"For me, let me dwell in my nook,
Here, by the curve of this brook,
That croons to the tune of my book,
Whose melody wafts me forever
On the waves of an unseen river!"
—William Freeland.

SAMUEL HOPKINS ADAMS,
AUTHOR OF
"THE FLYING DEATH"

In Corea With Marquis Ito, by George Trumbull Ladd, D. D. Illustrated. $2.50. Charles Scribner's Sons, New York City.

Early in August, 1906, Dr. Ladd left New Haven, Conn., for a third visit to Japan, as he had been engaged to deliver a series of lectures in educational institutions in that country, and coming as his visit did—just after the war in which Japan had tried conclusions with Russia and had thereby been enabled to spring into prominence as a new world power—the visit had more than ordinary significance. The fine Japanese, not Italian, hand of diplomacy was working. Not very long after Dr. Ladd arrived a hint was dropped that the Marquis Ito, the real ruler of Corea, would extend an invitation to visit him in his Corean residence.

Did Dr. Ladd accept? Rather. So he has written a pleasantly discursive book of 463 pages showing that the real savior of Corea is Japan. The impression lingers that he had been deliberately selected in advance by the astute Japanese as a man of tact to whom could be committed the task of enlightening the American mind about Japan's "civilizing" policy in Corea. The doctrine that Japan must and does own Corea as an outlet for her surplus population is not prominently brought forward. Dr. Ladd gives statistics to prove that Coreans are not fit to govern themselves, and from the pictures he draws of bribery, corruption, murder and robbery in the Hermit Kingdom, the view is well founded. Quotations from the anti-Japanese paper, the Corean Daily News, mention several occurrences as having recently happened there that throw light on this part of the subject.

As a high official was passing through the streets heavily guarded, a number of men belonging to the chain-gang were passed. One of them was heard to remark that if the official were not a criminal himself he would not need the heavy guard, and he added that after his term of penal labor was over the first thing he would do would be to kill that official and a few more like him. These words were heard by all, and they continued until the Minister was out of sight.

A man of Ma-chun (near Chemulpo) was recently arrested by order of the local magistrate and tortured without cause. After confinement and torture for a period of eight days the man expired and his relatives are now asking the Supreme Court to look into the matter and punish the magistrate.

A report from South Chul-la Province states that the people in a certain section there do not look with favor on the new tax collectors; on the contrary, they say that they will tie up the collectors with ropes and make life hard for them.

We hope it is not true, as the Coreans report, that the Governor of Chung-ju has eaten the money which the Emperor gave for the relief of the sufferers from the flood there last Autumn. He is said to have gone even further than this and compelled these destitute people to give their time for nothing to public works. This is worth looking into.

It is time that serious steps were taken to put down brigandage that prevails in the country. No one's property appears to be safe, for we now learn that the Dongak Sa monastery in Kong Chu district has been rushed by robbers and pillaged of everything that was at all valuable.

On page 463 comes what is probably the prime reason for Dr. Ladd's book.

There is no essential reason why Japanese and Coreans should not become one nation in Corea. Whether this nation will be called Corea or Japan, time alone can tell. That it will be a happier, more prosperous, more moral and truly religious people than the present Corean people, there is sufficient reason to predict. Indeed, considering the brief time which has elapsed since the convention of November 17, 1905, the improvement already accomplished under the control of the Japanese Residency-General, if not all that could be wished, has been all that could reasonably have been expected. The two peoples have learned to live peacefully and happily together, in certain places, both of Japan and Corea, in past times. The conditions favoring their union, and indeed amalgamation in Corea itself are today incomparably better than they ever were, in any large way, before.

If Marquis Ito, and his sympathetic, effective supporters, at home and in the Residency-General, can be sustained for five years, and can be succeeded for a generation by those of like purposes and character, then the problem of the relations of Japan and Corea will have been solved. The present opportunity has cost both countries centuries of trouble, strife and loss. That all the difficulties should be at once removed and all the reforms at once efficiently be carried out, it is not reasonable to expect. But now that Japan has won this cherished opportunity, the civilized world requires, and the civilized world may expect, that the opportunity will be on the whole well improved. Such will undoubtedly be the issue if His Imperial Majesty of Japan, the Marquis Ito, and others of like mind, have their way.

An American Patrician: Or the Story of Aaron Burr, by Alfred Henry Lewis. Illustrated. $2. D. Appleton & Co., New York City, and the J. K. Gill Company, Portland.

Aaron Burr, the American statesman and sometimes the enemy and then the friend—and vice versa—of such eminent men as George Washington and Alexander Hamilton, is pictured in this novel as a brave soldier and the most perfect type of a gentleman. He is also remembered in history as the man who in a duel, killed Alexander Hamilton, at Weehawken, N. J., July 7, 1804, and afterward planned to collect a body of freebooters and attempt to conquer Texas and possibly Mexico, and establish a republic of which he should preside as Aaron I, of Mexico.

