## Amusements.


AMBROSE PARK, South Brooklyn—8—8:15—Buffalo Bill's Wild West.
AMERICAN ROOF GARDEN—8—Vaudeville.
ATLANTIC GARDEN, 20 to 54 Bowery—10 a. m. to 10 p. m.—Concert and Vaudeville.
BRIGHTON BEACH MUSIC HALL—8—Symphony Concert.
CASINO—8:15—The Passing Show—6 to 1—Roof Garden, Vaudeville.
EDEN MUSEE—11 to 11—World in Wax.
ELDORADO—4 to 5 and 6 to 7:30—Concert—8:30—Benefiels.
FIFTH AVENUE THEATRE—8:15—The Mikado.
GARDEN THEATRE—8:15—1492.
KOSTER & BIAL'S—8—Vaudeville.
MADISON SQUARE ROOF GARDEN—8 to 12—Vaudeville.
MANHATTAN BEACH—Afternoon and Evening—Sousa Concerts and Hagenbeck's Trained Animals.—Evening—Lalla Rookh.
TERRACE GARDEN MUSIC HALL—8:15—Vaudeville.


## Index to Advertisements.


| | Page. | Col. | | Page. | Col. |
|---|---|---|---|---|---|
| Amusements | 11 | 6 | Legal Notices | 5 | 5 |
| Announcements | 12 | 4 | Lost and Found | 11 | 5 |
| Bankers and Brokers | 11 | 5 | Marriages & Deaths | 7 | 6 |
| Board and Rooms | 9 | 5 | Miscellaneous | 10 | 4 |
| Business Chances | 9 | 4 | Miscellaneous | 12 | 4-6 |
| Business Chances | 11 | 5 | New Publications | 8 | 2 |
| Business Notices | 6 | 1 | Ocean Steamers | 8 | 6 |
| Copartnership Notices | 11 | 5 | Proposals | 10 | 4 |
| Country Board | 8 | 6 | Religious Notices | 7 | 6 |
| Dividend Notices | 11 | 5 | Railroads | 10 | 5-6 |
| Dressmaking | 9 | 4 | Real Estate | 5 | 5-6 |
| Domestic Situations Wanted | 9 | 6-7 | School Agencies | 8 | 4 |
| Excursions | 10 | 4-5 | Sales by Auction | 11 | 5 |
| Financial | 11 | 5-6 | Special Notices | 7 | 6 |
| Help Wanted | 9 | 5 | Steamboats | 11 | 6 |
| Horses and Carriages | 9 | 4 | Summer Resorts | 8 | 4-6 |
| Hotels | 11 | 5 | Tourists | 8 | 4 |
| Instruction | 8 | 2-3 | The Turf | 11 | 6 |
| | | | Work Wanted | 9 | 5-6 |


## Business Notices.

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# New-York Daily Tribune.

FOUNDED BY HORACE GREELEY.

FRIDAY, JULY 6, 1894.


# TWELVE PAGES.

## THE NEWS THIS MORNING.

Foreign.—Lord Dunraven's yacht, the Valkyrie, was sunk by the Satanita in a collision on the Clyde; all on board were rescued. ═══ The Prince of Wales's yacht Britannia defeated the Vigilant in the race for the Muir Memorial Cup. ═══ An Anarchist plot to murder the rulers of all European countries has been discovered by the police of Rome. ═══ M. Auguste Burdeau was elected President of the French Chamber of Deputies. ═══ Cholera is spreading in St. Petersburg; there were several deaths at various places in Europe. ═══ Sir Austen Henry Layard, the explorer and archæologist, died in London.

Congress.—Only the House in session. ═══ The Tariff bill, as amended, was received from the Senate, but action on it was postponed until to-day.

Domestic.—There was rioting along three miles of the Lake Shore and Rock Island tracks leading out of Chicago; Mayor Hopkins and the Council Committee met the A. R. U. officials; labor chiefs will discuss to-day the question of a general strike; Debs issued a statement; eight more companies of regulars were ordered to Chicago; the train service improved. ═══ Several of the World's Fair buildings were destroyed by fire. ═══ Fierce forest fires raged in Southern New-Jersey. ═══ A national convention in the interest of good roads was opened at Asbury Park. ═══ The Constitutional Convention reconvened at Albany. ═══ New-York won from Louisville; Brooklyn was defeated at St. Louis.

City and Suburban.—The steamer Caracas, of the Red D Line, hence for La Guayra, returned to port with the cargo in her afterhold on fire. ═══ Joel W. Mason, ex-Police Commissioner, died. ═══ Edward Kilpatrick, the well-known builder who testified before the Lexow Committee, charged a policeman with insolent conduct. ═══ Winners at Sheepshead Bay: Reiff, Gutta Percha, Candelabra, Henry of Navarre, Herald, Live Oak. ═══ Stocks were slightly more active and the railway list was strong under the lead of St. Paul; Sugar Refining fell 3 per cent on the uncertainty of the final tariff schedule. Money on call was easy at 1 per cent.

