Public Men and the Races

Americans of Eminence Less Devoted to the Turf Than the Big Men of Other Lands—European Rulers Are Track Devotees, but No President Has Ever Been a Racing Man—Some Army and Navy Officers Like Racing, but Not as the English Officers Do—Joseph W. Bailey Devoted to the Trotting Track—Curtis, the Indian Senator, Was a Jockey—Oxnard, Beet Sugar King—No Rockefeller on the Turf.

A much smaller percentage of prominent public men, captains of industry, transportation "magnates" and the like, are interested in the turf here than in either England or France.

This has always been true, and while the total race and trotting track attendance is now larger than ever before in those parts of the United States which encourage either form of the "sport of kings," the number of public men seeking turf prominence certainly is not increasing at this time. In fact, there are fewer turfmen who are prominent in other lines probably to-day than there were a few years ago.

Thus the first August Belmont was a great racing man. So is his son, the present August Belmont, but the latter is not a public man in the sense his father was. The elder Belmont was a power in the Democratic party and served in the diplomatic corps in his younger years. The present head of the Belmont family might like to duplicate his father's public career, but so far hasn't been able to compass it.

William C. Whitney always liked fast horses, but for many years he got his equine recreation through speedy roadsters. Later, when, perhaps without knowing it, he had left most of his political career behind him, he went into racing with all the force and vigor which he expended upon everything in which he took an interest, and for years was a power in the racing world. Harry Payne Whitney is as much interested in racing as his father was, but the son holds no such place in the great world, and his political career, still in the future, at best, is by no means certain to materialize at all.

British Statesmen as Turfmen.

Several British prime ministers have been big turfmen, notably Lord Rosebery, but so far as I can remember no American Cabinet minister ever has been devoted to the track. Whitney's term as Secretary of the Navy came years before his racing career.

The fondness of most European rulers for racing has been proverbial, time out of mind. King Edward's liking for the turf is one of the things which add much to his popularity. Queen Alexandria is a familiar figure at the Derby and other great races, while her daughters see most of the noteworthy English turf contests. The French Presidents attend the big French races officially, the turf being a national institution in France; none has kept a racing stable, as does King Edward, however, partly, perhaps, for lack of funds.

Alfonso of Spain goes to the races always when in England, and his Queen, a relative of Edward, likes to see the horses run as well as the next one. King Louis of Portugal is another race-loving monarch; Leopold, the old King of the Belgians, is another, and several of the minor monarchs of Europe are to be seen yearly on the French tracks. Kaiser Wilhelm of Germany is interested in racing, as he is in every other contest for supremacy among his subjects, but his interests are so diverse that he is able to devote much less attention to the tracks than his uncle Edward does.

Few Presidents on the List.

Per contra, no President of the United States seems to have cared particularly for racing, and of late years only two have shown much liking for the horses at all. Grant was better pleased when driving a fast trotter on the road than when doing anything else in the world, and Roosevelt's devotion to horseback riding is proverbial; but Grant never was a race track figure and Roosevelt never has been. Grant's son, Gen. Frederick D. Grant, goes to the races occasionally with Mrs. Grant.

There is as much difference between American and English legislators with regard to the track as between the rulers of the two nations. A large proportion of the House of Lords are racing men; not a few of them maintain big stables. It is considered almost a duty for the members of the House of Commons to see the Derby run at least, and to be present at as many others of the season's big races as possible. But while some of our Senators and Representatives go out to Benning when Congress and the races are in session together, the number of real racing men in either House at Washington is almost a negligible quantity.

Bailey and His Trotting Track.

The newly elected Indian Senator, Curtis, of Kansas, began life as a jockey and still likes racing, but Senator Bailey is perhaps the most pronounced horseman of all the Washington legislators and often is to be seen among the "rail birds" on the Texas trotting tracks, though never a prominent figure at any of the great Eastern courses.

Five years ago he leased a farm in Kentucky for breeding purposes and his horses that year included a number of high-grade brood mares and stallions, besides the sensational Prodigal, with a record of 2:15 on the trotting track, purchased at the Marcus Daly dispersal sale.

Mr. Bailey has spent some time in Kentucky every year since then, looking after his horses and watching the trotting at Lexington. His favorite seat at the Lexington trotting track used to be a wooden plank nailed against the high outside fence above the three-eighths pole, just opposite the barn. He makes a striking figure, and everybody knows him well, stable boys and hangers-on, as well as owners and breeders. When the horses are being tried out, particularly his own, he times them carefully with his stop watch.

In His Element.

The Senator is always in his element when his horses are in evidence. "Somebody call the half," says he, when one of his colts is about to get away. "I don't know exactly where to snap it, It's largely guesswork from this point."

