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CARL H. SCHULTZ'S
artificial VICHY, SELTERS and CARBONIC, in Quart and Pint Bottles for out of town shipments. All orders promptly attended to. CARL H. SCHULTZ, 430 First-ave.

New-York Daily Tribune.

SUNDAY, JULY 1, 1900.

THE NEWS THIS MORNING.

FOREIGN.—Captain Wilde reported that the battleship Oregon went on pinnacle rocks and sustained serious damage; the Iris and the Zafiro have been sent to the assistance of the battleship; the foreign Ministers at Peking were reported safe as late as June 25; the Brooklyn sailed from Hong Kong for Taku; further details of the fighting about Tien-Tsin were made public. ==== In the operations in Northern Luzon last week fifty rebels were killed and one American lost his life; the rebel General Aquino was captured by General Grant. ==== The Commission to investigate infectious diseases arrived at Havana from the United States and began its work at Quemados Camp. ==== The hemming in of the Boer force in the Orange River Colony is said to be complete; the machinery of government is gradually being organized at Pretoria. ==== The French Chamber of Deputies voted for an increase in the navy of six new battleships and five armored cruisers. ==== Princeton athletes won three out of five contests at the London Athletic Club's meeting. ==== An American artisan out of work and crazed by absinthe tried to commit suicide in Paris by cutting his throat with a razor in the street. ==== Philip Nordlund, who on May 17 murdered seven men on the steamer Prins Carl, in the Baltic Sea, was sentenced to death at Stockholm.

DOMESTIC.—President McKinley arrived in Canton, where he was enthusiastically received by his fellow townsmen. ==== Governor Roosevelt reached Chicago on his way to the reunion of Rough Riders in Oklahoma. ==== The talk of the Kansas City Convention minimized the silver question and discussed Bryan's running mate. ==== The 'varsity race in the intercollegiate regatta at Poughkeepsie was won by Pennsylvania, Wisconsin being second, Cornell third, Columbia fourth and Georgetown last. ==== Serious damage by frost, wind and hail was done to crops in the region near Fort Plain. ==== The Federal Treasury ended the fiscal year with a surplus of receipts above expenditures of $80,000,000.

CITY.—Stocks were dull and steady. ==== Albula, Sanders, Commando, Imp, Trillion and Dolando won the Sheepshead Bay races. ==== The piers of the North-German Lloyd Steamship Company, at Hoboken, were destroyed by fire, which also wrecked three of the company's vessels—the Saale, the Bremen and the Main—entailing a property loss estimated roughly at $10,000,000; many lives were lost, few of the members of the crews on board the lost vessels being able to make their escape. ==== President Feitner, of the Tax Department, expressed his belief that this year's tax rate would be at least ten points lower than last year. ==== The will of Mrs. Emma A. Schley, disposing of an estate of several millions of dollars, was filed for probate.

THE WEATHER.—Forecast for to-day: Fair. The temperature yesterday: Highest, 76 degrees; lowest, 63; average, 68⅞.

THE TRIBUNE *will be mailed, daily and Sunday, to any address in the country for a dollar a month. Address changed as often as desired.*

Any newsdealer will supply THE TRIBUNE *in response to a regular order.*

THE MINISTERS IN PEKING.

News of the foreign Ministers in China has come at last—of them, though not from them. They are reported to be still in Peking, or to have been there as late as Monday last. This news comes through three channels. Admiral Kempff reports it directly to the Secretary of the Navy, Mr. Choate reports it from London to the State Department, and Mr. Wu Ting Fang, the Chinese Minister at Washington, also imparts it to the State Department. We are justified, therefore, in regarding it as probably true. Yesterday we reviewed briefly the varying tales concerning the Ministers that have come to hand since communication with them was broken off. To-day's news completes the chapter, though what supplementary chapter may be written to tell of occurrences since June 25 is matter for speculation.

It is to be observed that on more than one occasion the Chinese reports concerning the Ministers, which have been so generally regarded with distrust, were true. The present announcement is that on June 19 the Ministers received twenty-four hours' notice to leave Peking; they refused to go, and as late as June 25 were still there. Now, on June 24 the Chinese Minister at Berlin reported that they were still in Peking and safe. His statement was disbelieved, and there were many remarks about the duplicity of Orientals, but he now appears to have spoken the truth. Again, on June 25 Mr. Sheng Ta Jen repeated that story. As we said at the time, his reputation for truthfulness is not the best in the world, and little credence was placed in his report, but he also appears to have told the truth. And at a still later date the Viceroy of Nanking declared that the Ministers were still in Peking, receiving full protection. What a grim joke upon the Christian world for the truthfulness of the "Heathen Chinee" thus to be vindicated!

