The Sun

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Every day is now a golden day that passes without a final and irremediable break in the negotiations for peace. The center of interest for the whole civilized world moves for the time from Portsmouth to Oyster Bay. More power to the voice and mighty influence of the promoter of peace, the architect of the conference, the sincere friend of both Russia and Japan, the President of the United States!

The "New Idea" in the Orient.

A missionary agent of our American Bible Society at Shanghai reports that a very great change has come over the spirit of China as a consequence of the Japanese victory over Russia. His information simply confirms intelligence to the same effect from many Oriental sources, but he gives some interesting precise facts and draws from them conclusions which are significant.

The victory of Japan over China, so soon succeeded by its defeat of a great Western and Christian Power, has started Chinamen to inquiring as to the causes of so extraordinary a manifestation of prowess, and by an Oriental nation which is small relatively to China, itself so long the easy prey of European Powers. Accordingly great numbers of Chinese students have been sent to Japan to learn how, at last, such mastery was attained by a people of the Orient. Of the thousands of students many have returned to China to disseminate the knowledge they acquired and to propagate in books and newspapers their larger and more enlightened views of Oriental needs and destiny. At the time this report of the agent of the Bible society was written there were as many as 1,753 Chinese students still in Japan.

As a result of this Japanese propaganda, the Chinese, more especially in Pekin, but also in the country districts to a very considerable extent, are getting new ideas of progress; but it is of progress without Christianity. The masterful development of a nation without the aid of Christianity is provoking very serious thought far outside of China and in Christendom itself. "Heathenism" is coming to the fore and is teaching the whole world lessons, not merely in the art of war, but also in patriotism, in self-sacrifice, in fidelity to duty, in the organization of national strength.

Unquestionably there has been considerable progress of Christianity in Japan, but relatively to the whole population it is still slight. The Japanese people seem to take slight interest in our theology. Even when they profess conversion to Christianity it does not seem to produce any radical change in their religious conceptions, and ethically they remain about the same as before. They are particularly tolerant regarding religious belief, for they seem to be indifferent as to its varieties. The Japanese in this country are not at all influenced in their associations by the preference for Christianity or for the old order of things. Christians and "heathen" are on close terms of comradeship, and the "heathen" do not seem to take very seriously the religious change professed by the others. They are both interested rather in the mechanical and material lessons our civilization furnishes for their instruction, but our Western grandeur and luxury of living provokes little or no admiration from them. The "simple life" is illustrated among the Japanese more than in any other country which has yet pushed itself into a prominent place among the Powers of the world.

The missionary of the Bible society has reason for misgivings, therefore, as to the consequences of this new Oriental birth, so far as concerns Christianity. Will it help or hinder the propagation of Christianity? Will it not, as he suggests, because of its cause, tend to induce a feeling that paganism is sufficient to itself, is superior, and needs no Christianization? He speaks of Chinese publications, printed in Japan and circulated widely in China, as leading to "great misunderstanding of truth," and as bringing "more or less contempt on the Christian religion and its representatives."

The demonstration that a pagan civilization of the East is superior in prowess to the Christian State of the West which is strongest numerically, and had long terrorized the Orient, must have a profound effect on the history of the world, more especially as respects the relative value of religions. As this missionary points out, "a new idea—new at least to the Chinese—that of progress without Christianity," has been generated among the Chinese by the superlative triumph of Japan over Russia, and to his mind it is a "dangerous" idea.

Success of the Lewis and Clark Exposition.

On August 2 the managers of the Lewis and Clark Centennial Exposition in Portland, Ore., were able to announce that the attendance, as noted by the turnstiles at the entrances to the fair grounds, had passed the million mark. In two months and two days 1,013,551 admissions to the grounds had been recorded, a fact of which the citizens of the Northwest are proud. Buffalo's Pan-American Exposition, drawing on a much more thickly settled territory for its patronage, attracted only 1,203,236 visitors in the first two months of its career, and the Portland show has exceeded the records of the Omaha Trans-Mississippi Exhibition of 1898, which was attended by 611,085 persons in its first two months.

It is pointed out that within a radius of 500 miles from Buffalo there was a population of 40,000,000 to draw from, and Omaha, within a corresponding territory, had a population of 14,000,000. Portland counts within a circle of similar radius drawn with itself as a center only 1,800,000 inhabitants. Many of these have been busy since the opening of the Lewis and Clark Exposition, engaged in agriculture. This month the attendance on the fair shows a constant and steady increase, and before the gates are closed it is expected that at least 2,750,000 persons will have viewed the exhibits. Portland is proud of the great attendance so far, and confident of the future. The special correspondent of the *St. Paul Dispatch* utters this cheerful sentiment:

"As it is a Western enterprise the entire West is to be congratulated, and if the East still imagines that 'nothing good can come out of Nazareth' let that section take notice of the most successful of all American expositions."