The Weather.—Forecast for to-day: Fair; westerly winds. Temperature yesterday: Lowest, 68 degrees; highest, 82; average, 74½.


*Persons going out of town for the summer, either to the summer resorts or their country homes, can have The Daily and Sunday Tribune mailed to them for $1.00 per month, or $2.50 for three months. Travellers in Europe can receive The Tribune during their absence for $1.65 per month, foreign postage paid, or $4.45 for three months. The address of the paper will be changed as often as desired.*


Superintendent Byrnes is not disposed to criticise the Chicago police for allowing the strikers in that city to have their own way, but he unhesitatingly says that such things would not be permitted by the police in New-York. He declares that the strikers have put themselves in rebellion not only against the local authorities, but against the General Government. With a Byrnes in command at Chicago, the first outbreak of Anarchism would have been promptly suppressed and a complete paralysis of business would have been impossible. In such a matter it is the first step that counts.

Special point will be given to Mr. McKelway's striking address at Woodstock if the statements made by a lawyer "on information and belief" before Judge Andrews, of the Supreme Court, yesterday, prove to be borne out by the facts. The allegation of the lawyer was that a client of his had paid $500 to insure the success of certain suits in the City Court which were tried before Chief Justice Ehrlich. It is evident that the statement was made with scant consideration, though the lawyer promised to produce an affidavit by his client backing it up. At present a suspension of judgment is in order. Of course Judge Ehrlich will insist that the whole truth be made known without delay.

Debs appears to be beginning to realize the serious condition of affairs which his American Railway Union has brought about. At all events, he has begun to make statements and issue manifestoes and write proclamations with truly alarming frequency and fluency. His latest address to the public is, in the main, an appeal for arbitration of the trouble between the Pullman Company and its former employes. He says that the American Railway Union is ready "to do anything in its power, provided it is honorable, to end this trouble," and insists that the Pullman Company shall meet its employes and "do them justice." There is a strong popular impression that the company has dealt with its employes not only justly but generously, by taking contracts at a loss in order not to close its shops. Debs is befogging his own mind and the minds of those who believe in him with many words and high-sounding phrases. The one question to be settled now is whether Debs is or is not the Government of the United States.

There seems to be a strong disposition on the part of some of Senator Hill's colleagues to discipline him for his adverse vote on the Tariff bill. One proposition is that he shall be formally read out of the party by a caucus resolution. That would be an extreme measure, which the cooler-headed Democratic Senators would scarcely indorse. The probability is, however, that he will not, for some time, at least, be persona grata at Democratic caucuses and conferences. But Mr. Hill is not the man to repine at such treatment. It required courage to take and maintain his position on this question, and for one who has exhibited that quality in abundant measure exclusion from party caucuses can have no terrors.

Edward Kilpatrick, the builder, stands forth among witnesses before the Lexow Committee as the only one bold enough and plucky enough to resist the blackmailing demands of the police. Yesterday he appeared at Police Headquarters as complainant and witness against a policeman whom he charged with insolence and neglect of duty. The officer attempted to use the fact of Mr. Kilpatrick's testimony before the Senate Committee to show that he bore malice against the police, but Commissioner Martin, we are glad to say, declared that this had nothing to do with the case. It would be in order, we presume, to show that the police bear malice toward Mr. Kilpatrick. The builder deserves praise for his sturdy attitude both before the committee and before the Police Commission.

### REBELLION TO BE SUPPRESSED.

"Is it revolution?" men ask, as they read accounts of resistance to United States officers and troops wherever the railroad strikers are strong. It is nothing of the kind, though Debs pleases himself with the idea that nine-tenths of the people will rise and revolt if the Government undertakes to enforce its laws. He forgets that a far more powerful rebellion was suppressed thirty years ago, though it cost many lives and enormous sums of money. The people, he will find, will uphold their Government against the insolent lawlessness of his organization, exactly as they did against the sectional rebellion of slaveholders, though far more quickly. The millions of wage-earners are not fools. The great majority of them know that the Railway Union is defying and attempting to defeat the enforcement of decrees by United States courts in spite of all dishonest pretences. Debs himself foolishly betrays the intention to resist in his mawkish regrets that the United States officials have been misled by the statements of railway managers.

