The Sun.

SUNDAY, MAY 13, 1883.

The regular circulation of THE SUN *for the week ending May 12, 1883, was:*

Sunday	150,681	Thursday	147,104
Monday	147,202	Friday	147,244
Tuesday	147,476	Saturday	148,025
Wednesday	147,287	Weekly	63,100
Total for the week			1,098,663

The Governor's Mistake.

When the Governor sees the use to which the Republican press put his angry message to the Senate, he may begin to appreciate the extent of the mistake he made in sending it.

The Republicans propose to regard it as applicable not merely to the Senate alone, but to the whole Legislature.

In fact, the Governor's quarrel was with the Republican Senators and the three Tammany men who united in opposing the confirmation of Mr. MURTHA. He has succeeded in making it appear that he looks upon the whole body of Democrats in both Houses as little better than a set of thieves.

A Democratic Governor has smirched the record of a Democratic Legislature all over, notwithstanding the fact that it passed very few thoroughly bad laws, while it gave many good ones to the people.

An Example Worth Imitating.

The New York Central Railroad has a new President in the person of Mr. JAMES H. RUTTER. There is no doubt that he is a capable man; but, unfortunately, he has not of late years received his professional training in the best school, and we suggest, with a view to the improvement of the great establishment which has now been committed to his charge, that it would be well that he should look about a little and find out what progress has been made in the art of running railroads.

We are sorry to say that, while the Central is one of the most important railways in the country, and while its revenues are enormous, it is not managed as well as it ought to be. The discipline of its servants is inadequate; its carriages and stations are not of the best quality, and a degree of negligence and slovenliness appears about its track and its employees which is unworthy of its position and its pretensions.

Mr. RUTTER will not need to go far to find a railroad which offers a most interesting and instructive contrast. We mean, of course, the Pennsylvania road, whose main line extends from Jersey City to Pittsburgh. It is a most admirable concern, and is conducted with such energy and vigilance and such comprehensive judgment that it might serve as a model for the railways of any country in the world. Its track is always in first-rate order; its carriages are perfect in every respect; its locomotives are of the best description; and the discipline and behavior of its employees show the highest ability and the most constant attention on the part of their superior officers.

Several years ago, when the great man who made the Central what it was was still at its head, there was a good deal of discussion about an order he issued taking off the ornamental brass work and the merely showy appendages of the locomotives. It was a real improvement, although some of those who love useless decoration were not pleased with it. If in carrying out this order Commodore VANDERBILT had applied the money saved to making the road more perfect and more safe as well as more speedy; if he had provided better and more comfortable as well as more elegant cars; if he had graded and turfed the banks along its sides, and made the very track a thing of beauty; if he had improved the station houses and eating houses; and if he had organized a corps of conductors, brakemen, clerks, and station men who were all intelligent and polite, and inspired with zeal for their duty, he would have performed a public service most worthy of commendation. But he was not wise enough to see it, and President RUTTER may still profit by the opportunity which his predecessors have neglected. In all these respects we would also commend him to the example of the Pennsylvania Company as well deserving to be studied and imitated.

The great railroad of New York should in every respect be equal to the best on the habitable globe.

Railroads to Revolutionize Brazil.

One of the most important undertakings in which British capital is now engaged is the opening of railway communication with the interior of Brazil. A great impetus has recently been given to railway construction in all parts of the thinly peopled empire which is destined to receive a large share of the surplus population of Europe. To measure the inducements to emigration which will presently be offered by the public works now prosecuted under the progressive Government of Dom PEDRO SEGUNDO, we should remember that the actual inhabitants, although they number about twelve millions, occupy for the most part merely a fringe of territory along the seacoast. The natural resources not only of the valleys of the Amazon and other great rivers, but of the vast upland plateau between the Coast Range and the Andes, remain to this day as undeveloped as were our Western prairies at the beginning of this century.

The Brazilian railway system dates back about thirty years, but for some time it proved difficult to attract private capital, even by a Government guarantee of interest. Nevertheless, between the years 1852 and 1858 three lines, in the provinces of Pernambuco, Bahia, and Sao Paulo respectively, were constructed by English companies at an aggregate cost of nearly $33,000,000, on which a minimum interest of 7 per cent. was guaranteed. The aggregate length of these roads was only 240 miles. About the same time, however, the Government began to build at its own expense a trunk line from Rio de Janeiro through the province of the same name, with branches to the province of Sao Paulo on the one side and that of Minas Geraes on the other. This line has now 426 miles in operation and 65 under construction, and it returns 8 per cent. net profit on the fifty million dollars laid out upon it by the State. Of the three guaranteed roads belonging to this first group only the Bahia line imposes any considerable burden on the national treasury, and this is nearly offset by the profit derived from the English company working the short Sao Paulo railway, which last year paid a dividend of 10½ per cent., and, as required by its charter, turned over to the Government half of its net receipts over 8 per cent.

