

WEDNESDAY, SEPTEMBER 8, 1896.

Give Today a Good Chance.

JOHN A. RAWLINS was an honest man, and he died poor. He left young children, not well provided for pecuniarily. Gen. RAWLINS rendered services to his country of a value beyond all price. A grateful and generous people can pay no more fitting tribute to his memory than to provide amply for those who were the tenderest objects of his affection. And a good resolution can never be better executed than at the moment and on the spot. If all of those among the readers of this article who have the means and the disposition to give, will immediately send to Gen. WILLIAM T. SHERMAN, at Washington, such sums as they think proper, for the benefit of Gen. RAWLINS'S children, it will be a wise way of expressing their sincere regard for his memory.

Send the money at once to Gen. SHERMAN. Then the children of RAWLINS will be sure to get it. This plan is direct and practical, and much preferable to the circumlocution of officers and pompous committees.

There was a great deal of talk after the death of STRATTON A. DOUGLAS about raising money for his widow. But it was postponed, and the project fell through. If the patriotic people of this country really desire to do something for the memory and the family of JOHN A. RAWLINS, the solder-soldier, now is the time to do it.

A meeting to raise money for Gen. RAWLINS'S family was held yesterday in Wall street. We print elsewhere a report of its proceedings.

We hope the great mass of the people—the sincere and honest patriots—the rich men who lost sons, relatives, and friends in the war which Gen. RAWLINS did so much to bring to a glorious conclusion—men who want nothing for themselves, but feel grateful to the fallen hero—will send to Gen. SHERMAN at Washington an aggregate amount of money that will surpass the liberal subscription of Wall street.

The Truth about Cuba.

The conversation between Mr. MORRIS LEMUS and one of our reporters, which appeared in yesterday's SUN, calls a clearer light upon the real state of the diplomatic transactions respecting Cuba than anything previously published. According to Mr. LEMUS, Secretary Fish some time ago drew up and submitted to him, as the representative of the Government of CUBA, certain propositions to serve as the basis of negotiation with the Spanish Government. The propositions which Mr. LEMUS agreed to were as follows:

1. The Spanish Government to acknowledge the independence of Cuba and withdraw all armed troops from that island and all Spanish property on the island and all the property of Spanish subjects on the island.

2. The Cuban flag to be hoisted on the island, and the Spanish flag to be lowered. The amount of compensation to be made for the property of Spanish subjects on the island to be determined by an impartial tribunal, to be composed of Cuban and Spanish members, and to be decided within six months after the date of the signature of the treaty.

3. To these a fourth was added to the effect that as soon as these terms were accepted hostilities were to cease, and that the United States were to guarantee the fulfillment of the contract by each party. The maximum of the indemnity was also fixed at one hundred millions of dollars. This proposal was then in an informal manner laid by Mr. Fish before Mr. ROBERTS, the Spanish Minister, who in reply, appears to have stated the following as bases which he regarded as likely to be agreeable to the Regency at Madrid:

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Who Will be Secretary of War?

The Hon. JAMES F. WILSON of Iowa will probably have the place if he will take it. When the Cabinet was formed, he was offered three different places in it. He accepted the appointment of Secretary of State, but afterwards reconsidered his acceptance, and finally declined on account of the strong WASHINGTON color with which the Department would be imbued.

Senator HENRY WILSON of Massachusetts would be thought of; but it is generally believed that even Gen. GRANT will not be inclined to give Massachusetts more than the two members of the Cabinet which she has at present.

The State of New York presents three candidates, MARSHALL O. ROBERTS, Gov. MORGAN, and FREDERICK A. CONKING. Mr. GREELEY might receive the appointment, but for the fact that he is strongly opposed to war on principle, and in favor of protection. Then, there are reasons why Gen. DAN. BRETHERFIELD would not do.

If the President wishes to take the ablest man from his own State—from which Gen. RAWLINS came also—he will appoint Gen. JOHN M. PALMER, now the Governor of that State. It is also not impossible that he may fix upon Gen. GRANVILLE MALLIN DODGE of Iowa, Chief Engineer of the Union Pacific Railroad. He is a good fighter and a smart man, and was always a favorite with Gen. Grant.

Whoever may be appointed, Col. FRANK E. HORN will be content to gracefully follow him into office, while Major Gen. HIRSH WATKINS will improve the occasion by delivering a speech on the "Militia of the Sea."