But there is something more than that. The date mentioned is significant. It was on June 19 that twenty-four hours were given to the Ministers for their departure from Peking. That was the day after the bombardment of the Taku forts by the allied fleets. Now, in connection with that suggestive conjunction of dates let us recall the dispatch which the Chinese Foreign Office sent to the Chinese Minister in Washington on June 19. It said:

> The Boxers are giving trouble in Peking. The foreign legations, with our consent, obtained marines to protect them. Subsequently they desired to increase the force, but we tried to dissuade them from doing so, but were unsuccessful. Suddenly the commandant-general in Tien-Tsin sent a dispatch to the Viceroy of Chi-Li stating that the admirals of all the foreign nations had demanded that the Taku forts be turned over to them immediately. This looked like an invasion, and we communicated the fact to the Foreign Ministers in Peking. They are to leave in a short time with their guards for Tien-Tsin.

In that is food for thought. It gives further color to the suspicion that the fleets may have acted too hastily in attacking the forts. At any rate, here we have it categorically set down that the Ministers were undisturbed until the attack was made upon the forts, that then the Chinese Government, deeming that the Powers were making war upon it, requested the Ministers to leave the capital, and that although they refused to do so it continued to give them protection—an act, from the Chinese point of view, of marked generosity. Of course, there may be much more to be revealed which will put an entirely different aspect upon the case. If the Chinese Government, for example, could not or would not guarantee the Ministers a safe passage to the coast, they had no alternative but to remain in Peking and defend themselves, if they could, until relief came. And it may be that the attack upon the Taku forts was amply justified. Upon these and other points we must await further enlightenment. Sufficient for the day is the assurance of excellent ground for hoping for the safety of the entire diplomatic body at Peking.

THE BURNING OF THE SHIPS.

The whole civilized world will turn to New-York to-day, horror stricken at the unparalleled disaster in this harbor. From time to time wars, pestilence and accident work destruction of life and property as great or greater. The explosion under the Maine in Havana Harbor sent more men to death than, so far as known, were killed in all the North German Lloyd's ships. Famous wrecks like those of the French Line's La Bourgogne, the North German's own Elbe and the White Star Line's Atlantic resulted in a much greater loss of life. On land great fires have worked incomparably more disaster. A dozen theatre and hotel fires can easily be mentioned with death lists probably larger than last night's. But in the whole history of disaster by fire and water we do not recall one which parallels this in its destruction of ships and crews, not where they are supposed to encounter danger, but where they are supposed to be safe. Nor do we recall anything proved to be more utterly at the mercy of flames than these docks and their stores with water all about them and beneath them. It seems one of the mockeries of human foresight that the harbor of refuge should be the port of destruction, that the land should reach out its arms to the sea to be burned.

How the fire caught and how it spread unchecked with such marvellous rapidity cannot yet be told. It is a subject for thorough investigation, from which it would seem as if some lessons might be learned. The wind was high and cotton bales are most inflammable, but still it seems incredible that a great plant, where so much property and so many lives were staked on the greatest vigilance and the most perfect apparatus, should have been engulfed so quickly that the fire could spread from pier to pier and from ship to ship before the vessels could be moved.

The failure to check the fire at the beginning suggests query about the provision made for that purpose. It is obvious that a fire once well started in a mass of cotton and spirits would soon spread beyond control. If there were no pumps or hydrants instantly available on the piers, and nothing could be done but send an alarm and wait for firemen from the city, plainly all the elements were prepared for a great disaster. We do not know at all that there was any such unspeakable carelessness as to leave these ships with hundreds of men in them and these inflammable docks without what was in all human foresight adequate protection. But that is a matter which merits careful inquiry. If our waterfront as a whole or in part is a mass of tinder ready for the match we want to know it and protect ourselves against it. How much Manhattan Island has at stake is easily seen from the way the burning ships drifting about the harbor endangered shipping and buildings far away from the North German piers.

The fate of the poor men penned into the holds of the burning vessels is too awful for words. Those who saw the appealing faces at the portholes will never forget the sight. For them and for theirs who are mostly in a foreign land all who read the story of their fate will feel deep sorrow and a generous impulse to lend a helping hand. New-York will mourn with the people in far off German homes and ask what it can do to lighten their burden of affliction.

PLATFORMS AND COURTS.

It is somewhat amusing to find the quigging of the Republican platform at Philadelphia explained on the ground that it would not do to declare the party policy on an open constitutional question lest the Supreme Court should at some future time come along and give a decision not in harmony with the ideas of the party or in support of the legislation of its enactment. That is an argument which nobody less than an expert driveller would ever have thought of as an excuse for trying to run away from a settled policy.

