THE WASHINGTON HERALD

Published Every Morning in the Year by
THE WASHINGTON HERALD COMPANY

Telephone Main 3300. (Private Branch Exchange.)

PUBLICATION OFFICE,
1322 NEW YORK AVENUE N. W.

Entered at the postoffice at Washington, D. C., as second-class mail matter.

New York Representative, J. C. WILBERDING, SPECIAL AGENCY, Brunswick Building.

Chicago Representative, A. R. SEATON, 601 Hartford Building.

Atlantic City Representative, C. E. ABBOT, 633 Bartlett Building.

No attention will be paid to anonymous contributions, and no communications to the editor will be printed except over the name of the writer. They must not contain over 200 words.

Manuscripts offered for publication will be returned if unavailable, but stamps should be sent with the manuscript for that purpose.

SUBSCRIPTION RATES BY CARRIER

Daily and Sunday	65 cents per month
Daily and Sunday	$6.50 per year
Daily, without Sunday	25 cents per month

SUBSCRIPTION RATES BY MAIL

Daily and Sunday	45 cents per month
Daily and Sunday	$5.40 per year
Daily, without Sunday	25 cents per month
Daily, without Sunday	$3.00 per year
Sunday, without Daily	$2.40 per year

SUNDAY, MARCH 29, 1914.

We also favor a literacy test for candidates this year.

Pittsburgh has been having blue Mondays since Billy Sunday visited that city.

Somebody has given a church $250,000 anonymously, but Mr. Carnegie is not suspected.

If Esau were living today he would probably insist on a dinner of canvasback duck.

The Indiana bosses had to "get out and get under" the movement for a primary system.

Mr. McCombs is still declining jobs, but he does not belong to the "army of the unemployed."

A fellow can buy a girl all the ice cream she can eat, and then not cut much ice with her.

A cynical old bachelor suggests that Eve may not have been a suffragette, but she did raise Cain.

After all, about the best brand of political economy is to get the most votes for the least money.

Woodrow Wilson knows what he wants and when he wants it, but he doesn't always know when he will get it.

As we understand it, some of those who have been hit by the income tax law think the amended Constitution is unconstitutional.

Some South Carolianans killed an elephant the other day. They must have thought it was the last remnant of the Republican party.

A New York man has married a girl who sued him for $500,000. But you'd marry almost any girl rather than give up $500,000, wouldn't you?

In Egypt there has been discovered the mummy of a woman whose jaws had been locked with a chain. The ancient Egyptians were crude, perhaps, but they knew how to get results.

Why doesn't Woodrow Wilson pour oil on the troubled waters by reminding his colleagues in the House of the old adage, "A wise man sometimes changes his mind, but a fool never."

Deli[illegible] were held up for [illegible] yesterday while Senators Reed and [illegible] held a private confer[illegible] filled with people have [illegible] held up almost as long while tw[illegible] creatures, who may sit in [illegible] if equal suffrage triumphs, [illegible] conference on the steps.

Som[illegible] writers of headlines f[illegible] York newspapers will return to [illegible] and correct way of spelling stocking. For years they have been spelling it like this, er, er.— It usually appears on the front page over a story about a woman having money in her stocking. We can't see news in such announcements, but if it's there why not tell everybody all about it brazenly, just like those awful playwrights?

Henry B. F. Macfarland has discovered that a lot of people all over the country are perfectly willing to pay the 6 cents a year which it costs them to do their share toward supporting this magnificent Capital of the nation. Some of them are so reckless in money matters that they wouldn't mind paying a penny or two more. What on earth is the use of Ben Johnson and his followers on the House District Committee trying to safeguard the financial interests of a lot of profligates like that.

The speech of President Daniel Willard, of the Baltimore and Ohio Railroad, before the Traffic Club of Pittsburgh, which The Herald publishes on this page, is a clear and impartial presentation of the railroad situation that cannot fail to impress all who read it. The statement that the expenditure of a billion dollars a year for years to come will be required to put the roads in condition to meet the country's requirements is disturbing, in view of the fact that with conditions as they are at present there is no prospect of their being able to get the money.

