The Sun.

SUNDAY, JULY 26, 1885.

THE SUN *to-day consists of twelve pages. Our friends should see that their newsman furnishes them with the entire paper.*

The regular circulation of THE SUN *for the week ending July 25, 1885, was:*

Sunday	119,743	Thursday	98,768
Monday	97,547	Friday	105,408
Tuesday	96,822	Saturday	99,154
Wednesday	96,818	Weekly	46,133

Total for the week 713,960

Grant in History.

It is a mighty change, said JEREMY TAYLOR, that is made by the death of every person, and it is visible to us who are alive. Especially affecting and illuming is the change when a man dies who incarnates the agony and the triumph of a nation, and who commands by an achievement of incalculable value the deathless homage of mankind. GRANT has passed into history. His apotheosis has begun, and it behooves the men and women who have looked upon his face, and who are most directly bound to acclaim his matchless services, to attest by the sincerity and fervor of their grief that they appreciate the foremost son of the American republic, and anticipate the future's bestowal of gratitude and honor.

They are great men whose achievements are indissolubly coupled with events of enduring and capital moment to mankind. It is given to no poet, to no philosopher, no matter how searching and abiding may be his influence upon the thought and aspiration of humanity, to obtain a niche in history so high and so impregnable as is reserved for the creators or the saviors of great States, for those who snatch from jeopardy the social ventures which embody the safeguards, the treasures, the hopes of the human race. Here and there, perhaps, an isolated scholar may maintain that in PLATO or in ARISTOTLE we should discern the acme of the Greek contribution to enlightenment and progress, but the far more durable and widespread recognition of the work performed by ALEXANDER lives in the memory of millions from Alexandria to Candahar. There is justice in the popular discrimination, for, without the dynamic intervention of a man like ALEXANDER, the art, the literature, and the democracy of Greece, pinched within their native confines, must have languished and expired, and the very names of its great thinkers and singers might have vanished from the earth. A still more conclusive vindication of the instinct which instructs us how to apportion praise and homage is supplied by the history of Rome. Why is it that for one who can recall the services to letters and philosophy of VIRGIL, of LIVY, and LUCRETIUS, thousands repeat with reverence and awe the name of CAIUS JULIUS CÆSAR? Because the thousands vaguely understand, by virtue of intuitions wiser than all the learning of the schools, that the Roman commonwealth was freighted with the stores and fortunes of a world, and that by CÆSAR'S hand the precious cargo was redeemed from shipwreck.

The political experiment essayed on this side of the Atlantic, and after eighty years of peaceful prosecution imperilled by disruptive forces of unexampled energy, bore with it a heritage and promise far more momentous to mankind than the perpetuation of Greek culture, or even the benign upholding of the Roman peace and Roman law. History, familiar with the dire results of schism and dismemberment, and mindful how narrowly this continent escaped the fate of dislocated Europe, will glorify and bless the impulse that under the leadership of GRANT restored the Union and assured for centuries to come the integrity and growth of the republic. It was in no mood of wild hyperbole, but in cool, unerring precedence that an American poet, long before the rupture came, said of his country that

"Humanity with all its fears,
With all the hopes of future years,
Is hanging breathless on thy fate."

On what a thread that fate depended, how near those hopes were to extinction, will be seen with even greater clearness when a right perspective is attainable by a proper distance from the facts. The future will measure the enormity of the risk successfully encountered, the grandeur of the interests at stake; and in the foreground of the picture over which history shall linger will tower the figure of the man who bore the standard of his country from victory to victory, and whose name is linked forever with the triumph of unity and freedom in America.

The Ship Canal Scheme.

A conference to consider measures for the improvement of the canals of this State is to be held at Utica on Aug. 19, and Gov. HORATIO SEYMOUR has written a letter to the Secretary of the Board of Trade, which has called the meeting, wherein he thus expresses himself with regard to the proposed plan for changing the Erie Canal into a great ship canal:

"I am not in favor of the wild and impracticable scheme for making a ship canal, or one that can be navigated by vessels which are used on our great lakes. No vessels have ever been constructed which can carry as much freight in proportion to their weight as our canal boats."

The scheme Gov. SEYMOUR so properly describes was laid before the annual convention of the Society of Civil Engineers last year by Mr. E. SWEET, one of the members, and was thoroughly discussed in all its bearings. Mr. SWEET'S project is, in brief, to make a canal of sufficient capacity to float the largest vessels navigating the great lakes from Lake Erie to the deep waters of the Hudson. He would widen and deepen the present canal and rectify the worst curvatures from Buffalo to Newark, about 130 miles, construct a new canal from Newark to Utica, about 115 miles, canalize the Mohawk River from Utica to Troy, about 100 miles, and improve the Hudson River from Troy to Four Mile Point, in Coxsackie, a distance of about 30 miles. The canal would be 345 miles long, at least 18 feet deep, and 100 feet wide at the bottom, and the locks 450 feet long and 60 feet wide. It would receive its water from Lake Erie and discharge it into the Hudson, on account of the insufficiency of water tributary to its route to supply it. The cost he roughly estimates at from $125,000,000 to $150,000,000.

