

Thomas F. Ryan, will look after the transportation end of the various operations. Ex-Supreme Court Justice Morgan J. O'Brien, who was made a trustee of the Equitable Life after Ryan reorganized it, is to be the counsel of the Panama construction concerns. The canal is to be built in ten to fifteen years, at a cost of over \$100,000,000, and Stevens, Oliver and his associates are to do the work on a commission of 3-4 per cent of the cost of construction. The United States government is to furnish free the plant (steam shovels, railway, boats, etc.), medical service, hospitals, police and all but the smaller tools. The contracting company is to engage the labor and operate the work. The contracting company will pay the bills with its own cash as the work goes on, and the government will settle with the contracting company monthly, paying back to it all the money it has advanced. Once a year the government will pay the contracting company two-thirds of its commission, holding back the other third till the whole work is done. The government will have its own bookkeepers to tab off the contractor's expenditures, and will also have its own inspectors. If the canal costs \$100,000,000 the contractor's profits or commission, will be \$6,750,000."

THE ST. LOUIS Globe-Democrat, a republican paper, has small respect for the men who arranged the rivers and harbors appropriations. The Globe-Democrat calls it a job and adds: "Instead of the average of the past, which is \$19,000,000, the rivers and harbors committee has brought in a bill appropriating over \$83,000,000. When the light is turned upon the bill it is found to be essentially, as far as the interior of the country is concerned, a plan to improve the route eastward from the lakes by way of New York, and to turn down the lakes-to-gulf channel, one large section of which, that from St. Louis to the Chicago drainage canal, has been favorably reported on, after an exhaustive survey, by some of the most experienced engineers in the government service. Such a conspiracy as the pending rivers and harbors bill at a time when the people are suffering from freight congestion is a grave offense, and those who are engaged in it, or silently acquiescent, will hear from the issue when they present themselves for re-election."

MANY OF THE ITEMS included in the bill are, according to the Globe-Democrat, for insignificant streams and inlets. That paper says: "They are put in to catch congressional votes on the pork-barrel basis, and also for the reason that the lakes-to-New York route will be additionally helped by wasting the money provided for any other inland section. The bill as reported is a program of favoritism that scarcely takes the trouble to disguise itself, feeling sure that its system of getting votes enough in congress to serve its purpose will render helpless any righteous objections that may be raised. If the internal improvements of this great country are ever to be conducted on a fair, intelligent scale, and by straightforward, honorable legislative methods, now is the time to make a fight for a square deal. An appropriation increased to \$83,000,000 is a big proposition, and when it is observed that the lakes-to-gulf channel is shoved out of it entirely it is time for the people of the Mississippi valley, and for others similarly slighted, to wake up."

WASHINGTON dispatches say that one of Mr. Roosevelt's plans for pacifying Japan was by recognizing the principle that Japan is an equal in all respects with the United States and all concessions should, therefore, be made reciprocal. It is said Mr. Roosevelt told several members of the senate that he would offer the exclusion of American laborers from Japan in return for the exclusion of the coolies from the United States. He would propose the inability of the federal government to control the action of "a state" in educational affairs shall be offset by conceding the right of any Japanese province to prevent the attendance of American children as its schools.

ON THIS POINT the Washington correspondent for the New York World says: "The president is anxious to avoid any direct reference to the school question in a treaty and will avoid it if possible. He hopes to reach an agreement in general terms for each country to deal with aliens and their families according to its own policy. The president is said to have been given some encouragement that a treaty along the lines indicated might be approved by the senate, but there are many senators who unhesitatingly declare that this is absolutely impossible. The same degree of impossibility applies to the exclusion of American workmen by an imperial edict, if the meth-

od is chosen to prevent the coming of coolies to this country. The one plan would be as distasteful as the other. The impracticability of this plan is thus outlined by a member of the foreign relations committee: 'It does not matter whether American laborers wish to go to Japan or not. Perhaps there is not one who cares to go. But all American citizens have equal rights which cannot be infringed. I hardly think the president and Secretary Root can seriously contemplate any such provision in a treaty with Japan. If they want the laboring people of the United States to rise and sweep the republican party from power, let them go ahead with the attempt. Of course, they see this point as clearly as anybody else. Therefore, I think it is safe to say that whether Japan is willing to agree to the exclusion of her laborers or not, the United States will never agree that American laborers shall be excluded from Japan. It makes no difference whether the attempt is made to exclude American laborers from Japan by treaty, or by recognizing the right of Japan to enact laws excluding certain Americans. We cannot make any agreement with anybody to deprive any American of any right which is to be enjoyed by any other American that is so obvious that no indirection or subterfuge can obscure it.'

QUITE A STIR has been made in republican circles by the report that Mr. Roosevelt would appoint Ralph Tyler, a negro, surveyor of customs at Cincinnati. Some claim that the appointment of Tyler would be by way of sop to the negroes who had taken offense because of the Brownsville incident. Others say the appointment is to be made as an object lesson to Senator Foraker whose home is in Cincinnati. A Washington correspondent to The New York World says: "Letters of protest against the proposed nomination are pouring in from the Buckeye state on its senators and representatives. Harry M. Dougherty, of Columbus, is here conferring with Representative Burton, as to the advisability of making a fight against a Foraker delegation to the national convention of 1908. Messrs. Dougherty and Burton hope to dissuade the president from carrying out his plan. Ralph Tyler, a negro, is supposed to be slated for the Cincinnati surveyorship. Nevertheless, William Haley, a negro barber of Portsmouth, O., has made application for the position. Another colored man, well known in southern Ohio, who has begun a canvass for the surveyorship is Robert J. Harlan, once employed in the office of the city treasurer at Cincinnati, and now a clerk in the office of the auditor for the war department. Applications continue to come in from negroes in Cincinnati and elsewhere in that customs district."