All this and more is graphically portrayed in this handsomely bound story of 358 pages, leavened with an alluring tinge of fiction. It is something new to read about an American officer whom Washington cordially hated, and once called "a courageous prig." Burr's eventful life is pictured to the close, and this is his death-bed scene:

"Colonel Burr," observed the kindly doctor, "are you to leave us with a heart full of enmity?"

The black eyes did not soften.

"I shall die as I have lived—hating where I'm hated, loving where I'm loved."

The last day breaks, and Aaron dies—dies as though falling asleep.

"What lies beyond?" asks one, shortly before he goes.

"Who knows?" he returns.

"But do you never ask?"

"Why ask? Who should reply to such a question? The old, old question ever offered, never answered."

"But you have hopes?"

"None," says Aaron, steadily. "And I want none. I am resolved to die without fear; and he who would have no fear must have no hope."

So he departs, he of whom the good Dr. Bellamy said: "He will soar as high to fall as low, as any soul alive."

The Mother of California, by Arthur Walbridge North. Illustrated. $2. Paul Elder & Co., New York and San Francisco.

Would it not be to the benefit of both countries for Mexico to sell and the United States to buy the peninsula of Lower California?

This is the central thought in this attractive and finely illustrated book, which is sure to be treasured as possessing more than ordinary charm for the average reader. It also has unquestioned value as a reference authority. The chapters include these subjects: In the days of the Conquistadores; the sway of the Jesuit padres; the San Fernandines and the Dominicans; the end of the mission days, with an elucidation of the "period of no history"; the awakening; physical Lower California; political and social conditions; the mines of Lower California; and the land that reaches down toward Panama.

Specially valuable is the account of the American occupation and surrender of Lower California, in 1847-48, and the book closes with a notable biography of all writings concerning "Baja California," published since the middle of the 16th century.

The Mother the Child's First Bible Teacher, by Mary J. Chisholm Foster. 25 cents. Jennings & Graham, Cincinnati, O.

On opening this tiny volume this quotation stares you in the face like a baby's eyes:

There came to port last Sunday night
The queerest little craft,
Without an inch of rigging on;
I looked, and looked and laughed.
It seemed so curious that she
Should cross the unknown water,
And moor herself right in my room
My daughter! O, my daughter!

The quotation is taken from George W. Cable's poem, "The New Baby," and will readily be remembered when once read. This volume contains only 32 pages, but so much gentle wisdom lurks there that it should be most welcome in every home.

Lives of Great English Writers, From Chaucer to Browning, by Walter S. Hinchman and Francis B. Gummere. $1.50. Houghton, Mifflin & Co., Boston.

Mr. Hinchman is master of English at Groton School, Mass., and Mr. Gummere is professor of English in Haverford College. This admirable book gives in condensed, comprehensive form the lives of most of the great English authors whom a student would naturally wish to know about, without being put to the trouble of scanning many volumes in order to get the information wanted. How the author lived, his surroundings, and the pertinent facts of his life—all these are carefully studied. The book can be cordially commended.

The Sixth Speed, by E. J. Rath, Moffat, Yard Co., New York City.

Imagine a motor-boat, called the Projectile, capable of moving through the waters at the rate of over 100 miles an hour, and think of the execution she could accomplish in case of war. There in a sentence is the germ of this novel. The theme is worked out to a highly entertaining degree.

J. M. QUENTIN.

IN LIBRARY AND WORKSHOP.

In answer to a cable demand from the London house of Harper & Brothers, "The Barrier," by Rex Beach, goes into a new printing exactly two weeks from date of publication.

"Between the Lines," famous as a war story for boys, by General Charles King, has gone into a new printing. Since the General's new book, "To the Front," was issued, the Harpers report also a renewed demand upon "Cadet Days," to which it is a sequel.

Two new books for boys are promised within a week. One will touch upon the romantic possibilities of imaginary sea-fights, and bears the brave title, "The Battle for the Pacific." The other is "Harper's Indoor Book for Boys," telling a boy how to turn work into play.

Margaret Potter will soon publish a novel which she has dedicated "To the Wives of American Business Men." The scene is metropolitan, divided between Chicago and New York, and the story will emphasize the dangerously absorbing part business may come to play in a man's life, and pleasure in a woman's. The title chosen for the book, which will be published in one week, is "The Golden Ladder."

"Mind in the Making," by Edgar J. Swift, Professor of Pedagogy in Washington University, St. Louis, Mo., describes the various phases of a child's growth, both physically and mentally, in a clear, direct and interesting style that will readily recommend it to the classes of people whom the author wishes particularly to reach—parents and teachers. It is not technical, but it shows the results of the author's use of the results of the best modern investigation in the fields of psychology, sociology and pedagogy.

"Aunt Jane of Kentucky," by Eliza Calvert Hall, a most popular book of fiction, has been set in type for the blind, and Helen Keller is now enjoying the clever sketches of Kentucky life. The author has been asked to allow the book to be translated into French.