The next material additions to the Brazilian railway network were made in the twelve years following 1862. A large number of provincial lines were now constructed, for the most part branches and extensions of the trunk roads already in existence. All the railways belonging to this series were built with Brazilian capital and without Government aid, although in some instances the bonds of a road were guaranteed by the province through which it was to run. They have now, taken together, 1,382 miles in operation and 923 miles under construction, and according to Mr. CHARLES WARING—to whose article in the *Fortnightly Review* we are indebted for the facts here cited—many of them are at present earning from 7 to 10 per cent. upon the money invested.

Notwithstanding the favorable exhibit made by some of these provincial roads, the Brazilian Government became convinced that native capital could not be relied upon to develop the country with adequate energy, and consequently, in 1873, it returned to the system of State guarantees for a new series of arterial lines destined to connect the seaports with actual or prospective centres of production. It agreed to guarantee 7 per cent. interest for thirty years on $62,500,000, the capital sum to be distributed among twelve railways having a total length of 1,483 miles. The stock of eight of these roads has been successfully issued in London, and the work of construction is rapidly going forward. That no doubt is entertained by British investors regarding the trustworthiness of the Brazilian guarantee is evident from the fact that, although since 1881 Dom PEDRO'S Government has declined to offer more than 6 per cent. interest on any future public works, large enterprises have been undertaken by British capital at the less remunerative rate.

Looking back over the whole railway network of Brazil, we see that it embraces 4,400 miles, of which 2,500 are actually working. When the additional 1,900 miles of arterial communication which are now under construction, or at least fully planned, shall have been completed and supplemented by the provincial branches and extensions for which local capital will prove adequate, nearly a million of square miles will have been brought in direct relation to the Atlantic seaboard and to the markets of the world. Such immense accessions to the earth's productive area cannot fail, when the facts become well known, to exercise a great attractive influence on the currents of European emigration.

Christianity and Socialism.

The attempt of a Prussian court chaplain to organize a Christain-Socialist party in Germany cannot be said to have completely miscarried, for it has cast a good many votes at recent elections in Berlin and other large cities. But the fusion of ideas which this movement represents has not commended itself to the great majority of German workingmen, being discredited by the supposed political motives of its promoters. In other parts of the Continent there are even fewer signs of an alliance between Christianity and Socialism. The Russian Nihilists are atheists, while both the Anarchists and the much more numerous Collectivists in France are agnostics in respect to the nature of the first cause and the government of the universe, and Darwinists with regard to the origin and significance of human life upon this earth.

The recent tendency of the European proletariat to abjure Christianity is sufficiently intelligible. The workingman knows that Christianity is a mighty social and political force, but he sees that in Europe it is now, and has been for some centuries, ostensibly arrayed upon the side of those whom he regards as his oppressors. In Russia the Orthodox Church is the firmest prop of Czardom; in Austria and Germany the Catholic Church either maintains or tries to form the most intimate relations with the landowners and capitalists who have thus far controlled the civil power; the Lutheran schismatics have at all times shown themselves equally favorable to a similar union of Church and State, while in England the dominant form of Protestantism has become, through the Anglican establishment, one of the firmest bulwarks of social conservatism and prescriptive rights. It is, in brief, because they find all the more compactly organized and powerful forms of modern Christianity apparently enlisted on the side of individual property, and opposed to a more equal distribution of humanity's common fund, that the landless and the moneyless deem themselves forced to say of it what GAMBETTA was driven to say of clericalism in France—*Voila l'ennemi:* "Behold the enemy."

Now, not only the founders of Christian-Socialism in Germany, but such Catholic thinkers as ST. GEORGE MIVART and such disinterested students of social questions as EMILE DE LAVELEYE regard the actual antagonism between Christianity and Socialism as unnecessary, unnatural, and calamitous to both of the interests involved. The Christian religion will be shattered at the base when the toiling masses shall have wholly ceased to look for sympathy and active coöperation to its expounders and votaries. On the other hand, the labor party, which seeks to ameliorate the position of the workingman and to bring about equality of social conditions, may be guilty of a grievous blunder from its own point of view in making Darwinism the basis of its philosophy. The doctrine of the survival of the fittest lends itself with cruel facility to the justification of the maxim that whatever is, is right, and to the maintenance by force of the worst abuses of the present industrial system. The friends of labor have little to hope for from the evolutionary philosophy, as is shown by this fact among many proofs that its chief expounder, HERBERT SPENCER, although he has much to say about the prospective benignancy resulting from highly developed sympathies, has distinctly declared himself against the nationalization of land and all similar assaults upon the principle of individual ownership.