POLITICAL SITUATION.

There is a decided change in political conditions throughout the country. The spring elections are telling an interesting story.

Take the State-wide primary in South Dakota last Tuesday, for instance. In 1912 the State went for Roosevelt over Wilson by 10,000 majority. Last Tuesday the voters nominated Representative Charles H. Burke for the Senate over Senator Crawford, who was a candidate for renomination. Mr. Burke is a stand-patter of the stalwart type. He has never faltered in his allegiance to the Republican party, while Senator Crawford has aligned himself with the Progressives. Notwithstanding this fact, Mr. Burke's majority will run from 3,000 to 5,000. The Progressive Republicans, for there is no third party as yet in South Dakota, are making all sorts of excuses for their candidate, the principal one being that he failed to receive support because he has not been radical enough in his views and actions. This does not, however, wholly account for the decided change in the political sentiment of the State. In the county in which Sioux Falls is situated, for instance, the minority, or straight-out Republican, ticket was nominated, and there were other indications throughout the State that the Republican organization was winning back the voters who had strayed over into the Progressive field.

Burke's nomination does not, of course, mean his election. It is still possible for the Progressives, as a third party, to nominate a Senatorial candidate upon petition, and should this be done there is a possibility that the Republican vote will be so divided as to insure the election of E. S. Johnson, the Democratic candidate. The belief is expressed, however, that the Republicans will not allow this to happen. Mr. Burke is personally popular, he has done much for his State while in Congress, and while some of Crawford's supporters would be perfectly willing to see him defeated, it is not likely that this sentiment will be general. More than this, there is considerable resentment because Gifford Pinchot and other outsiders came into the State and attempted to dictate to the people the course which should be pursued. Ordinarily, the State is overwhelmingly Republican. The combined Republican majority in three Congressional districts two years ago was approximately 30,000, and this margin is not easy to overcome. There is every reason to believe, also, that there will be even more cohesion among the Republicans next November than there is at present.

The Primary in New Jersey.

The primary in the Paterson district of New Jersey last Tuesday, to select the nominees for the seat in the House made vacant by the death of Representative Bremner, was another indication of a change in the tide.

The total Republican vote cast for the eleven candidates of that party was 8,909, while the Democratic aspirants received a total of 4,484. If the Republicans will unite on Drukker, the successful candidate of their party, he can be elected with ease. Two years ago Mr. Bremner, a Democrat, received 3,000 plurality. There was only one Progressive candidate last Tuesday, and he was given just 406 votes, a showing pitifully small, for even the Socialist candidate received 725 votes. The election takes place on April 7, and in the brief period intervening before election day the campaign will be waged with much intensity. Mr. Drukker will attack the tariff and the repeal of the exemption of Panama Canal tolls, while his Democratic opponent, Mr. O'Byrne, who is Senator Hughes' secretary, will appeal to State pride to stand by President Wilson. The contest will be certain to attract national attention, because Secretary Wilson, of the Department of Labor, is to spend ten days in the district making speeches, and Secretary Daniels, of the Navy Department, will make at least one address. Senator Hughes will also personally participate in the campaign. The Republicans will send several speakers of national prominence into the District, and Eugene V. Debs is to address a mass meeting in behalf of Demarest, the Socialist candidate.

There is substantial ground for the optimism which the Republicans express as to the outcome.

Other Elections.

Although a Senatorial primary was held in Arkansas last Wednesday, the returns are still incomplete, owing to the closeness of the contest. Senator Clarke, a candidate for renomination, has probably won by a slight margin over William F. Kirby, associate justice of the Supreme Court of the State.