His theory was that in the enlarged canal, making due allowances for reduced speed in the narrow channel, and for lock detentions, the large propellers of the lakes would make the trip from Buffalo to New York in as short a time as they require between Chicago and Buffalo, and thus deliver their cargoes from Chicago to New York in less time and at less cost than can now be done by canal from Buffalo to New York. "With this canal enlarged," he declared very confidently, "all the heavy freights that reach the lake ports, bound east, are destined by the laws of trade to take the water route, as being cheaper than any rail transit yet dreamed of."

But Mr. E. L. CORTHELL presented facts which went far to upset Mr. SWEET'S theory. He showed, first, that it was not so much the competition of the railroads with the old canal which reduced rates of freight, but their competition with each other. It was not until 1868 that the trunk line managers believed it would pay to haul grain from the West. Before that time, back to 1857, the charge per bushel for wheat from Chicago to New York, via lake and canal, was 25½ cents. That rate "would have ruled to this day had not another means of transportation come in as a competitor;" and if rival roads had not bid with each other for the traffic the rate would have been little less. When grain began to be hauled by the railways, and not until then, came a reduction in canal rates, which were kept about two cents a bushel below rail rates. Then, "when it became evident that the boatmen could not compete with the railroads, the State stepped in and gave them relief by abolishing the tolls."

Since 1868 rates have dropped to less than 8 cents for lake and canal, less than ten cents for lake and rail, and to less than 14 cents for the all-rail route, and the railway war temporarily reduced even these low figures of the roads. During this time the tonnage transported annually on the canals of the State has not varied much from five and a half million tons. It was 5,896,080 tons in 1869, and in 1883 it was 5,664,050 tons. The canal has not been worked to its full capacity, spite of its lower rates, and the owners of boats have cried out that they could not make the business pay, much less make enough to build new boats to take the place of those worn out by age or service.

The reason for this, of course, has been that shippers preferred the railroad, and were willing to pay a little more for transportation by it, because they saved time, and railroad trains moved regularly through the whole year. Therefore in 1883, while the canal was carrying about five and a half million tons, the New York Central Railroad alone, a parallel line of transportation, carried nearly eleven millions of tons.

Mr. CORTHELL also doubted whether wheat could be carried from Buffalo to New York any cheaper by ship canal than by rail. There is only one great ship canal in operation—the Suez Canal—and that is but 100 miles long, while Mr. SWEET'S waterway would be 345 miles long. The Suez Canal has a breadth of from 190 to 330 feet, as against 100 feet at the bottom for the proposed canal. It has no locks from one end to the other, while the New York Canal would have 37 locks. Yet under all its advantages for quick transit the average passage of a steamer in the Suez Canal between Suez and Port Said is 50 hours, in which is included the effective steaming time and the necessary and incidental delays. At the same average rate, that is, two miles an hour, with the additional delays caused by the 37 locks, we have a total time required to pass through the Buffalo and Troy Ship Canal of 200 hours, or more than eight days, the vessel working night and day.

A boat load of grain, 250 tons, is now moved by two mules and a boy, and the boat is cheaply constructed and without machinery or expensive appointments. In the ship canal a steamer, whose first cost is about $30,000, must spend eight days before reaching deep water. She carries 40,000 bushels of grain, as against 8,000 of the canal boat, or five times as much; but it would cost her more than five times as much to transport it, or probably three to four cents a bushel.

Besides, this ship canal, to be built at a cost of between one hundred and two hundred millions, would be closed by ice for nearly half the year, and the increased number of expensive lake steamers required to make the through trip to New York would have to lie up for the winter, and to charge enough while the canal was open to pay for lost time, interest charges, and expenses of care during the winter.

Mr. CORTHELL, therefore, declared that it would be more sensible, instead of proposing an appropriation of one hundred or two hundred millions for a ship canal, to ask the State to buy a railroad, the West Shore, for instance. If a railroad is run as the canals are run, that is, without taking into the account interest on its cost, it can carry through freight, he argued, cheaper than the canals can afford to do it, and it offers a far more desirable method of transportation. But, of course, the State wants no railway.

If the time ever comes when more complete means of transportation are required than the ordinary railroad supplies, Mr. CORTHELL suggested a ship and barge railroad, which could be built for half the cost of the proposed ship canal, can be operated and maintained at less expense, can employ a rate of speed five times as great, and can be worked the year through instead of during six months only. Careful study of the whole subject, and especially of the Tehuantepec Ship Railway, and the appliances invented and arranged for lifting, handling, hauling, and turning vessels, led Mr. CORTHELL to assert his belief that "this method will revolutionize the transportation business and solve many problems, such as the one underlying the paper under discussion." But when such a ship railway is needed and is feasible in New York, private capital will be quick to build it.

