

out proof. I have letters from many statesmen and generals, business men and philanthropists of Europe and America, in which they write the very opposite. Mr. Gladstone, when prime minister of England, was just as active a man as Mr. Roosevelt. Count Moltke, the leading general of the German army, was also an active man, and they all expressed their views very favorably about my philosophy. I am sorry that my books have been in vain for men of Mr. Roosevelt's type, and I am sorry that Mr. Roosevelt misunderstands my tendency. W. J. Bryan has written to me that my books have been of great value to him and thus writes Nathan Straus, and I suppose both men are considered of a very active type in America. That is practically all I have to say in my defense. Toward Mr. Roosevelt's political work, I have entertained a very high opinion, especially regarding his tendencies as a peace maker and his democratic manners. But I have not a favorable opinion about his imperialistic policy and his attempt to abolish the freedom of the press. Imperialism kills every noble aspiration. It creates the parasitic bureaucratic class of officials and usurps the individual freedom. It favors corruption and laziness, favoritism and crookedness, such as we have in Russia. I should consider that the very opposite of the intentions of the founders of the American commonwealth."

REFERRING TO former Governor N. B. Broward, who died at Jacksonville, Fla., while undergoing an operation a writer in the Nashville Tennessean says: "Napoleon Bonaparte was one of the biggest and most unique figures in present-day southern political life. In his early years he was a Florida logging hand, steamboat rooust-about, and cook, and cod fisherman on the Grand Banks. As a filibuster during Cuba's troubles he commanded the famous 'Three Friends,' and for months defied and eluded cruisers of both Spain and the United States. Later, he became established in the steamboat and wrecking business, with headquarters at Jacksonville. After a career in the state legislature he was governor of Florida from 1905 to 1909. While governor he was defeated in a primary for the United States senatorial endorsement by Senator Duncan U. Fletcher. Last fall he was a candidate against Senator Taliaferro. The first primary was so close that a second race was necessary. Broward finally winning by a narrow margin. As governor, Broward started the work of clearing up Florida's everglades. He was born in Duval county, Florida, fifty-three years ago."

SEVENTY-EIGHT members of the present congress have failed of renomination. A writer in the Philadelphia Public Ledger says: "No such 'slaughter of the innocents' as one representative put it today, has occurred in the roster of congress since the memorable disaster to the republicans after the passage of the McKinley tariff bill in 1890. With the elections still to be heard from, the chance of a large colony of 'lame ducks' in Washington during the coming winter is proportionately increased. The list of senators and representatives of the present congress who will not be in the next congress is as follows: Alabama—William B. Craig, retired. Arkansas—Charles C. Reed, retired; R. Minor Wallace, defeated. California—Senator Frank P. Flint, retired; D. E. McKinley and James McLachlan, defeated. Connecticut—N. D. Sperry, retired. Florida—Senator J. P. Taliaferro, defeated. Georgia—L. F. Livingston and William M. Howard, defeated. Idaho—T. R. Hamer, defeated. Illinois—H. S. Boutell, defeated, and H. M. Snapp and F. O. Lowden, retired. Iowa—A. F. Dawson and W. D. Jamieson, retired; J. A. T. Hull, defeated. Kansas—C. F. Scott, J. M. Miller, W. A. Calderhead and W. A. Reeder, defeated. Kentucky—D. C. Edwards, defeated. Louisiana—Senator S. D. McNery and Representative S. L. Gilmore, deceased. Maine—Senator Eugene Hale and Representative A. L. Allen, retired; J. P. Swasey and E. C. Burlingame, defeated. Maryland—John Kronmiller, S. E. Mudd, and G. A. Pearre, retired. Massachusetts—C. Q. Tirrell, deceased; J. A. Kelliher and Joseph F. O'Connell, defeated; Eugene N. Foss, retired. Michigan—Senator J. C. Burrows and Washington Gardner, defeated; C. E. Townsend, retired from the house and nominated for the senate. Minnesota—James A. Tawney, defeated. Mississippi—Senator H. D. Money, retired; Thomas Spight and A. M. Byrd, defeated. Missouri—Senator William Warner, retired. Nebraska—G. M. Hitchcock