These names appeared in a London newspaper not long ago in the report of a dinner speech given as a toast to famous American writers at the Lyceum Club banquet, where Gertrude Atherton was guest of honor, and May Sinclair presided. By careful comparison a few familiar names may be heard among them: Juliet Wilbor Simpkins, John Sutter Long, Louise Imogen Guiney, James Murrell, James Saul Allen, Mary E. Williams and Mrs. Julia Ward Horne.

Garrett P. Serviss is soon to publish a new popular work in astronomy, to be known as "Astronomy With the Naked Eye." The book is intended particularly for those casual observers of the night skies who wish to appreciate the scheme of the constellations without the burden of technical knowledge. One feature will be the inclusion of the myths and creeds with which the heavenly bodies have been identified in times past. The interesting term applied to the work by its author is "the literature of the stars."

"The Sentimental Adventures of Jimmy Bulstrode," by Marie Van Vorst, just published, has for its hero a character whose attractive and likable personality gives the book a rare charm. He is good-natured, kind-hearted and generous to friend, enemy or beggar, and these traits of character coupled with unlimited wealth, lead him into many adventures often sentimental and always amusing. Back of his easy nature is the chivalry and courtesy of a gentleman in the finest sense of the word, and he is always a delightfully original character.

Probably the most-talked-of novel in France and in England today is "The Nun" (L'Isolee), by Rene Bazin, a translation of which has just been brought out in this country. The story has passed through 86 editions in France and the translation already through three in England. It is the dramatic, touching and deeply interesting story of a young and beautiful nun, who, with a number of other sisters, is sent out into the world when her convent is closed by the recent French law. Her struggles and her fate form the center of one of the most powerful and moving of recent novels.

The half-tone on this week's book page shows the features of Samuel Hopkins Adams, who wrote that sensational novel of English life, "The Flying Death," and which was recently reviewed in The Oregonian. The title has an unpleasant sound but is appropriately chosen—a belief that amounts to conviction when one reads about the number of men suddenly struck by a mysterious agency, killed, and their bodies marked in a peculiar manner. The mystery is not explained until about the end of the book, and comes in an unlooked-for way. What is the mystery? It wouldn't be fair to Mr. Adams to tell, in cold print.

A translation is announced by George Burnham Ives of Paul Bouget's timely novel "L'Emigree" Mr. Bouget is one of the greatest of modern French writers, and "L'Emigre" is considered one of the best, if not the best, of his novels. The story is a strong drama of the old French aristocracy, whose character and traditions are not in accord with present-day conditions in France. The author displays a profound knowledge of human character, and a complete possession of ideas and passions of the present day which are agitating the French nation. The American version of the book is entitled "The Weight of the Name."

"The Seventeenth Century Men of Latitude," by Edward Augustus George describes a phase of thought of that period which is little known and indeed, almost unrecognized. This period usually passes for an age of extreme religious bigotry, and Laud on one side and Cromwell and the Pilgrims on the other, so overshadow the characters of a number of liberal and gentle spirits that their work has been almost entirely overlooked. Mr. George devotes a chapter to each of these men, Hales of Eton, Chillingworth, Browne, Whichcote, Taylor, More, Baxter and Smith, and besides a biographical sketch gives an account, with numerous quotations, of the subjects' writings.

"True Stories of Crime," by Arthur Train, the author of the "Prisoner at the Bar," will be published by the Scribners, Saturday. Mr. Train has had unusual opportunities through his experience as Distrit Attorney in Mr. Jerome's office, for observing and learning the life of the under world of New York City. His new book is composed of stories which have for their foundation some of the most interesting and puzzling crimes and swindles perpetrated during the last ten years. The characters described are the men and women who have taken the leading parts in these events, and Mr. Train tells with the true art of a storyteller how these people played the game out, and when the time came, took their punishment without flinching.

"The Master of the Inn," by Robert Herrick, first appeared as a short story in the Christmas number of Scribner's. It is such a remarkable bit of idealism and has appealed so strongly to those who read it that there has been a general demand for its publication in book form. The Master of the Inn was a physician who had given up his practice and lived out in the country where he kept an open house for all those who were worn out with work and worry, or discouraged and beaten down. These men he kept with him until they were anxious and ready to take up the battle of life again, and then sent them back refreshed and strengthened in mind and body to their life with new courage in the upper air. The book will be published in an edition similar to Mary Raymond Shipman Andrew's story, "The Perfect Tribute."

Mrs. Humphrey Ward tells of "Robert Elsmere," the novel which rooted her reputation in English literature, that soon after its appearance it was translated into German, Danish and Swedish, but that not until 15 years later did a Latin or Catholic country make any attempt at its translation. Then it was translated at the same time into Italian and French. M. Frederick Brunetiere reprinted the major part in Le Revue des Deux Mondes," explaining to Mrs. Ward that the ideas of religious reconstruction in "Robert Elsmere" could not have been taken seriously by the French 15 years before, but had since gained such hold in church and seminaries that his journal was obliged to mirror them. Between the publication of "Robert Elsmere" and "Diana Mallory," the latter still a serial in Harper's Magazine, there have elapsed exactly 20 years.