It is, of course, perfectly evident that the Republican party cannot get away from its record in Congress, and nobody but its drivellers wants it to. Its act is embodied in law and its reasons are spread at length in the pages of "The Congressional Record." It does not matter what the Supreme Court may hereafter decide, the party's present policy is settled, and the party's view of the power of Congress to legislate for new possessions purely as their particular needs may require unhampered by rules made to fit different peoples is and ought to be before the country for judgment. The doctrine that a political party cannot take a position on a great public question until it has ceased to be an issue and been embalmed in the Supreme Court reports beyond the reach of controversy and the need of debate is wonderful and new. If that had been the rule we should now be declaring against the right of secession in our platform instead of having taken sides on the point forty years ago, when it was one for discussion. The drivellers seem to have an idea that a party platform is a piece of political prophecy which must be so delphic that, no matter what happens, it can be pointed to with pride as having guessed right. As a matter of fact it is no such thing. It is a statement of a party's acts and plans of action. If the party does not win they will not be carried out. If changing circumstances prevent they will not be carried out. But the people are asked to say whether they are willing to have those plans carried out so far as may be, and they are entitled to know what those plans are, regardless of anybody's drivelling or foreboding lest the Supreme Court should by any chance put obstacles in the way of their accomplishment. What the Supreme Court will do is not a political question. What the Republican party has done in developing a plan for ruling new possessions is a political question about which it is the business of a platform to speak.

Parties all the time take sides for and against propositions yet to be submitted to courts. The internal improvement policy about which the Whigs and Democrats fought was thus in dispute, and long after Chief Justice Marshall had declared it constitutional the Democrats were declaring it unconstitutional. It was the same with the United States Bank. Since the Civil War the Democrats have declared Protection unconstitutional, though protective tariffs have regularly been permitted by the Supreme Court. More recently parties in States and in the Nation have been declaring themselves concerning trusts, and sometimes in favor of certain measures which they enacted only to have them set aside as unconstitutional.

The fathers of the Republican party did not quigg its early platforms from any such timidity as prevailed this year with the drivellers. When the Republican Convention of 1856 met the power of Congress to prohibit slavery in the Territories was an open one not yet settled by the Supreme Court, but the platform declared that "the Constitution confers upon Congress "sovereign power over the Territories of the "United States," and that it was "both the right "and duty of Congress to prohibit in the Terri-"tories those twin relics of barbarism, polyg-"amy and slavery." A few months later the Supreme Court in the Dred Scott case decided that the Republican platform was wrong and that Congress could not prohibit slavery in the Territories, but nobody on that account thought it improper or unwise for the Republicans in asking the votes of the people to have said what they hoped to do concerning slavery in the Territories. The early Republicans even went further, and in 1860, after the Dred Scott decision, reaffirmed their view and expressed dissent from "the new dogma that the Consti-"tution of its own force carries slavery into "any or all of the Territories." How ridiculous, in the light of these precedents, to drivel out of a platform a reaffirmation of that doctrine of sovereign power over Territories on the plea that the Supreme Court might not uphold some particular exercise of that power for which, constitutional or unconstitutional, the Republican party is responsible, having enacted it into law!

TWO GIFTS TO YALE.

At the recent Yale commencement President Hadley announced two specially interesting gifts to the university. One of them, a fund of $5,000 to found a lectureship on some subject connected with journalism, literature or public affairs, was presented by the widow of Isaac H. Bromley, whose love for his alma mater was deep and constant, and who is held in affectionate remembrance by a multitude of friends, including many of her most distinguished sons. No other contribution to the purposes of education could have been so appropriately connected with his name. His active life was almost wholly devoted to newspaper work, and he felt a keen solicitude for its honor and usefulness. It is needless to add that The Tribune, in whose service his rare and admirable talents were employed for so many years, finds peculiar gratification in the knowledge that his memory is to be perpetuated in this manner.

President Hadley also had the pleasure of informing the community of Yale last week that William E. Dodge, of this city, had given to the university the sum of $30,000 "for the "purpose of promoting among its students and "graduates and among the educated men of the "United States an understanding of the duties "of Christian citizenship and a sense of per-"sonal responsibility for the performance of "those duties." Like the Bromley fund, this endowment is intended to procure an annual course of lectures, though Mr. Dodge foresees that at some future time it may be deemed wise to provide for more regular instruction on the theme he specifies, and in that case will confirm such use of his gift. It is to be expected that this lectureship will prove unusually attractive to men of eminence at home and abroad, and not only is Yale to be congratulated upon its foundation, but a general expression of gratitude and respect is due to Mr. Dodge for his discriminating liberality. His desire, as he defines it, is to contribute to the formation of intelligent public sentiment and a high standard of civic duty, and of habits of action to give effect thereto; and his benefaction is an important incident in the history of education.