The campaign in Arkansas was interesting, not because it would affect the political complexion of the Senate, but on account of the character of the the speeches of Judge Kirby. These indicated the proper sort of political pabulum for popular consumption. His large vote was due largely, if not entirely, to the fact that he practically offered to open the Federal Treasury to the people. He expressed himself as in favor of spending $1,000,000 a year out of government funds for each State in the Union for good roads. In addition to this $48,000,000 he said he wanted to see $28,000,000 spent upon the improvement of the Mississippi. He also advocated rural credit banks which would enable farmers to raise money for handling their crops, and he proposed, further, that officers and directors of corporations violating the anti-trust law should be sent to jail. All of these propositions were naturally applauded. They are worth while noting, because they will find many echoes during the approaching summer in the Senatorial campaigns which are to be waged in thirty-one States. There will be a spirited competition between candidates as to who can talk loudest and promise most. Now that Senators are to be elected by popular vote, it behooves all the candidates to see that they get the support of the masses by ingenious and attractive declarations.

Another Senatorial contest which is attracting wide attention is in progress in Pennsylvania. Senator Penrose is working like a beaver for renomination, being opposed in his own party by J. Benjamin Dimmick, who is also making a tour of the State. Representative A. Mitchell Palmer is seeking the Democratic nomination, while Gifford Pinchot hopes to secure the Progressive vote. Mr. Pinchot cannot, however, accomplish anything more than aid in the election of a Democrat. His activity is every day increasing the likelihood of Palmer's election. All of the candidates are discovering that a primary campaign is both an expensive and an arduous undertaking. Mr. Palmer has for months months been maintaining an elaborate bureau of clerks and stenographers in order to reach as many voters as possible through personal correspondence, while the tours of the State in which all of the candidates are engaged means an enormous amount of work in selecting meeting places and of expence for travel and advertising. The amount of money legitimately expended in the primary campaign in Pennsylvania by all the candidates for Federal and State offices will be enormous, while the total for all the States in which elections are to be held next fall is beyond computation.

Out in the Northwest the city of Milwaukee will have to make another fight to save itself from a socialistic administration. Mayor Bading, on a nonpartisan ticket, received 20,022 votes in the primary last week, while Emil Seidel, Socialist, was given 21,054 votes. The Socialists have a complete city ticket in the field, and, unless a strong combination is made against them, they will win.

The Situation in Washington.

While the political situation in various sections of the country is thus full of interest, the conditions in Washington are becoming acute.

President Wilson has created a new political issue in his effort to secure the repeal of the law exempting American coastwise vessels from the payment of Panama Canal tolls. It is an issue, however, upon which his party in Congress is not solidly behind him. The Democrats have a majority in the House of 141 members, but the previous question upon the rule to limit debate on the repeal bill passed last Friday by the narrow majority of 34. The vote for the bill will probably be much larger, inasmuch as a number of Republicans conscientiously agree with the President's position, while they were not in favor of limiting debate. At the same time, with Speaker Clark, Representative Underwood and many other Democratic leaders in opposition to the President, the fact is that Mr. Wilson is now encountering real antagonism for the first time in his administration. He will win, but victory may be dearly purchased. There is already considerable resentment among Democrats opposed to repeal at the apparently deliberate efforts of the administration's spokesmen to charge them with dishonesty and insincerity, and it is certain that the struggle will leave some sore spots not easily healed.

As stated in the beginning, a decided political change is taking place in the country. It is not at all improbable that the contest now engaging the attention of Congress will accentuate this change.

Get Ready for "Tag Day."

April 14, the day following Easter Monday, will be "tag day" for the Boy Scouts of Washington. It will hardly be necessary to do more than remind those who know about this organization of the date.

The little lads in khaki have won their way to the hearts of the people of this city by their pluck and manly bearing on more than one occasion, and Washington is proud of them. Their needs are not great and it is a safe prediction that they will be provided for quickly and cheerfully on "tag day." Public-spirited citizens have already done a great deal to establish the Boy Scouts here on a footing that makes them creditable representatives of the Capital. The men who give their time and means for the advancement of this splendid work, so productive of good to the boys themselves, are entitled to the generous support of the entire city. The fund required is insignificant in comparison. It ought to be raised in a jiffy. So let us keep the date—April 14—in mind and be ready on the trip down town with our quarter and a smile, or our dime and a smile for the sturdy youngster in the drab uniform and his tag.

A Line o' Cheer Each Day o' th' Year.