The man needs to be locked up and punished, for he is publicly inciting men to defy the decrees of the courts. There is no longer the slightest excuse for pretending that the strikers respect or obey the decisions of the United States courts. Interference with trains, stopping of troops when sent to enforce the laws, are acts which call for swift and stern punishment. The quicker the gravity of these crimes is shown by severe and pitiless punishment of leaders and instigators the fewer misguided men will be drawn into criminal resistance to law. When the court orders strikers not to trespass upon the property of companies for which they have refused to work, and not to hinder other men from working, it means that any person who uncouples cars, or sets switches wrong, or climbs upon trains to interrupt hands in their work, becomes a rebel against the United States. Everybody who incites or excuses such defiance of law takes a rebel's part against the Government of the people, and needs to be dealt with vigorously. The issue is no longer between the railroads and the men who have chosen to stop work. It is between the United States Government and those who rebel against and resist its authority.

It is not pleasing to the strikers to find that the laws and the civil authorities are thus arrayed against their demands. But they ought to have considered before they began their struggle whether they had any legal right to block the commerce of the country in order to force a single employer of labor, with whom they had nothing whatever to do, into running his works at a loss. Though they did not fully realize it, their very act was one of rebellion against constituted authority and against the welfare of the people. That they were more than half aware of the fact is betrayed by their repeated assertions that they do not mean to resort to violence and will not resist the laws, even while they are in fact defeating by every means in their power the execution of the orders of courts. These men, in fact, set up their own interpretation of the law against the judges appointed to interpret it, precisely as the rebels of 1861 set up their own construction of the Constitution against the Government of the United States. There is great need of prompt and stern manifestations of the power and the severity of the law, in order that men may realize that they have no right to assert their own construction of the laws against the authority of their country.

The President and his Cabinet deserve to be upheld and heartily commended for their determined efforts to enforce the orders of the court against opposition of every form. It was not to be expected that any man charged with the grave responsibilities of government would shrink in such an emergency from upholding the law, since it must be clear to any man of ordinary comprehension that there stands between the people and all their industries and all their rights on the one hand and ruthless Anarchy and bloodshed on the other nothing but the authority of the civil government, the laws of the United States, and their faithful enforcement. It is to-day the duty of every respectable citizen, whatever his party or his occupation may be, to uphold the Government by which alone his own rights can in case of need be defended and maintained.

### ENGLISH RIGHTS IN THE TRANSVAAL.

The "Commandeering" incident in the South African Republic, which has just been satisfactorily closed by Sir Henry Loch, furnishes some good material for opera bouffe. The Transvaal, as the land in question is commonly called, is inhabited chiefly by Boers, but contains a large number of Englishmen and other Europeans. The government is, however, exclusively in Boer hands, no Englishmen or other alien being allowed to vote or to hold office. As compensation for thus being deprived of the rights of citizenship, all aliens except the English have been by law exempted from military service. But the Englishmen, because they are numerous and are the best fighters in the territory, have been compelled to serve in the army, and have indeed been generally put in the forefront of the battle. This, of course, was intolerable, that men should be impressed into the army of a Government in the making of which they had no part or lot. A vigorous protest was made. Lord Ripon, the English Colonial Secretary, might have been glad to ignore it and let the Boers go on oppressing the Englishmen. But Sir Henry Loch, the High Commissioner in South Africa, is made of other stuff. He has personally gone up to Pretoria and read the riot act, with the result that the dragooning of his countrymen into Boer service will henceforward be unknown.

The grotesque feature of the case is in the reason why the Boers discriminated against Englishmen. This was because the latter belonged to a superior Power. When, in 1881, England restored nominal independence to the Transvaal, it was stipulated that the Queen should remain "suzerain" of the Boer Republic. Just what "suzerain" meant in this case no one in England seemed to know; or, at any rate, ventured to say. But the Boers put their own interpretation upon it. The Queen was suzerain; therefore her Government was superior to that of the Transvaal. A superior Government could not condescend to make treaties with its subordinate; therefore England could not get for her subjects such exemption as other aliens enjoyed. And so the Boers, because they were inferiors, might oppress and harry as much as they pleased the English, because they were superiors! Of course such an argument was not put forward in terms, but it was practically acted upon; and would have been for years to come had not the outraged Englishmen made a bold stand for their rights and threatened the Boers with a summary undoing of the work of Majuba Hill.

### AS TO INJUNCTIONS.

Speaking "calmly and thoughtfully," as he declared, at Chicago on Wednesday, Eugene V. Debs said: "So far as the injunctions served upon me and the other officers of the union are concerned, we are not troubling ourselves about that part of the managers' game. We have violated no laws, and care nothing for the action which was taken. . . . I care as little for the proposed Grand Jury indictments as I do for the injunctions."

Speaking, perhaps less calmly and thoughtfully, but more epigrammatically, and to precisely the same effect, at Gravesend last fall, John Y. McKane said: "Injunctions don't go down here; see?"

The present postoffice address of John Y. McKane is: "Sing Sing, N. Y.—in care of the Warden of the State Prison."