This month's issues of the Youth's Companion shows what varied resources the paper has in its editorial staff. There are "The Captain of the Liner," by William H. Rideing, formerly managing editor of the North American Review, and for 28 years with the Companion; "The Deputy," a fine tale of egret-poaching in Southern waters, by Fisher Ames, Jr., naturalist and traveler in odd corners of the country; "One Hundred Years of Temperance," by Rev. William E. Barton, D.D., and "A Provincial Famine," by Professor William T. Sedgwick, of Massachusetts Institute of Technology. A. S. Pier, another member of the staff, ends his serial story, "The New Boy;" and C. A. Stephens, who has written for the Companion for nearly 40 years, begins a serial which bears the quaint title, "How We Got Our Grandmothers."

Taking sugar as his text, and expounding the history of its ups and downs in the United States, Professor Taussig, of Harvard, in the current Atlantic, draws a few very positive conclusions. One of them is that remissions of duty, as in the case of Hawaii, result in a bounty for the planters, who are thus led to extravagant and wasteful methods of cultivation. He says in part: "I see little in the Hawaiian episode but one long course of error. The American consumer has paid $12,000,000 or $15,000,000 a year. For this we have nothing of any real value to show—unless it be that we have a stepping-stone to the Philippines, another dependency hardly less unprofitable. The problem is a baffling one. Our political and international relations are such that we cannot collect taxes on sugar imported from all countries. Possibly admitting all sugar free of duty once for all would be the ultimate solution."

One of the most important books of this year will be the "Life and Letters of George Bancroft," by M. A. DeWolfe Howe, which will be published about the latter part of this month. The book, which is published in two volumes, contains among other things, the account of Mr. Bancroft's life as a student at Gottingen, in 1818-20, with the description of the ceremony of taking the doctor's degree, and of his travels subsequently in Germany and in Italy, when he visited Goethe, Wolff, Humboldt and Lord Byron. The descriptions of his experiences as Minister to England in 1846, and as Minister to Germany from 1867 to 1874, a period covering the Franco-Prussian War, is of the greatest interest and historical value, and his intimate friendship with such men as Von Moltke, the Emperor William, Bismarck, and other important men, give his letters great importance. Mr. Bancroft's life in this country as teacher, historian and Secretary of the Navy, is filled with accounts of people and things most entertaining and interesting.

"The Duke of Gandia," Swinburn's new poetic drama of the Borgias, is founded upon genuine episode, although history is a little vague as to details. It is stated, however, that one of the illegitimate sons of Pope Alexander VI (Rodrigo Borgia) was Duke of Gandos, and that his brother, Caesar Bargia—the one lauded by Machiavelli as a model ruler—was suspected of having caused his death. Mr. Swinburne takes the assassination for granted, and around this single incident writes his drama of ambition, fear and remorse. The dramatis personae include the beautiful Roman, Rost Vanozza, and his daughter, Lucrezia Borgia, of infamous memory. Historically considered, these characters are important enough to sustain their parts in a drama of almost Shakespearean magnificence. Mr. Swinburne's poem was issued simultaneously in London and in America.

Romeyn Beck Hough, A. B., the author of the coming work to be known as "The Handbook of the Trees of the Northern States and Canada East of the Rocky Mountains," is the son of the first Forest Commissioner appointed in this country. Mr. Heugh is also the author of "American Woods."

Houghton, Mifflin & Co., announce the incorporation of their firm under the laws of Massachusetts and under the name of Houghton Mifflin Company for the continuation of the business, founded by Henry Henry Oscar Houghton more than 50 years ago. This will involve no change in the management or conduct of the business, the present partners retaining their full and active interest and active participation, James Duncan Phillips, Stephen B. Davol, Roger L. Scaife, Edward R. Houghton and George Harrison Mifflin, Jr., who have been actively associated with the business for several years, will be members of the new corporation. The Atlantic Monthly, which has been published by the house since 1875, will hereafter, beginning with the August number, be published by The Atlantic Monthly Company, of which Ellery Sedgwick, Waldo E. Forbes, MacGregor Jenkins and Roger Pierce will be members, Houghton Mifflin Company retaining an important interest. No change in the character or general conduct of the magazine is contemplated. Bliss Perry continues as editor.

BOOKS ADDED TO LIBRARY

The following list of books at the Public Library will go into circulation this week:

BIBLIOGRAPHY.

Brooklyn Public Library—The child's own library. 1907.

BIOGRAPHY.

Arnold—Matthew Arnold; by H. W. Paul. 1902.
Lespinasse—Julie de Lespinasse; by the Marquis de Segur; tr. by F. H. L. Warner. 1907.