We therefore agree with Gov. SEYMOUR that all that the State should do is to put the existing canal into the best condition, and "to make improvements, with deliberation and economy, which will benefit commerce and promote the prosperity of the State."

The French Political Enigma.

The attention of all persons interested in political experiments will presently be fastened upon France, where preparations are now making for the election of a new Chamber of Deputies under peculiarly complex and enigmatical conditions.

Americans should not forget that in France the popular branch of the Legislature plays an incomparably more important rôle in the national Government than does the House of Representatives in our own political system. For the French polity, although ostensibly presidential, is essentially parliamentary, the President being a mere figurehead, and the real master of executive power being the Prime Minister, who is created or deposed by the flat of the majority of the Chamber of Deputies. The crisis, therefore, on which Frenchmen are about to enter, would only be paralleled in the United States in case we were called upon to choose a new House of Representatives, which in turn would designate a President to hold office at its pleasure. It is true that even under our Constitution a failure on the part of the Electoral College to name a Chief Magistrate devolves the function of election on the lower House of Congress, as in the memorable instance of JOHN QUINCY ADAMS, but its nominee, once inaugurated, is as independent of his legislative creators as if he had been chosen by the people.

It is well known that this year the members of the Chamber of Deputies are to be voted for by the so-called *scrutin de liste*, or departmental tickets, that is to say, precisely as Presidential electors are chosen in the United States. To every French department is allotted a quota of Deputies proportionate to its population, and every citizen is to inscribe upon his ballot the names of candidates for all the seats assigned to the particular department of which he is a resident. There would be nothing intricate or noncalculable about this electoral process if there were in France, as usually there have been in the United States, only two considerable political parties. But even our own national history affords two impressive illustrations of the complications resulting under this method of election by *scrutin de liste*, or State tickets, where political opinion and party organization are somewhat minutely subdivided. For example, in 1824, the parties respectively favoring JACKSON, ADAMS, CLAY, and CRAWFORD were severally able to secure a slight preponderance in a certain number of States, and thus each of the four candidates had partisans enough in the Electoral College to render any choice by that body impossible. Again, in 1860, the competition of four candidates—LINCOLN, DOUGLAS, BRECKINRIDGE, and BELL—so split and frittered the resistance to the Republican party that its nominee became Chief Magistrate, though representing a minority numerically weak compared with the aggregate opposition.

Who knows but a surprise as startling as the election of ABRAHAM LINCOLN may be in store this year for France. In many parts of that country there will be five, if not seven, tickets in the field. The Opportunists, who have held control of the Government during the term of the present Chamber of Deputies, have agreed upon a programme, or, as we should say, a platform, and in every department will put forward a ticket of their own. The Jacobins and Socialists, cooperating under the lead of M. CLÉMENCEAU, have also drawn up a joint declaration of intentions, and in every department possessing a large artisan population will propose a list of candidates. The so-called Conservative Republicans, who have commanded a modest number of seats in the centre of the Chamber now moribund, have determined to maintain a distinct organization and to vote for spokesmen of their specific opinions in the coming contest at the ballot box. The Monarchists, who believe that the Comte DE PARIS should be King of France, either as the heir of the liberal proclivities of LOUIS PHILIPPE, or as the representative of divine right, mean, undoubtedly, to test their strength in every section of France where they have a chance of profiting by the disunion of Republicans.

But the friends of political reaction are also weakened by division in the camp, for the Imperialists evince no disposition to coalesce with the Monarchists, and they will certainly refuse to accept departmental tickets framed exclusively in the interest of the Comte DE PARIS. Indeed, there is some reason to believe that the process of disintegration may be carried even further among reactionists than among the supporters of the republic. So far as Bonapartists are concerned, there is an almost incurable rupture between Jeromists and Victorists, and there are ultra Legitimists who refuse to forgive the part played by the ORLEANS family in 1792 and 1830, and who prefer to recognize in a representative of the Spanish Bourbons the rightful heir of the old French monarchy.

We see, then, that it is a highly perplexing puzzle which is exhibited by France in the pending electoral campaign. What the upshot of the contest will be, no man properly alive to the strange complexity of its conditions would venture to predict. But we may not go far wrong in guessing that the followers of M. CLÉMENCEAU are destined to make considerable gains in Paris, Lyons, Marseilles, and other great hives of manual industry.

Lessons from Bantry Bay.

It is announced that the British Admiralty are to build several more rams like the Polyphemus, which distinguished herself at the late battle in Bantry Bay.

The practice evolutions of the Particular Service Fleet on that occasion have led to varying inferences and surmises. In operations of that sort there are so many laborious make-believes that even skilled judges of such encounters may reach opposite conclusions about them. Occasionally, too, the orderly character of the game is interfered with by a real bastead of an imaginary disaster, as when the Leander, a new war ship, on her first cruise, ran upon a rock near Bantry and stove a hole in her bottom as neatly as the Tallapoosa could have done it. Yet important lessons were taught by the combat in Bantry Bay, and lessons that have a value for other nations besides the British. One of these is that the entire system of torpedo boats on which England has laid out much money and labor must be reconstructed, since they cannot be trusted to accompany a fleet of ironclads to sea, except in fine weather, and may be inefficient at best. A second lesson is that the type of English gunboats there employed is thoroughly disappointing. The naval operations were delayed a week until four of these craft could make the passage from Plymouth to Bantry, and finally they had to be towed in by their consort. A third lesson is that the familiar device of a heavy boom for protecting harbors may be useless against a fast steam ram.

