

The Sun

Table with 2 columns: Amusements Today, and various theater listings including 'The Millionaire', 'The Two Orphans', etc.

Table with 2 columns: The regular circulation of THE SUN for the week ending Oct. 10, 1885, with daily and weekly totals.

Let the Veterans Try Him Next.

The representatives of a workmen's organization addressed certain explicit questions to the Hon. IREDA DAVENPORT and failed to get categorical answers.

Do you approve the plank of the Republican platform which says: 'Honorably discharge all soldiers and sailors who have been by competitive examination to possess the necessary requirements, should be given preference in re-employment and in appointment?'

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theless, so long as he is honest in his dealings with the Government, a more honorable and more desirable public servant than the scholarly reformer who cheats the taxpayers in his accounts.

Not an All Extraordinary.

This observation is made by our esteemed contemporary, the Bulletin of Philadelphia: 'One remarkable fact developed by the pending railroad litigation is that two of Philadelphia's wealthiest financiers were induced to invest in the stocks without so much as making an inquiry as to the value of the property. They admitted under oath that in the event of the sale of the road their stock represented had not the value of what they would receive in return for their money.'

Such conduct may have been remarkable on general principles, but so far as the actual practice of many capitalists is concerned it was not at all out of the ordinary course.

Electricity as a Motor.

The most ambitious project yet broached for employing electricity as a universal motor is at present under consideration at Quebec, it has its origin in the successful use of electricity as a motor for lighting Dufferin Terrace by electricity. It is now proposed to put the famous waterfall at work not only to run a short electric railway, but to furnish electric power superheating steam in all the factories and workshops of Quebec.

The utilization of natural waterfalls for this purpose is already known to be entirely practicable. One of the first electric railways built as a business enterprise was, we believe, that at Bathurst, opened by the Hon. Sir James Spence in 1852. It derived its energy from a neighboring waterfall. Near Granville a similar experiment was made, the waterfall being made to work a printing press, a saw mill, and other machinery in the city. These, however, were small affairs compared with the scheme now proposed in Quebec. Should that be successful, great waterfalls would acquire a value besides that of their picturesque and the practical man would no longer lose his enjoyment of their beauty as he regretted the amount of power allowed to go to waste.

It is clear that the disposition to use electricity as a motive power is again becoming urgent. For a time its work in lighting and sorbed attention, and certain objections on the grounds of economy, convenience, and safety also seemed to oppose obstacles to immediately employing it for transportation. But now both in New York and Philadelphia this use is again seriously urged. In Philadelphia, we believe, an electric railway is expected to be regularly running within a month, and in New York the experiments with electric motors on the Ninth avenue elevated road continue to be made. Electric railways have been established for years, on a small scale, in Germany, Austria, Belgium, and elsewhere, and electric omnibuses and boats have been used in Paris and Vienna. Toronto, also, put in operation last month an electric railway about a mile long to carry passengers to and from the neighboring ferry grounds.

Horseshoeing.

Mr. HENRY BERGER, the useful though fanatical guardian of dumb animals, has written to the New York State Academy of Veterinary Science and Comparative Pathology to ask the assistance of that association in securing the passage of an act relating to blacksmiths.

Mr. BERGER wishes to have it made a criminal offense for any man to put a red-hot shoe on a horse's foot, and of course he has in mind the blacksmith's practice of holding a heated shoe to the sole of a horse's foot while riding it on.

The New Cruisers and Gunboats.

The recent report of the Board of which Commodore WALKER is President, takes the second step toward carrying into effect the act of March 3, 1885, providing for the construction of four additional vessels for the navy. The first step was advertising for the submission of plans; and this was delayed by the condition in which the new Administration found the ROACH cruisers, whose construction had been provided for by a previous act of Congress. After plans and proposals had been handed in, in response to an advertisement, the Board had the task of studying them, combining their good features, and presenting the result in the recommendations just made. The third step will be the preparation in detail of plans and specifications, if this report is approved, and the assignment of contracts to produce the vessels thus called for.

The Board has evidently kept in view the instructions of Congress. The Appropriation act required four ships 'of the best and most modern design,' which should have 'the highest obtainable speed,' and should be built upon plans selected 'after consideration of all designs heretofore adopted by the department.' It is through the present Board's recommendation that we may find direct adoption of the designs of the late designer, the Naval Advisory Board, of which Rear Admiral SIMMONS was President. One of the objections raised to the Chicago, as planned by the SIMMONS Board, is that she is not wooden sheathed and coppered. But for both the two new cruisers of not less than 3,000 nor more than 5,000 tons displacement ordered by Congress and designed by the WALKER Board, we find the recommendation that 'the hull should be unsheathed and built throughout of mild steel of the quality required by law.' It may be added that the Esmeralda, the renowned Chilean cruiser, has no wooden or copper sheathing. Again, the device of the central superstructure, to contain the main battery, in the Boston and the Atlanta, is adopted by the WALKER Board. So, too, there is an analogy in the devices for obtaining an almost unobstructed train for the guns. So in other points it could be shown that the injunction to examine all designs hitherto adopted has been followed in good faith.