But while Socialism, which aims to substitute for the orthodox political economy a system of moral administration of social interests, or, in other words, to insure to every human being, so far as this is practicable by human agencies, an equal chance of well-being and of self-improvement, will look in vain for impulse or sanction to Darwinism, it might conceivably gain both by an alliance with Christianity. The advantages of such a league have often been pointed out by observers whose sagacity and sincerity could not be impugned, and they have recently been summed up with singular effectiveness by M. DE LAVELEYE, the well-known Belgian writer on economical and social questions. After citing the familiar passages of the Gospels in which Socialistic doctrines are unequivocally formulated, and adverting to the picture traced in the Acts of the life in common followed by the first disciples of JESUS, M. DE LAVELEYE goes on to show that the authentic writings of the most venerated Christian Fathers contain the precise counterparts of the most extravagant theories broached by modern Communists. For instance, PROUDHON is denounced for maintaining that "property is theft." There is the highest Christian authority for the assertion. "The rich are thieves," said ST. BASIL. "The rich are brigands," said ST. JOHN CHRYSOSTOM. "Opulence is always the result of a theft," said ST. JEROME, "for if not committed by the actual possessor, it has been the work of his ancestors." ST. CLEMENT, too, pronounced "private possession an iniquitous thing," and declared that "if justice were enforced, there would be a general division of property."

What is quite as much to his purpose, M. DE LAVELEYE demonstrates that these equalizing and Socialistic aspirations have never died out among Christians, but have always displayed renewed activity at periods of religious excitement and revival. The Communistic ideas which permeated Christian society during the first centuries of our era were preached again by the Waldenses, by the Begging Friars, by the Taborites in Bohemia, and the Anabaptists in Germany. It was especially the aim of the Franciscan fraternity to transform society into a community of brothers; and in general it may be said that the survival of convent life and of religious brotherhoods in the Catholic Church proves how indistructible is the tendency toward communism implanted by JESUS himself. M. DE LAVELEYE brings forward another striking proof of the Socialistic leanings inherent in Christianity in the fact that, long after the Roman Church had contracted its unlucky league with absolute monarchy, even the courtly preacher, BOSSUET, felt himself constrained to say that "the rich are tolerated if they assist the poor."

The conclusion which seems forced upon us by such considerations is that, so far from there being anything anomalous and incongruous in the alliance suggested by the Christian-Socialists of Germany, such a coalescence of evangelical teaching and proletarian aspiration is historically and rationally the most legitimate and probably the most expedient thing in the world.

Consul Wilson on Pork and Wine.

There is a Consul of the United States at Nantes, in France, who takes a serious view of his responsibility to the American people. His name is THOMAS WILSON, and he was appointed from the District of Columbia. He has represented this Government at Nantes for a little more than fourteen months. His salary is $1,000 annually. During the last fiscal year the receipts of the office in fees amounted to three dollars and forty-six cents.

Although not occupying an important post, if we measure consular importance by salary and fees, Consul THOMAS WILSON had not been many weeks in office before he began to grapple with the largest questions of diplomatic policy. Upon investigating the relations between the United States and France he discovered that just one year before he entered office the French Government, by the decree of Feb. 18, 1881, prohibited the importation of American salt pork. Consul WILSON lost no time in communicating this discovery to the Department of State; and, along with the facts which his industry and acumen enabled him to lay before the Cabinet and the nation, he submitted a carefully drawn paper, indicating with great clearness and precision the line of policy which, in his opinion, our Government ought to pursue.

The Consul at Nantes is very free in his criticism of the French Government; so free, indeed, that in view of Mr. EFFIGY SARGENT'S recent experience at Berlin we hesitate to expose another American diplomatist to the wrath of a foreign power. But it is proper that the world should know Mr. THOMAS WILSON'S opinions, no matter what the result may be.

Extracted from diplomatic language, the charge made by the Consul at Nantes is, in substance, that the French Ministry lied when they alleged trichinosis as a pretext for their decree prohibiting the importation of American pork. The true motive, in Mr. WILSON'S opinion, was zeal for the protection of the French pork producers. "The integrity of the French Government," says the Consul, "is in no wise questioned, but the evidence will show, I think, that there were influences brought to bear on it and its representatives other than those interested for the public health; influences in favor of the French hog." And this valuable and energetic Consul proceeds to lay down certain "preliminary propositions," among which are the following:

"A hog will be a hog, wherever he is raised."

"The number of hogs in the United States cannot be much under 50,000,000."

"American pork is in the United States a cheap, health ful, and satisfactory food for the people."

"A person uncivilized enough to eat pork raw is in, or may be in, danger from trichina. One who eats it uncleaned is in danger from the bristles."

"I have but little patience with a people who require the prohibition of *all* of a certain kind of meat in order to preserve themselves from maladies arising from eating it raw."

"The civilized world will agree that there is squeamishness and caprice in the policy of a Government which prevents its people from eating American pork, and yet permits its capital city of Paris to make a record of 'meat consumed' during the past two years as follows: 1880, 9,012 horses, 307 asses, 32 mules; 1881, 9,273 horses, 349 asses, 31 mules."