Where in the East is it believed that nothing good can come out of the West? It must be a region not down on the maps. Portland has carried a great enterprise far toward success. May she see the end of the exposition with the same gratification that marked its beginning and its progress up to date.

Russia Will Have a National Assembly.

The concerted and resolute agitation for representative institutions, which under grave disabilities and often in defiance of official prohibition the Russian Liberals have carried on for many months through their provincial, district and municipal councils, has not been utterly in vain. To a certain extent NICHOLAS II. has heeded their grand remonstrance. It is true that only the germ of a Parliament is granted in the manifesto put forth on Saturday by the Czar; but by it Russia will become articulate. Experience teaches that a great nation, once endowed with a voice, soon finds a way of making it obeyed.

If we inspect the details of the species of constitution outlined in the Czar's manifesto and in an accompanying document, we find that many precautions have been taken to restrict the projected assembly to purely consultative functions, and to shield it from the pressure of public opinion. The very name, "State Council," conferred on the new chamber, and the association of the popularly elected body with the existing "Council of the Empire," which is composed exclusively of the sovereign's appointees—an association equivalent to the relation of a lower to an upper house—bears witness to an anxious desire to deprive the people's representatives of a decisive or even preponderant share of the lawmaking power, and to confine them to the mere tendering of advice, which may or may not be taken. Their affirmative suggestions may be repelled by the Council of the Empire, which is the stronghold of the organized bureaucracy, and if by chance they should meet with the approval of that body, they may be disregarded by the Czar, influenced by a favorite Minister. As regards the negative or restraining authority of the popular chamber, it is provided that if a Ministerial bill is opposed by a two-thirds vote in both the lower and the upper house, that particular measure must be withdrawn; but if empowered by the sovereign, the Minister may resubmit the substance of his proposal in another guise.

The Russian national assembly will not be the outcome of universal suffrage and of direct election. The 412 members are to be chosen by local electoral colleges, analogous to the colleges of Presidential electors in the United States. To become a primary elector a man must be 25 years old and possess a property qualification. Members of the assembly will be exempt from arrest for debt, but if charged with a criminal offense they will be amenable to judicial process. They are to receive ten rubles ($5) a day while the chamber is sitting, and a mileage allowance. Whether public meetings will be permitted during an electoral campaign seems doubtful, for the right of petition, promised by a previous ukase, is not conferred. In order that the scenes witnessed in the first French National Assembly, the Legislative Assembly and the Convention may be averted, the public is denied access to the popular chamber. Even the publication of its proceedings is restricted. Representatives of the press will be excluded whenever the presiding officer chooses to declare a session a closed or secret one, and he must so declare at the request of a Minister who professes to have a question to submit involving a national secret. The press reports of even an open session must be reviewed and approved by the presiding officer before they can be published.

It may seem at first sight that such an assembly as we have described would be but the mockery of representative institutions, and we should not be surprised if advanced Liberals evinced an inclination to boycott it. They will make a great mistake, however, if they do not accept and make the best of it. It is a vast improvement on the States-General, which met at Versailles in 1789, for it is not divided into orders, it is elected for five years, it is at liberty to discuss the budget and, indeed, any Ministerial measure, and it can require a Minister to appear before it and defend his acts. Herein exist in embryo the principles of the power of the purse and of Ministerial accountability.

Unquestionably the Czar's manifesto has given his subjects an opportunity. How they shall use it is for them and him to determine. It remains to be seen whether the Russian people will gain the full measure of their liberties by evolution or by revolution; whether the ROMANOFFS, like the HOHENZOLLERNS, can through a combination of shrewdness, tact, foresight and good luck escape the doom of the BOURBONS, and bring about a peaceful transformation of an autocracy into a constitutional monarchy.

Canada Also.

About the first of September Canada's new Tariff Commission will begin its work of investigating the tariff of the Dominion with a view to its revision. The commission will move from province to province, and probably from place to place in the various provinces. Individually and as representatives of trade organizations and associations the business men of Canada will be invited to appear and acquaint the commissioners with the kind of tariff her citizens think the Dominion should have. The present plan is to devote about three months to the accumulation of evidence and testimony. A report with accompanying recommendations will then be prepared for submission to Parliament at its next session, early in 1906.

The present belief is that the result will be the recommendation of a triple set of tariff rates. One of these will be a general rate for ordinary every day use. Another will be a minimum rate which can be given in exchange for equivalent advantages offered by other countries. The third will be a maximum rate, which can be used to penalize any country whose tariff barriers may too effectively oppose the passage of Canadian merchandise. These may be classed as the favorite, the friendly and the swift kick tariffs.