and E. H. Hinshaw, retired; Hitchcock nominated for the senate by the democrats. Nevada—G. A. Bartlett, retired. New Jersey—C. N. Fowler, defeated. New York—J. Van V. Olcott, defeated; Charles L. Knapp and James S. Havens, retired. North Carolina—John M. Moorehead, retired. North Dakota—Senator William E. Purcell and A. J. Gronna, retired; Gronna has been nominated for the senate by the republicans. Ohio—Ralph D. Cole, defeated. Oregon—William R. Ellis, defeated. Pennsylvania—T. D. Nicholls, H. W. Palmer, John M. Reynolds, C. F. Barclay, G. F. Huff, A. F. Cooper and J. K. Tener, retired; A. B. Garner, N. P. Wheeler and W. H. Graham, defeated; Tener nominated for governor by the republicans. Rhode Island—Senator Nelson W. Aldrich, retired. South Carolina—James O. Patterson, defeated. Tennessee—W. P. Brownlow, deceased. Texas—Gordon Russell, resigned; O. W. Gillespie, defeated. Virginia—Senator John W. Daniel, deceased; H. L. Maynard, defeated. Washington—Senator S. H. Piles and Representative Miles Poindexter, retired, Poindexter being nominated for the senate; W. W. McCredie, defeated. West Virginia—W. P. Hubbard, retired. Wisconsin—W. H. Stafford, defeated; C. H. Weisse, retired. Not all the states have yet completed their congressional nominations, notably New York, where there will be a few more changes in the delegation when the nominations are made. Of the number of sure absentees in the next congress noted above, eleven are in the senate and sixty-seven in the house. Of the senators, six are republicans and five are democrats, at least two of the republicans being reasonably certain already of being succeeded by democrats, while none of the democrats will be succeeded by a republican. The losses among the house membership to date show forty-nine republicans and eighteen democrats defeated or retiring. Among the democrats are five who voted with the Fitzgerald coterie to support Speaker Cannon in his rules fight, while among the republican insurgents only one—Charles N. Fowler, of New Jersey—has been defeated in the primaries, and three have retired, two of whom have become republican nominees for the senate."

GOVERNOR MARSHALL, of Indiana, has commenced some interesting proceedings against the Chesapeake and Ohio Railway company of Indiana. The governor seeks to revoke the company's charters. Referring to this suit the Louisville Courier-Journal says: "It appears that the Chesapeake and Ohio Railway company of Indiana was formed to take over the Chicago, Cincinnati and Louisville railroad, recently sold at receiver's sale. This road extends from Chicago to Cincinnati, a distance of 284 miles. It was sold on June 23 last by order of the federal court and was bid in by representatives of the Chesapeake and Ohio railway for \$5,000,000. Fifteen days after the receiver's sale the property was formally transferred to the Chesapeake and Ohio Railway company of Indiana. On September 5 this company filed for record in the various counties of Indiana through which the road runs a mortgage for \$40,000,000 on all the property of the road. This mortgage is to cover an issue of 5 per cent gold bonds, due fifty years from July 30 last. The company which proposes to execute the mortgage has no general headquarters in Indiana, though it has traffic offices at Peru, and one of its vice presidents resides in Richmond. Its actual headquarters, it is claimed, is in Richmond, Va., and the Chesapeake and Ohio Railway company of Virginia is the actual owner. Governor Marshall is quoted as saying: 'The Chesapeake and Ohio Railway company of Indiana is a mere farce; designed to evade the railroad commission of Indiana and the state board of tax commissioners. The Chesapeake and Ohio Railroad company of Virginia, the foreign corporation arraigned in our complaint as contemplating the stock jobbing and stock juggling, has mortgaged for \$40,000,000 the property of the Chicago, Cincinnati and Louisville Railroad company, which its agents bought at receivers' sale a few weeks ago for \$5,000,000, as we allege. This \$40,000,000, the company claims, is to cover a bond issue in equal amount. This suit, so far as I know, is the first to be filed in Indiana to test a corporation's right to distribute watered stock to an innocent public. Stock watering and legislation against stock watering have been talked about for twenty years, and I am determined to see if there is any virtue in legislation on this subject.' It is, to say the least of it, a rather peculiar transaction when a decrepit railroad, sold