### BROOKLYN'S EXAMPLE.

In advocating a sound Republican ticket in New-York this fall The Tribune is urging precisely the same course which it recommended a year ago in Brooklyn. At an early stage in the municipal canvass of last year in Brooklyn we strongly and repeatedly advised the nomination of a Republican for Mayor and of a straight ticket. The reorganized Republican party in Kings County, we were convinced, could not be depended upon to vote for a Democratic candidate for Mayor and a combination ticket. When the Independent Democrats and the Committee of One Hundred were organized, and a strong effort was made to bring Mr. Gaynor, a Democrat, into the field and to force him upon the Republican convention, we took the ground that a straight ticket must be nominated headed by a Republican of business training, preeminent fitness for office and integrity of character, who would command the support of good citizens of all parties. When Mr. Schieren was nominated our advice was followed to the letter.

Mr. Schieren's name was not mentioned as a candidate for Mayor until a few days before the Republican City Convention met. He was president of the Brooklyn Young Republican Club, and had been prominently identified with the reorganization of the party in Kings County. No one asked or cared if he had voted against Grant in 1872 or against Blaine in 1884. It was known that he was in full sympathy with the Republican party, taking an active part in its reorganization, and that was enough. The Republican City Convention nominated him as a Republican, and the Committee of One Hundred and the Independent Democrats indorsed its action. The Tribune was entirely satisfied with the nomination, and considered that its advice had been followed. A Reform city and county ticket was nominated and elected, Mr. Gaynor receiving incidentally Republican support for Justice of the Supreme Court, and Mr. Kinkel, an honest Democratic official, obtaining Republican indorsement for Supervisor-at-Large, although he subsequently repudiated it and was defeated. The Republicans swept Kings County, and elected their straight ticket and Mr. Gaynor by great majorities. Mayor Schieren has proved a most efficient, far-sighted and popular official. The government of Brooklyn has been reformed from top to bottom.

The Tribune is anxious to have the good work which was done in Brooklyn repeated in New-York this year. It stands for the same policy; it recommends precisely the same methods. It urges as strongly now as it did then the nomination for Mayor of a Republican of the highest reputation and of recognized fitness for office. If a Republican ticket headed by as good a candidate as Mayor Schieren can be nominated and elected in this town, a tainted, debauched, demoralized government can be overthrown and reformed here, as it was in Brooklyn. The Tribune asks for no less and for no more in local politics this fall in New-York than it demanded and obtained a year ago in Brooklyn.

### BRITISH EXPERT TESTIMONY.

"The Engineering Magazine" has a well-informed and thoughtful article on Cuba and the United States, which has a direct bearing upon the abrogation of the reciprocity agreements about to be decreed by Congress. It is written by an engineer, E. Sherman Gould, who has recently been superintending important works in Cuba, and is not designed for political effect. It contains a comparative exhibit of the export trade of the United States with Cuba in 1889 and 1893, showing an increase from $11,297,198 to $23,604,094, in breadstuffs, provisions, vegetables, machinery, iron manufactures, builders' hardware, railway bars, coal, manufactures of wood and many other articles. Out of forty-one entries in the table there are only two, paper and flax, which do not reveal increases in export. A more convincing demonstration of the utility of the Reciprocity policy in enlarging the export trade could hardly be desired. The following extracts from a report of the British Consul-General at Havana clinch the argument from statistics:

> British trade with Cuba has almost become a thing of the past; and under the recent reciprocity treaty the United States of America practically supplies all the wants of the island and receives all its produce. . . . Machinery, which formerly was largely supplied by England, Germany, France and Belgium, now nearly all comes from the United States; and the machinery required for the vast amount of sugar manufactured in Cuba is immense and of great value.
>
> The reciprocity treaty between Spain and the United States would appear to be mainly beneficial to the latter nation. Articles, such as machinery, iron, steel, coal, etc., which formerly came principally from Europe, and continue to pay duty when imported from those countries, are admitted free of duty when coming from America, so that the former trade is fast disappearing, although some articles of English manufacture and of superior quality are still able to compete, notwithstanding the duty. . . . The free admission of Cuban sugar into the large markets of the United States is, of course, the great inducement for Spain to enter into an arrangement by which she sacrificed a considerable portion of her customs revenue.
>
> The effect of the recent reciprocity treaty between the United States and Spain in regard to her West Indian colonies has been to throw nearly the entire Cuban trade into the hands of the United States traders, with whom importers of goods from less favored nations cannot compete, having to pay, by the terms of such a treaty, higher import duties.