While it would be utterly unfair and untrue to assume that Canada's new arrangement will be influenced by any feeling of malice toward the United States, it is quite certain that the new rates will be framed with American competition as the most influential factor in their determination. When the Liberal party came into power in 1896 it was professedly an anti-protection party. But even then Canada's manufacturing interests were too powerful to make it safe for the new incumbents to ignore their wishes, and a system of moderate protection has been in operation ever since. In view of the very considerable increase in the volume and value of Canada's output of manufactured goods since the last census report it is impossible to give a comparison of growth which would be of any value. An indication appears in the statistics of Canadian export trade.

In 1896, when the anti-protection Liberals came into power, the value of manufactured goods exported was $9,365,384. Under the continuance of the fiscal policy really established by the Conservative party these exports crept up to $14,224,287 in 1900 and in the fiscal year 1905 they reached $21,191,333. These figures, like those of Canada's population and production, are small in comparison with our own, but their rate of increase during the same term runs us a close second. The manufacturers of Canada, with more than $500,000,000 invested in their business, believe that they have interests and a market which are worth protecting.

Our exports to the Dominion show an unbroken series of annual gains from $52,854,769 in 1895 to $140,741,860 for the fiscal year ended June 30, 1905. Our imports have increased from $36,574,327 in 1895 to $62,303,263, or much less than one-half of our exports. The Canadians believe, and perhaps with reason, that these sums might and should be equalized, or at least be brought nearer together. How far her new tariff and its attendant conditions may go toward establishing that result it is not yet possible to say. Canada will not deliberately and maliciously penalize American merchandise. But the probability is that next year she will adopt a new fiscal system which will increase the entrance fee at her market gates.

A Proposed Outlet for the Jews.

If the conference of prominent Jews of this country with Mr. WITTE, for the purpose of securing social and political rights for the six millions of their race in Russia, should result in the practical amelioration of the condition of those people, a very decided reduction in the present vast Jewish immigration to America might be brought about.

The Jewish Year Book for 1905 estimates the number of Jews in the world as nearly eleven millions. Of these more than one-half are in Russia. Next to Russia they are most numerous in Austria-Hungary, where they are estimated to be about two millions; but so great has been and is still the Jewish immigration to the United States from both of those countries that these estimates ought probably to be reduced. Jews number in the United States now about a million and a half; and probably this country has a Jewish population not much less than that of Austria-Hungary when the depletion by the immigration of the last few years is taken into the account.

At any rate, if the Jewish immigration continues at its present volume the United States will very soon be second only to Russia in the number of Jews it contains, and the persistence of Russia in its discriminations against that race would probably give the first place to this country within the present generation. Already the Jewish community in New York is the greatest in any city of the world—at least three-quarters of a million. That is a number equal to more than half of the present total population of St. Petersburg. There are more Jews in the United States than in all Europe, with the exception of Russia and Austria-Hungary. Probably there are three times as many as are at present in Germany, the seat of the now apparently mitigated anti-Semitic agitations. After Germany and the other European countries we have named they are most numerous in Rumania, though there they are not more than about a third of the Jewish population of the city of New York. In the whole British empire they are little more than a third.

The great sources of the present vast Jewish immigration to this country are Russia, Austria-Hungary and Rumania, and most of all from the first. If the hardships of the Russian Jews are not ameliorated their exodus to the United States is likely to continue without diminution, perhaps in even greater volume. Jewish testimony, however, is that if the great population of their race in Russia receives rightful treatment by the Government it will prefer to remain there. Emigration involves hardships resented by the Russian Jews, and one of the accusations they bring against the Czar is that his harsh Jewish policy has as a part of its motive a purpose to get rid of as many of the race as possible.

Undoubtedly the American Jews in conference with Mr. WITTE represent a financial influence capable of exerting a powerful pressure, and more especially at this time, when Russia is in need of borrowing money on a large scale. If this pressure is successful in bringing about the amelioration asked for, or, it might be said, demanded, a very radical change in the Jewish disposition may follow.

The great and sudden flood of Jewish immigration to this country is looked on by the Jews of older settlement with a degree of misgiving. These immigrants are among the number who come hither with the smallest amount of money in their possession, and their exodus seems to be too precipitous to be advantageous to themselves, unless the Russian policy of oppressing them shall be continued.

A prominent Jew sends to us a remarkable suggestion, made on the theory that attempts to extort justice for the Jews from Russia are useless. "Now that the Zionists themselves have rejected East Africa and abandoned every reasonable hope as to Palestine," he writes, "Manchuria would offer solution for the Jewish problem. The six million Russian Jews, under the protection and guidance of the Japanese, could open a new epoch in commercial history. Through their knowledge of Russian, Polish, German and French, and their connections with the Russian Jews in England, the United States, Canada, Australia and South Africa," he adds, "they would constitute first-rate connecting links with world commerce." Japan and China, however, would have to be consulted in the matter.

The Great Two.