The evils from which organized society suffers and the dangers to which it is exposed are chiefly due to a lack of that sense of individual responsibility which Mr. Dodge hopes to be instrumental in fostering and diffusing. We do not know or contend that the deficiency is relatively greater than it has been at former periods of the National life; but it is indisputably greater than it ought to be, and the fact needs to be clearly and anxiously recognized by serious minded citizens. We are glad to believe that such a tendency of thought and effort as Mr. Dodge seeks to stimulate is already in existence and destined to prevail throughout the Republic.

AMERICANS AND THEIR RIGHTS.

The Little American finds it passing strange that every step toward expansion is clearly the work of the Higher Powers. In strict truth the American people have not wanted any part of the many responsibilities that have fallen upon them. They wanted only to set Cuba free, not generally taking into account that they could not do anything of the sort without undertaking to provide good government for Cuba as long as it might need to have them do so. They similarly failed to consider that they would have to provide government in like manner for Porto Rico. As to the Philippines, Americans in general never dreamed of acquiring sovereignty there until Dewey had taken everything, and neither Dewey nor anybody else comprehended how much he had in fact taken until some time later. And now comes this worst tangle of all the tangles, the Chinese outbreak against the restraints which civilization was compelled to impose. What part therein Americans have already taken or may take before full information can be obtained, is quite a matter of conjecture.

To the Little American it is of no use to suggest that these vast responsibilities cannot be lightly disregarded. The country is small enough for anything in his view. It can be suddenly picked by destiny to create a new world for millions of long oppressed inhabitants in Spanish islands and can contemptuously decline the unprofitable job. The Little American looks at jobs of all sorts from the cash point of view. Serious obligations, even the most solemn duties, he reckons as tricks of the demagogue. Some trace of patriotic feeling a man must have, and some vestige of willingness to do good in the world, in order to confront with satisfaction and pride a task which does not immediately and visibly pay. The Little American considers that the trade of the country is big enough already, at least with the islands formerly Spanish, and that there is any reason to expect a bigger trade as the legitimate fruit of honest, kindly and legitimately helpful political relations he cannot believe. Either it is a corrupt job or there is nothing in it.

It is of no use to open history for the enlightenment of the Little American. The expansion of British trade over all the world appears to him even now only a frightful crime, opium and whiskey having been actually included among the things sold, or else an incalculable peril from which such wiser nations as France, Spain, Italy and Germany have in some measure been guarded. One can find within an hour's walk in New-York the person who resists his country's greatness on every plea under the sun, thinly disguised laziness and selfishness being the most frequent. It is never possible to establish profitable and lasting relations of amity without some serious effort and sacrifice on one side or the other. The Little American begins by believing that the country will get cheated in any friendship, and will assuredly get cheated worse with every increase of kindly feeling or mutual assistance.

Destiny is cruel, though, and makes it hard for even the Little American to refrain from humane and friendly acts, when it begins by locking up hundreds of Christian men, women and children, missionaries and their families, enterprising men of business and their dependents, and placing all of them at the mercy of a Chinese mob, so that the first step toward succor has to excuse it so simple a motive as common humanity. But for that perhaps the Little Americans would rise up in their wrath and denounce the President for having anything whatever to do with the Chinese business. But for the rest of the people it appears obvious enough that he will do what he can to protect the rights and the lives of American citizens, wherever they happen to be.

THE SUBURBAN COMMUTER.

Let us consider the Suburban Commuter. Not bundles and the man who oft to Lonelyville from the metropolis beareth his household gods. Such individual is dear to the cartoonist, and is the perennial inspiration of the professional joke writer. It may be that he exists, though in what suburb of what city and on what railroad line deponent sayeth not, and will not, cannot, say. No doubt upon the real commuter some share of that fantastic fooling falls. He realizes it, and indeed exults in it, with many chucklings, the juice of the whole joke being in the unlikeness of himself and of his life to all the caricaturist has portrayed. But having so long been familiar with the distorted fancy, let us consider for a space the actuality, most visible and tangible by tens of thousands.