It will be remembered that in the sham fight at Bantry Admiral HOSKINS took in a fleet of small craft, consisting of torpedo boats, rowing gun launches, steam pinnaces and steam cutters, with which to attack Admiral WHYTE'S obstruction, consisting of nearly a mile of boom, formed with spars, wire hawsers and cables for entangling boats, and protected on the outside by four lines of observation mines nearly fifty feet below the surface. Electro-contact mines and batteries of machine guns also supported the defence. Not to dwell on details, the attack had not the ghost of a chance of success, and if the combat had been a real one, every boat of the attacking flotilla would have been sunk, captured, or put to flight. Thus, to the incapacity of the torpedo vessels to go to sea in all weathers must be added that of inability to do anything of consequence in an assault of that character. A torpedo travelling on the surface was adjudged to have harmed the boom more than the combined attacks of the mosquito squadron.

The next day, however, the Polyphemus, a heavy, swift ram, ran the gauntlet of half a dozen torpedo boats guarding the boom, shot clear of a quantity of Whiteheads, through the admirable dexterity of Capt. JEFFREYS, her commander, and finally, driving at the boom at a speed of seventeen knots, severed the five-inch steel wire hawser without the slightest shock or pause, as if it had been paper.

But the most striking reflection in studying this mock encounter is the testimony it furnishes to the costly folly of European powers in keeping up and constantly renewing prodigious military and naval establishments. What possible ground of satisfaction and confidence can a performance like that of Bantry Bay give to the British Admiralty? The British were fighting their own means of defence with their own means of attack. The navy of England is its great aggressive agent; yet an essential condition of its welfare is a perfectly protected coast line. The failure of its torpedo vessels at Bantry Bay suggests the result of torpedo attacks against well-protected foreign harbors. On the other hand, the easy destruction of the boom by the Polyphemus must suggest the reflection that foreign nations have or can build just as powerful rams with which to break through British harbor defences.

But such are the inevitable rewards of nations that devote themselves to the folly and crime of war. They construct huge and enormously costly guns with which to riddle a neighbor's war vessels, and then suddenly discover that their own navies have thereby been made useless by his ability to construct just such guns for himself. Then they rebuild their ironclad fleets in a way to resist any guns, but in alarm lest an enemy should imitate these fleets, hurry to contrive still more prodigious cannon. It is an endless, hopeless, ruinous round of folly.

The Real Religious Newspaper.

The *Congregationalist*, an able organ of the denomination whose name it bears, not long ago expressed the desire to see published a daily newspaper "which should be unobtrusively managed on evangelical principles." Thereupon a Western journal assumed that it wanted "an orthodox Christian daily newspaper which pointed a religious moral with the details of every event."

But that was not at all what the *Congregationalist* meant, and accordingly it briefly describes the newspaper it had in mind:

"Two of the things which we especially insist upon for the journal we desire are: (1) That it should not outrade its specifically religious aim in its name or prospectus; and (2) that it should not 'point a religious moral with the details of every event;' but that, in the first place, it be clean, sensible, and useful in every detail; and, in the second place, that, without announcing itself to have been gotten up for that purpose, or in any way assuming to be better than its neighbors, it rigidly aim to shape its columns, whether news items, or social, political, or ethical discussions, in such a manner as to promote the highest spiritual, as well as the best temporal, welfare of its readers, and to bear especially the criticism of that eye which is recognized as supreme over every Christian heart."

That is precisely our conception of what a newspaper ought to be, and those are precisely the principles governing the conduct of THE SUN, which is directed with a view to promoting "the highest spiritual, as well as the best temporal, welfare of its readers," and so that it may "bear especially the criticism of that eye which is recognized as supreme over every Christian heart."

As the *Congregationalist* says, such a newspaper does not need "to obtrude its specifically religious aim in its name or prospectus." The religious principles and purposes which animate and control it appear in its whole course, and the public soon discover that, whatever its name, it is in truth and in essence a religious journal.

THE SUN is also evangelical. It preaches the glorious and eternal truths of pure and genuine Christianity—the religion of the Gospel; and it examines men and events in their light, and measures them by that standard of superlative excellence. It is the organ of no Church, of no religious party, and of no one of the warring theological systems. It is simply an organ of the Gospel as it was originally proclaimed, believing that the sublime teachings of CHRIST offer a sure remedy for all the ills from which society suffers.

Come, Brother *Congregationalist*, join us in proclaiming, without reserve or qualification, those immortal truths, and in demanding that those who profess to be governed by them shall live up to them even to their last logical conclusion!