The Boston machine creaks and squeaks in an agony of fear. The Hon. JOSIAH QUINCY has shinned up his genealogical tree and is cowering in the branches. Massachusetts has not "risen as one man at the mention of MILES and BYLES. That is too cold a phrase. She has leaped like one kangaroo. She has jumped with all her feet, as if that invincible ticket were a dollar bill exposed on the sidewalk. From Toad Hill to Tatnick, from the tip of Cape Cod to the top of Greylock, an exultant joy boils through the State. The "plain people" see in the Hon. ESEK BYLES one of themselves, in Gen. NELSON APPLETON MILES what each of them would like to be.

Here we halt to correct an error of a veteran Nutmeg philosopher, the *Hartford Courant:*

"He is one of the handsomest men of his age in this country or any other country."

As well say that the legs of the Putnam Phalanx are some of the handsomest legs in this or any other country. The General's quality and preeminence are absolute. He is the handsomest man of any age. And the Hon. ESEK BYLES is as wise as the head of the ticket is beautiful.

Their platform, "Uniform and Reform!" is broad enough to satisfy every best interest and aspiration of Massachusetts. It includes even the special "demand" made in the following letter:

"TO THE EDITOR OF THE SUN—*Sir:* How does Gen. MILES stand on lobster reform? We know where BYLES is on the question. He is solid for the protection of young lobsters not of legal length, and at the same time will never interfere with legitimate lobster fishing and lobster pots. The crying need of the hour in Massachusetts is lobster protection. I repeat, Where is Gen. MILES? Why is not the ticket 'BYLES and MILES'?

"CARVER A. POWLER.

"PUDDLE DOCK, August 17."

Lobster protection and lobster reform are included in reform. Gen. MILES will soon give his views on this great question to the public. His interest in and sympathy with lobsters is no sudden or simulated feeling, born of the political exigency of the moment. The deepest feelings of his nature go out to the ten footer class. When we say that Gen. MILES's favorite poem is the Hon. WILLIAM LLOYD GARRISON's famous sonnet, "To a Lobster," we have said enough on this delicate and important subject.

It is understood that the Hon. MOORFIELD STOREY, the Hon. FISKE WARREN, the Hon. ERVING WINSLOW and three other leading anti-imperialists will shortly issue a call for a Miles and Byles mass meeting in Faneuil Hall. A Miles and Byles flag was flung to the breeze in Wilkinsonville last night. The Hon. CURTIS GUILD, Jr., is seriously and justly alarmed.

A Good Word for Kalabaka.

THE SUN presents its compliments to the worthy inhabitants of Kalabaka, in Thessaly, who confide to us their hopes for the improvement of their neighborhood by American enterprise. For the lucid translation of the interesting communication which we print this morning and for the transliteration of the names of the esteemed signers we are indebted to the kindness of Mr. D. N. BOTASSI, the Greek Consul at New York.

Our fortunate correspondents inhabit one of the most wonderful places on the earth's surface, that region in the extreme north of Greece, near the Turkish frontier, celebrated in history and romance for the so called *meteora*, or monasteries in the air. These ancient establishments, to the number of half a dozen or thereabouts, crown stupendous crags and are almost inaccessible by the ordinary methods of approach. A crude windlass, a long rope and a loose net containing the curious visitor constitute the machinery of ascent to some of the sacred edifices. Apart from the interest of the monasteries, the scenery around Kalabaka combines loveliness in the vale with the towering sublimity of the isolated mountain rocks, and its attractions to travelers of sentiment and imagination are not exaggerated by Mr. ALEXIADES and his thirty-seven fellow townsmen.

While THE SUN will cooperate heartily with the inhabitants of Kalabaka in any lawful measure that promises to enhance the comfort of visitors to the *meteora*, and incidentally to promote the prosperity of a most excellent community, we cannot give our unreserved approval to a too elaborate scheme of modern steel construction around and between these majestic rocks.

Our point of view may be different, but with due deference to local opinion it seems to us that a system of colossal bridges, hydraulic elevators and escalators might easily be so overdone as to defeat the very object in view. Give us hotels at Kalabaka worthy of the fame of ancient Hellas, but spare the creaking windlass, the swaying rope and the reticulated container of thrilling emotions!

The subjoined communication from the Grand Canal is official, and evidently meant for publication:

"TO THE EDITOR OF THE SUN—*Sir:* I arrive New York about September first via Giulia, Austro-American line.

"MASON MITCHELL, American Consul.

"VENICE, Aug. 9."

The Brilliant Star of Zanzibar draws nigh.

Gum Shoe BILL of Missouri declares the report that he drinks buttermilk to be another base invention of the enemy.—*Memphis Commercial Appeal.*

The favorite vanities of Mr. BILL are rum and gum, and whisky and honey. When they caress his gullet and glide like a gentle murmur into his interior, they touch nothing that isn't smoother than themselves.

I am only in quest of the Hesperides.—*The Hon.* WILLIAM J. BRYAN.