It will be well, then, imprimis, to regard the Suburban Commuter as a pioneer of progress. The sturdy frontiersman who clears the forest or breaks up the plain and first transforms the wilderness into fertile farms commands our admiration. So does he who follows with the railroad and the school. The founder of a city is gratefully remembered. But none the less are the commuters pioneers. They reverse the "rus in urbe" situation, and establish "urbs in rure." They are the advance guard of the conquering hosts of the city. And presently where they have lived, and because of their having thus lived, we see an "Annexed District" or the Forty-first Ward of the "Greater City." Secundus, the commuter is most practically realizing the ideal of which those who lampoon him are so fond theoretically of harping. The evils of overcrowding in the cities, the advantages and pleasures of rural or suburban life, are themes upon which it is easy to be eloquent in a city home. But this man takes such theorizers at their word and puts their plans into execution, for which, with exquisite consistency, he gets himself travestied and ridiculed! Truly, a hero and a martyr!

To turn, however, from the man's deeds to the man himself, it is to be observed that the Suburban Commuter is almost entirely unlike the caricature of him. That he carries a package now and then is not to be gainsaid, but that he is habitually laden down with bundles is not to be established. The fact is, the frequency of his trips to the city enables him to convey to his home all that he wants to take little by little, in almost imperceptible quantities. It is the infrequent visitor, who comes to town once a month or so, who is compelled to pile both arms high with packages. Had the census been extended to cover the subject, we have a cheerful confidence that the Suburban Commuter would have been proved less addicted to the bundle habit than his urban contemner. So, too, we may dismiss the fiction of his incessant hurry and worry to catch the train or boat. The fact is, that is just the state he is never or almost never in. His mode of life makes him methodical and punctual. His breakfast hour and dinner hour are timed with mathematical accuracy, in fine contrast to the procrastinating, slipshod, happy go lucky habits of his city cousin.

And this latter feature of the case tinctures his whole character and life. He becomes in all respects punctual, methodical and orderly. Thus he commands the highest confidence. He is enabled to accomplish the most considerable results. And—which is by no means the least of all—he makes his business his servant instead of making himself its slave. The man who lives in town will let his business encroach upon his dinner hour, or perhaps will return to the office after dinner, or hold a business conference at his house in the evening. Not so the happier and wiser Suburban Commuter. When the time comes for him to catch his train he shuts his desk and goes and gets himself twenty or thirty miles away from the office, and there is an end of business until next morning. With such regularity of method, and with such daily respite from work and care, he is naturally enabled to accomplish more in his fixed hours than the man who stretches his business day out into the evening. The true picture of the Suburban Commuter, then, is of a man who reaches his office in the morning deliberately but punctually, instead of in the hurried, tousled manner of his city friend; who works through the day methodically and effectively, instead of in fitful and dilatory fashion; who goes home punctually at night, instead of lingering to finish up neglected odds and ends, and who in the completest possible manner divorces business cares from domestic joys. Such a man is indeed worthy to be the pioneer of the extending metropolis, and when the most creditable type of century end civilization is selected a strong claim and a convincing title must be put forth in behalf of the Suburban Commuter.

Archduke Franz Ferdinand of Austria renounces the right of succession to the throne on behalf of the children that may hereafter be born to him. That is a much easier thing than to renounce it for himself.

The announcement that there will be no electric fountain displays on the Prospect Park Plaza in Brooklyn this year will cause regret to hundreds of thousands who have hitherto enjoyed those beautiful exhibitions. It ought equally to cause indignation against the incompetent or dishonest city government which fails to provide a sufficient water supply. For not only is water too scarce for the fountain, but citizens are warned to be sparing of it for all purposes, and will probably be deprived of it for many legitimate uses during a large part of the summer. The policy seems to be to starve the public into accepting the Ramapo scheme.

Croker thinks that he knows a good deal more about silver and expansion than he did eighteen months ago. He is yet to catch up on the ice question; but that is a local issue, and there will be time enough for him to "expand" to its full comprehension after the hot weather and the election are over.

General Chaffee has before him in China a field of action much more expansive than the forces which will be at his command, but it is not doubted that he will make a gallant and effective use of such as he has. Her greatest Minister declares that America is the only nation which China can trust, and the performance of the new General, when he gets there, will be noted with critical Cathayan attention. They are likely to find it judicious on the one side and determined on the other, and in all points worthy of the flag which flies over him, a banner which the Chinese are destined to increasing acquaintance with, and which will not, at any time, be associated with their oppression or spoliation, though it may be with regulating and keeping them in order.

In setting a rat trap to catch the Boer General De Wet, Lord Kitchener is as little likely as anybody to forget that the Boer commander is also an experienced trapper and spreader of such toils as Kitchener himself the other day escaped by only a hair's breadth.