"Somebody" knows a bush that the experts snap on when the horses pass it. When the Senator's colt glides by the experts call out "up!" and the Senator snaps his watch as if there were no more serious thing in the world for him to do. He sees the three-quarter pole plainly himself and also the finish.

"Not a bad mile, considering," cries a spectator, when the track has been circled.

"He's a pretty fair colt," calls back the Senator, much pleased. When the last of his colts has gone around the track he leaves for the barn to see how the steppers are cooling off.

Bailey has been an expert horse dealer, trotting enthusiast, and pedigree sharp for many years, but he never branched out very strong as a breeder until 1902.

Knox Likes Trotters.

Senator Knox, of Pennsylvania, likes to drive trotters, and he handles the ribbons well, but he isn't a race-track devotee. The late Senator Blackburn, of Kentucky, was a turfman of such prominence that a famous racer was named after him. Senators Hearst and Stanford, of California, were enthusiasts as to fast horses. Stanford was one of the country's greatest breeders. He devoted himself particularly to improving the American light harness horse by crossing trotting stock with thoroughbreds, and his Palo Alto ranch was a noted one for many years.

Timothy D. Sullivan has been a race horse owner for many years, and was a regular figure at Benning, while representing a part of New York's East Side in the National Legislature.

He used to bet a little more freely when in Washington than some of his advisers thought a "member" should, but when one of them ventured to express that view to him, "Big Tim" treated it more as a joke than as anything else.

Sullivan and His Bets.

"What goes in New York," he remarked with conviction, "is good enough for Washington," and nothing more was said.

Though Sullivan is no longer a public man in the national sense, to thousands in New York he is the biggest statesman alive. He is running a big stable this year. State Senator McCarren, a public man in Albany and Brooklyn, if not of national standing, is a good deal of a racetrack man, and formerly had a string of horses.

In spite of the comparative lack of interest taken in racing by most of our lawmakers and high officials, the rich society folk of Washington are often at the races, while the officials, naval men, and army officers do not eschew them altogether by any means. Admiral Dewey and Mrs. Dewey, for instance, like a good race as well as the next couple.

Millionaires Support the Races.

Many New York society folk attend the races pretty regularly, but there are some shining lights in the gilded circle, who are not often seen at the tracks. Not a few of them, indeed, possess private tracks of their own and prefer them to the public courses.

The Astors are not great race-track devotees, neither are the Goelets nor the Gerrys nor any of the Vanderbilts now most in evidence, save one. Nor were the early Vanderbilts; the Commodore and William H. drove trotters, but used the road for a track mostly, and after William H. got Maud S.—the fastest trotter of her day—he would not let her be speeded for money. The elder William K. is the only Vanderbilt who has ever been a confirmed race attendant. He used to be a familiar figure on most of the tracks near New York and he still owns a lot of stock in the Coney Island Jockey Club. Its track is at Sheepshead Bay and he has been drawing dividends from it for years, but he never is seen there now, preferring to do his own racing in France. There his stable is little less than an institution.

William K., jr.'s, devotion to auto races may spring from a similar trait of character as his father's devotion to horse racing, but the result is different. Alfred Gwynne Vanderbilt's liking for horseflesh is in no sense that of a racing man. He likes to sit on the box and tool his own coach, while the crowd looks on and admires, not to sit on the stand and see hired drivers win purses with crack trotters, or jockeys ride running horses to victory.

Goulds Not Enthusiasts.

Jay Gould never went in for horses in any way, and none of his sons cares much for racing. George's polo playing and the pony races on his private track at Lakewood are quite another thing from regular racing, but he is occasionally seen at Belmont Park and other tracks, generally with the larger part of his immediate family about him.

James R. Keene and Harry Payne Whitney are among the millionaires who really support racing. Some persons have an idea that these men make large profits in the betting ring, but Keene never bets and Whitney rarely makes a wager. Keene's winnings in purses and stakes seldom pay the expenses of his stable, and he considers himself lucky, indeed, when he ends a season without a loss. The same statement is true about Whitney.

Keene Loved Sysonby.

Race-track habitues like to tell how Keene would sing the praises of Sysonby by the hour, after that peerless race horse had won an "event." He loved the horse and considered Sysonby the most intelligent thoroughbred, the most courageous, and the fleetest that ever lived. Whitney's bets rarely go above $10 or $15 on any race. August Belmont has testified under oath that he never bets. But he makes more out of racing than any other man in America.

Few big bankers in New York or in any other American city go in much for racing, Belmont being the most conspicuous example. His racing activities are not only in harmony with those of his father, but also with those of the Rothschilds, biggest bankers of London, whose agency in this country is in the Belmont establishment.

On the other hand, F. Ambrose Clark, a stepson of Bishop Potter, is quite a racing figure, while R. H. McCarter Potter, of the same family as the bishop, owns a racing stable, and a son of Judge Morgan J. O'Brien, of New York, is a gentleman jockey.