More golden apples for the barrel.

Is it true, is it a parable, a fable with a moral, this tale sent from Iowa Falls, Ia., of the "Christian Golfists, just founded by the Rev. GEORGE CADY, an enthusiastic golfer, who never uses profane language when he makes a mighty swipe at the ball and fails to hit it"? A parable, a fable, doubtless, but full of moral meat for golf stick wielding men—and even women; who knows? To swear is neither brave, polite nor wise, but it's sometimes very relieving. Meanwhile, forward, Christian golfer; forward, the Anti-Profane Golfing League!

JOY IN KALABAKA.

Interesting Communication to "The Sun" From Thirty-eight Worthy Citizens of That Remote Thessalian Municipality.

TO THE EDITOR OF THE SUN—*Sir:* The Greek newspaper *Athena*, published in Athens, copies from your paper the news that your fellow citizen, Mr. Berger, having visited the Meteora last year, has decided to ask from the Greek Government the concession of the locality of the Meteora in order to connect these really magnificent and rocky hills by colossal bridges, and at the same time to build large hotels and parks.

This great and productive idea of Mr. Berger's has filled with joy the hearts of the inhabitants of Kalabaka, to which town belong most of the Meteora, and we hasten to beg you to be pleased to convey to Mr. Berger our warm thanks, assuring him that as the rocks of the Meteora belong in great part to the community of Kalabaka we will heartily cooperate and do all in our power to influence our Government that Mr. Berger may obtain a complete concession.

Thanking you for publishing the above news, we remain, with the highest consideration, the inhabitants of Kalabaka.

C. L. ALEXIADES,	GEORGE THESCHARIS,
JONA BROTHERS,	THEODORE MARS,
EUSTATHIOS LIAPIDES,	A. TZORZOPOULOS,
PANAGIOTIS LIAPIS,	BASILE LESUTIDIS,
T. KALAMPAKAS,	SPEROS BENTAS,
D. PAPLIAKOS,	ACHILLES FARASOUNIS,
ATHANASE NICOLOJIANES,	CONSTANTINE KEHAGA,
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THEMISTOCLE MARS,	X. ALELIADES,
A. BANARIOLIAS,	CHRISTOS PANAS,
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B. STATHAKIS,	ARISTIDE PAPPAPHILIPOU,
AL. MANDALOS,	DEMISIUS MOSCOULAS,
GEORGE LIAPES,	S. K. ALEXIADES,
PERICLES BELIOURIS,	DEMETRIUS PELEKASSIS,
JOHN KALOMBRITSAS,	BASIL PAPPACHRISTOS.
ARGIRIS ATHANASSOULAS,	
NICOLAS ZAIMIS,	

KALABAKA, Greece, July 11.

A Month's Separation From Lady Nicotine.

TO THE EDITOR OF THE SUN—*Sir:* It certainly pays to stop smoking for one month a year, simply for the enjoyment of the new start that is made at the end of the abstinence period. For five or six years I have tried it and it has been very satisfactory in many respects. The idea of starting in again with the beloved weed in so many days makes the luxury of tobacco the more enjoyable.

I have several times stopped drinking as well, but as I am not a "regular" but only a "volunteer" in the booze brigade, it has not been so satisfactory as the tobacco fast.

Another point about smoking: why this howl about cigarettes? I smoke both cigarettes and cigars as it pleases my fancy, and can see no harm in either for me, but every one who doesn't smoke and many men who smoke cigars exclusively seem to feel it their duty to remonstrate with me because I enjoy a short smoke of Turkish tobacco. I refer them to the fact that in Europe the cigarette is the standard of smoking with both men and women. But they seem to think, because small boys have abused their health by them, that all cigarettes ought to be abolished.

Much of this sentiment is due, it seems, to the strike legislation that has been going on for the last few years in almost every Legislature against tobacco companies. It has been such a fertile field for the rural legislator whose constituents are consumers of plug cut chewing tobacco and "two-for-fives," that the graft has been fostered. It would do me good to see a logical argument as to why an able-bodied man should not smoke a cigarette that did not read like a backwoods temperance lecture. IAGTHAQH.

NEW YORK, Aug. 19.

Another Subway Complaint.

TO THE EDITOR OF THE SUN—*Sir:* While standing in the City Hall subway station to-day a boy walked past me and showed me a remarkably dirty paw even for a youngster. He disgustedly remarked that he "just put his hand" on the rail guarding the tracks. The colored gentleman who is supposed to clean the station was asleep at the ticket box.

The other day I had to wait so long for a train at the same station that I desired to sit down. The benches at the station were so dirty that it was impossible. I suppose the cars would be in the same state of dirtiness did not the passengers dust them with their clothes.

The subway is a good deal of a fake.

NEW YORK, Aug. 18. E. M. MACDONALD.

Have the Japanese Employed American Gunners?