BOOKS IN FOREIGN LANGUAGES.

Ahn—Amerikanischer dolmetscher fur Deutsche zum erlernen de Englischen sprache.
Berlitz—Deutsche handelssprache.
Boylesve—L'enfant a la balustrade.
Loti—L'exilee
Newcomb—Astronomie fur jedermann; ubersetzt von F. Glaser.

DESCRIPTION AND TRAVEL.

Hishida—The international position of Japan as a great power. 1905.
Lees—Scenes and shrines in Tuscany. 1907.

FICTION.

Castle & Castle—My merry Rockhurst.
Deland—An encore.
Frenssen—Holyland; tr. by M. A. Hamilton.
Glasgow—The ancient law.
Mantle—Gret, the story of a pagan.

FINE ARTS.

Angier—The garden book of California. 1906.
MacWhirter—Sketch book; designed to assist the student of landscape painting in water color. 1907.
Ochsner & Stone—The organization, construction and management of hospitals. 1907.
Waugh—Landscape gardening. 1907.

LITERATURE.

Brooke—Studies in poetry. 1907.
Pinero—The benefit of the doubt; a comedy in three acts. 1895.
Pinero—His house in order; a comedy in four acts. 1907.
Pinero—Iris; a drama in five acts. 1905.
Pinero—Lady Bountiful, a story of years; a play in four acts. 1892.
Pinero—The second Mrs. Tanqueray; a play in four acts. 1894.

PHILOSOPHY.

Alexander—A short history of philosophy. 1907.

RELIGION.

Brown—The foreign missionary. 1907.
Pfleiderer—The early Christian conception of Christ. 1905.

SCIENCE.

Bailey—Lessons with plants. 1907.

SOCIOLOGY.

Barrett—The United States and Latin America; some special phases of the commercial and general relations of the United States with her sister American republics. 1907.
Beveridge — The employment of child labor. 1907.
Howe—The confessions of a monopolist. 1906.
Lauck—The causes of the panic of 1893. 1907.
United States—Labor, Bureau of. Strikes and lockouts. 1907.

USEFUL ARTS.

American academy of political and social science. American waterways. 1906.
Bailet—Grafting and budding. Ed. 5. 1903.
French—The book of vegetables and garden herbs; a practical handbook and planting table for the vegetable gardener. 1907.
Garden and farm almanac. 1908.
Hunt—The complete practical confectioner. Ed. 6. 1890.
Hunt—The forage and fiber crops in America. 1907.
Pennsylvania Steel Company—Spirals for street railway curves. 1906.

BOOKS ADDED TO THE REFERENCE DEPARTMENT.

American museum of natural history. Pioneers of American science. 1906.
Brooklyn Public Library. The welfare of children. 1907.
Debrett, comp.—Peerage, and titles of courtesy. 1908.
Gillette—Handbook of cost data, for contractors and engineers. 1907.
Kidder—Architect's and builder's pocket-book. Ed. 14. 1906.
Meade—Portland cement. 1906.
Mining year book. 1906.
Patterson's college and school directory. 1908.
United States—Hydrographic office. International code of signals. 1907.
United States—Library of Congress. List of books, with reference to periodicals, relating to postal savings banks. 1908.
Who's who in America. 1908.

BOOKS ADDED TO JUVENILE DEPARTMENT.

Anderson—Stories newly translated.
Beard & Beard—Things worth doing and how to do them.
Bryce—Robert Louis Stevenson reader.
Chase—Stories from birdland.
Cowles, comp.—Stories to tell.
Dickens—Twelve Christmas stories; ed. by Jane Gordon.
Marshall—Scotland's story.
Wiltshoeft—Winds, the woods and the wanderer.

What Is Whisky?

London Daily Mail.

What art thou, potent spirit of the earth?
I know 'tis ill that man should call thee master,
Since from such servitude he cometh forth
A man no more. His end shall be disaster,
And he shall own before the day be done
The slight of twain without the sense of one.

But though we do not let thee work thy will,
Some say acquaintance with thee may be risky,
Since if thou comest from a certain still
We can't be certain that thou art still a whisky.

But what is whisky? Here we are once more
Stumped, you observe, as badly as before.

So our bright rulers have made haste to ask
The wisest and most learned of our nation
To bend their mighty powers to the task,
To glean the sum of human information,
And trace thee backward in the name of law
To earliest and crudest usquebaugh.

Nor need we wait through many a changing year
Until we read the answer of our sages
(A definition, doubtless, crisp and clear,
Embodied in ten thousand printed pages),
For until then, by every one's consent,
"Whisky" will mean—what it has always meant!

A NEW ENGLAND CITY MADE OVER

Springfield, Massachusetts, to Be New Civic Center of Four Acres With Three-Mile River Front Boulevard.

DURING the next few months the State Railroad Commissioners and the different city authorities having to do with various phases of the subject will be actively engaged upon the great plan for the transformation of Springfield, at a cost of many millions of dollars, which has an important bearing on railway conditions in New England and New York.