The policy suggested to our Government by Consul THOMAS WILSON is one of retaliation, or reprisal, by the exclusion from the United States of French wines and liquors. "If I were a statesman, as I am not," he remarks, with almost startling modesty, "I should not seek for any such articles as would afford the excuse of unhealthfulness to justify the prohibition, but would choose one without any such cause, and prohibit its importation, calling it a reprisal, and placing it squarely upon the ground of retaliation for the unjust prohibition of an equally healthful article of food from the United States." But for fear that the United States Government may not be bold enough to follow his advice in its entirety, but may desire a pretext for the proposed exclusion of French wines and liquors, Mr. WILSON is thoughtful enough to provide one. His sly remarks on the evils of intemperance and the adulteration of French wines form not the least surprising part of his surprising essay.

Consul WILSON supplies statistics of the crimes of drunkenness in France, and of the suicides and cases of insanity from alcoholism. Then he says, with a fine burst of diplomatic eloquence:

"Take the crimes perpetrated, the punishments inflicted, the deaths caused, the suicides committed, the insanity produced (quite as grave effects as can be attributed to any cause) by the consumption and use of wines and liquors in France only—waive the amount of unhappiness and misery caused, the degradation produced, the blasted hopes, the ruined families, because they cannot be calculated—take only those susceptible of being taken from the statistics of crime and compare these with the entire number of cases of sickness or death arising from trichinosis caused by the consumption and use of American pork, and the difference becomes apparent at a glance."

He does not commit himself, however, in regard to wines and spirits of domestic manufacture. "It would be aside from my purpose to make, or allow to be made, any comparison of French liquors with those of the United States, or to assert that ours are better than theirs. Our liquors in our own country are our own affair." And in order to "discount any opposition which this report may meet," on the part of the French Government, the bold and adroit diplomatist at Nantes makes "this concession:"

"I am in favor of temperance; I am opposed to intemperance, and I think it a dreadful evil, a crime justly punishable by law in France, entailing misery on its victims, unhappiness on their families and friends, filling the prisons, almshouses, and lunatic asylums, begetting a large portion of the necessity and the expense of criminal procedure in the State, and to be attacked and suppressed by any legitimate means which promises success. Holding this belief, yet I am not a bigot, and am willing to agree that the wines of France, in their purity, are healthful, palatable, and agreeable, and that the southern portion of France, where there is more wine raised, either actually or proportionally, than in any country in the world, is, without any temperance society, one of the most temperate, having, in proportion to its inhabitants, fewer cases of drunkenness, of crime, of accidental death, of suicide, or insanity, from the use of spirituous or alcoholic liquors than almost any other. If I were writing an article on temperance I would elaborate and prove this statement."

It is evident that our Consul at Nantes is a remarkable man; keen in perception, fertile in resources, boldly patriotic, eloquent in utterance, working for his country in all the freshness of undiscouraged zeal. But it will occur to a great many citizens, as it doubtless has occurred already to the State Department, that we are getting too much statesmanship and diplomacy for $1,000 a year and $3.46 in office fees.

The Bowling Green Railing.

Sir CYRUS W. FIELD not long ago tore down the old Washington Hotel at the Battery, to make room for a great office building which he is now putting up.

That was all right enough. But now it appears he wants to go further, and have the Park Commissioners remove one of the few remaining Revolutionary relics in the city, situated in the neighborhood of the property he is covering with a new structure.

There is about Bowling Green Park an old iron railing of Revolutionary associations which make it peculiarly interesting to New Yorkers. In the centre of the Park, it will be remembered, there stood a leaden equestrian statue of GEORGE III., which was torn down by a multitude of excited patriots on the 9th of July, 1776, or upon the receipt of the news of the Declaration of Independence, to be turned into bullets "to assimilate with the brains of the adversary." There is a tradition, too, that the iron balls on the tops of the posts of the railing about Bowling Green Park were cut off for use as cannon balls by the patriot army. And to this day those posts remain decapitated.

That old iron railing has, therefore, the most inspiriting associations. But Sir CYRUS W. FIELD, it seems, does not like the looks of it. He has got a few other property holders about the Battery to join with him in petitioning for its removal by the Park Commissioners, who, we believe, are to consider the subject at their meeting next Wednesday.

The Revolutionary associations of the old iron railing are not of the kind which seem to stir the soul of Sir CYRUS W. FIELD. A proposition to reconstruct the statue of GEORGE III., so wantonly destroyed in 1776, would perhaps be more agreeable to him; or he might ask of the Park Commissioners the privilege of erecting a grander effigy of the monarch so hateful to the patriots of that day. Such a statue would be a fit companion of the ANDRÉ monument, and might more closely attach the aristocracy of England to their American admirer—to the one of our countrymen who is supposed to stand next to G. WASHINGTON CHILDS, A. M., the poet, in their cordial affections.

Some of the Western journals of the Republican party are going into semi-prophetic statistics concerning the next year's Presidential election. Of course, as they are honest journals, their arithmetic indicates the election of the Democratic candidate, and this candor is as creditable to them as it is fair and wise. Yet no election has ever really been decided by the statistics of probability, and our Democratic friends should remember that over-confidence is the most dangerous of political delusions. If your opponents profess to expect that you will win the victory, be sure that they will yet beat you if they possibly can.