That is British expert testimony to the value of the Reciprocity policy. It cannot be impeached by any Democratic legislator or journal as partisan testimony. It demonstrates the success of the American exporters under the reciprocity agreements in capturing the Cuban market and expelling European rivals. With such a tribute as this from a British official to the operation of reciprocity, what can be said of the action of the Democratic Senators in abrogating the agreements? They have shut out American exporters from a market where they were virtually without competition, and where trade has been more than doubled since the agreements were made. They have done this, moreover, for the benefit of the Sugar Trust. They have deliberately sacrificed the interests of the farmers, the manufacturers, the producing classes and the exporters, and blindly surrendered to a group of monopolists wholly undeserving of sympathy or support.

### AND THEN WHAT, DEBS?

You may not be aware, Debs, that a great many thousand American citizens—probably, if a *pot* vote were taken, an overwhelming majority of the entire population—consider you a quite unnecessary and absolutely unmitigated nuisance, and desire to have you abated. They are people who never saw you, and until last week never heard of you. The reason why they feel in this way toward you, Debs, is because they think you have, for some purpose of your own, wantonly and recklessly interfered with their business, held them up on railroad trains in remote places at out-of-the-way stations, hindered them in their journeys, subjected them to endless annoyance and inconvenience, cut off their supplies of provisions, obstructed the mails carrying their correspondence, and called thousands of men from work they were glad to do for employers against whom they had no grievance, driving them through enforced idleness to misery and want, and initiating thereby a causeless and unnecessary war between classes which can only result in disastrous losses on one side and unmeasured distress on the other. They say they are not conscious of having given you any occasion for such cruel treatment; that they had not so much as differed in opinion with you on any subject, so far as they know; in fact, that until they began to feel in their own persons and property the effect of your indiscriminate assault most of them were unaware that you were engaged in a controversy, and all were ignorant of its merits. You are extremely unpopular with these people, Debs. There are passenger trains standing still on sidetracks in various parts of the country in the neighborhood of which you could not appear without seriously endangering your health.

It is hardly to be wondered at in the circumstances that the thousands and hundreds of thousands of men, women and children whom you are subjecting to such trials and hardships in what they believe to be utter wantonness should be incensed and angry and ready to do violence upon you. But violence toward you personally, however just may be the popular resentment you have incurred, would be ill-advised. You have, of course, done a great deal of mischief, as you well know, but personal violence done to you cannot remedy that. You should be taken in hand by the constituted authorities, and under due process of the laws you have contemned and violated put where your power to continue doing mischief will be effectually checked. And that, we presume, is what will eventually be done with you. But before this happens we venture to inquire what was, and, indeed, until your career is checked, what is—your ultimate purpose. Let us suppose that you have succeeded in stopping not only all railroad trains, but all movement, all travel, all transportation, all business, as the uproarious blatherskite Sovereign now proposes through the agency of his Knights of Labor. What then? You began this disturbance with the avowed object of compelling the Pullman Company to submit to arbitration the question whether it shall start up its idle shops and do business at a loss. You have continued it, as you say, to compel the railroad companies to accede to certain terms which you impose. It was quite possible from the outset that neither the Pullman Company nor the railroads would comply with your demands; that they would show just as much stubbornness in resisting as you and your Railway Union in making them. And then what, Debs? How could you compel them to compliance? Suppose they should—as they have already done to some extent—stand still and wait. How long did you—or do you—propose to stop the business of the whole country?

Or suppose that you do now succeed in compelling all the railroad companies to submit to the conditions you impose and the Pullman Company to start its works and resume business at a loss. Suppose you circumvent the authorities, defy the courts and defeat the Government of the United States in its efforts to maintain order and enforce law. Then what, Debs? Who runs the railroads? The owners, or you and the Railway Union? Are you not in absolute control? Have the owners of the property any rights that you are bound to respect? Having tied them up so effectively once, what is to hinder you doing it when and as often as you please? Of course you would exercise your enormous power—or think you would prudently; but do you think the people of this country would like to feel from this time forward that all their business interests and their own freedom of movement were dependent upon the will of one man, even if you, Debs, were that man? Have you thought how much power the success of this strike would put in your hands? And whether the people would be likely to submit to it? Your success, too, is the defeat of the United States Government. And then what, Debs? If you and your Railway Union can defy the authority and set at naught the power of the United States Government in this matter you may in any other. Are you and your Railway Union prepared to take charge of the whole country, to supersede the Government and assume the exercise of its functions? If, as you say, you are the majority, it will come to that in the end; but wouldn't it be better to wait until by actual polling you find out that you are the majority before taking so great a responsibility? No, no, Debs. You cannot succeed. You have had a much more remarkable career than Coxey, but you are a greater mistake, and we suspect that when you do get in jail you will stay there longer.