Young Midases in Racing.

Edward R. Thomas, son of the late Gen. Sam Thomas, gave up banking and went in for racing several years ago. His heaviest single investment in the cause was the purchase of Hermis for the record price of $60,000 four years ago. Thomas got the horse, together with a stable full of other expensive racers, mainly to please his wife, who was Miss Linda Lee, daughter of Col. William Lee, of Louisville.

Hermis suffered a crushing defeat the first time he was started under the Thomas colors, and there was plenty of talk that Thomas would quit the turf forthwith, but he didn't, and his name has been on the list of owners ever since. Thomas is only thirty-four, yet he has had a rather lively time of it, to date. His father planned to have him follow his steps in railroading and banking, in which the family fortunes were made, and had the boy work in Wall Street some time to get the necessary training.

Called College Training Nonsense.

He was president of one short Western road for a while, and vice president of another, but they were sold to Morgan. In 1901, when only twenty-eight, he was president of the Seventh National Bank in New York, for one day. He is a Yale graduate, but he made a column of copy for the newspapers a few years ago by giving out that he considered college training all nonsense for a man who wished to go into business. The four years that he spent in New Haven, he thought, were four years wasted. He made himself famous after the opening of a certain ultra costly hotel in New York by being the first tenant of its most expensive suite, and also by the skill with which he escaped the officers of the law, who wanted to arrest him for running his automobile at a sixty or seventy mile rate, through the streets of Brooklyn.

Although no descendant of old John Jacob Astor in the male line is especially interested in racing, William Astor Chanler, who has some of the Astor dollars, has a few horses to race this year, and has been a turf figure of more or less magnitude for some time. He is a brother of Louis Stuyvesant Chanler, Hughes' lieutenant governor, who was elected, along with all the Hearst State ticket, except its head, last fall, and of John Armstrong Chanler, Amelie Rives' first husband, who is now seeking to establish his sanity.

Chanler as Public Man.

William Astor Chanler was once a public man. He went to Albany from New York as a member of the legislature in 1897, while Croker's star was still in the ascendant, served in the Spanish war, and, in 1899, was elected to the Lower House of Congress, defeating Lemuel E. Quigg. Possibly this young Chanler—he is only forty—has the bluest blood in his veins of all the turf supporters of these days.

His ancestry on his father's side is older than on his mother's, although the family fortune came to him through her. The original American Chanler was a colonial doctor, first president of the Medical Society of South Carolina. William Astor Chanler's mother, Margaret Astor Ward, was descended from two generals—Armstrong, one of whom fought in the revolution, and the other in the War of 1812. The latter was Minister to France before this war, and, later, Secretary of War under Madison, so that the racing member of the Chanler family has genealogical warrant for being in public life.

A Hunter of Big Game.

William Astor Chanler first won fame by going to Africa to hunt big game and do a little exploration, in 1892. He remained in Africa two years. He had with him Lieut. von Hohnel, of the Austrian army, and they had a lot of adventures. On reaching the village of Bugoi, near Mount Loraghi, they found the villagers short of food. Although shy as first, they were sociable after a little, and ready to do almost anything for the two white men if they would only shoot a few elephants and so replenish the village larder.

Elephants were plentiful in the jungle thereabout, but hard to find because of the jungle's density, and hard for the natives to kill because they had no firearms. Chanler and the Austrian were glad of the chance to be guided to the haunts of the big beasts, and succeeded in killing several. This was in July, 1894, and at that time Chanler's friends and family had given him up for lost, having had no tidings of him for months.

Wrote a Book About His Travels.

He really was in straits a little later. Many of the donkeys, sheep, and cattle of his outfit had died, most of his "people," guides, porters, cooks, &c., had deserted him and he was himself ill for weeks. He was heard from at Mombasa, on the east coast, in September, however, where he arrived almost alone, after having suffered many hardships. Upon his return to America he wrote a book about his adventures. Chanler served as captain under command of the late Gen. Joseph Wheeler, in the Spanish war. He married Miss Minnie Ashley, a light opera singer, in 1904.

Not an Astor, nor even the son-in-law of an Astor, like his older brother Orme, R. T. Wilson, jr., is a third young racing "Midas." He has been interested in the turf some seven or eight years. His chief distinctions have been the success of his horses, his lucky hits in business with his father, and his beautiful 15,000-acre island estate on the coast, between the May and New rivers, in South Carolina, which he has named Eden.

A Big Game Preserve.

Five thousand of its acres are devoted to a game preserve. The old mansion, which stands near the sea, is one of the finest examples of typically old-time South Carolina architecture now to be found anywhere along the coast. Until the year he bought Eden, Wilson possessed a third distinction—that of being the only unmarried child of the best matchmaker in America. That year he married Miss Marion Mason, not so rich as the Astors or Vanderbilts, perhaps, but of the bluest Massachusetts blood.