The Tagal "patriot" spreads forth a liberal declaration of the terms on which he will stop fighting and recognize the authority of the United States, and a way will no doubt be found to meet all his views which are in any way reasonable. The unreasonable ones it would not be for his interest or well being to admit without proper modifications. As soon as he shows a pacific disposition he will receive amnesty, a recognition of all his proper rights and assistance and direction in building up his prosperity beyond all his conception, and it will take him some time fully to appreciate what advantages we are going to bestow on him, and realize what a fool he has been to resist our benevolent efforts and intentions toward him.

The report that there are 300,000 Imperial troops surrounding Peking and that many of them are armed with Krupp, Creusot and Maxim guns, even if exaggerated, is not reassuring. It is quite likely that the Chinese have learned something since their war with Japan, and the extent to which their lessons have included the handling of modern artillery and breechloading small arms measures the degree of difficulty and complexity in the military situation there. Things are much changed with them since bows and arrows and pictures of dragons on banners were their principal fighting instruments.

Croker, Murphy and Sulzer will call at Lincoln on their way to Kansas City for a conference with Bryan. No cards, no flowers, no reporters, and very likely no result worth crowing over. Things are in the saddle and ride the Democratic herds and hordes to a goal which none of their bosses, nor all of them together, can steer them clear of. General Prosperity is the Joshua they are to face, intrenched in Republican Aijalon, and after the engagement little more need be heard of or from them for another four years at least.

PERSONAL.

Arnold Tompkins, who has been chosen principal of the Chicago Manual School, is one of the best known and most popular educators in Illinois. To accept this new place at a salary of $5,000 a year he leaves the presidency of the Illinois State Normal University, a highly important position, in which he has served one year.

Samuel Alschuler, of Aurora, Ill., who has been nominated for Governor of Illinois on the Democratic ticket, was born in Chicago in 1859. He has served two terms in the Illinois Legislature.

It is said in Boston that Professor Charles Eliot Norton has declared his intention of leaving to Harvard, at his death, his large library, valuable archæological collection and priceless collection of manuscripts.

Senator and Mrs. Cushman K. Davis will sail for Norway about the first of next month, and will spend the summer there.

Dr. Ernest Juch, who died recently in London, was the founder, with Gottfried Kinkel, of "The Londoner Zeitung," the aim of which was to bring about a union of the German States.

The Gaunt family, of Australia, is versatile. The father is a Melbourne judge; a daughter, Mary, is a colonial novelist, who has made a considerable reputation in England; a son in the navy (Lieutenant Gaunt) distinguished himself during the fighting in Samoa, and now comes news that Captain Cecil Gaunt, another son, attached to the 4th Royal Irish Dragoon Guards, was among the defenders of Ladysmith.

Mr. Balfour recently made a speech at the opening of a charity bazaar at Dundee, and devoted the whole of his remarks to the praise of golf.

The wife of General Fred. D. Grant is in St. Petersburg on a visit to the Princess Cantacuzene-Speransky, her daughter.

THE TALK OF THE DAY.

A man bearing the suggestive name of Leech made a tour of rural Missouri last week as a soliciting representative of the Democratic National Committee.

"When you see a man carrying an umbrella," said Pegal, "it means prudence." "Sometimes it means dishonesty," said Yegal.—(Philadelphia Record.

An interesting decision of the Supreme Court of Massachusetts is to the effect that the bicycle is a machine rather than a carriage, and that bicyclists injured from defects in the public roadway cannot recover damages.

Water!—"Perhaps you can tell me," remarked the exchange editor, making another vicious lunge with his shears at the helpless paper he was dissecting, "perhaps you can tell me how the water gets into the melon."

"Blamed vine know," replied the answers-to-correspondents man.

"Wrong," rejoined the exchange editor. "They plant the seeds in the spring."

And they didn't speak to each other again until one of them wanted to borrow a match.—(Chicago Tribune.

The movement to have "Jim Crow" streetcars as well as "Jim Crow" railway cars is making headway in Louisiana. A bill carrying out the idea has already passed the lower house and will probably pass the Senate.

Husband (reading paper)—The Boer camp is in a frightful state—dead horses and cattle lying about.

Young Wife (innocently)—Then, now I understand what is meant by "the Boers assuming the offensive."—(Punch.

"It costs the Government about $1,000 to buy a good mule and ship him over here," writes Lee Rogers, a Missouri member of the 18th Infantry, from the island of Luzon. "Filipino horses are worth $25—the same price as Filipino women; but I think the price of women will go up here, because on the other islands they sell for from $10 to $40."