### YACHTING ON THE CLYDE.

The yacht race on the Clyde opened with a deplorable accident and ended with a victory for the Britannia under conditions which leave her superiority to the Vigilant an open question. The accident is to be deeply regretted on both sides of the Atlantic, since it involves the loss of the Valkyrie and the disabling of the Satanita for a good part of the racing season. The two yachts in manoeuvring for the start were locked together, and Lord Dunraven's boat went to the bottom in a few minutes, the owner and crew being rescued with difficulty. Explanations of the accident differ, but it is evident that there was keen rivalry in jockeying for a good start and that the Satanita did not have room to turn. While Americans will be relieved to learn that their own yacht was not responsible in any degree for the collision between the two boats, they will sympathize deeply with Lord Dunraven in the misfortune which has ended the career of the famous Valkyrie. A more honorable sportsman has never sailed the seas, and he has lost his yacht after making a daring effort to increase her sail area and to retrieve her defeats in American waters.

The Britannia and the Vigilant had the race to themselves after the confusion and uncertainty caused by this most unfortunate accident. The English yacht had the best of the start, being quicker in stays, but the American yacht manoeuvred well in an unfamiliar course, and the crew made a good exhibition of seamanship. It was Scotch weather, the yachts starting in a thick mist, continuing their courses with a freshening wind and gusts of rain, and ending with an approach to a drifting match. The Vigilant led the Britannia over the greater part of the course, and seemed the better boat when there was a stiff wind blowing; but she was overtaken and passed by her rival when the breeze moderated toward the end. It would be unfair to conclude that the Britannia won by flukes and flaws. The first victory was fairly earned, whether by superior seamanship or by favorable conditions of wind at the close; but the Vigilant's work was so excellent when the wind was strongest that the comparative merits of the two yachts have not been decided by the first meeting.

The Vigilant's owners seem to have been drawn into this race against their judgment through good-natured reluctance to disappoint Scotch spectators, who swarmed by thousands to the banks of the Clyde to witness an international race. The yacht had been hastily refitted, and Captain Haff and his men had not had time to become familiar with an intricate racing course, the difficulties of which were increased by mist and showery weather. A defeat by half a minute under these conditions is not only indecisive, but it is also honorable, since it reveals characteristic American readiness to enter a race even with the chances distinctly unfavorable and to make a plucky effort to win it. Perhaps the safest conclusion to be drawn from the first race will be that the Britannia and the Vigilant are very evenly matched, apart from the handicap of time allowance against the latter, and that several trials will be needed before any marked superiority of one over the other can be claimed with confidence.

It is most unfortunate that the contest has been narrowed down to these two yachts by the loss of the Valkyrie and the disabling of the Satanita; but the Britannia by her record and by general consent of yacht designers and sportsmen represents the best that English skill and science have been able to produce. With two close rivals excluded by the accident, it remains an international contest between the fastest American and English yachts. May the better boat win!

Britannia rules the wave—for the time being.

Postmaster-General Bissell, as the result of a report of the commission recently appointed by him to consider the needs of the New-York Postoffice, has decided to make allowances of more than $100,000 for additional carriers, for clerk hire and for new stations, stamp agencies, etc. It is an encouraging circumstance that the Washington authorities are beginning to recognize the importance of the Postoffice in this city. It ought to be treated most liberally, in view of its importance, of the vast quantity of matter handled here and of the great revenue which it furnishes. Instead, it has often been dealt with in the past in a manner that can only be described as shabby. We are glad to believe that Mr. Bissell's action is the beginning of a better and more enlightened policy.

Debs should take note of the fact that only a short time ago one Coxey cut a large figure on the public stage and filled much space in the papers. Where is Coxey now? And where will Debs be a few weeks hence?

Yesterday witnessed the opening of this year's session of the Manx Parliament. The incident does not figure largely in the day's news, and to the vast bulk of humanity is of no importance whatever. It is of interest, however, as serving to draw attention to the oldest if not the most august deliberative assembly in the world. There is no other parliament that can compare in antiquity with that which met yesterday—"Tynwald Day"—in the open air on the summit of Tynwald Hill. It was already venerable when John Lackland first called his barons together for counsel, and is to-day nearly twice as old as its more potent compeer at Westminster. More than a thousand years ago the Norsemen settled on the little island in the Irish Sea, and established there the same form of government they had enjoyed in Iceland. Amid all the wars and revolutions that have since occurred in the British Isles, that Government has been undisturbed. Nearly a century ago the parent Althing of Iceland was discontinued; but its Manx offshoot is still maintained, with nearly all its original authority and with all its old-time usefulness.

Mr. Croker denies that he took a special train in order to be in time to see the Grand Prix, and says that he came near having to travel third-class. The thought of the great Pantata in a third-class carriage is calculated to send a thrill of horror down the spine of every loyal member of Tammany Hall.