This story told about young Wilson should be prefaced by the statement that he never was a reckless driver. He was out in a single rig one day when his horse became fractious and began to run. Wilson saw possible danger ahead and climbed out over the back of the vehicle, leaving the horse to continue on to its destruction. A friend asked him why he didn't stick to the reins and save the animal.

"It's this way," he replied: "I can buy another horse about as good as that one, but I haven't any idea that I could buy another R. T. Wilson, jr.

No American society woman owns a racing stable, though women of the highest social grade start horses on the English tracks. Mrs. H. P. Whitney and Mrs. H. B. Duryea tried the experiment under the name of "Mr. Roslyn," but had to give it up.

Oxnard, the Beet Sugar King.

Henry T. Oxnard, the beet sugar king, who owns the Albemarle stable, is another "Midas" by inheritance, whose name counts for something in the turf world to-day, but he doesn't belong exactly to the same class as the Chanlers, the Wilsons, the Whitneys, and their friends.

Oxnard is forty-seven, and so little in person that a Congressman of huge physique, who was on the other side of the fight over Cuban reciprocity, once said that the sugar man could easily be hidden away in an ordinary sized man's overcoat pocket. He was born in France; but his father, Thomas Oxnard, was a New Englander of the most ultra Yankee type. He was a sugar refiner in Brooklyn before the trust was formed. The son, after graduating from Harvard, learned the business and settled down to be a cane sugar refiner the rest of his life. This he might have been, had not the trust gobbled up the Oxnard refinery in exchange for about a million dollars.

That was nearly twenty years ago, and, down to that time, all Brooklyn looked upon him as a harmless, rather ordinary young man, sympathizing with him a little because he was so little and so bald, for he lost his hair early. But after the trust had got the cane sugar refining of the country into its own hands, with everything arranged to suit, Oxnard showed Brooklyn, the trust, and the rest of the world that he was in small need of sympathy from any one.

One of the first in the United States to see that there was a future in beet sugar, he determined to organize the industry. Before he could make a real beginning on the job he had to learn the conditions under which beet sugar was made in France and Germany. To do this he lived on beet sugar farms over there for some time, studying the soil, climate, conditions, and methods of cultivation. When he got all ready he brought three families of beet sugar growers to the United States and told them to hunt the right climate. When they found it he bought land for them and set them to work raising beets, built factories for them and himself, and began to make beet sugar.

Fought Hawaiian Annexation.

To-day the industry is a big thing. Incidentally, while Oxnard was building it up he fought the annexation of Hawaii, losing the fight at last, but prolonging it amazingly; then he fought Canadian reciprocity, losing that fight, too, finally, but carrying it on with vigor and brilliancy and—in 1904—he began a campaign to get a United States Senator's seat from California, where he had established his legal residence.

He hasn't won that fight as yet, but maybe he will some time; at all events his friends expect him to keep on trying. Oxnard is one of the suavest, gentlest men you ever met, and one of the easiest millionaires alive to talk with. But he won't give you any attention a minute longer than your talk is of the sort that looks profitable to Oxnard. He is in business for business purposes, and he won't waste time answering what he considers foolish questions.

He is a judicious art collector; he knows horses like a jockey, and cattle like a rancher; he can outwork any of his clerks; he is one of the best read of the millionaires, and his cosmopolitan life has made him a real citizen of the world.

Havemeyers Not Turfmen Now.

There was a time when the Havemeyers, who dominate the sugar trust, were important turfmen, but that day has passed. There was a time, also, when the Lorillards of the tobacco trust were big racing men. Pierre Lorillard's horse, Iroquois, won the English Derby one year, as you remember, perhaps. The Lorillard colors are watched for no more as they were in the past, however, nor will they be in the near future. Despite Timothy D. Sullivan's racing prominence, no one may properly be said to have taken the place of Richard Croker on the American turf. Croker sent the mare Blakestown over this year for the Suburban, but she broke down.

No Rockefeller, no Rogers, no Flagler, nor any other Standard Oil man has yet come to the front in the racing game, although William Rockefeller used to be a famous fancier of trotters. Neither J. P. Morgan nor his son, nor J. J. Hill nor his sons, fancy the turf. They know about struggles for supremacy that are far more amusing and interesting to them than the most hotly contested horse race in the world could possibly be.

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THE AMBITION OF PRESIDENT CABRERA.