The International Fisheries Exhibition, which was opened by the Prince of WALES yesterday, appears to have met with great success at the start. The American exhibits attracted particular attention, and the English fishermen were delighted with them. It would not be surprising if many anglers from England were tempted, as a result of this exhibition, to cross the Atlantic and try their luck in our trout streams and ponds.

The signal service observers have promised warm and fair weather for to-day. The promise was a pretty safe one to make, for at last the weather appears to have become in some degree settled, and the temperature has got well above the freezing point. Within the last few days the grass and trees in the parks and yards of the city have improved wonderfully in appearance. In the mean time the British islands seem to be suffering, in their turn, from cold weather. Heavy snows have fallen in England, Ireland, and Scotland, and much damage has been caused by this untimely weather. We are more fortunate in this respect than our British cousins, for we had our cold spring weather early, while they are getting theirs so late that it produces serious consequences.

Some of the uses to which paper can be put are very singular, considering the properties of the material in the forms in which we usually see it. Paper boats were a great novelty in their day, and now the astronomers have seized upon the material which the oarsmen have found so useful, and hereafter there are to be paper domes for observatories. The Columbia College observatory will have such a dome. Telescope tubes are sometimes made of paper, and if somebody could contrive to make paper transparent, object glasses and eye pieces might be made of paper, too. The Ages of Brass and of Iron make a poor showing beside the Age of Paper.

From the time of "long-haired IOPAS" to that of OSCAR WILDE poets have been wont to cultivate luxuriant locks. It has been thought that barbers on this account were prejudiced against bards. That this is a mistake is evident from the case of M. YSOPY, the barber who used at rare intervals to cut LAMARTINE'S hair. The poetical clippings, so to speak, of the amiable author of "Joconde" were religiously treasured up by the thrifty barber. At the present time "each particular hair" of the poet has a commercial value. The persons who are trying to raise a fund for the purpose of erecting a statue to the poet have secured the whole stock of hair, a lock of which will be given to each contributor to the fund. This is a good example that M. YSOPY has set; unfortunately, barbers in this country seldom get a chance to cut a real poet's hair.

The members of the Civil Service Commission have been so shattered in mind by the troubles arising from the nomination of the suppressed KEIM that they are obliged to seek rest and diversion in travel. To-day THOMAN is in Pittsburgh, and GREGORY is on his way to Chicago; it is probable that at some time during the day New York will be conscious of the presence of her own EATON. Nominally, the Commissioners are bent on establishing local Examination Boards in the various cities which they are about to visit; but they will probably succeed in seeing the country, and it is safe to say that in their calculations of mileage and expenses they will show the foresight and comprehensive ability of men who have a great mission for which the Government furnishes funds.

A great public celebration in any part of the world seems to be regarded as incomplete unless fireworks form a part of it. The inclination to play with fire is the same in savage and civilized man, though the means of indulging it vary. If the half-naked inhabitants of some Pacific archipelago should construct a bridge from one island to another they would probably celebrate its opening by building bonfires, and the opening of the big bridge across the East River is to be celebrated in a similar manner next week by discharging $5,000 worth of fireworks from the tops of the towers and the centre of the span. However, the display promises to be beautiful as well as magnificent, and everybody will hope for good weather on the 24th of May.

THE TRAVELS OF THE SUN.

Some recent discussions of the constitution of the sun have turned in part upon what is known as the sun's proper motion in space. This is one of the most surprising and interesting things that science has ever brought to light, and yet it is something of which comparatively few persons have any knowledge. It is customary to look upon the sun as if it were the centre of the universe, an immovable fiery globe around which the earth and other planets revolve while it remains fixed in one place. Nothing could be further from the truth. The sun is, in fact, the most wonderful of travellers. He is flying through space at the rate of not less than a hundred and sixty millions of miles in a year, and the earth and her sister planets are his fellow voyagers, which, obeying his overpowering attraction, circle about him as he advances. In other words, if we could take up a position in open space in advance of the sun, we should see him rushing toward us at the rate of some 450,000 miles a day, chased by his whole family of shining worlds and the vast swarms of meteoric bodies which obey his attraction. The general direction of this motion of the solar system has been known since the time of Sir William Herschel. It is toward the constellation Hercules, which, at this season, may be seen in the northeastern sky at 9 o'clock in the evening. As the line of this motion makes an angle of fifty odd degrees with the plane of the earth's orbit, it follows that the earth is not like a horse at a windlass, circling around the sun forever in one beaten path, but like a ship belonging to a fleet whose leader is continually pushing its prow into unexplored waters. The path of the earth through space is spiral, so that it is all the time advancing into new regions along with the sun. She is on a boundless voyage of discovery, and her human crew are born and die in widely separated tracts of space. Think of the distance over which the travels of the sun have borne the earth only since the beginning of human history! Six thousand years ago the earth and sun were about a million millions of miles further from the stars in Hercules than they are to-day. Columbus and his contemporaries lived when the earth was in a region of the universe more than sixty thousand millions of miles from the place where it is now, so that since his time the whole human race has been making a voyage through space, in comparison with which his longest voyage was as the footstep of a fly. Thus the great events in the history of the world may be said to have occurred in different parts of the universe. An almost inconceivable distance separates the spot which the earth occupied in the time of Alexander from that which it occupied when Cæsar invaded Gaul. The sun and the earth have wandered so far from their birthplace that the mind staggers in the attempt to guess at the stupendous distance which now probably separates them from it. It may be that the motion of the solar system is orbital, and that our sun and many of the stars, his fellow suns, are revolving around some common centre, but if so, no means has yet been devised of detecting the form or dimensions of his orbit. So far as we can see the sun is moving in a straight line.