Has the President yet come? The hour of death had come. Only a few brief moments remained to JOHN A. RAWLINS. "Has the President yet come?" he asked anxiously. The physician was sitting by his bedside, holding his wrist, and carefully noting the fluctuations of his rapid pulse, so as to vary the stimulants, and prolong life to the utmost. There was such a deep feeling—so much of agony—in the tone of the dying Secretary, that the strong men who were gathered around him, from their spontaneous sympathy with the sufferer, promptly renewed their repeated assurances that the President would soon be there.

The failure of the Albert Life Insurance Company in England, with \$7,000,000 liabilities and only \$1,800,000 invested assets, has set the newspapers of that country denouncing the management of that insurance company in no measured terms. Some of the writers even go so far as to propose that the business shall be taken out of the hands of private corporations and placed exclusively by the Government. So far, our American companies have proved equal to the payment of all claims made upon them, but who knows how long they will remain so? Certainly insurers cannot be too careful in seeing that their policies are something more than traps to catch premiums.

Mr. DE GRADINER reproduces in his colored journal *Le Liberte* the articles of THE SUN upon the subject of Gen. GRANT. His purpose probably is to caution the men high in authority in France not to take the same fatal steps for the aggrandizement of their families at the expense of the people and of public interests.

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Mr. BONNER, who is always ahead with his horses, was ahead of all his competitors in securing the fence around the site of the new Post Office building, which is now covered, from top to bottom, with advertisements of the *Lodge*.

Alabama-Chattanooga railway shares are being pressed upon French capitalists and stock exchange men by skilful agents in the Parisian newspapers, and other means, not pathetically the notorious rebel banker ELLIOTT, Senator's son-in-law, who is now in London.

The Hon. Horace Greeley is to deliver the address at the opening of the American Institute Fair this evening.

Mr. McCLAIN, the former trader of Flora Temple and present owner of Lady Thayer, boasts that if he could have DEXTER a few weeks he could drive him a mile in ten minutes.

The Vanderbilt Statue, &c. Sir, I am highly pleased with the admirable review of the statue of Gen. Grant by W. M. R. I am sure it will be read with interest by all who are interested in the history of our country.

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THE INTERNATIONAL RACE.

HOW THE OXFORD CREW BEAT THE HARVARD.

Scenes on the River—Appearance of the Crews—The Start—The Race—The Finish—A Greater Crowd Than on the Derby Day.

From the London Telegraph, Aug. 28. From Putney to Craven Point, and as far beyond that as the eye could reach, the river was crowded with spectators. The Oxford crew, consisting of eight men, were seen first, and they were followed by the Harvard crew, consisting of nine men.

The Governments of Nicaragua and Costa Rica are reported to have granted to MICHAEL CRYSLER, the French economist, a concession for an inter-oceanic canal. We are informed that a treaty upon the subject, which the French Government is a party, is at present pending before the Legislature of the latter country.

Mr. FISH has been displaying his policy of masterly inactivity in regard to the Darien Canal treaty. France has exhibited a masterly activity, and MICHAEL CRYSLER has taken the starch out of the Hon. CLEVELAND.

The *New Orleans Picayune* publishes the names of forty-five Democrats who hold office in the Custom House in that city. Will not some one furnish a similar list for the New York Custom House? The readers of THE SUN would like to see it.

City railroad passengers of a mechanical great of mind must have doubtless often lamented the great waste of power caused by stopping the cars under full headway. It naturally occurs to them that it is a pity to destroy the momentum already acquired, and compel the overtasked horses to renew it by their tugging and straining.

An ingenious inventor asserts that he has constructed a method of obtaining this loss of force, by connecting a spring with the wheels and links in such a way as to coil up the spring in the process of stopping the car, then, by releasing this spring at the proper moment, its compressed elasticity comes to the aid of the horses and sends the car on its way again immediately at almost its former speed. The invention, if successful, will deserve a medal from Mr. BREXON'S Society.

The Hon. HORACE GREELEY cannot be prevailed upon at present to accept the mission to China. Nevertheless, his qualifications are so superior for the office that it will be a politic act for the Administration—and very graceful and becoming in Gen. GRANT—to keep the place open a few weeks for the chance of getting Mr. GRANTY to take his mind.

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THE COAL MINE HORROR.

THE LATEST TELEGRAMS FROM THE SCENE OF DISASTER.

London, Sept. 7.—The latest news from the scene of the disaster at the Colliery of Porthcawl, near Cardiff, is that the rescue party has been successful in recovering the bodies of the two men who were reported to have been killed.

The mine is situated about a mile south of Porthcawl, only a few feet west of the railroad track. All the coal that was in the coal treasuries is now dry, and it is impossible to extinguish the fire in any part of the mine.

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