On the other hand, one striking difference is manifest. The highest sea speed expected of any of the first batch of four steel vessels was fifteen knots, and the Boston and Atlanta are expected to make but thirteen. In the two cruisers now planned the expectation is quite different, as will be seen from this statement of the report: 'The speed over the measured mile, under conditions similar to that prescribed in the department's general order No. 214, should be eighteen knots per hour.'

This speed would equal that of Italy's A. Barbarigo and perhaps surpass that of the Giovanni Bausan. It would certainly surpass that of the Max, the Tourville, and all other French cruisers except the Milan. It would be only a little short of the speed of the famous English Mervin, and would outdo that of the Leander, the Phaeton,

the Morsey, and the Severn. It would be a great cruiser, also, than that of the fast cruiser which the Black Sea navy have built for China on the Tyne. Even the new heavily armed gunboat of about 1,700 tons displacement, which the WALKER Board has recommended, is meant to have a speed of sixteen knots per hour, which is as great as that of any of the German war vessels, except the Hohenzollern. Of the light gunboat or torpedo boat, it is not necessary to say more than that it is intended to have a speed of twenty knots per hour.

Of course, it may be answered that the engine and the boiler power for which the Board provides will not produce eighteen knots, and that the SIMMONS Board might in like manner have declared that a much higher number of knots ought to be the result of its plans, if properly carried out. This, however, is a matter which cannot be profitably discussed in advance, since the results alone can determine it. It is something gained to find the new Board at least fixing its aim on 'the highest attainable speed,' as the act of Congress directs.

Several maritime powers, to place other obligations on the dangerous coast. The Geographic Society at Bagnères, France, expressed the opinion four weeks ago that the French Government should thoroughly explore the Red Sea and put up buoys or beacons all along the approaches. It is reported in the newspapers of Paris that France will unite in measures to improve the navigation of those waters through which 3,284 vessels of all nations passed last year on their way to or from the Suez Canal. Such movements as these are not only of importance to commerce, but in their humanitarian aspect they are of interest to the whole world.

Some of our contemporaries confound Mr. J. WERNER of the Pan-Electric Company, who says that he furnished to Mr. GARLAND \$1,500,000 of telephone stock gratis, with the Rogers who served the fraudulent President as private secretary. The name of HAYES's private secretary was WILLIAM R. HE, also, a promoter of business enterprises, and a man whose name is as unlike that of J. WERNER as the morning breeze that toys with the dewy rose leaf is unlike a howling Dakota blizzard.

RAS ALIUTAH, the defiant of a great army of derelicts under Osman DOWA, indicates that the Abyssinian General is earnestly trying to fulfill his contract to relieve Kassala. Should he finish his work and receive the contract price, he will perhaps be ready to hand in applications and estimates for the job of reconstructing the city into a campaign on strictly business principles, and evidently tries to satisfy patrons.

One of the committees of Congress which have been engaged during the summer in visiting and investigating the Indian reservations among the half-civilized tribes an old chief who had \$25,000 in bank, and yet insisted upon wearing a blanket. The blanket, the committee concludes, is 'the badge of barbarism which the Indians seem most unwilling to surrender. It is a relic of the past, and a mark of complete and deplorable in other respects, according to the standards of civilization, the blanket should hardly count against him. Occasionally in crowded cities men may still be found wearing in winter the heavy blanket which was once almost universal a quarter of a century ago. It is a relic of the past, and a mark of complete and deplorable in other respects, according to the standards of civilization, the blanket should hardly count against him.

It was admitted in 1881 that the financial success of the Canadian Pacific Railroad would require the introduction of 1,000,000 inhabitants into Canada's Northwest within ten years. There are as yet only 300,000 people in the vast region which an unbroken line of new connects with Montreal. The road cannot be built until the country is settled, but its existence is absolutely essential to the development of the Canadian Northwest. Its importance as a factor in the country's growth is shown by the rapidity with which towns have sprung into existence along its route. The colony with which it has been pushed forward, and which has within a few years been the vast increase in the tide of immigration that has flowed to Manitoba and into the regions beyond.

Trains will run in a few weeks from Montreal to the Rocky Mountains, 2,394 miles. At the present time there are already running from the coast 250 miles, leaving only a short gap to be completed.

The delicate consideration shown by the King of Dahomey for the Portuguese Government, in the matter of the slave trade, is a matter of which the world is justly proud. He will give up his festival of striking respect for Don Luis. Considering that no longer ago than last May the West African monarch was said to have carried off a thousand prisoners from the villages near Porto Santo, and that he has since then been in the present of the King of Dahomey, his present policy is a matter of which the world is justly proud.