(Written Expressly for The Herald.)
By JOHN KENDRICK BANGS.

HELLO.

(Copyright, 1914.)

"Hello!" sez I.
They warn't nobody by.
But jest the same I said "Hello,"
Becuz I kind o' git a glow
From jest salutin' earth and sky,
And good fresh air, and Mister Sun;
And if by chance they's any one
A-standin' nigh
Whose ways are sorter grim,
Maybe he'll think I'm hollerin' to him
To cheer his lonely trip,
And help him keep a good stiff upper lip.

THE PRISONER.

By EMORY J. HAYNES.

Why did the press make so large a feature of a bishop's visit to condemned men? We may be sure the clergyman never once thought he was doing anything unusual. Is it possible that the public does not understand that to visit such as are in bonds is, to a clergyman, a primal and everyday duty? And should not an overshepherd, a bishop, do what he knows his ministers are daily doing? Did he not find great peace of mind by conscious duty done, in preaching to the prisoners?

Does the public not know how large in the thought and prayer of all clergymen are the criminal class? By night and day the ministration of repentance goes on. Always in a prison is a visiting clergyman. Always at a cell door is a kneeling form. Always behind the clicking bolts, shut in at least so far, is the minister. He preaches on Sunday behind locked doors and under the muzzle of ready rifles.

He hears such heart-breaking tales as bear him down as no other load bears down. He takes messages of repentance, mournful echoes of blasted affections, pleas to loved ones that are heavy with sorrows unspeakable. The prison chaplain does the work of God's angels. Pastors with commissions come from afar. Whatever the physical defects of some old prisons, the wealth of spiritual and brotherly sympathy was never so great as now.

That a class of thirteen should have been confirmed as Christian converts in Sing Sing prison is not strange. In that house of guilt and sorrow the penitent is everywhere about the preacher of mercy. The truth of the Christian religion demands that clouds of angels from heaven are always hovering over those gloomy gables. If anywhere on earth God's angels come near, it should be there.

It is this ministration of immortal mercy that is generally the last thing thought of by the popular mind. Society has indeed pushed the convicts out. But heaven has not pushed them out of loving sight. If these men are doubly guilty more than the rest of us, then the Heavenly Father regards them doubly needy of His care. There may be different angels sent from those sent to churches. Angels of repentance and forgiveness. But let us be sure they are quite within reach. "legions of angels."

Familarity with convicts invariably proves that they are simple minded more than vicious. To say it is "the fool and his folly" is exact, and not an unkind characterization. The crimes were so foolish, needless folly to any thoughtful person.

We think the culprit cunning and crafty. That he may be, but he is always a blunderer, a short-sighted simpleton, who should have known "be sure your sin will find you out." So patent is this aspect of the convict mind that it is pitiable. The philanthropist and social student invariably is overwhelmed with pity, because the wrongdoing was so plainly silly, thoughtless, idiotic, and has been followed by so sure penal misery.

It is true that few minds keep their balance behind prison walls. All are beside themselves with the catastrophe that has overwhelmed them. To say that nearly all are soon made insane would not be far from the truth. The good bishop shuddered when momentarily locked in a cell. Few men can resist that awful shudder. Eagerly the visitor rattles at the bars and cries, "Unlock! Let me out!" But when one cannot be let out and knows it, and the first long, sleepless night creeps on, hour after hour, few are the brains in which something does not snap before morning. Nor can the break of nerves ever be mended.

The one man who, alone, endures the prison unharmed is the innocent man. Our prisons may be holding many innocent men. Their conscious integrity saves them. Such has been the salvation of many patriotic prisoners in all history. "I was sick and in prison," said the spotless Saviour.

Then there are the guilty who become innocent. Thank God for this escape. Thousands have been truly chastened, and then and there "converted." The evil mind has become the good mind. Forgiveness has been brought through the cruel walls and past the iron bars. It is as genuine a forgiveness as any you, sir, ever got from heaven. Who are we, poor mortals, to judge our brother man's forgiveness? "To his own Master he standeth or falleth."