TO THE EDITOR OF THE SUN—*Sir:* There is a prevailing opinion among the people of this country that American gunners have been employed by the Japanese in the present war with Russia, especially in the navy. I have good reason to doubt this, and have on many occasions denied that such was the case.

I have taken the ground that Japan has no use or need for any gunners except its own. The Japanese have the highest explosive powder in existence, and I believe their gunfire is directed by their own gunners solely. Is not this the truth?

PATCHOGUE, Aug. 18. ARINGTON H. CARMAN.

Bohunks.

TO THE EDITOR OF THE SUN—*Sir:* Out in Pennsylvania, Ohio and Indiana the traveler often hears trainmen and others referring to a certain class of foreigners as "bohunks" or "bohonks." Can THE SUN enlighten this part of the world on the etymology of the word? DRUMMER.

NEW YORK, Aug. 18.

CATHOLICISM AND PERSECUTION.

TO THE EDITOR OF THE SUN—*Sir:* "A Catholic Priest" is perfectly justified in saying that the motive of the Massacre of St. Bartholomew was political rather than religious, though religion was the basis of the parties. But history will not bear him out if he contends that Rome was clear of the business. Te Deum was sung in St. Peter's; a triumphal medal was struck; a triumphal picture was painted on the wall of the Vatican; a triumphal oration was composed by the Papal orator, who said that on the night of the massacre the stars had shone with unwonted brilliancy and the Seine had rolled an ampler tide that it might cast forth the foul carcasses into the sea.

It is unfortunately true that the habit of persecution was transmitted by the Church of the Middle Ages and the Inquisition to Protestantism, and especially to the State Churches. But it presently died out, and Protestantism now heartily renounces it and thinks with shame of the burning of Servetus.

However, I do not want to bandy accusations and reproaches. We welcome a sign of grace when a representative of the Church of Innocent III., of Torquemada, of Philip II., of Alva, of Louis XIV. and his Dragonades, of the Jesuit, of the *Syllabus*, shows that he is ashamed of persecution.

GOLDWIN SMITH.

THE SCOW YACHT.

Credit for Its Invention Attributed to a Chesapeake Navigator.

TO THE EDITOR OF THE SUN—*Sir:* Recent discussion by yachtsmen in regard to Western boats of the scow type is interesting, but fails to attribute the origin of the scow type of boat to the right man or to the right locality. This type of yacht, which has come to such perfection on the lakes of Minnesota and Wisconsin and which has brought such distinction to American yacht clubs of the West, originated on Chesapeake Bay fully forty years ago.

Capt. William H. Valliant of Oxford, Md., built the first one of these boats and enunciated the principle which has guided the development of this class of craft. Capt. Valliant was four or five kinds of a genius, and every one who knew him will recall how thoroughly absorbed he was with "my scow" and "my new scow" during the three or four years that he was giving his heart, soul and mind to this subject. His theory was based on the idea that "for speed a boat must be so built that it will slide over the water, not through it."

His idea was that the scow was the most available shape and that it should be built so light that the least possible resistance would be developed as it flew over the bare surface of the water.

Capt. Valliant's scow developed into the "dead rise" boat, built on the same idea but with a shapely bow instead of a square front. The "dead rise" boat of to-day on the Choptank or the Tread Avon is practically the same as the Western craft that a few weeks ago lifted the Seawanhaka cup from the Canadians at Montreal. The Western boat is built light and is more of a mere racer, but the principle is precisely the same, and both are the natural development of Capt. Valliant's scow of the early '80s. It is said that a ship carpenter who had worked in Oxford and was familiar with Capt. Valliant's scow built the first one of these racers in Minnesota.

I have witnessed yacht races on the Western lakes as well as in Canadian waters, and also at Larchmont and New London, and I am entirely convinced that the fastest craft of the 40 foot class can be produced on the eastern shores of Maryland. Whoever wants to make the next yachting sensation should go to one of these craftsmen for his idea and his boat. LEWIS A. LEONARD.

NEW YORK, Aug. 19.

Mr. Yu Liek of Singapore on American Missionaries.

TO THE EDITOR OF THE SUN—*Sir:* In a copy of the *Singapore Free Press*, received by this morning's mail, I find a report of a meeting held by a large number of Chinese merchants and other members of the Chinese community at Singapore to consider the question of taking joint action with Shanghai in regard to American goods and the Chinese exclusion act.

The resolutions on these subjects were cabled over here and published at the time, but I do not call to mind having seen in any of the reports what was said about the missionaries. The report says:

During the course of the discussion, which lasted some time, Mr. Yu Liek made a speech, in which he made a novel proposition. Referring to the Christian missionaries from America, he said that the Chinese Christians would support their fellow countrymen by refusing to listen to American missionaries whose Christianity did not appear to be practicable among their own countrymen. The best method would be to fight shy of American missionaries and tell them to go back to their own people, as their doctrines were not acceptable.