The people of the United States are reading much about the conflict between Nicaragua and Salvador, and also about the threatened invasion of Guatemala by the military forces of Mexico. These are factors incident to a dramatic situation, caused by an effort at nation-making. All of them are related to the project of forming a United States of Central America, composed of the five republics whose countries fill the zone between the southern boundary of Mexico and the northern limit of the comparatively new republic of Panama. In all this movement the President of Guatemala, Senor Estrada Cabrera, is the most prominent leader. His administration of the most important of these Central American republics has been directed uniformly toward the creation, by peaceful methods, of a united Central American nation, worthy to take rank, by means of its resources and character, as the tropical younger brother of the elder northern proponent of the Monroe doctrine.

Observers of Central American politics well understand that the present clashes in that naturally rich belt of this continent are superficial. Underlying them is the purpose, fixed and determined in the mind of President Cabrera, of Guatemala, and in the minds of far-sighted patriots in the neighboring republics, to form one united government, and thus bring to an end these recurrent revolutions and border warfares. Such an achievement would be a distinct advance in the prosperity and international relations of several millions of people, who are being brought almost daily, by rail, steamship, and telegraph, into closer relations with the social and industrial life of the United States.

It would be a great error, it is said, to assume that the inhabitants or the governments of these countries are not in sympathy with Anglo-Saxon civilization. All of their aspirations are harmonious with the Northern ambition to make the American continent yield its utmost as a contributor to the wealth of the planet and to the welfare of all the human race. To this end, union of the Central American republics has been favored by all of their liberal administrations.

It is important to recall that all of these states were under one control during the long period of Spanish conquest and colonization. They are all similar in race, language, and customs. Their leading citizens all proclaim alike their desire for peace and justice at home and for the closer commercial relations with the United States, which Guatemala has been foremost in establishing. All of their statesmen desire uniformity of railway, highway, and telegraphic communications, a mutual use of their ports, and an interchangeable system of currency, readily translatable into the financial vocabulary of the United States. All of them look forward to the construction of the Intercontinental Railway as a link that will bind them more closely to the American power that persistently remains neutral, protecting only the lives and property of its own citizens, during these struggles that are prenatal to the birth of a new and united nation.

President Cabrera, of Guatemala, is the most conspicuous of the executives of Central America in advocating such a union through peaceful negotiations, rather than accomplishing it by force. He realized that conquest does not mean pacification. That has been shown by the lives that have been lost in efforts to compel a Central American union. His predecessor as the head of the Guatemalan republic, Gen. Rufios Barrios, was slain in battle for the same cause before Chilchapa. All the lessons of history seem to have taught these ardent people who dwell amid the almost undeveloped resources south of Mexico that their easiest course is to bring about a sane and prosperous union, that shall attract the instant attention and the larger commercial interests of both the United States and Europe.

ABRAHAM LINCOLN AND JUSTICE NOTT.

By JOHN Q. THOMPSON.

In September, 1860, The Young Men's Republican Union, of New York, issued in pamphlet form the address delivered by Abraham Lincoln at Cooper Institute, February 27, 1860, with accompanying notes by Charles C. Nott and Cephas Brainard.

There has recently been issued a new edition of the pamphlet, which is a facsimile of the original, and, indeed, is as exact a reproduction as can be made, in style, topography, and even cover. Accompanying the facsimile edition is an introduction by Justice Charles C. Nott, retired, to which is appended the correspondence between Mr. Nott and Mr. Lincoln in 1860. The introduction and correspondence form a most valuable and interesting addition to what may be termed "Lincoln literature."

On February 9, 1860, Mr. Nott, on behalf of the Young Men's Central Republican Union, of New York, invited Mr. Lincoln, by letter, to make an address before the organization, the letter being a part of the correspondence mentioned. In compliance with this request Mr. Lincoln appeared at the Cooper Institute, New York, on the evening of February 27, 1860, and delivered what is commonly termed "Lincoln's Cooper Institute Speech." William Cullen Bryant presided at the meeting.

As disclosed by the introduction accompanying the correspondence, after the address, Mr. Lincoln was entertained at a supper by two of the officers of the Young Men's Central Republican Union, and as the party was dispersing, some one said to Mr. Lincoln: "Mr. Nott is going down town, and he will show you the way to the Astor House."

Continuing, the introduction says:

"Mr. Lincoln and Mr. Nott started on foot, but the latter, observing that Mr. Lincoln was apparently walking with some difficulty, said, 'Are you lame, Mr. Lincoln?' Who replied that he had on new boots, and they hurt him. The two gentlemen then boarded a street car. When they reached the place where Mr. Nott would leave the car on his way home, he shook Mr. Lincoln by the hand and, bidding him good-by, told him that this car would carry him to the side door of the Astor House. Mr. Lincoln went on alone, the only occupant of the car. The next time he came to New York he rode down Broadway to the Astor House, standing erect in an open barouche drawn by four white horses. He bowed to the patriotic thousands in the street, on the sidewalks, in the windows, on the house tops; and they cheered him as the lawfully elected President of the United States and bade him go on, and, with God's help, save the Union." * * *