I bear witness, by many years of observation, that some of the most saintly lives are found in the prison. This innocence by pardon is the unstained vesture given the convict by the Saviour of mankind—He who said, "I was sick and in prison and ye visited me." It is a blessing that has no superior. Do you ever claim it?

CHILE INVITES CAPITAL.

Pan-American Union Calls Attention to Resources of Government.

On behalf of the department of commerce of the Chilean government, John Barrett, director general of the Pan-American Union, yesterday made public a statement calling attention to the resources of Chile, for the development of which investment of American capital is invited.

"That the building of the Panama Canal has inaugurated a period of cordial relations both socially and commercially between the United States and Chile is patent to all who have noted the trend of recent events," the statement says. "North American capital already is participating in the development of the country's extraordinary mineral resources as well as in the building of railways and the construction of other transportation facilities."

President Willard Tells Of Railroads' Necessities

Must Spend Billion a Year to Meet Demands—Increased Charges Only Way to Secure New Capital For Companies.

President Daniel Willard, of the Baltimore and Ohio Railroad, delivered a striking address to the Traffic Club of Pittsburgh on Friday night on the condition of the railroads of the country and the imperative need of capital for purposes of rehabilitation. He said, in part:

I desire to talk for a short time about certain phases of the railroad question which have been under general discussion of late, and on that account more or less in the public mind, and part of what I shall say in that connection will apply more particularly to those railroads located east of the Mississippi and north of the Ohio and Potomac Rivers, and in that part of the United States which traffic men are accustomed to speak of as official classification territory.

It has gradually come about that under existing conditions the rates and charges now in effect in official classification territory, do not yield sufficient revenue to properly meet the situation, and the railroads are endeavoring, at the present time, to obtain permission to advance their freight rates approximately 5 per cent. I shall not recite the causes which have brought about the present situation, because I assume you are already familiar with that phase of the subject. Neither is it my purpose to emphasize, at this time, the arguments that have been presented in the case now before the Interstate Commerce Commission, but I cannot discuss my subject fully and freely unless to some extent use is made of information which has already been developed in that connection.

Heavy Loss in Net Earnings.

In the present rate case, it has been shown, for instance, in statements presented to the Interstate Commerce Commission, that thirty-five roads in official classification territory have actually added to their property investment since 1910, for additional facilities and equipment, over $659,000,000, but as a result of operations in 1913, although the gross earnings after paying operating expenses and taxes, were actually $16,311,000 less than in 1910, showing that not only had these particular companies failed to earn any return whatever upon the new capital invested, but they actually had $16,311,000 less net as return upon their previous investment, than was the case before the large additional amount of money had been put into the plant, and of course it is unnecessary to say to you, as business men, that no business enterprise can continue on such a basis.

Billion a Year Needed.

It has been stated by men who have given this matter careful consideration, that the growing needs of the commerce of this country will require an additional expenditure by the railroads for new equipment and facilities, of upwards of a billion dollars a year for some years to come, and under existing conditions, the only way in which such money can be obtained is through private enterprise—actuated, of course, by the desire for private gain. Men having money to invest will not put it in railroads unless they believe that money so invested will upon the whole bring as safe and satisfactory return as might be expected if invested in other directions, and railroad investments must be made sufficiently attractive to secure new capital, else development, which means new cars, new engines, new stations, new tracks and other facilities will cease, and nothing can more effectually check, if not absolutely stop the growth of commerce than insufficient transportation facilities.

How to Obtain Capital.

How may the new capital needed be obtained? How may railroad investments be made attractive? By permitting the railroads to impose such reasonable charges for service performed as will, with economical and intelligent operation, yield sufficient net to pay fair and reasonable return upon the capital required.

It is beyond doubt that there has been a more or less general feeling of hostility toward the railroads, and it was due, among other things, to the fact that the railroads exercised at times, we will say, or at least they were supposed to have done so, a control over some of the people's representatives and public officers that was not in harmony with our democratic ideas of government. They showed partiality between shippers and between communities, as regards rates, passenger fares, and conditions of service. They were not sufficiently considerate of the rights of others, and, further, financial transactions of an objectionable character were suspected and disclosed in numerous instances. All this finally developed a feeling of pronounced hostility on the part of the public generally toward the railroads and those who represented them, and this feeling found expression from time to time in laws, framed to correct the things complained of.