Since space is believed to be filled with some sort of ethereal medium, curious consequences are seen to follow from the motions that have been described. A solid globe like the earth rushing at great speed through such a medium will encounter some resistance. If the medium be exceedingly rare, as it must be in fact, the resistance will be correspondingly small, but still there will be resistance. If the sun stood still, the earth, owing to the inclination of its axis to the plane of its orbit around the sun, would encounter the resistance of the ether principally on its northern hemisphere from summer to winter, and on its southern hemisphere from winter to summer. But in consequence of the motion of the sun shared by the earth, this law of distribution is changed, and from summer to winter the earth ploughs through the ether with its north pole foremost, while from winter to summer, although the resistance of the ether is encountered more evenly by the two hemispheres, yet it is still felt principally in the northern hemisphere, and the south pole remains practically protected. It follows that the southern hemisphere, and particularly the south polar regions, are more or less completely sheltered the whole year around. It might, then, be supposed that the impact of the particles of the ether shouldered aside by the earth in its swift flight and the compression produced in front of the advancing globe would tend to raise the temperature of the northern hemisphere as compared with the southern hemisphere, while the south pole, being more or less directly in the wake of the earth, and in a region of rarefaction of the ether, would constantly possess a remarkably low temperature.

Now, it is known that the south polar regions are more covered with ice and snow than those of the north, and that the temperature there for the year around is lower. Whether this difference is owing to the effects of the earth's journey through the ether is a question.

The sun, too, moves with his northern hemisphere foremost, and it is worthy of remark that it has been suspected that the northern hemisphere of the sun radiates more heat than the southern.

But, whatever effect it may or may not have upon the meteorological condition of the earth, the fact that the solar system is thus voyaging through space is in itself exceedingly interesting. Not the wildest traveller's dream presents to the imagination such a voyage as this on which every inhabitant of the earth is bound. A glance at a star map shows that the direction in which we are going is carrying us toward a region of the heavens exceedingly rich in stars, many, and perhaps most, of which are greater suns than ours. There can be little doubt that when the sun arrives in the neighborhood of those stars he will be surrounded by celestial scenery very different from, and much more brilliant than, that of the region of space in which he now is. The inhabitants of the globe at that distant period will certainly behold new and far more glorious heavens, though the earth may be unchanged.

Mr. Jay Gould's Mausoleum.

It is well known that Mr. Jay Gould takes stock in the beautiful doctrine of immortality. He is a Christian with neo-Platonist leanings. As such he cherishes in a peculiar degree the sentiment which requires that the final resting place of the body should be made an agreeable subject of contemplation to the living soul. Accordingly, while other rich men have been putting up gaudy palaces in which to enjoy this life, Mr. Gould has been engaged in planning the abode in which his body will remain when he is done with it. It is in appearance an Ionic temple, of the variety styled *in antis;* that is, it has columns in front only, and the side walls are carried forward to help with the columns in forming the vestibule or pronaos. Engaged pilasters with Ionic pilasters are built into the side and rear walls. Being about thirty feet long and wide in proportion, with a flight of steps in front, it will be, exteriorly, the handsomest edifice of its kind in Greenwood Cemetery, if not in America.

The interior is divided into two long blocks of arcosolia, the openings of which will be sealed up as they are filled, and a narrow passage between. At the end of the passage there is to be a fine stained glass window, in which a crowd of angels and saints are represented singing. The interior roof of this part of the temple will be formed of bronze rafters, with panels of glass mosaic in classic designs between. Similar panels will occupy the triangular spaces above the door and window. The design for the stained window is by Mr. Herbert H. D. Pierce; and in its general composition, and particularly in its scheme of color, it reminds one of certain works by Fra Angelico. The architect is Mr. J. H. French.

Mr. Gould has not yet chosen his particular niche.

Taylor Didn't Stop to Explain.

From the Washington Critic.

Gen. Sherman bought a supply of shirts from Taylor & Hufty, and Dick Taylor was the gentleman who waited upon him, and, of course, they became—or thought they had—quite well acquainted. One day, after the shirts had been delivered, Dick met Gen. Sherman and another army officer walking on the avenue. Walking to the General, Taylor said:

"Good morning General. How are you to-day?"