Justice Nott then describes the Cooper Institute, the meeting, Mr. Lincoln's manner and appearance; and the introduction continues:

"What were this man's thoughts when he was left alone? Did a faint shadow of the future rest upon his soul? Did he feel in some mysterious way that on that night he had crossed the Rubicon of life-march—that care and trouble and political discord, and slander and misrepresentation and ridicule and public responsibilities, such as hardly ever before burdened a conscientious soul, coupled with war and defeat and disaster, were to be thenceforth his portion nearly to his life's end, and that his end was to be a bloody act which would appall the world and send a thrill of horror through the hearts of friends and enemies alike, so that when the woeful tidings came the bravest of the Southern brave should burst into tears and cry aloud, 'Oh! the unhappy South, the unhappy South!'"

The impression left on his companion's mind, as he gave a last glance at him in the street car was that he seemed sad and lonely; and when it was too late, when the car was beyond call, he blamed himself for not accompanying Mr. Lincoln to the Astor House—not because he was a distinguished stranger, but because he seemed a sad and lonely man.

President Lincoln appointed Mr. Nott one of the judges of the Court of Claims, February 22, 1865, and he served as associate judge of said court until December 15, 1896, on which date he was appointed Chief Justice by President Cleveland and served in that capacity until January 1, 1906, thus making a continuous service on the bench of almost forty-one years. At the time of Justice Nott's retirement he was the oldest in service (barring one of the Federal judges). His first reported opinion appears in the case of Deming vs. The United States, 1st Court of Claims Reports, p. 190. The opinion is the first one to declare the distinct responsibilities of the government as a contractor, and the government exercising its sovereign power to enact laws. During these years of Justice Nott's service, forty volumes of the reports of the Court of Claims have been published and each volume is illumined by the learning and legal acumen of this great jurist. His opinions show a remarkable power to define the issues and divest them from irrelevant and immaterial matter. His scholarly attainments, kindly nature, and strict integrity endear him to all who come within the circle of his delightful personality.

It is fitting that Justice Nott, whom President Lincoln so honored, should now give to the world his introduction to the reprint of the pamphlet containing the great "Cooper Institute speech," together with the correspondence and circumstances connected therewith.

WHEN ROSS SAVED JOHNSON.

Price Kansas Senator Paid for His Vote of "Not Guilty."

From the Voter.

When the finding was known the storm broke for Ross. D. R. Anthony and others sent him a telegram, reading:

Your action was directed by Tom Ewing, not by your oath. Your motives are Indian contracts and greenbacks. Kansas repudiates you as she does all perjurers and skunks.

L. W. Bailey, of Leavenworth, contributed this by wire:

Probably the rope with which Judas Iscariot hanged himself is lost, but the pistol with which Jim Lane committed suicide is at your service.

Kansas was seeing red. The soldiers of the Eleventh Kansas, with which regiment Ross served, burned him in effigy in front of the State House at Topeka, and the Leavenworth Conservative contained this editorial:

Johnson is acquitted because Kansas is corrupt. The fate of the nation depended upon one vote. It was found, and came from Kansas. Edmund G. Ross, an old settler of this State, a Free State man and anti-slavery Republican, cast that vote. It was left for the State whose noblest citizen was John Brown, the State whose soil is hallowed all over with the blood of men, women, and children, the State which has only four words on its banner, "Equal rights for all," to be betrayed and outraged by this creature Ross. He is dead—dead to honor, dead to liberty, dead to Kansas. Let him go his own way. A half-civilized bushwhacker would spit in poor Ross' face if he should dare to speak to him about honor. Every man in the United States has read the news from Washington and instinctively felt that Ross from Kansas was a coward and a sneak. Wherever Ross lives or travels that record will follow him.

And then Ross was warned never to return to Kansas. But he answered that he would, and when the Senate adjourned he came. He had telegraphed his wife to meet him at the station with an open carriage, the best in town, and he rode about Topeka defiantly. The crowds that gathered to curse him shrank before his gaze. Ross was a man unafraid. He had performed his duty as he saw it, and he served his term in the Senate.

Education in America

By FREDERIC J. HASKIN

This is commencement month in the United States, and our great army of school children and college students is ready for the joys of vacation. The word army when used in connection with American school children is not an extravagance of speech. We have in our common schools almost as many pupils as there are people in Spain. New York City alone has 600,000 school children, which is equal to the entire population of a South American republic like Paraguay. There are 25,000 school children in one New York district, a half-mile square. Over 20 per cent of the population of the United States is in our common schools, while in Russia the number is just a trifle over 3 per cent. Our growth in educational matters is shown by the fact that in 1890 the average entire schooling for an American child was only 82 days; now it is nearly 1,100 days. We go in for education to the extent that our common schools alone cost us several millions dollars a day during each entire school year.