THE SUN is always and first a religious newspaper of the kind our Puritan contemporary has pictured.

Curious Features of Glaciers.

The periodical growth and decline of the frozen rivers of the Alps are the most remarkable and least understood of glacial phenomena. For nearly thirty years most of the Alpine glaciers have been diminishing. Many of them have been reduced in length by hundreds and even thousands of feet, and have decreased in volume by millions of cubic feet. Between 1571 and 1575 every known glacier was decreasing in size. Then began the period of enlargement. The Bossons glacier of Mont Blanc commenced to creep down the valley again. Within the next four years three more glaciers began to grow. In the past two years fifty glaciers have begun their season of advancement. The period of diminution has entirely ceased in the western and central Alps, but the glaciers of the Austrian Alps and a few others are still decreasing.

These phenomena are not merely of scientific interest. To the inhabitants of many an Alpine valley the periodical growth of the glaciers is a season of dread and solicitude. Twelve great disasters that within the past two centuries swept many hamlets out of existence were all due to glacial growth. The great ice streams in their resistless progress tumble vast rocks down the mountains, uproot trees, shove the turf before them, and tear dwellings into splinters. Thrice has the valley of the Saas been desolated by a glacier that completely dammed the river, and thus flooded the country. Villages have been overwhelmed by great masses of ice that have tumbled from the advancing glaciers. While the period of glacial recession is one of comparative security, the season of growth brings almost constant anxiety and inquietude to the inhabitants.

The Swiss Alpine Club has been engaged for some years in efforts to discover the laws that govern these phenomena. Its President, Prof. FOREL, in a recent report says that some indications of the nature of these laws have been obtained, but that they cannot be satisfactorily investigated until much more data have been secured. The society is accumulating a great number of observations, and Prof. FOREL invites the coöperation of all scientific mountaineers and Alpine travellers in these interesting and important researches.

John Sherman on the Noyes Incident.

As Honest JOHN SHERMAN of Ohio was walking up and down the hall of a Washington hotel on Tuesday, attracting more than usual attention from the fact that he refused to give his views upon the subject of silver coinage, he made the following remarks upon the subject of E. F. NOYES. We copy from our esteemed contemporary, the *Times*:

"The Senator did not appear to understand the merit of the fight against Gov. HEADLY by one or two Democratic papers. 'Oh, that's it, is it?' he exclaimed, after the explanation had been made that opposition to HEADLY arose from the fact that he had either forgotten or forgives the 'great crime' of 1876 by which the Republicans had made HAYES President. 'I think every man who assisted in preventing the crime that the Democrats attempted to perpetrate ought to feel honored in having had an opportunity to be a national policeman to prevent an infamous outrage.'"

It is not surprising that any one who was so conspicuous an assistant as JOHN SHERMAN in the job of putting a Fraudulent President into the White House should afterward boast that it was a creditable piece of business. He had to do that or confess. From the point of view from which he has elected hereafter to view the great crime against the Democracy, no one need wonder at his apparent failure to appreciate the bitter surprise and intense mortification of the Democrats at the honor conferred upon one of his fellow conspirators by a Democratic President.

The surprising part of NOYES'S appointment was that the Hon. GEORGE HOADLY should have seemed to agree substantially with JOHN SHERMAN.

The subjoined question, addressed to us by Ex-Secretary CHANDLER, deserves respectful consideration:

"Why do you always deny yourself the forcible argument to be derived from calling me 'BILL?'"

Partly, perhaps, because the persistent and ostentatious employment of the style which Mr. CHANDLER suggests might carry to some minds the impression that we underrated him.

Partly, it is possible, because when we think of him—and we love to think of him in our leisure moments—it is habitually and instinctively as WILLIAM, not as BILL.

Principally, however, because a majority of the nincompoops who do not approve of Mr. CHANDLER'S public acts can find no better way of expressing their dissatisfaction with his course as Secretary of the Navy than by calling him BILL, with inclusive quotation marks.

That is why we give to the Hon. WILLIAM E. CHANDLER the full benefit of his most respectable Christian name.

Venus has again returned to the evening sky, and may now be seen sparkling in the early twilight. She is accompanied by swift little Mercury, which passed her in her eastward flight a week ago, but will turn back and meet her again early in August. Jupiter also glows near by, and to the naked eye there is not much difference to be perceived between Jupiter and Venus. But in a good telescope the difference is very great, and the astronomer knows that it would take 1,400 globes like Venus to equal the bulk of Jupiter. Yet Venus is only a trifle smaller than the Earth. These two worlds now shining a most side by side in the sky are still more different in their condition. They represent two opposite points in planetary history. Jupiter, notwithstanding its enormous size, is, speaking in a geological sense, a mere baby beside Venus or the Earth. The telescope shows that its huge globe is still in the throes of that age of fire and vapor which precedes the formation of a planetary crust, and when the observer understands the magnitude of the forces at work there is hardly any phenomenon in the heavens so awe inspiring as a telescopic view of the drifting, tossing, and whirling surface of Jupiter. Venus, on the other hand, appears to be in very much the same condition as the Earth, possessing a cool and rigid surface, wrinkled and diversified with mountains and plains, and enveloped by an atmosphere in which float clouds like those that refresh the Earth. The study of the planets has never been pursued with so much industry and success as at present. Astronomers are just beginning fully to understand that it is possible for them to learn much about the past and future of the Earth by studying the present condition of its sister planets. Whoever looks at Jupiter and Venus in the western sky sees two worlds, one having all the phases of the Earth's history since it was "without form and void" still before it, and the other as old in a planetary sense as the globe we tread, and perhaps possessing as wonderful a history since life appeared upon its surface.