Powers of the I. C. C.

The Interstate Commerce Commission, which came into existence in 1887, was the result of a nation-wide demand that certain abuses should be corrected. The things chiefly complained of at that time were, as I have suggested, the misuse of passes, the granting of rebates, the hauling of freight a longer distance for a less amount than was charged for a shorter distance, and the evils connected with the so-called pooling system, etc.—all, I may say, the natural fruits of competition. The commission, then established, has been given the power to correct the things above referred to. The Interstate Commerce Commission is one of the most powerful bodies of the kind in the world, and in it the people have the strongest possible guarantee against misuse of power by the railroads in the future.

As matters exist today, the railroads are obliged to keep their accounts in accordance with methods prescribed by the Interstate Commerce Commission; they are, in fact, prohibited by law from keeping them in any other way, and their books must be open at all times for inspection. Under such conditions, it is practically impossible for dishonest methods to be followed for any considerable length of time without detection, and in this connection I wish to state in the strongest manner possible that in my opinion there is no more efficient, high minded or honorable body of men to be found anywhere, than those who today constitute the official staff of the American railroads. Further, there is no incentive to wasteful or inefficient operation, but on the contrary there is the strongest possible incentive to efficient and economical operation.

It is certain, however, that the demands of commerce, of labor, of the regulating bodies and of the people themselves, expressed in various ways, will continue to add to the cost of operation, and it is doubtful if all the further economies possible, will be sufficient to offset the increase to be expected from the causes just mentioned.

The claim is also frequently made that the capitalization outstanding against American railroads is largely in excess of their fair valuation, and it represents, in the popular language of the day, watered stock and securities. It is interesting to note in this connection, however, that the outstanding capitalization of the entire American railway system, as shown by last report—1911—of the Interstate Commerce Commission, was $67,944 per mile, as compared with $275,354 per mile in United Kingdom, $142,648 per mile in France, $117,877 per mile in Austria, and $113,326 per mile in Germany.

In response to a public demand—based, I believe, upon a misunderstanding of the facts—the Congress has provided for a Federal valuation of all the properties of the railroads, money has been appropriated for that purpose, and the necessary machinery set in motion. The carriers are confident that a fair valuation will show that the railroads, as they exist today, are actually worth a sum very greatly in excess of all outstanding capitalization. It is possible this statement may need qualification concerning some individual companies, but there is no doubt in my mind that it will fairly apply to the situation as a whole.

Comparison with Europe.

It should be remembered, in justice to those who have invested their money in railroad securities and to those who have spent their lives in the service of the roads, that notwithstanding all that has been said in criticism of railroad methods and management, the capitalized cost per mile of the American railroads as a whole has been less than one-half the average cost of the railroads in Europe. Further, the freight rates on American railroads are, upon the average, but little more than one-half what they are in Europe, while the wages paid American railroad employes are from two to three times as high as those paid similar employes in any other country in the world, with the single exception of Canada on our north.

Aid to Nation's Development.

Our country is one of magnificent distances, and no people in the world make so free a use of transportation as do the people of the United States. The latest official records show that in Germany the railroads carry 450 tons one mile per annum for each individual; in France, 336; in England, 293; and in Austria, 184, while in the United States as a whole, the number of tons carried one mile for each individual is 2,300, or nearly six times as much as is carried in any of the countries just mentioned. This is due to the fact that it is our established economic policy as a nation to raise our wheat, dig our coal, and mine our ore at the place where each can be most economically produced, and then move it to the place where it is needed by the ultimate consumer, over what I venture to say is the best transportation system in the world. Without doubt this system of domestic economy has contributed largely to the wonderful development of our country; but in order that it may continue, it is of prime importance that there should also continue to be an efficient transportation machine, and for that machine—unless we depart entirely from our present policy—we must depend upon private capital, and as I have already stated, that can only be obtained by the reasonable expectation of satisfactory reward.