The average American fervently embraces his rights as a free citizen of a great republic, and he knows that the surest road to personal and national independence lies through education. With Daniel Webster, he recognizes education as "a wise and liberal system of police, by which property and life and the peace of society are secured." He may not be familiar with Kant, but he has a like belief that "the parent who sends his son into the world uneducated defrauds the community of a useful citizen, and bequeaths to it a nuisance." He knows that a good citizen is one who reads, observes, weighs, discusses, and thereby proves his ability to share in the governing influences of his country.

Results of Illiteracy.

He knows that the productive capacity of a citizen is always in direct ratio to his training, and that from 10,000 illiterates the jails and penitentiaries draw eight times as many criminals as from 10,000 who can read and write. If he is a poor man, this average American will deny himself much to send his children to school. He may sometimes get distorted ideas about its powers, but he is eager to get its advantages. If he is rich and of a philanthropic turn of mind, he gives to schools, colleges, and libraries with a liberality that has dazzled foreign on-lookers, giving in the past thirty-four years over $400,000,000. If he is only an immigrant, a citizen in embryo, he can often be seen interviewing the nearest school teacher in regard to the advantages for his children before he has found a lodging or unpacked his bundles.

Germany's belief in popular education came, it is said, as a result of the Napoleonic wars. France dates hers from the disaster of 1871, but the United States points to no sanguinary fields nor national humiliation as the beginning of hers. It came with the laying of the nation's corner stone, and has been adhered to with Anglo-Saxon tenacity ever since, prompted by the belief that in universal intelligence lies the first principle of democracy. The handful of settlers at Jamestown, when they were the only English colony in the New World, laid plans and levied taxes for the support of a grammar school. Hampton, Va., claims to have the first free school established in America.

Begun in New York.

The present popular system of education was born in New York and the New England States. The early Dutch and Puritan settlers came from countries that were strong for popular education, and taught that ignorance was a "project of that old deluder, Satan." The Dutch West India Company installed Adam Roelandson as instructor to the youth of New Amsterdam in 1633. In 1635 Boston voted a school fund, and Salem, Plymouth, and Cambridge all established free schools before 1650. By 1683 New Jersey had a permanent school fund; Penn's charter required the government of his colony to erect and aid schools, and early in her history Connecticut reported that "one-fourth of the annual revenue of this colony is laid out in maintaining free schools for the education of our children."

While the general system of education is under State control, the national government plays no unimportant part. It has no authority but unbounded influence. The Bureau of Education was created under the Department of the Interior in 1867, and has since been a great clearing-house for educational matters relating to this and other countries. Thousands of voluntary contributors send in valuable information which tireless men and women collect, verify, and tabulate ready for distribution among the people of this and other lands.

Land for Educational Uses.

As early as 1787 the national government began giving lands for educational uses. In the new States carved from the Northwest Territory, the government reserved the sixteenth section in every township for an educational fund. Two years later the two other townships were added for a university, and in 1848 the thirty-sixth section was added to the sixteenth for the common schools. This plan has been followed in the case of every State that has been admitted since 1787, with the exception of Texas, West Virginia, and Maine. In 1862 Congress granted 32,000 acres of land for each Senator and Representative for the establishment of an agricultural college in each State, and in 1890 made an annual appropriation of $25,000 for each State and Territory for education. In the cause of education Congress has already given lands equal to the combined areas of the New England States, New York, New Jersey, Delaware, and Maryland. The cash value of this munificent gift is over $300,000,000. The national government has given fourteen States the swamp lands in their confines for augmenting their educational funds.

Over $100,000,000 is spent annually in teachers' wages in the United States public schools, yet as a class teachers are more poorly paid than any other workers. The average wage in some States is far less than that of a messenger boy or streetsweeper; even less than the law allows for the support of a criminal in jail. Yet on these teachers depends the greater part of the mental and moral training that will make the pupil a fit citizen for the place he must take in the affairs of the republic. Through these men and women, now numbering about 460,000, and through their predecessors, the nation has been saved from illiteracy. They have proved the most potent factors in assimilating the foreign elements that must later become component parts of American citizenship. Their service to their country has been of such an invaluable character that it should be a source of national regret that their remuneration has been so small.

The average wage for public schoolteachers in the United States is $47 a month for men and $39 a month for women during working months. New York has the highest State wage, the law enacted in 1899 decreeing that no teacher receive less than $600 a year. The salary for principals runs as high as $5,000. There are a few counties in the Southern States, where the schools run three or four months in the year, that give the teacher $30 a month salary. Maryland, Ohio, and New Jersey teachers are pensioned from public funds. Other States have mutual benevolent societies for helping sick or disabled teachers.