Furnishing Himself with Business.—"New-York has an undertaker named McCarthy who wants to run for Vice-President."

"He evidently thinks he'd have a dead sure thing."—(Cleveland Plain Dealer.

"The Franklin (Penn.) Leader," referring to the first daily mail by stage coach from Pittsburg to that place, on April 17, 1850, quotes from a local report in "The Spectator" to show how the convenience was viewed in those days, as follows: "The daily mail brings us some thousand miles nearer the world and the rest of mankind. The Pittsburg newspapers are now received the day following their publication, and we can get along without a telegraph. The fare for passengers from Franklin to Pittsburg is $2 50, which includes board on the way."

Bellicose Fluid.—There is fighting whiskey and fighting whiskey, but while in Norton County a Salina man claims to have found the most pugnacious of all. He says that one drop of the Norton brand would cause a jackrabbit to stand on his hind legs and growl at a bulldog.—(Kansas City Journal.

"The game of golf has fallen from its high estate," says "The Philadelphia Record." "In the window of an establishment in Market-st., over the entrance to which hang three gilded spheres, there reposes a leather bag containing a dozen or more golf clubs. There are drivers and cleeks, brassies, piblicks and putters. This spectacle has drawn tears from the eyes of many enthusiasts as they have passed the window on their way to the Broad-st. station. Two men paused yesterday afternoon and held a consultation. 'For the honor of the game we should get them out of pawn,' said one. 'Most assuredly,' said the other. They went in, but came out empty handed. The price was too much, even for the honor of the game. The golf clubs are still there."

Out of the Ordinary.—"I think we ought to give this wedding a display head on the first page," said the city editor.

"Out of the ordinary, is it?" asked the managing editor.

"Well, I should say it was," answered the city editor. "Why, there was no 'bower of roses,' no 'floral bell,' no 'wide spreading canopy,' no 'blushing bride,' nothing 'beautiful in its simplicity,' no 'solemn strains' to the wedding march, no"——

"Enough!" cried the managing editor. "Double lead it and give it a scare head. It's the only one of the kind."—(Chicago Post.

The Commander-in-Chief of the Grand Army of the Republic has issued his order informing the various organizations that the thirty-fourth annual encampment will be held in Chicago during the week beginning August 27.

Can't Warm Up Consistently.—"I suppose the Democratic leaders will wax hot over the trusts."

"Oh! I think not. They'll have the New-York Ice Trust to keep them cool."—(Philadelphia Press.

A discharged soldier recently returned from the Philippines tells a tale of a shirt which is too good to be lost. His company was returning from a long and tiresome scouting trip, in which most of the men had lost the greater part of their wearing apparel, when he saw on a clothes line in the grounds of a residence adjoining a big stone church two very good shirts hung out to dry. As he had at the time only half a shirt to his back, he proceeded to help himself to a whole one, whereupon a woman came out of the house and said to him, in passable English, "You will pay for that on the Judgment Day." "Madam," he replied, "if you give such long credit I will take both shirts," which he proceeded to do.

Nothing Serious.—Sweltering Passenger (on railroad train)—This window sticks so I can't get it up.

Conductor—Yes. Wood is swollen a little by the rain. It'll be all right in a few days.—(New-York Weekly.

NEWS OF TWO CAPITALS.

LONDON.

GUERILLA WARFARE IN AFRICA AND FAULTFINDING AT HOME.

BURDETT-COUTTS'S ATTACK AND WYNDHAM'S DEFENCE—TWO HARDY AMERICAN MOUNTAIN CLIMBERS.

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[BY CABLE TO THE TRIBUNE.]

London, June 30.—John Bull is in an irritable condition, taking himself most seriously, but not doing himself full justice, apart from China, where he shares with Christendom and Japan the burdens of suppressing and counteracting an anti-foreign movement of terrible magnitude. He is on his defence in South Africa, where he is convinced that the war has been protracted through the incapacity of Lord Roberts's lieutenants and the defects of the British military system. He is exasperated by the long record of Boer ambuscades, the trapping of battalions, the raids on lines of communication, the seizure of guns and the adroit manœuvres and retreats, and considers that his prestige has suffered from the fact that two feeble republics, with their untrained burghers and rough riders, should have made so wonderful a stand against the resources of a rich and powerful empire, and that scattered commandoes, although outnumbered twenty to one, should still be hanging upon the flanks of the advancing armies, swooping down upon isolated posts and convoys and eluding pursuit and capture.