The world has been so long accustomed to look upon Great Britain as the principal maritime Power on the face of the globe that it is somewhat surprising to learn that it is suffering from the same disadvantage as the United States, namely, the number of aliens among its sailors. According to an official report just submitted to Parliament, of every eight seamen in the British mercantile marine at least three are foreigners. The matter is of considerable concern to the English Admiralty, which has been accustomed to look upon the merchant navy as a reserve upon which the Government could draw for its cruisers in time of war. As it is, the Royal Navy is notoriously undermanned, and unless some steps are adopted to obtain a fresh supply of well-trained seamen, Great Britain may eventually find her magnificent cruisers powerless to protect her shores from invasion and her colonies from conquest.

With the object of striking a blow at those professional agitators who are the curse and bane of every trade and labor union, the French legislature has just passed a measure providing that no person shall be permitted to remain a member of a labor organization who has not worked regularly at his trade for three years. It remains to be seen how this statute will operate, and to what extent it can be carried into effect.

### PERSONAL.

George W. Cable has named his summer home at Northampton, Mass., "Stayawhile."

Rear-Admiral Tchaikowski, commander of the Russian ironclad Simpoe, who was recently appointed chief of staff of the Russian fleet in the Black Sea, is one of the most esteemed officers in the Russian Navy.

Elijah Bryan, of Nevada, Mo., who is now in his ninety-fifth year, as a youth helped to defend the homes of the Missouri settlers against the raids of Black Hawk's warriors. His family is related to that of Daniel Boone, and he owns an old flint-lock gun which was a favorite with the frontiersman.

Miss Ethel Harraden, a sister of the author of "Ships that Pass in the Night," has written the music of a fantastic opera entitled "The Taboo," which has been successfully given in London.

Milton Tibbits, the fifteen-year-old editor and proprietor of "The Washington Weekly Bulletin," received much attention in Boston during a recent visit.

Rear-Admiral Frederick Maxse, whose daughter was married the other day to a son of Lord Salisbury, was the hero of the famous ride through the Russian army from the English army to the English fleet, during the Crimean War. His deed was immortalized by "Punch" in a poem entitled, "Lieutenant Maxse's Ride."

The New-York correspondent of "The Philadelphia Press" has learned that Archbishop Corrigan, of this city, is again in high favor at Rome. He says: "Bishop Francis S. Chatard, of Vincennes, Ind., who has very recently returned to America from a visit to the Eternal City, stopped in New-York on his way home, and had a long conference with the Archbishop. To him Bishop Chatard brought a message from the Holy Father, who said that he was well aware of the anxieties and troubles that had beset the Archbishop during the last few years, and that he trusted that the mutterings and grumblings of certain parties did not annoy the New-York prelate more than they did the Holy Father himself."

J. W. Egan, chairman of the General Managers, whose roads are now suffering from the strike, was once a machinists' apprentice in the Illinois Central shops, and rose step by step until he became president.

Among the royal riders of the wheel are the King of the Belgians, Queen Wilhelmina, Prince Waldemar and Carl of Denmark, and Prince George and Nicholas of Greece.

### THE TRIBUNE FRESH-AIR FUND.

ACKNOWLEDGMENTS.

| | |
|---|---|
| Previously acknowledged | $7,083 93 |
| Balance from Coal and Food Fund | 11 97 |
| Marie Rogers | 100 00 |
| A Friend | 100 00 |
| "Living Advertisement" entertainment given by the Chelsfleet Club, a club composed of small girls | 73 80 |
| In memory of Charles Kingsbury Mackay | 100 00 |
| Baby Franklin | 25 00 |
| E. W. D. | 25 00 |
| J. P. D. | 25 00 |
| C. E. D. | 25 00 |
| H. D. | 25 00 |
| S. D. | 10 00 |
| In memoriam | 10 00 |
| In memory of Julie | 5 00 |
| I. J. T. | 3 00 |
| Baby Margaret, New-Brunswick, N. J. | 3 00 |
| William H. Skinner, Bridgeport, Conn. | 5 00 |
| J. H. Bunce, jr., Middletown, Conn. | 5 00 |
| M. P. B. | 2 00 |
| Hob | 1 00 |
| Proceeds of a fair held at Plainfield by the following company of girls, about twelve years of age. The articles sold were made by themselves: Eleanor B. Williams, Ada Woodruff, Amy Burt, Annie Littell, Gussie Long and Marion Woodcock | 13 16 |
| Total July 5, 1894 | $8,251 87 |

### HOW THE CHILDREN WENT TO VIRGINIA.

To the Editor of The Tribune.