I do not think the necessity for increased revenue on the part of the carriers in official classification territory is seriously questioned by any one at the present time. I shall not take your time to discuss whether the increased revenue which the carriers need, should be obtained by advancing passenger fares, by increasing, if possible, the charges for carrying the mails and express, by increasing some freight rates and not increasing others, or from various suggested sources. It is perhaps sufficient to say that those representing the carriers, gave the whole subject their best thought and concluded that the most practicable, and upon the whole the best, way to meet the situation at the present time was to advance all freight rates a small and substantially uniform amount. There is doubtless much to be said both for and against some of the other methods suggested.

I would like to say just a word before I close about the present attitude of the press towards the railroads. Four years ago, when the Eastern carriers endeavored to advance freight rates, the press was generally opposed to the movement; today, however, it is practically unanimous in support of the railroads' position and this change of attitude has been much commented upon and much misunderstood. It has been said, for instance, in the halls of Congress that all manner of schemes have been worked to create public sentiment favorable to the increase of railroad rates. That efforts have been made to create a sentiment favorable to the railroads in the present rate matter, I will not deny. I do assert, however, and as chairman of the Presidents' Committee I am in position to know, that such efforts have been confined to the very simple procedure of presenting the facts.

Changed Attitude of Press.

The railroads have been criticised in the past, and perhaps rightly so, for not taking the public into their confidence. In the present case we have tried, I have tried, others have tried to do the thing that we have been criticised for not doing in former years. We have stated our case to the public and we have done so because we have felt that it was a matter in which the public was largely interested and concerning which it ought to be informed; and, while it is not to be presumed that the Interstate Commerce Commission will be or should be influenced by public opinion, still the commission, because it also is the servant of the public, has the right to know the public's view concerning a matter of such prime importance. If the press in a large sense truly represents public opinion—and I sincerely believe it does—then the carriers may well feel gratified by the attitude of the public in the present case.

I am glad of this opportunity to express my appreciation of the very fair and intelligent manner in which the question has been discussed in the columns of our great dailies and other publications and I appreciate it all the more because of my belief that they truly represent the real feeling of the people.

I believe that the relations between the railroads and the public in the future, because better understood, will be more harmonious than in the past.

THE OPEN FORUM.

Herald Readers Express Their Views on Current Topics.

To the Editor: I do not want to be considered as questioning any man's patriotism or honesty of conviction, and particularly any Democratic member of Congress, who is in favor of maintaining the law of free tolls to American shipping through the Panama Canal, but aside from the fact that this law is a clear violation of our treaty with Great Britain, it is a clear violation of Democratic principles touching protection and subsidies, for argue as we may, back and fill as many Democratic members of Congress and many alleged Democratic newspapers are doing, this free tolls law, passed by a Republican Congress and in opposition to a majority of Democratic Congressmen at the time of its passage, is a ship subsidy law, passed under the false pretence of building up American shipping. How can it build up our coastwise shipping interest? It already has an absolute monopoly of all our coastwise trade, and has had for more than a hundred years. Then how can it build it up? And why should it be built up out of the pockets of other people?

Why should the whole American people be taxed to build this canal, and then tax all the rest of the American people for using it, and at the same time allow American ships to haul freight and passengers through it free of charge, while taxing everybody else in America, not to speak of all the rest of the world? Why, in other words, should all the people of America be taxed to raise the money, or provide for its payment, and with that same money, indirectly expended, hire these American ships to conduct their own business? To me, as a Democrat, the idea is abhorrent, and violates every principle of Democracy touching protection and subsidies. I am not surprised that Republicans in Congress and out of it should be in favor of this free tolls law, for they are in favor of protection and subsidies, and hence are perfectly consistent in maintaining this protection ship subsidy law.