The boats that left this city yesterday afternoon were packed with people fleeing from the city's heat. The trains were run in double sections. This is the tenth day of weather such as commonly lasts only two or, at the utmost, three days. The strain upon the health of New Yorkers has been intense, and, naturally, the mortality among infants has been very great. The country hotel keepers are in all probability the only persons who rejoice over this torrid weather. It was so cool at the beginning of the season that they despaired of meeting their expenses. Their neighbors, the farmers, are far from rejoicing, however, for the long drought has greatly injured the crops. There is nothing in the weather reports to indicate when the temperature will be much cooler, although New Jersey's weather prophet says we will need our overcoats next week.

We trust that with the introduction of Mr. J. WRAY MOULD into the councils of the Central Park Commissioners the stupidity and ignorance which have appeared in the artistic management of that beautiful spot since the retirement of Mr. OLMSTEAD will permanently disappear. Mr. MOULD'S reputation leads us to expect that such will be the result of his association with the Park Commissioners.

Bound to be an Offensive Partisan.

From the Chicago Times.

The first complaint of offensive partisanship against a new Postmaster that the President has received implicates Mr. Aquilla Jones of Indianapolis, not only in alleged violations of the rule enunciated by the President for the government of office-holders, but also in alleged violations of the reform act of 1883, and in the declaration of an intention to continue such unlawful proceedings.

Because he fulfilled the President's definition of an offensive partisan the Postmaster at Indianapolis was suspended and Mr. Aquilla Jones designated to discharge the duties of that trust in his place. And now comes to the President from a considerable number of respectable gentlemen of Indianapolis the complaint that Mr. Jones has committed, and says he will continue to commit, offences against the President's rule and against the reform act, of the same tenor and character as those for which his predecessor was suspended.

It is said that the traits of the charges against the new Postmaster at Indianapolis will be established by conclusive evidence. In that case, the removal of that designado may be expected. It is said that his removal would produce "no immense sensation in Indiana."

The Head of Two Hundred Athletic Societies Resigns.

From the London Times.

The writer styling himself "Léo Taxil," whose scurrilous placards and pamphlets have sometimes been punished by fines and sometimes confiscated, has, to use his own expression, "brisé pour toujours la plume anti-Clericale." He has resigned the leadership of the 200 athletic societies in France, and though he attended the Rome Congress, he did so as his last official act. He is thoroughly disgusted with the attacks and calumnies of the Republican newspapers of all shades—Extremists, Opportunists, Revolutionists, and Moderates—and intends to devote himself to the work of exposing "the miserable intriguers who delude, plunder, and corrupt the people under the mask of republicanism." It is consoling to find that at Paris, as at Rome, irreligious ravings do not pay.

He Has Lost His Old Office Cat.

TO THE EDITOR OF THE SUN—*Sir:* I saw an article in your valuable paper about a month ago in regard to the longevity of a cat that died somewhere in New Jersey at the age of 19 years. My father, Mr. W. Horton of Fishkill, has just lost a cat that had attained the age of 19 years. She died on Friday, July 17, at 9:30 A. M. She had been in the family from her early childhood, and had always conducted herself in a commendable manner. We had hoped to preserve her until the next Presidential election, but she had to succumb.

FISHKILL, July 22. ISAAC HORTON.

Receipt for Bridge Jumpers.

TO THE EDITOR OF THE SUN—*Sir:* Will you please say through the columns of your paper for the benefit of those fools whom the police seem powerless to prevent from jumping off the Brooklyn Bridge, that if they will persist in jumping it will save their lives and land them on their feet if they will take a common palm leaf fan and hold it over their heads as high as they can reach? This will prevent their turning

CORTLAND, N. Y., July 24. GEORGE N. ARMSTRONG.

"Let's Bring him Back from Turkey!"

TO THE EDITOR OF THE SUN—*Sir:* How is my boom in favor of Sunset Cox for Governor progressing? He is booming big here in Oregon. Can't THE SUN give him a lift? I suggest a rallying cry as above. He is a Democrat, of sterling worth, and his candidacy would mark a unique epoch in the politics of the United States. DA WOLF.

ROSEBURG, Oregon, July 15.

The President Did Not Fish on Sunday.

From the Utica Herald.