Sir: The Timberville party of twenty-one children arrived safely at their destination on Tuesday evening at 6 o'clock, about fifty minutes late. The trip was uneventful, thanks to the arrangements you had made. I had an example of the power of your influence at the station, before the train started. We got to the depot about an hour before the starting time, in order to get the children asleep before going. But the person to whom I spoke said that we could not go aboard till within half an hour of the starting. I told him I had a party of children, but he assured me it made no difference—"even the President of the United States could not get on before the time." I said no more, but started for the depotmaster; but Miss Jollenbeck had seen him before I did, and the words, "Tribune Fresh-Air Fund" accomplished what the words, "President of the United States" would have been ineffectual to do. We had a car all to ourselves, and it was but a short time before all the children were stretched out, using their bundles for pillows. At Washington, where we had to lay off for three hours, the children made life miserable for anybody who ventured within hailing distance. But it was when we had passed Harper's Ferry and started up the Shenandoah Valley that the New-York of it came out fully. The country boys who approached the car with green pears and other refreshments, looked with awe on the carful of quick-witted youngsters, who imitated the peculiar accent of the valley to perfection. One colored man ventured to inquire of me, with much seriousness, "Boss, am dem children orphelins?" I told him they were not, but were Fresh-Air children, and he went away, probably more mystified than ever. The day was hot, but the children enjoyed themselves—specially in going through the frequent tunnels. These furnished excellent places in which to yell, and they were used to the utmost.

But when we got to Timberville we had a royal reception. Not only the town was at the depot, but from all sides to a distance of six or eight miles the farmers had driven in, and consequently you can picture the scene. It did my heart good to see the eagerness with which the good people received my little folks, and as I saw one kind, motherly lady after another come up and carry off the girls or boys who have never before had such kindness from strangers, I felt amply repaid for all the journey. Thirty-three years ago that peaceful valley was filled with contending armies. Last Tuesday I think that we captured them—or maybe they captured some of us—but, anyway, there was a new bond formed in some Southern hearts, when they saw our little waifs, and the mother heart of Virginia's children was drawn to the suffering poor of our city as they never expected. Mr. Harner, the minister who had made the arrangements, told me that he did not know half of the people who came to see the arrival. He was astonished beyond measure at the interest displayed. I had supper at the house of one family, where two of the boys are going to stay, and we sat at the table, with its abundance of good things, I could not help drawing comparisons between the heat and discomfort of the boys' homes and the bountiful provision before them. At this house there is a little colored boy by the name of Sam, and he is going to act as their guide and counsellor. He will have enough to do, for he assured Mr. Harner that they didn't know much. "Why, Mis' Harner, dey don't eben know what a barn is," said he, and then he laughed at the ignorance displayed. JAMES HUNTER.

Timberville, Va., July 5, 1894.

### IN MEMORY OF MR. PHELPS.

JOHN ADDISON PORTER'S TRIBUTE TO HIM AT WOODSTOCK.

In the course of his address on "Political Indifference" at the Fourth of July celebration at Woodstock, John Addison Porter, Editor of "The Hartford Post," paid the following tribute to William Walter Phelps:

With Mr. Bowen's permission and at his request, I am permitted to make some mention to-day of the eminent Judge and distinguished statesman recently passed away, who was to have occupied a place in to-day's programme, which in his stead has been assigned to me, a near relative and a dear friend. It seems the more appropriate that I should notice in this connection the Hon. William Walter Phelps, inasmuch as in him were personified many of the unselfish ideas and much of that steady and uncompromising devotion to public affairs which seem to me to be the greatest need of our country to-day.

Born of distinguished Connecticut ancestry, and inheriting from the kinsman who bore his name as clerk to Oliver Cromwell at the trial of King Charles the First an ever-present love of liberty and a high respect for law, Judge Phelps never ceased, from his boyhood's days to his fatal illness a fortnight ago, to give to his country's needs whatever in him was greatest and noblest and best. Receiving as a young man much wealth, entitled to the highest social position, he yet trained himself as faithfully to a life of industrious and useful work as if he was dependent upon it for his own support and that of his family.

Above most men, he had a love of what was great and beautiful and grand. His very presence, his bearing and his language, were an inspiration for those who met him to bear their proper share in whatever opportunities fell to their hands to make their homes, their States and their country better for their being and living in it. To those who knew this chivalrous and talented man personally, and their name is legion among the public men of all political parties—I see here to-day several, especially the Hon. Mr. Grow and Senator Platt, who have been intimate with him—I need not say that even beyond his high ideals and brilliant accomplishments, they loved and respected the man himself, realizing as no words of mine can tell you, his unique personality, his intense individuality, his indomitable will power and the cheerfulness and humor which he brought to minor events and even cares. Only at rare intervals does genius of this sort appear on the horizon of our daily lives.

What signal successes he won in Congress and as the Nation's representative abroad in two of the most exclusive courts of Europe, the papers have lately told us, and he really lived written in the hearts of a grateful people. Not alone Americans, but Englishmen and Germans, have recognized and have not ceased to speak