Under the provisions of the enabling act passed at the last session of the Legislature the New York, New Haven & Hartford Railroad will obtain a right-of-way across the City of Springfield, hitherto enjoyed exclusively by the New York Central, which will enable President Mellen's company to connect its existing lines in a manner which, taken in conjunction with new lines projected by New Haven interests, will enable it to establish through independent service from Boston to both New York and Buffalo.

This plan has opened the way to a comprehensive scheme of public improvements for Springfield, exceeding in scope anything projected for any other place of similar size in the country, by means of which the citizens hope to make their city one of the most beautiful in the United States.

As part of the general plan it is likely that an agitation will be made through the Senators and Representatives from Massachusetts to have the National Government make extensive improvements in the armory property, now in a somewhat decadent condition and much behind the times when compared to the arsenal in Rock Island.

A right-of-way across the city has been strongly desired by President Mellen for several reasons. The single advantage of being able to move freight between the Hartford and Highland divisions and to establish a general freight yard on the east side of the city, in place of the present cramped yard near the river, is sufficient to cause him to go to much effort and expense to gain the end. Back of this is a larger scheme, not completely disclosed, which may have far-reaching effect upon railway transportation in that section.

Already surveyors are at work upon a new railway route between Springfield and Buffalo, to be called the Buffalo, Rochester & Eastern line, the incorporators of which include man closely identified with New Haven interests.

The building of a link of road between Springfield and Southbridge, connecting the Hartford and Highland divisions with the New Haven's airline, is regarded as a strong probability of the near future.

For the City of Springfield the working out of the New Haven's plans is of prime importance. Among the improvements about to be undertaken are the establishing of a riverfront boulevard and parkway, three miles in length, along the Connecticut, which involves the removal of two miles of railway tracks to the west side of the river and the removal of numerous large manufactories from their present sites on the river bank; the building of a new bridge across the Connecticut, near the center of the riverfront park; the reconstruction of the union passenger station and extensive changes in surrounding property; the extension of streets running parallel with Main street, on the east and west sides of that thoroughfare, so as to make three business streets adapted to through traffic, instead of one; the extension of Court square to the river bank, making it a civic center around which will be grouped various municipal and county buildings and other structures of a pretentious character; the erection of a new public library costing $300,000, fronting on State street and Merrimac Park, in the midst of a group of schools, churches and museums; the perfection of a system of boulevards connecting all the principal parks of the city and the construction of a new waterworks system, estimated to cost $3,000,000.

The various large projects being undertaken in Springfield, to be paid for by the city and by various corporations, will involve an expenditure of $15,000,000 by a conservative estimate, and there are numerous smaller projects which will add to the general effect.

The most ambitious feature of the whole plan is the removal of the New York, New Haven & Hartford Railway tracks to the west bank of the Connecticut. The legislative act looking to this change was enacted only after many serious conferences between representatives of the city and President Mellen. As the terms prescribed by President Mellen involved the New York Central to some extent, it looked for a time as if the opposition of that company would block the scheme, but the two managements finally came together in the premises, and an enabling act was passed.

Springfield was the first city in the East to begin an agitation for the improvement of its river bank along the lines followed by Old World cities similarly situated. There were several circumstances which conspired to hasten the plan. One was the necessity of a new bridge to replace the old toll bridge, built in 1816. As the location and approaches of a new bridge had an important bearing on the riverside park plan, the agitation for a new bridge naturally hastened the other project. Another contributory factor was a bequest of $10,000 for a riverfront drive, by Tilly Hayneg, a former resident of Springfield.

Court Square, originally established in 1821, is being extended from less than an acre to nearly four acres, at a cost of $250,000, of which about $100,000 was raised by popular subscriptions. The square is bounded on the east side by Main street and on the north and south sides by Elm and Court streets, which will run to the river. On the north side of the square and occupying one of the most prominent places in the civic group, will be a new City Hall, to contain all municipal departments except the Police and Fire Departments, and probably a separate building for a public assembly hall. Other buildings in the group will be the present Court Square Theater building, the Courthouse, the new Hall of Records, the Springfield Institution for Savings, Police Headquarters and Memorial Hall, occupied by the Grand Army of the Republic and allied organizations.

The historic First Church edifice, almost a century old, probably will have a place in the same group. It is the only building which has not been removed from the enlarged square. It is likely that this will be moved to one side of the square, so as to leave an open space between Main street and the river.

The view from the proposed riverfront park will be one of great natural beauty, overlooking the willow-fringed west bank and its background of green meadows and elm trees, on either side of the Agawam, which empties into the Connecticut at this point.

The whole plan of railway changes in Springfield is now before the State Railroad Commissioners, to which it was referred by an act of the last Legislature. This Board has full power to decide all changes, subject to a veto power of the City Council. The changes will include, besides those already indicated, the abolition of a series of grade-crossings on the New Haven's Highland division.