A prohibitionist clergyman of this city wrote to Miss Cleveland to inquire if it was true that her brother, President Cleveland, did fish on Sunday, on the occasion of his recent visit to the Woodmont Club in Maryland. She sends in answer a slip from the Washington *Star*, declaring that no one of the party did any fishing on Sunday, and she marks the statement, "true."

Chinese Civil Service.

From the Galveston Daily News.

Civil service examinations are held in China, and frequently a candidate hires a substitute to appear and persecute him.

MAESTRE'S EXPEDITION TO CUBA.

BELIZE, July 6.—In a letter which I had the honor to send you some little time ago I proposed that, through the medium of your excellent journal, the public might be made acquainted with the events that have occurred in the little island seaport of Isla Mugeres (Yucatan), in connection with the expedition of Gen. Angel Maestre, commander of the Cuban forces, and the arrival of the war ships of the Spanish navy, Gorge Juan and Sanchez Barcastigne.

These details were published in a paper printed in Merida, called *El Eco del Comercio*, which ascribed to them quite as much importance as I had attributed to them in my previous letter. A great alarm, amounting, in fact, to terror and panic, was spread through Isla Mugeres, in consequence of the warlike preparations and activity on board the Spanish vessels, which seemed to portend an armed descent for the arrest of Gen. Maestre and his followers.

The Governor of Yucatan sent some troops to the island so that in case anything serious should happen he might be in a position to claim assistance from the first magistrate of the Mexican republic. The commanders of the Spanish vessels insisted that the authorities of the island should search several houses which, as they (the Spaniards) believed, contained a large quantity of war material for the Cubans.

The authorities replied that they could not entertain such an absurd proposition, but that they would await the orders of their superiors.

Gen. Maestre notified the local authorities of the island that it was their duty to uphold the sacred territory under all circumstances, that the neutrality laws should also be upheld, and the honor of the country safeguarded, though for weapons of defence they should have but one revolver, and that these obligations covered Cuban residents as well as Mexican citizens, for the American flag must be respected and shielded against insult from any quarter. The local authorities, at all events, should await the arrival of the Mexican war vessel. Independencia, when more detailed and explicit instructions would be given.

Maestre said that he would not leave the island until he was ready, and, moreover, he was in hopes that the firm attitude assumed by the Mexican Administration had already put an end to the complication. The Lieutenant-Governor took measures to protect his house with the national guard which the authorities had placed at his disposal. Many families abandoned the island, and there was a general belief that the place would be bombarded.

FENIANS IN IRELAND.

TO THE EDITOR OF THE SUN—*Sir:* Earl Spencer's declaration that there are 30,000 Fenians in Ireland, and that they receive material assistance from their friends in England, Scotland, and the United States, may seem surprising, but it is really stale news. Twenty years ago, when Fenianism was in full blast, there were 78,000 Fenians in Ireland, including almost all of the militia, some regiments of the line, a considerable portion of the constabulary, and a large number of American importations who had served as officers both in the Union and Confederate armies.

Why didn't all these lusty fellows fight is a very natural question, to which there is a very simple answer. The Government at the last moment woke up and became too smart for them. It simply omitted to call out the militia, sent the disaffected regiments to India, guarded the coast of Ireland to prevent the possible landing of arms from America, sent all the Fenian leaders that could be caught to jail, and left the unarmed and harmless masses alone; and that was the end of it. The Fenians greatly blamed Stevens for making so big an organization for nothing. It was a big gun, but there was no powder in it. Stevens was under the impression then and still believes that very little fighting would drive the English out of Ireland. He imagines that they are a cowardly people. He now says that the drubbing they received from the Boers, the poor showing that they made in the Soudan, and the amount of water they were made to take by Russia all go to prove that he is right. This is the essence of Fenian statesmanship.

All things considered, it is safe to predict that sooner or later there will be another big row in Ireland. May the best men win. W.

MRS. PARNELL ON MICHAEL DAVITT.

TO THE EDITOR OF THE SUN—*Sir:* Though delusions are pernicious, yet nature so abhors a vacuum that people delight in something on the brain, if but a suspicion. Therefore, while pitying your London correspondent who must feed innumerable heads and hearts like his own, may I not, in view of facts, attribute to the easily raised ghost of an ancient nightmare the destructive prejudice he ventilates, like a red flag, that Michael Davitt would, on the pinnacle of a huge success, start an agitation subversive of the policy of Parliamentary leaders—one, too, that would create opposition to future triumphs still more brilliant? The wisdom of a peace-loving diplomacy and that of a "Hail, fellow, well met!" rejoinder being apparent, would he, right on results, discourage the steps, however trembling, of a pronounced good will, however weak? Rather, like a honest and enthusiastic Celt, he hails the break in the dark clouds, though but large enough for a Weekbnan's inexpressibles, so rarely do the Irish enter, little by little, into their rights!