It seems that, although the General apparently remembered Mr. Taylor's face, he did not place him, and could not call him by name. While shaking hands, Taylor, noticing the slight defect in the general's memory, thought he would help him along with the suggestion that he had sold him some shirts, so he said: "*Made your shirts?*"

"Oh! I beg pardon," said the General quickly, and, turning to the gentleman with whom he was walking, he said:

"Ah! Col. ——, allow me to introduce you to my friend, *Major Schurz!*"

Taylor still realized that the General had made another mistake, and without any attempt to explain matters he politely raised his hat and moved on.

An Old Story in a New Dress.

From the Lancaster Examiner.

Sponsler of Perry wound up a glowing speech in the House on Wednesday with the quotation, "Vox populi, vox Dei," and sat down perspiring. Mackin turned to Crawford, who is a butcher at home, and remarked enthusiastically: "Wasn't that a grand climax, now?"

"It was the real stuff," assented the other Philadelphian.

"I'll bet you $10 you don't know what it means, though," said Mackin.

"I'll just go you," said Crawford, eagerly. "Everybody knows it means 'My God, my God, why hast Thou forsaken me?'"

"Here's the tenner," said Mackin admiringly, handing it over. "I had no idea you were such a Latin scholar."

But There's Nothing In It.

From the Courier-Journal.

It may be that the Democratic party is destined to go to pieces on the tariff issue. If so, let it. We had rather see it go to pieces out of power than come into newer sin in, and go to pieces afterward.

PAST AND PRESENT.

Harper's Ferry—Old John Brown's Fort—The Governmental Reservation.

HARPER'S FERRY, May 11.—One who was familiar with this place during the war would have no difficulty in recognizing it now. The march of time has left it undisturbed. It is as slovenly and unattractive now as it was twenty years ago, but the bustle of war days—the constant arrival and departure of troops, the long wagon trains winding their way up the narrow streets and over the Heights—has given place to the quiet of a graveyard. There are no signs of business life or activity. The manufacturing interests of the place are represented by a dismantled mill on the bank of the Shenandoah. The chief traders are the dilapidated-looking small boys who haunt the railroad platform and offer leather-crusted pies and hard-boiled eggs.

The chief object of interest here is the little brick building in which the John Brown rebellion came to an end. It is in the Government reservation, which lies close to the railroad track on the strip of lowland between the hills that make up Harper's Ferry and the river. The armory stands in ruins, as it did in the war days. The remaining buildings within the enclosure, except John Brown's Fort, are in a dilapidated condition. The fort itself is in a fairly good state of preservation. The grounds wear a neglected look. To-day they were furnishing pasturage to two worn-out looking steeds who might have been relics of the rebellion. Inquiry elicited the information that the Government property was in charge of an agent, but the iron gates were padlocked, and the representative of the nation was invisible.

The massive wall that surrounds the reservation is covered with patent medicine advertisements and with the posters of the "Greatest Show on Earth." At intervals heaps of refuse and garbage are dumped against it. The veteran showman has not only hung his banner on the outer walls, but scaled them, or obtained admission by feeing the Government agent, and disfigured John Brown's Fort with pictures of the behemoth and other attractions of his combination. On the front of the fort, near the top, is affixed a painted wooden sign, which is a permanent advertisement of an enterprising Baltimorean.

These Government grounds, and especially the little building in which John Brown fought against fate, have a rare historic interest. Their present neglected condition is a disgrace to the country. It is doubtful whether the site will ever be used for Government purposes again. The armory would, in any event, have to be entirely rebuilt. Probably the best thing would be to pull down the ruins, remove all the buildings from the enclosure except the historic fort, and restore that as nearly as possible to its condition at the time of the John Brown rebellion. When the grounds were turfed and the wall was painted, the Government would have nothing to be ashamed of. After working this transformation, possibly the ranks of the army might be depleted, without imperilling the existence of the republic, by having a soldier take charge of the grounds.

No doubt the son of Abraham Lincoln, who now administers the War Department, would like to inaugurate the reform above suggested before he leaves the Cabinet.

BOTH REMOVED ON CHARGES.

The Complaint Made by Assistant Appraisers Simonson and Hoyt.

Officers of the Treasury Department said yesterday that United States Assistant Appraisers Stephen N. Simonson and the Rev. William B. Hoyt, who were removed from office on Friday, were removed on charges. The removals were yet to be confirmed by the Senate. Mr. Simonson, who is the head of the damage division of the Appaiser's office, is held responsible for careless management of the division, whereby fraudulent damage allowances on perishable goods were made to brokers and merchants. He and Customs Broker Quoit were called before District Attorney Root and questioned as to their knowledge of the frauds for which Examiner Frederick Cocheu is under indictment in Judge Benedict's court. Mr. Simonson said that it would have been impossible for him to know whether all the reports of the examiners in his division were true or not, and that he is convinced that his removal was made on political grounds. He was at one time active in Republican politics.