THE HOUSE has passed the senate service pension bill. Referring to this measure the New York World says: "Mr. Roosevelt will of course sign the measure, which is little more than an extension of his famous executive order of 1904. It pays to every veteran of sixty-two years \$12 a month, \$15 a month to every veteran of seventy and \$20 a month at seventy-five. The new law will hardly bring the annual cost of pensions up to more than \$155,000,000. Even this would not be a record total. Pension expenditures reached \$158,000,000 in 1893. After every great extension of the nation's bounty the total payment shoots upward at once. It did this in 1892-3, in 1897 and again in 1904-5. But always the annual cost drops away again rapidly as the death list swells with constantly accelerating pace. A million names may be reached for the first time under the new law but they will not long remain a million. Scattered survivors of the civil war may still be living in 1950 and widows of civil war veterans in the year 2000., but the bulk of the great army of the union is steadily marching over the divide."

GENERAL EDWARD S. BRAGG, former United States consul general at Hong Kong, recently in an interview with a St. Louis Globe-Democrat representative said that there was no danger of war between the United States and Japan. General Bragg added: "A more insinuating, swell-headed class of people than the Japanese are at present would be hard to find. This is due largely to their recent victory over the Russians." While a break between Japan and the United States may come in time, the danger is not imminent. The Japanese have a heavy war debt to pay, and, although it is probable that they could put a large army in the field, they have no visible resources to draw from. The recent boycott of American goods in China was caused largely by the Japanese. The Japanese merchants suddenly discovered that they could

buy American goods in such large quantities that they could compete with American merchants. It appeared comical to me during the boycott to see American goods stamped with the Japanese trademark. All that was necessary was to turn the package around, and there, in cold black type was the name of the American manufacturers. These goods were sold to the Chinese as Japanese products, and were accepted as such." The recent troubles in San Francisco over the Japanese school question, Gen. Bragg said, should be settled by the state of California. "I have always been opposed to any exclusion laws," said he, "but in an event like this I am of the opinion that an effort on the part of the United States as a nation to interfere would be violating the constitution. One Chinaman is worth two Japanese so far as character and manhood are concerned."

IN THE OPINION of the Omaha World-Herald the railway kings of the United States certainly know how to run the "king business." The World-Herald says: "It may fairly be said that their kingdoms are vulgarly new and raw, and themselves unbroken to the politer, gentler little social ways of royalty; but when it comes to the point of making their kingdoms yield real power and pay real dividends, they have the old-line monarchs—the real blue-bloods—looking like a bunch of the veriest amateurs. Just take a look, if you please, at these figures, which show the railway mileage controlled by the American royal houses, and their respective holdings of stocks and bonds:

Capitalists—	Mileage.	Stocks, Bonds.
Vanderbilts	21,326	\$1,329,283,609
Pennsylvania	17,631	1,295,425,566
Harriman	25,215	1,987,312,400
Morgan, Hill-Morgan.....	23,544	1,790,662,500
Gould	18,136	1,300,423,000
Moore	20,000	804,241,200
Rockefeller	13,390	531,595,713

"These seven 'interests,' then, control a total of 139 thousand miles of railway, or 64 per cent of the total mileage of all American railways, as reported in 1905. Their aggregate holdings or control of securities reach the enormous total of 9,040 millions of dollars. And they have other resources besides, please to remember. What other nation of the earth can show a royal family whose combined wealth is anything like this? Were this vast wealth held in the form of money, its power would be great enough, in all conscience. It is greater as it stands, for these holdings represent practically full control of American commercial life. As matters stand, commercial traffic is held hard and fast in these kings' grip. What will happen when they quit all fussing with one another, and agree upon a full 'community of interest?'"

THE REPORT of Major General Ainsworth, military secretary of the United States army, provides some interesting information. The New York World says: "This report shows that there are more than 13,000,000 men in the United States available for military service. About 112,400 are organized in State militia. The regular army, as organized under the act of 1901, consists of 66,385 officers and men, exclusive of the hospital corps and a provisional corps of some 5,000 Philippine scouts. After the Revolution Congress reduced the Continental army to eighty men, 'with no officer above the rank of captain.' By 1788 it had been increased to 595 men commanded by Lieut.-Col. and Brevet Brig.-Gen. Harmon. Around that nucleus the regular army has grown. Nine years ago, at the outbreak of the war with Spain, the United States army consisted of about 25,000 men and officers. In February, 1901, congress authorized a permanent increase of the army to 100,000 men, including 12,000 native troops for service in Porto Rico and the Philippines. In June of that year all the Spanish war volunteers were mustered out. The house this session has provided for an increase of 5,000 in the coast artillery. The 112,000 odd militia can not be called into service outside of the state to which they belong except to resist invasion or to put down rebellion. It has always been the policy of the government to use volunteers rather than to increase the regular army strength. The advantage of this policy is that volunteers can be returned more easily to the pursuits of peace when the need for their services is ended. The result is that, as Gen. Ainsworth's report shows, there are millions of men available for defense, but only a limited number who are either fit or who could be used for foreign service. But the testimony of foreign military authorities is that in adaptability, resourcefulness, military intelligence and individual initiative the United States soldier is unequalled."