I give this, as it may be of interest to some of THE SUN's readers. G.

NEW YORK, Aug. 19.

All There Is in Oyster Pasty.

TO THE EDITOR OF THE SUN—*Sir:* The ludicrous appellation "Oyster Pasty" is to be credited to the ignorant wit or contemptuous carelessness with which in all ages conquerors have distorted the language of the conquered, and which in the case of New York was the cause of such other meaningless transformations as that of "bromm meisje" to "Gramercy," "Verlettenberg" to "Flettenbarrack" and "Achter Kol" to "Arthur Kill."

In the days when otters and beavers and muskrats were a common sight along the river bank, a certain lane leading from the Indian trail which is now Broadway toward the fortification of New Amsterdam was known as Otter Paatje (Otter lane), a very simple designation. Was not Tienhoven's farm known as "Otterspoor" (Otter track)? And was there not later on an Otter alley between the present Thompson and Sullivan streets?

Now, to the redcoated custers of the Hollanders "oyster" appeared sufficiently close an approximation to "otter," and "pasty" seemed good enough substitute for the pretty Dutch diminutive "paat-je" (a little lane), despite the family resemblance between "paat" and our own "path" and the German "pfad." An analogous display of scholarly acumen is seen in their evolution of "Tin Pot" (referred to by one of your contributors) out of "Tuyn Paat" (garden lane)! That they did not twist "Maagde Paatje" (Maiden lane) into "Maggie and Pat" is an omission to be thankful for.

And that's all there is in "Oyster Pasty."

PHILADELPHIA, Aug. 17. A. ESTOCLET.

Advantages to Russia of Preventing Jewish Immigration.

From an appeal by Simon Wolf of Washington to Mr. Witte.

In giving the Jews full liberty in Russia you will prevent immigration to the United States, and thus settle once and for all a problem that confronts the Government of the United States, and may in the course of time become a subject of international contention; thus by relieving the situation you at one stroke win also the friendship—not only of the Government, but of the entire people of the United States.

You will, of course, understand my stating the subject of immigration as being a menace; it can never be a menace if the stream flows naturally as it does from other countries.

Ownership of Southern Timber Lands.

From the Bureau of Forestry Bulletin No. 56.

Practically all the best timber lands of the South are now controlled by large real estate companies with headquarters in St. Louis, Memphis, Chattanooga, and large cities in the north. These companies are from ten to twenty years old, and were formed by men who, realizing the future value of these lands, bought them when the prices were greatly below their present valuation.

It is now almost impossible to buy hardwood land in the Mississippi Valley for less than from $4 to $7 per acre, the price depending upon the location and the nearness to railroads or streams which furnish an easy outlet for the timber.

May It Be!

TO THE EDITOR OF THE SUN—*Sir:* It is suggested in the *Nashua Telegraph* that "the Stars and Stripes be displayed everywhere throughout the United States when the formal exchange of peace is made by representatives of Russia and Japan."

Let us hope that Old Glory will appear at its best at an early day.

The appearance and history of our national flag hold a place in the hope and affections of the world that would be extended by this act to all classes in both nations in the controversy in a way that could not be reached but by a national expression of our sympathy for them in great misfortune and rejoicing with them in their relief.

NEW YORK, Aug. 19. ALFRED KING.

AMERICAN BOY AND AMERICAN NAVY.

His Advantages in the Naval Service Pointed Out by a Recruiting Officer.

TO THE EDITOR OF THE SUN—*Sir:* In your paper of Aug. 14 appears a letter under the heading "The Great Need of the Navy," signed by Mr. Frederic Griffith.

I feel that I cannot conscientiously, as a recruiting officer, permit it to pass unanswered. In fact, certain statements made by him make it imperative that I should answer, since I have risen from the ranks—"entered the wardroom through the enlistment roll"—to use Mr. Griffith's words.

It is true that "President Roosevelt is working unceasingly to impress on the country that the future safety of the United States requires many and formidable naval vessels, to be constructed without delay." Who that has watched the war in the Far East and noted the important part played by the navy of the winning Power can deny that Mr. Roosevelt is right? Yet persons like Mr. Griffith, circulating such misleading statements as are contained in his letter from Paris, bid fair to undo much of the President's tireless work.

Mr. Griffith is wrong when he says that "enlistment does not commend itself to ambitious fellows willing to begin low" and that the Department's statement that the navy offers a great chance for young men "to see the world" is a "come on." The great trouble with most of our young men is that they are not satisfied to begin low. They want to begin on top. They know more, in their own minds, when they go on board ship than the man who is placed over them and who has spent years in gaining his experience. They do not take kindly to naval discipline, which, nevertheless, must be enforced if we are to have a service worth the name.

My personal experience has been that no man who shows the least desire to learn and to improve himself in the naval service will ever lack assistance from officers or enlisted men of longer experience.