The charges on which the Rev. William B. Hoyt is removed were made when Mr. Sherman was Secretary of the Treasury and J. Q. Howard Appraiser of the Port, and have been on file in the Treasury Department ever since. They relate to alleged practices of Mr. Hoyt when he was pastor of the Methodist church at Jamaica, L. I., and to the alleged collection of subscriptions from merchants. William H. Gregg, who is appointed Assistant Appraiser to take the place of the late Dr. William S. Headley, failed a few months ago to pass a civil service examination for an $1,800 clerkship.

Neither Mr. Gregg, E. S. Fowler, nor Cyrus S. Stevens, it is said, underwent any civil service examinations for their new offices. Mr. Gregg is a friend of Secretary Folger.

The Work of the Street Preachers.

TO THE EDITOR OF THE SUN—*Sir:* By far the largest and most attentive meetings held in this city or Brooklyn are those of the street preachers. In all ages since the seaside and mountain-side services of the great Street Preacher of Galilee down to the latest Methodist camp meeting the street preachers have been prospered and the people have heard them gladly. For fifty years the stolen or lost ground of Christianity below Fourteenth street in this city has been contested inch by inch, until the devil has it pretty much as he pleases, divided between 7,000 grog shops and the bagnios, bucket shops and Chinese dens of filth and Hester streets. There is no lack of sinners who need everything—rags to cover them, food to keep them from starving, and salvation from the hells of New York and Brooklyn. In this hour of reverse and weakness for the forces of the cross, the Peter the Hermit, the Savonarola, the street preacher takes possession of the field. There are now not far from twenty-five active street workers and preachers doing the work of evangelism by dock and slip, on four piers, and in nooks and corners of the streets. Sometimes the street preacher appears on the Battery, where in five minutes of a fair Sunday he will have more hearers than Beecher or Talmage, and not half a dozen of whom have seen the inside of a church in years. Sometimes it is in Tompkins square or at the City Hall that you will find a preacher on his circuit. Some three years ago THE SUN gave accounts of meetings held in Clinton avenue, Brooklyn, which, as they became larger and larger, were adjourned to the streets of Brooklyn and New York. These meetings have become a very potent influence for good. Thousands assemble every Sunday and often at the close of a week day and, for an hour or so, listen to the music and earnest words, or receive substantial help in food and shelter. Once the calling of a crowd by a street preacher was a signal for an incipient riot. But this is all changed now. The fact that thousands of orphans and widows have been relieved this winter from semi-starvation in New York and Brooklyn by good people, at the instance of a few street preachers, gives respect to the worker. The Church of Humanity has done a good work with limited means and a misunderstood mission. It is not an organization, but a humane influence permeating all denominations of Christian missionaries. The gospel of bread to the hungry, of work for the workless, a home for the orphan and the widow, and ultimate salvation of both body and soul, is the simple creed of these workers and preachers who have taken up the banner of the cross just where the uptown, the Hill, and the Heights ministers and churches have flung it down. It is understood that quite a large number of prominent clergymen of all orthodox denominations are pledged to come on the street this season. All that is required of the preacher is that he desire to save men, and will devote himself to the work without money and without price.

HENRY KIMBALL.

NEW YORK, May 11.

A Singular Thunder Storm.

TO THE EDITOR OF THE SUN—*Sir:* Your article on thunder storms reminds me of a scene I witnessed in Livingston county, N. Y., many years ago. It was a beautiful day in the latter part of July. About 2 in the afternoon a small cloud over head became stationary, began to increase in size, and became darker. Other clouds, large and small, moved to join it from every direction except the east. As each cloud came up there was a slight flash of lightning and a muffled roll of thunder. This went on for an hour, until the sky over head and to the eastward was covered with dark, threatening clouds, while in the west the sun was shining brightly, without cloud to obstruct his rays. Then the storm clouds began to move, and two or three miles to the eastward, in plain view, there was a heavy rain, accompanied with much lightning and thunder, while at my point of observation not a drop of rain fell. I had seen the regular process of the gathering of a thunder storm, and was forcibly reminded of this scene when I read of the marshalling of Gen. Pickett's Confederate force for his great charge at Gettysburg. Verily, there is war in the heavens.

J. W. K.

NEW YORK, May 11.

The Bartholdi Statue.

TO THE EDITOR OF THE SUN—*Sir:* I see that the first strokes are being made on Bedloe's Island for the foundation of the great statue of Liberty shortly to arrive from France. I also understand that sufficient money for its completion has not yet been obtained. Now, why could not the same be erected on the top of the New York pier of the Brooklyn Bridge? The foundation is at hand, and perhaps without cost. Its light therefrom would be seen at sea and overland at a greater distance. The two grandest structures of man's ingenuity would not only harmonize, but mutually magnify and embellish each other.

JOSEPH SILK.

Advice from Chouteau Avenue, St. Louis.

TO THE EDITOR OF THE SUN—*Sir:* If you desire to assist humanity teach them that the marriage relations are a pleasure and not a duty, and that the pleasure of marriage should not be participated in unless those contemplating the event are supplied with sufficient means to educate a family, and start them in life so that their posterity will not become slaves to the