I see it stated that those who allowed Cleveland to mislead them or coerce them into voting to repeal the silver purchasing law were after relegated to private life by an offended Democratic party constituency, and that those who held out against him were continued in public life, and it is argued therefrom that those who now go with Wilson in his efforts to get this free tolls law repealed will be slaughtered by an offended Democratic constituency, while those who oppose him will be exalted in the councils of their party hereafter.

Those who thus argue forget that Cleveland was wrong in seeking to have the Sherman silver purchasing law repealed, and so thought their Democratic constituency—that he ran counter to the opinions of about seven or eight-tenths of the Democratic voters of this country; while in this matter of free tolls to American shipping Wilson is clearly—unmistakably and economically right, at least from a Democratic standpoint, and that, in fact few real Democratic newspapers, and that have been in the habit of advocating sound Democratic principles, are really opposed to President Wilson in this matter. I know that by some means this undemocratic principle of protection and ship subsidy crept into the Baltimore platform, but it should never have been in that platform, for it is not in accordance with Democratic principles, and no Democrat should be required to subscribe to it now.

My opinion, humble though it may be, is, that those Democrats in Congress, or at least a good many of them, will in opposing Wilson in this matter now, suffer the fate of many Democrats in Congress who followed Cleveland in the repeal of the John Sherman law in 18[illegible].

J. C. B.

Defends "Billy" Sunday.

To the Editor: I was both astonished and pained by your recent editorial criticism of the Rev. William A. Sunday. In the first place, it is obvious that such unfavorable comment should not be based upon an alleged newspaper dispatch; secondly, the good effects of this remarkable man's work should lead you to at least pause; Dr. John H. Jowett's advice, "Reason from the results backward," and in the third place, when you object to Mr. Sunday's declaration that he expects to "reign with Christ on earth," you are objecting to Paul's statement in II Timothy, ii:12 (American Standard Version) that "if we endure, we shall also reign with Him (Christ)" as well as to other Biblical passages such as Revelation v:10, xx:6, and xxii:5, in which the very idea you repudiate is clearly expressed. It is quite probable that the "Rev. Billy," as you designate him, was preaching upon or quoting these passages when he used the words you criticise.

BENIJAH BIGELOW.

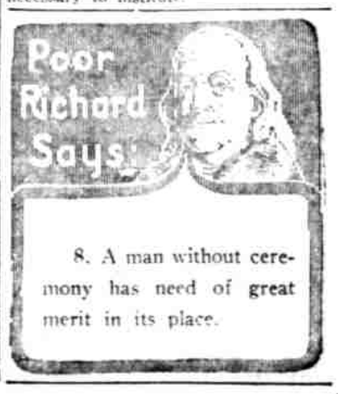
THOUSANDS LOSE JOBS.

New York, March 28.—A. T. Hardin, vice president of the New York Central Railroad, and head of its operating department, announced last night that the New York Central had been forced to dismiss 25,000 workmen since December 1, 1913. This statement followed the announcement of the Pennsylvania Railroad on Thursday, that 15,000 men had been dismissed on that line.

Mr. Hardin said that the conditions, so far as he had learned, were the same on other Eastern railroads. Information which came to the New York Times was to the effect that thousands of employes had been discharged on each of the fifty railroads running east of Chicago and north of the Ohio line.

Of the 25,000 men dismissed by the New York Central about 15,000 were taken off the lines east of Buffalo and 10,000 were taken from the lines west of Buffalo. The departments most affected are the construction department, the operation department, and the maintenance of way department.

All new construction, except such as is absolutely necessary to safeguard the public, has been stopped on the New York Central lines, according to Vice President Hardin. The completion of the Grand Central Terminal marked the end of the extension plan, for the time being. By far the heaviest cut in labor, so far as it affected the New York Central, was in the construction department. Mr. Hardin said that comparatively few men were left in that branch of service. In the operating department, Mr. Hardin said, approximately 15 per cent of the men had been dropped. He said that the cut affected every mile of track that the New York Central owned. He could not give the figures for the maintenance department and other departments, but said that not a department had escaped the rigid policy of economy which the executive board of the railroad had found it necessary to institute.



8. A man without ceremony has need of great merit in its place.