He has been consoling himself with the reflection that, while the army was officered too exclusively by men of rank, wealth and fashion, the spoiled darlings of society, the transport and medical services had been well managed, and that the English reputation for the practical business details of war had been maintained, but Mr. Burdett-Coutts and "The Times" have suddenly intervened to minimize this compensation for the defects in the training of British officers, and John Bull is in a state of mind for whipping thistles and filling his fingers with thorns.

Mr. George Wyndham helped Englishmen to be just to themselves by his brilliant speech in defence of the War Office last night. Careful students of war have understood the enormous difficulties of Roberts's work, but the man in the street has not comprehended them, and Mr. Wyndham, with pictorial skill, has justified the British reputation by a series of perspective views of an audacious march across a waterless country, with dying horses and half starved men, of the succession of daring springs by which Pretoria was approached, with bridges broken and raiders harassing the flanks, and of the stupendous magnitude of the business of keeping an army over two hundred thousand strong supplied with food, ammunition, water, medical stores, horses and forage, and enabling it to live and move from day to day.

This speech may not have been a detailed answer to Mr. Burdett-Coutts's exposures of the temporary breakdown of the medical service, but it serves to convince reflecting men that the campaign in South Africa has been a remarkable problem of the dynamics of war, and that Roberts's marches and victories have been accomplished in the face of superhuman difficulties and redound to the glory of the English people. Incidentally, wounded men and fever patients have suffered from lack of transport and the confusion caused by the enormous burdens of supplying a vast multitude of soldiers by a single track railway through an enemy's country, but Lord Roberts's work has been a marvel of genius, courage and power since the opening of his campaign, when everything had gone wrong, thanks to Aldershot and the pets of smart society. Roberts, French and the Colonials have saved the Empire.

Mr. Burdett-Coutts is not a popular man in the House, and he has been suspected of an inordinate desire to force himself upon public attention. His neglect to open the debate which was brought on by his terrible exposure of the hardships of the soldiers was a tactical blunder, of which Mr. Wyndham was quick to take advantage. Mr. Burdett-Coutts had an opportunity for recovering his lost ground, but instead of condensing his case he wearied the Commons by a protracted speech and wasted the ammunition with which he was well stocked. He had a strong case, and with "The Times" to support him and Julian Ralph and many invalided soldiers to confirm his charges he was in a position to command public attention and make himself a prominent figure in the House of Commons. Mr. Wyndham's defence of the War Office was unexpectedly strong and effective; he did not meet the most serious charge, which was that sanitary precautions had been neglected at Modder River, Paardeburg and Bloemfontein, and that the ravages of enteric fever had been increased by neglect to drive the Boers away from the waterworks at Sannas Post. He presented the question admirably from the broad ground that the British army has had to perform a work of arduous difficulty and tremendous magnitude, and that temporary derangements of the transport and medical services here and there were unavoidable.

There must always be men capable of seeing a fly on a barn door, but not the door itself, nor even the barn. The campaign in South Africa, while dragging, is not going badly; accounts like those published this afternoon of the capture of a railway construction party and the Derbyshires early in the month relate to incidents in the rear, inseparable from Lord Roberts's rapid march to Pretoria. Guerilla warfare is the last resource of the Dutch generals, and they have a marked talent for it. There are four commandoes still at large in the Free State under Christian De Wet, Piet de Wet, Ollivier and Limmer. Lord Roberts is clearly preparing to occupy Frankfort, Vrede, Bethlehem and Harrismith by a converging movement, and to disperse these four commandoes. When this has been done, Botha's force will be followed toward Krüger's railway car and possibly to Lydenburg. Large sections of both the Free State and the Transvaal are pacified, and the campaign has been reduced to the tedious yet difficult stage of suppressing raids upon lines of communication. If Botha and De Wet have agreed to keep the field until one or the other is taken and his forces scattered, the success of this converging movement will mark the end of the war; but Lord Roberts must first catch his hare.

Apart from China and the medical service scandal, there are few subjects of public interest. Ashantee goes unnoticed, although Sir Frederick Hodgson is in extremities at Coomassie, and the relief expedition will probably arrive too late. This will involve another little war in the near future, unless Hodgson succeeds in cutting his way out.

The Khedive's visit to England, owing to his ill health, has also passed without observation. He was fairly entitled to royal patronage and civic flattery; for, while Lord Cromer is the real ruler of Egypt, the Khedive deserves some homage and courtesy in return for the loss of actual political power and responsibility.

Parliament has been discussing the Secondary Education bill, companies and other matters, but the debates are not read. The new underground electric railway has been opened in London from Shepherd's Bush to the Bank, with carriages of American pattern and a remarkable generating station, but even this great engineering work, which may be one of the many deep level electric lines, has not attracted much at-