No concern on shore offers more for the intelligence invested than does the navy to the average American boy.

As the law stands to-day, a boy can enter the service at 17 years, reach warrant rank, with a salary of from $1,200 to $1,800 a year, by the time he is 24 or 25 years of age, secure a commission in the line three years later, and enjoy the rank of full Lieutenant at the age of 30. From then on his promotion is just as rapid and he will just as surely reach the grade of Rear Admiral as any other officer of similar rank, thus contradicting Mr. Griffith's statement that after long years of dutiful service a man may be given the rank of Ensign and "be allowed to swing his hammock in the wardroom gangway." I believe that many years ago, in the old sailing ships, Ensigns did sleep in hammocks, but if Mr. Griffith will take the time to visit one of our modern vessels he will find a marked change in the quarters for both officers and men.

Should a young man lack the ambition or education to reach one of these higher grades he can still win out against his brother in civil life if he sticks to the service. During the thirty years an enlisted man is required to serve before retirement his pay will average $40 per month. He ought to save $30 of that if he is as careful of his earnings as he would have to be in civil life, and should have $9,000 in the bank, not counting interest, when he is ready to retire at the age of 47, with $40 a month for the remainder of his life. Can you beat that in the factory, in the store or on the railroad?

As for "seeing the world," one of the most pleasant memories of a cruise I made as an apprentice boy was a trip we men took through the Holy Land from Joppa during the time our ship was anchored in that port. While on board that ship we visited ports in Arabia, Persia, India, Ceylon, Java, Borneo and Japan, and I went on shore in every port. Two years ago, having at Yokohama, I was pleased to notice that many of the enlisted men from our battleships then anchored in that harbor took extended leave and, with a good guide, traveled over a large part of northern Japan. It is certain they were seeing more of that part of the world than were many of the tourists who were being hauled about the shopping districts in rickshaws or lounging about the verandas of the Grand Hotel. One can see much of the world "through a porthole."

I entered the service as an apprentice, at $9 a month, and have held numerous ratings and served on board many ships during my twenty years service. I have yet to meet the officer who was not kind and ever ready to help me. Since entering the wardroom no one could have received better treatment than I have enjoyed at the hands of my messmates. There are no snobs in the United States navy, and as for the "kid glove class of officers" Mr. Griffith mentions, I would again strongly advise him to take the time to visit one of our battleships, where he will in all probability find more of the officers in blue overalls busy about their several duties than in frock coat and kid gloves.

No, Mr. Griffith has been ill informed respecting the United States Navy, and he would do well to turn his pen toward encouraging all young men to give it a fair trial, rather than to write, however unintentionally on his part, in a manner that will only serve to discourage the few who have thoughts inclined in that direction.

The law allows twelve warrant officers to be commissioned in the line each year, and thus far less than half that number have applied, though the Navy Department has several times sent out letters urging them to do so. HENRY B. SOULE,

Lieutenant, United States Navy.

NAVAL RECRUITING OFFICE No. 5, SPRINGFIELD, OHIO, Aug. 16.

The Trolley in Manila.

From the Manila Sunday Sun.

Jack Harding says he will wear his uniform all the time now—so he won't have to pay to ride on the street cars.

The newspaper fraternity are anxiously seeking Dickie Laffin—don't we ride free?

A Chino did the Catherine wheel act the other day—he tried to get off a car backward.

People living along the car lines are tying their horses in front of their houses. Mr. Horse can't break up any carromatas while getting used to the cars.

A cochero got out of his carretela and held his horse's head the other day when he saw a trolley car in the distance. The car passed, the horse never moved—but the cochero climbed a telephone post.

A motorman lost control of the brake the first day of the opening of the car lines and dashed madly down the Escolta end of the Bridge of Spain. The watching crowd surged wildly backward, ladies screamed, and Marker, of the Kiosko Habanero, clutched his cash register. As the car took the curve the motorman reversed his current, and the car swung protestingly around, grunted a couple of times and stopped. Everybody breathed again and Marker began to figure on how much he could have sued the company for if the car had left the track and dashed into his place of business.

An old mujer stopped the car the other day and tried to climb in. She had a pig, a bundle of zacate and some three pecks of vegetables with her, and wanted to take the whole lot aboard; but the car sailed merrily away and left her angrily expostulating.

All conductors have received special instructions not to let Mayor Brown ride on the foot board.

When an American sees one of the street cars for the first time he grins a bit and then looks around to see if any one is watching him. A Filipino stares at it as though he believes the devil was somewhere inside. A Chinaman doesn't look at the car at all—he stares at the wire above and wonders what makes the car go.

A trolley car isn't so very different from an automobile. I saw one standing in the middle of the Escolta the other day, while three men lay on their backs under it and softly swore as they tried to see why it wouldn't run.

Another word has been co