The Park Commissioners are authorized to acquire the river-front property of the New Haven by eminent domain, or in such manner as it sees fit, taking into account the interest of river navigation in the future. The act also provides for temporary railway facilities for the electric light and gas companies, whose plants are located on the river bank, and for the ultimate removal of these plants to other locations. President Mellen has offered to sell the land now occupied by the tracks to the city for park purposes for $933,000. Toward the sum required about $200,000 has been subscribed by individual citizens.

For the new City Library of Springfield and several branch libraries in outlying sections, Andrew Carnegie has given $225,000, without conditions. The library will be erected close to St. Gauden's famous statue of "The Puritan," and in the same general group with the art and science museums and the high schools.—Globe.

STEAM AND SPEED AGAINST SAIL

Transatlantic Travel in the Last Fifty-six Years—Some Fast Ocean Records.

"GOOD-BYE, Romance," the skipper said;
He vanished with the coal we burn;
Our dial marks full speed ahead,
Our speed is timed to half a turn.
Sure as the tidal trains we fly,
'Twixt port and port, Romance, good-bye.
KIPLING.

Romance has indeed gone from trans-Atlantic travel. That is, all except the Cupid variety, which buds and blossoms in sequestered deck corners and cozy, hidden nooks of ocean steamships and leads to matrimony or alimony. But the romance of the sailing vessel, clipper ships and the packets, as far as the passenger service to European ports is concerned, disappeared with the arrival of the steamship. When the steamer Asia in 1851 crossed the Atlantic in ten days and two hours the death-knell of the sailing vessel as a passenger craft was sounded, and the old-time clipper, with her skysails, star-scrapers and heaven-disturbers bellying to the breeze, has long since disappeared from the sea. With them has gone the last element of romantic contact with the person of the jack-tar who knew every rope and spar and could beat the preachers in that he could box the compass forward and backward, whereas they can only repeat their prayers one way.

Steam has accomplished its mighty mission well. So well, in fact, that the ordinary globe-trotter thinks little more of a voyage to London than a ferry ride to Staten Island. There is a difference in the fare and the service is better, but essentially the Atlantic Ocean is nothing more than a ferry between countries. The modern leviathan, driven by powerful reciprocating or turbine engines, makes connections with stated trains, barring fog or accident. Throughout the trip passengers on the big floating palaces are enabled by means of wireless telegraphy to keep in constant communication with both sides of the Atlantic. The arrival of a steamship in port can now be foretold almost to the hour.

From the year 1851, when the steamship Africa made the trip between Liverpool and New York in 10 days and 6 hours, the science of shipbuilding and the development of high-speed engines has gradually cut down the time of passage between Europe and America and drawn the two continents closer together. Steamships which 10 and 15 years ago were considered queens of the sea have now been superseded by vessels of size and power that were not dreamed of. Their laurels wrested from them, they are now classed as second, third and fourth-class boats.

In the early days of trans-Atlantic steamship navigation inferior machinery and poorly modelled ships made travel between the two continents a more or less precarious undertaking. Deep-sea skippers of the old sailing vessels laughed steam and the propeller to scorn, and not without cause, for the very oldest mossbacks still discuss the marvellous feat of Captain Samuel Samuels, of the Dreadnaught, who sailed from Sandy Hook to Queenstown in nine days and 17 hours in 1859. During the entire 2800 miles the swift vessel maintained an average speed of over 12 knots an hour.

But steam soon overtook the sailing craft and left her hull down on the horizon of trans-Atlantic transportation. Between 1850 and the 30's steam vessels developed gradually. During the last ten years the growth of the mighty trans-Atlantic fleet has been stupendous. The present year will mark an era in ocean navigation in having witnessed the practicable operation of the turbine engine and the passage of the first boat in less than five days. For years the dream of the ocean navigator has been to command a four-day boat and the honor of staying inside the five-day mark, and getting well on toward the hoped-for time went to Captain Watts when he brought the Lusitania from Queenstown to Sandy Hook in four days, 19 hours and 52 minutes.

Following are the records of trans-Atlantic steamships in the last 56 years:

	Days.	Hours.	Minutes.
1851 Asia	10	2	..
1851 Pacific	9	19	23
1851 Baltic	9	13	42
1854 Persia	9	1	45
1866 Scotia	8	17	47
1866 Scotia	8	2	48
1873 Baltic	7	20	9
1875 City of Berlin	7	15	48
1876 Germanic	7	11	27
1877 Britannic	7	10	53
1880 Arizona	7	7	23
1882 Alaska	6	18	37
1884 Oregon	6	11	..
1884 America	6	10	..
1885 Etruria	6	5	31
1887 Umbria	6	4	42
1888 Etruria	6	1	55
1889 City of Paris	5	19	18
1891 Majestic	5	18	8
1891 Teutonic	5	17	31
1892 City of Paris	5	14	24
1893 Lucania	5	13	45
1894 Campania	5	9	29
1894 Lucania	5	8	36
1894 Lucania	5	7	23
1907 Lusitania	4	19	52

The great trans-Atlantic passenger fleet of today consists of 88 steamships, owned by 12 lines. This number does not include the scores of tramp and semi-passenger lines of vessels which extend to every part of the world from New York. The total tonnage amounts to 1,102,400, while the mammoth engines of this fleet have a united strength of 1,184,464 indicated horse-power.