The children of the United States are about evenly divided between the country and urban schools, a change that marks our phenomenal national progress. In 1790 twenty-nine out of every thirty persons lived in the country. In 1840 eleven out of twelve, and now over one-third the population lives in cities of not less than 8,000 inhabitants. This allows better educational facilities. In rural communities advanced methods have suggested the consolidation of schools, bringing in the more remote pupils by wagon. The result has been most satisfactory, for it allows better buildings, better teachers, a longer term, and a larger curriculum. The value of school property in the United States is nearly $750,000,000, and school houses are still being built at the rate of hundreds a day, yet in large cities there are never enough to hold all the pupils.

Night Schools Do Good.

Night schools run by public funds, by private donations, or in connection with church and Y. M. C. A. work, are offering free education to about 300,000 children who would otherwise be denied it. The first school of this kind was opened in New York City in 1823, by the Public School Society. Worcester followed with one in 1848, and the Cooper Union, in New York, has had its doors open for this kind of work since 1859. The majority of the States have free normal and training schools for teachers. Boston had the first educational publication and the first teacher's institute in this country.

Our great educational movement has not been confined to mental culture. Manual training and technological institutions are training hand as well as brain. Agricultural schools and lecturers with illustrative material are showing farmer boys the possibilities of the soil. Pure-food experts, medical men, artists, engineers, expounders of irrigation and dry-farming theories, and men and women of dozens of other professions are teaching, lecturing, writing, and working, all with this one great aim ever in view—to lift our people to a high plane of citizenship. Taken all in all, it is the most comprehensive and successful movement for the general betterment of humanity that the world has ever known.

To-morrow—Learning to Do by Doing.

LUMBER RATE APPROVED.

National Significance Attributed to Action of Interstate Commission.

From the New Orleans Times-Democrat.

The mandate of the United States Supreme Court, upholding the order of the Interstate Commerce Commission in the matter of the 2-cent increase on lumber freights by a number of railroads serving the territory east of the Mississippi and south of the Ohio rivers, was filed in the United States Circuit Court here. This decision, which was rendered by the nation's highest tribunal on May 27, brings to a close the railroads' four years' fight to maintain the lumber rate increase, and is in some respects one of the most important that has been handed down in years.

It will be remembered that the increase of 2 cents per 100 pounds was added to lumber rates in the producing territory east of the Mississippi River to Ohio River crossings early in 1903. The lumber manufacturers at once organized to resist its collection. The matter was at length taken to the Interstate Commerce Commission by the Central Yellow Pine Association, and that body, after extensive hearings, finally issued an order requiring the roads to desist from further maintaining the advance on or before April 1, 1905. This order was ignored by the carriers, and the commission began suit before Judge Parlange, of the United States Circuit Court, to enforce its order. Every decision has since favored the contentions of the lumbermen and the commission, and the important case traveled upward on the carriers' appeal until it has finally been affirmed by the United States Supreme Court. A somewhat similar issue raised by the Georgia lumbermen was also carried to victory. As a result, the lumbermen will not only be relieved from the discriminatory advance, but they will in all probability recover considerable sums already paid the railroads under it. The sums thus involved will reach well up into the millions, and upon that score the decision is most valuable to the great lumber industry of the South.

But aside from the financial issues affecting the lumber interests in particular, the decision assumes a much more important aspect from the fact that it strengthens the hands of the Interstate Commerce Commission in dealing with discriminatory rates and abuses affecting interstate transportation. The railroads, in their long and obstinate fight, were playing for a double stake. The revenues involved made the contest well worth their while, but a decisive defeat of the Interstate Commerce Commission upon the issues involved would have been of vastly greater benefit to them. By studiously ignoring the order of the commission they forced that body to take the initiative in protection of its authority, and the defeat of the commission would have had a moral effect difficult to overestimate, resulting in a considerable impairment not only of the commission's authority, but of its usefulness. It is altogether probable that the carriers were fighting more for the moral effect than the money that their success would save to them, and for that reason the vindication of the commission's authority, and the enhancement of its prestige thereby, give the Supreme Court's ruling a national significance and importance that transcends its benefit to the lumber industry of the South, great as that undoubtedly is.

Responsibility of the Press.

From the Springfield Republican.

The Japanese government still has a sufficient legal control over the press to enable it to intervene officially in the editorial conduct of the papers, as it did recently at Tokyo. "Advice" to the editors not to print matter upon the California question of a sensational or inflammatory nature really means that a government censorship may be imposed in case the advice be unheeded. This is a strong measure, particularly at a time when the political opposition is evidently seeking for party capital. Americans should regard the measure as indicative of the very active desire of the Mikado's ministers to restrain Japanese jingoism and keep the people calm. In this country no such administrative measure is possible, but the American press cannot fail to be reminded by the incident of its own responsibility.