I wish your correspondent could say as much for himself as Davitt could if he would. Certainly so modest a man as the latter needs a eulogist, and would never need a vindicator. I trust that we have heard the last of these disgraceful attacks on one of Ireland's best, wisest, and bravest patriots. Why charge Michael Davitt with the desire to renew violence? Whoever pauses to review his career sees that his inspiration were philosophical and statesmanlike and recollects that he was ever opposed to violence, was eminently gifted with unselfishness and self-control, and realizes, for "the child is father to the man," that such unusual characteristics must guide him right, as hitherto, and place him in a towering and prevailing position.

"Vera potuit Dea"—the true goddess appears to the faithful and discerning worshipper; and the whole-hearted people will no longer brook any individual effort to destroy true ideas, solidarity, and concerted action.

DELIA T. S. PARNELL.

226 West Thirty-seventh street.

NEW YORK, July 23.

What to Drink in Hot Weather.

From the St. James's Gazette.

It should be understood that sugar is very heating and makes you as thirsty almost as does salt. When the whole there is nothing better than a drink with one ingredient only, plenty of water, no sugar, and iced to discretion. Bordeaux and water is as good and safe as anything. Claret punch and plenty of water is too good for ordinary sinners.

If you can bring yourself to take it, a very good and easily obtainable drink is supplied by cold tea, which laborers of all kinds use largely. Your cup tea should be ten pure and simple, unless you like to add a few drops of lemon juice. Cold tea, however, is as much an acquired taste as is cheese, rather or a much easier.

We conclude with a few words of caution. All drinks with much sugar or saccharine matter in them ultimately a greater thirst. Beer, even in the form of shandygaff, is never to be taken in summer time, except perhaps at meals. Spirits of any kind are distinctly objectionable, unless, or perhaps the most harmless, and brandy the least. Of course there is spirit in punch, which we have recommended; but punch is a curious compound, in which the worst features of the spirit seem somehow softened down. Acid drinks, lemonade and kirschwasser rinsed on as would a small dose of Scheele's prussic acid; they directly affect the action of the heart. A liqueur glass of kirschwasser taken while fasting will cause the police perceptibly. Lastly, never approach your jug of cooling liquor till you are in distress of thirst. To drink is not a duty, even in weather like this; and the tumbler should never be filled under anything short of conscious necessity.

The Wrong Man.

First Gentleman—I beg your pardon, sir, but is not your name Smith?

Second Gentleman—No, sir; my name is Smith. You have evidently mistaken me for my son.

LINES ON THE HEAT.

90°.

From the Boston Saturday Evening Gazette.

When mercury the thermometer
At ninety holds its place,
And with your fist of straw you fan
Your sunburnspringing face;
When every stitch of clothes you wear
Is sticking to your form,
How soothing 'tis to have a friend
Inform you "it is warm."

The Running Season.

From the Courier-Journal.

The mercury stood one hundred high;
My wife, with feelings long pent,
As she sat fanning, with a sigh,
Said, "Why is such warm weather sent?"

"Take heart," said I, "do not repine,
The sun for all its glory shines;
We should give thanks, dear wife o' mine—
It's good to run our feather beds."

God Bless the Cloud.

From the Courier-Journal.

O hateful summer! hateful heat!
O perspiration's ceaseless run!
I'm but a mass of frying meat!
God bless the cloud that hides the sun!

Thrice welcome the electric bolt
And middle-aged hailstones, I ween!
Who cries not this, I hold a dolt;
God bless the cloud that hides the sun!

A safe stand by for the family during the season of cholera morbus, summer complaints, cramps, diarrhœa, and all bowel complaints, is Dr. Jayne's Carminative Balsam, which is prompt in its action, and sure in its results.—Adv.

WHAT IS GOING ON IN SOCIETY.

During the last week a minor chord of genuine depth and earnestness has been struck at all the watering places. The gay world has paused in its giddy round of pleasures in recognition of the unconquered king who shuts down the book of human destiny as relentlessly upon the young life, whose record is one of promise and hope, as he does upon him who has finished his work and won his red ribbon of fame. Emblems of mourning and flags at half mast meet the eye at every turn, and the result has been a very general postponement of public balls and a cessation of entertainments of every kind.

Newport has had her own private grief, too. The death of young Harry Stevens, though long expected, and, in view of his prolonged sufferings, not to be regretted, was a shock when it came, and on the day of his funeral all the usual places of social gathering were deserted, in order that the last offering of respect to his memory might be made by those who knew him. That he was the only son of his widowed mother are words strong and pathetic enough, while his own manly character and the lingering history of the latter years of his life throw around him a halo of romance which will not soon be effaced.

The season at all the watering places is now fairly opened, and all their varied attractions are in full bloom. Saratoga has its races, its scientific and educational meetings, its professors, pedagogues, military exercises, pyrotechnics, stock gambling, roulette playing, and general variety show. It has more than "Bedlams," where as much money changes hands in one morning as on the race course or at the ticker, its parade of female beauty and finery, its lake dinners, and its champagne suppers. It may fairly be called cosmopolitan, and were it not for the enormous expense of living there