in the open market for \$5,000,000, may be saddled with a bond issue for \$40,000,000. It is more especially so when it is considered that the road only cost a matter of \$10,000,000 at the outset and has been struggling under financial difficulties ever since it was built. The bonding transaction looks a good deal like mortgaging for time and eternity. Presumably the next step of the Chesapeake and Ohio Railway company of Indiana will be to raise freight rates in order to insure fair returns to the stockholders."

THE DETECTIVES at work in Los Angeles say they have a strong clew as to the identity of the men who blew up the Los Angeles Times building with dynamite. Explosives were found in several other buildings, among them the home of F. J. Zehandelaar, secretary of the Merchants and Manufacturing association. The bomb failed to explode. A Los Angeles dispatch says: "The bomb contained sixteen sticks of giant gelatine, commonly known as dynamite. This gelatine was 80 per cent explosive power, which is seldom made by powder companies, and it is this fact that gives peculiar force to the police clue. Each stick of the dynamite was stamped with the inscription of the Giant Powder company, at Giant, Cal., and bore the packing date of September 20. On September 19 there appeared at the office of the Giant Powder company, in the Kohl building, in San Francisco, two men who gave their names as A. J. Bryson and William Morris. They said they wanted 85 per cent explosive to use in blowing up stumps on a ranch near Auburn. They were told by the company clerk that that was too high powder to use on stumps. They finally agreed that 80 per cent power would be high enough and placed an order for five hundred pounds of it."

THE FIRST "bird man" is an interesting topic these days. The Denver News says: "A recent issue of the Saturday Evening Post has an article on 'The First Birdman,' meaning thereby the late Professor Samuel Pierpont Langley, secretary of the Smithsonian Institution. The article comes rather late in the literature of aeronautics; but better late than never. Langley was the real pioneer in a hundred matters connected with flying. He worked out a number of new laws of motion through the medium of the air. He flew the first heavier-than-air machine that was ever driven by its own weight. This was on May 6, 1896; some seven or eight years before the exploits of the Wrights. Langley had monoplanes and biplanes; he worked out stabilizing devices very similar to, if not identical with, those now in use on practically all aeroplanes. Indeed, there is a well grounded belief on the part of many inventors that Langley had devised an automatic rudder which was distinctly superior to anything now in use. True, Langley never flew in any of these machines. He adjusted them, turned on the power, and let them fly by themselves. The attempt to launch his larger machine, carrying a man, was a failure. But it was a failure, due, not to faults in the machine, but to faults in the launching device which might easily have been overcome. The trouble was that Langley had been allowed to develop a standing feud with practically every newspaper man in Washington. When the failure came, the newspaper men, who had not been allowed to see any of the really meritorious points of the machine, saw only the present failure, and wrote of it with pencils sharpened by their dislikes. The failure killed Langley; and probably set back the cause of aerial navigation for several years. We are glad that, however tardily, the claims of Langley as a pioneer of the air are coming to be recognized; and we wish the authorities would let some of the experienced aviators of today try a flight in Langley's favorite machine."

AMONG THOSE who wrote letters to Mayor Gaynor expressing sympathy for him when he was shot was an inmate of a Clinton, New York prison. Mayor Gaynor replied to the prisoner in these tender words: "I thank you exceedingly for your kind letter. I am glad to receive the good-will of all those who desire to amend and lead good lives. I am well aware that many of you are not really bad men, but unfortunate men, and that God so sees you. There are many of us who would be the same as you are if we had had the same troubles and obstacles in our lives. Do not be discouraged. I shall not speak of my trouble in view of the greater trouble of you men. Let us be patient and content."