propelled by a class of engine that will use crude oil fuel in the most economical manner possible, in order that our ships may cruise around the globe without having to refuel in any foreign port. This means that we must build Diesel type oil engines in our shipyards instead of coal fired or oil fired steam engines; because this type of marine engine is one-third to one-fourth as economical as oil fired steam machinery and one-fourth to one-fifth as economical as coal fired steam machinery. Hence motor ships can travel 20,000 to 25,000 miles without refuelling and still carry 8 to 10 per cent. more cargo than the above mentioned steamers on given dimensions, in addition to having lower operating expenses and also dispensing with that bugbear of all shipowners, stokers.

At present Great Britain, despite enormous war losses, has the world's greatest mercantile marine. Great Britain pays her ships' crews far less than the law obliges the American shipowner to do. In other ways domestic legislation hampers the American shipowners in their competition with foreign shipowners. Yet in the evidence given a little more than a year ago before the Federal Commission on Merchant Shipping and Fisheries it was conclusively proved that an American built and owned motor ship could be operated much cheaper than a British steamer when in direct competition with the said steamer.

If the Shipping Board pays no heed to the evidence given before a commission formed expressly to investigate the real reason of our maritime decadence and establish a mercantile marine how can we hope to become ultimately the greatest shipping nation on earth? To do this we must have the finest and the most economical type of ocean cargo carrier it is possible to build. So far the officials of the Shipping Board have only offered the weak, halt and lame excuse that American engineers cannot successfully build Diesel engines.

What foreign engineers can do we can do just as well, if not even better. If we cannot do what European shipbuilders are doing in the way of successful motor ship construction then we had better drop entirely the idea of merchant marine supremacy and content ourselves with building as many ships as possible to meet the urgent needs of the present and immediate future.

Two steps have been taken by the Government to reduce high freight rates. One was the commandeering of existing ships and the other is the building of more than a thousand new ships.

At present Great Britain is not a strong competitor with the United States in the carrying of freight on the ocean, because there is more freight than vessels to carry it; so it now resolves itself into purely a matter of "ships." When Great Britain had her great merchant fleet intact freight rates were low, and so they will be as soon as Great Britain has sufficient ships to compete once more with us. By commandeering existing ships and controlling freightage the United States Government can, of course, force down existing rates.

It is fairly safe to assume that Government operation of its huge fleet of new and commandeered ships will practically terminate soon after the war is over and that the vessels will be chartered or sold to private domestic shipping companies, otherwise the many foreign trade enterprises indirectly related to private shipowning business will gradually become defunct or pass into the hands of foreigners. That would result in numbers of our ships eventually spending more time in harbor than at sea and then where would our maritime supremacy be?

But that is aside from the case in point, as is the question of Government ship ownership, and we must assume that domestic shipowners will be allowed to come back into their own. We have to look a few years ahead, at the same time bearing in mind that nearly 50 per cent. of the ships now building under the Shipping Board's programme are coal burning.

Great Britain is our ally, but for three years she has been pouring her gold into this country and into the coffers of other allies, who in turn have transferred it to us, making us the wealthiest country financially in the world. Great Britain has got to secure this gold back—her very existence demands it. Thus when peace reigns she will be forced into a great trade war with us, and of course she will be wonderfully equipped for such a war because of the extraordinary developments in her productive powers.

Relieved of her warship construction, warship repairs and munition work, she undoubtedly will strive her utmost to build merchant ships at the rate of two to one of ours, similar to her previous warship policy when Germany was concerned. She probably will make large subsidies to owners for this purpose. She is ready to use to the utmost the advantage of her worldwide coaling stations and doubtless will arrange for her ships to have coal price preferences, directly or by some indirect process. Her ships will continue to be operated at much lower cost than American steamships, and also she will be largely for motor ships, though her shipowners saving already by such arrangements. Thus she will ships carry freight at rates low enough to put many of our ships out of business. There will be required then for our Government to fix a minimum freight rate.

Therefore America must replace oil as fuel for her oceangoing ships and as an American oil fired steamship cannot be operated as cheaply as a British coal fired steamship we must use the Diesel type oil engine to the fullest extent, and then our merchant marine will be able to compete advantageously with any class of ship. Great Britain can build as many British motor ships, owing to her advantage of obtaining low priced oil being with us. Oil is our future watchword, and if oil be properly used it will bring us merchant marine supremacy. Otherwise our efforts will fail to bring the anticipated results. THOMAS CHUBB.

WORLD SERIES PRICES.

Will the National League Follow the Lead of the American?

TO THE EDITOR OF THE SUN—*Sir:* In view of President Ban Johnson's recent announcement that the American League will charge only double the regular admission price to the world series games, New York baseball patrons are anxiously awaiting some word from either National League headquarters or the business management of the Giants regarding the rates of admission that will prevail at the games in this city. Up to the present time no announcement has been made from either source, although the reticence may be due to the fact that the Giants have not officially won the pennant yet. But they need to win only a few more games to take the pennant, so the scale of prices at the Polo Grounds could be announced without fear of being premature.

President Hempstead would render himself popular if he announced at early date that only double rates will prevail at the games following the lead of the American League. If Mr. Hempstead contemplates charging more than double rates it would be wise to consider what happened in Brooklyn last year at the world series games when exorbitant prices for seats were charged. The agitation resulting from the Brooklyn club's announcement that seats in the upper and lower tiers would cost $5, and seats in the bleachers $2, had a marked effect on the attendance and also put the game in a bad light at the beginning of the season.

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