The steamers that plough across the Atlantic Ocean between east and west today are treble the number of ten years ago. Then there were 21 first-class steamers with a total tonnage of 183,372 and an indicated horse-power of 224,849. A comparison of these figures with the totals of the present day will give a fair idea of the growth of trans-Atlantic service. In those days the St. Louis, the St. Paul and the New York represented the American line; the Philadelphia has since been built. The Anchor line had three ships and now numbers five. The Atlantic Transport line's four vessels were placed in commission since 1897. Four vessels were then operated by the Cunard line, among them the still famous Lucania. In the last ten years eight steamships flying the Cunard flag have been launched, including the record-breaking turbiners, the Lusitania and the Mauretania.

The French line, which had three vessels, has doubled its fleet; the Hamburg-American line has entered the American field since 1897 and now owns a fleet of 15 splendid trans-Atlantic liners. The five ships of the Holland-America line were all built within ten years. The North German Lloyd line's fleet of four liners in 1897 has since been increased to 16 modern steamships. The four vessels of the Red Star line were built within ten years, and the same might be said of the Scandinavian-American line. Six new steamers have been added to the White Star line and three to the Wilson line.

The number of passengers conveyed across the Atlantic yearly in these huge floating hotels goes into the millions. As an express service between two countries the value of high-speed steamships was demonstrated less than a month ago, when in response to a demand for gold to allay the Wall street panic and money market stringency, $100,000,000 in specie was hurried across the ocean in record time.—N. Y. World.

From a French Viewpoint

New York Times.

M. Luzanne rose, with a delightful smile, from the desk where he had been writing. He radiated geniality and courtesy as he came forward, and when he bowed he brought his heels together in a way that suggested military training. He had not spoken 20 words before he had established an atmosphere of ease, warmth and interest. He possesses the "blue rose" of magnetism, and as he talks the most commonplace subjects grow absorbing.

"I like to walk through the streets," he said, "and get in touch with the people. I cannot seem to feel them, or the soul of them, when I drive or go in motors or streetcars. I want the living touch, the human element, and that is worth 20 times more to me than the finest achievements of art or literature or music. It is the people who count, the people who are here with us, living, breathing, experiencing, achieving, failing. When I have traveled, my friends have said to me: 'See! Here is Baedeker! Be sure you go to see a gallery, or this museum. And do not fail to see the frescoes in the palace of So-and-So!' But I—I put the Baedeker carefully away, and go to my gallery, the museum that I like best—the open streets of the city, the open highroads of the country. There I find pictures and curios after my own heart—better than the paintings, the architecture, the rare books—is it not?

"But, more than anything else which I have so far remarked in New York, your speed has struck me as extraordinary. In everything you are miraculously quick. Everything moves much faster than in the older world. People, elevators, trains, legal proceedings, boats, journalism"—he laughed—"all things seem to be running a race—a race in which we on the other side would easily be the losers.

"Take, for example your journalism—your newspaper work, as you call it here—that is very significant. A great fire happens in New York, and almost as soon as it occurs the papers have it; the details, the description, the points of local interest, the estimates of the damage, account of everyone concerned—a complete 'story.' Now, in Paris things move a trifle differently. It takes 15 minutes for the reporter to get his assignment, and another 15 for him to reach the scene of the disaster. Then it takes—no one can say how long—to get his 'story'; then 15 minutes back to the office. Then half an hour to report it to his chief, and another half hour to talk it over with the general editor. And then, after all that, it takes some little time to write it. Of course, I am purposely exaggerating, but not very much. From the time of assignment it really is four or five hours before the story is ready for press!

"It is curious. French people are quick—very quick—mentally. They see, grasp, understand as speedily and acutely as any people in the world. But there seems to be something national and congenital that prevents them from attaining your speed in the use of what they have seen. Perhaps it is because we love to talk so much," laughed Mr. Lauzanne, whimsically. "We have to discuss everything we see, and the result is that we lose time.

"You know the French people love words. It is a passion, almost an obsession with us. The man who can talk well—to him we bow down, whether what he says is wrong or right. Some one has said that for years past France has been governed by words alone. I think it is true. If a man is eloquent, and knows something of writing, and can juggle skillfully with phrases, the French public says, 'There is a great man! Let him remain in power!'—no matter what he may happen to do.

"It is an extraordinary country, this," he went on musingly, with a glance toward the window. High above the streets, a fine sweep of the town unfolded itself there, fading into distant mist that was too full of sunshine