One of the most remarkable instances of the reconciliation of science and faith is found in the case of the Rutgers College astronomer, who noted at New Brunswick the shock of the Flood Rock explosion just one minute after the appointed time, and just fifteen minutes before the explosion actually occurred.

THE TRUTH ABOUT THE MOHICAN.

A Million Dollars Spent Upon a \$500,000 Ship.

WASHINGTON, Oct. 11.—The revelations about the Mohican expose another of the most glaring violations of law that marked the late administration of the late Secretary of the Navy, and were announced and continued by Robertson's successor.

The United States steamship Mohican, of 910 tons, was taken out of commission at the Mare Island Navy Yard on June 29, 1872. A contract was ordered, and the Board reported that the sum of \$1,000,000 was expended for her repairs. At that time L. Hanson, Mr. Robertson's creature, who figured discreditably in the Robertson investigation, was at the head of the Bureau of Construction and Repair. He arranged for the building of a new vessel of the Mohican from the Mohican, though called the Mohican, and the vessel was built at Philadelphia in 1872, and the framing was begun in 1872.

The work went on for twelve years, with the vessel being launched in 1884, and the Mohican was ready for service in 1884. It was then found that the vessel was built at a cost of \$1,000,000, and that the framing was begun in 1872. The vessel was then found to be built at a cost of \$1,000,000, and that the framing was begun in 1872.

Swarms of politicians were employed at the yard to strengthen the hands of the Republican party, and the vessel was built at a cost of \$1,000,000, and that the framing was begun in 1872.

Outdoor Pastimes.

The League baseball season closed on Saturday with the Chicago winning the championship. Next to the novelty of a club securing the pennant, though the feat had been accomplished by the Chicago club, the fact that the Chicago club had won the pennant was a novelty in itself.

Attracted by a Panther.

BENEFIT, Pa., Oct. 11.—Seven miles south of the village of Chazyville, an extensive fire broke out on the morning of the 10th inst. The fire broke out on the morning of the 10th inst. The fire broke out on the morning of the 10th inst.

A TALK OF NEWTON CREEK.

The Singular Misadventure of a Menace to the Half-breed Man.

'There ain't no muskels left, and the crows don't come no more. I hain't seen one in a month o' Sundays, and there don't seem to be no fun for me and Nicodemus on the Newton mudders no more.'

This was the plaint of a gray-haired man who stood with his hat in hand on the yielding border of Newtown Creek the other day. A bottled, dejected-looking dog stood by his side. The man was as bald as a winter squaw. His head glinted in the sun like a tin rooster on a wide salt meadow. He gazed mournfully across the water, and then he turned to the dog. In the distance, where the mists were rising, great ships, seen dimly, were riding out to sea. A breeze swept over the meadow until the tall grass rustled and the water rippled. The man's head bowed together until his forehead was as black as the water. He looked at a cock fight. The water was the rich color of a borax lade, with many odors. Nowhere else in the wide world does the October air come freighted with such odors as burden the zephyrs of Newtown Creek, for in the shadow of the towering chimneys that rise on the far shore, the smoke of the factories is blown back to the water, and the air is filled with the odors of the factories.

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NEW CHECKS WERE BRD.

YICKER, Miss., Oct. 7.—Col Osborne, a grizzled gambler, who in the good old days 'bo' the wah' won and lost many a dollar on the big double-deckers on the lower Mississippi, sat on a bale of cotton at the wharf one day last week. There were large rents in the back of his ranset coat, and his trousers were infirm with age.

'Times are not what they were,' the old sport moaned as he tossed a piece of red fardro cheek into the river and stroked his chin with a velvety hand. 'But I saw some pretty hard days in the '70s, though, and my present condition is a good deal better than it was in the '70s. I boarded a steamer at Memphis. I had just enough money to pay my passage to Natchez, but this fact did not worry me any. There were plenty of suckers in those days, and I was pretty sure to get a good haul. I had a few short stops between myself and Natchez, but I was pretty sure to get a good haul. I had a few short stops between myself and Natchez, but I was pretty sure to get a good haul.

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MAKING JUDG AGAIN AT LIBERTY.

Escaping from the State Jail in Newport by Sneaking the Walls.

NEWPORT, Oct. 11.—Kate Judd escaped from the State Jail at 4 P. M. to-day, and is now being sought for on one end of the State to the other. Some two and a half years ago she was sentenced to the State Jail for a term of imprisonment for twenty-five years for the crime of arson. She is well-known to the detectives of New York and Boston. Early in 1883 Mr. John G. Weaver, the proprietor of the Ocean House, hired Kate Judd as a domestic at his private residence on Bond street. She had been in his house five or six weeks when he was murdered, and she was arrested and committed to the State Jail.

About this time a young man named George Judd was captured, while running away from a debt of \$100, and was committed to the State Jail. He was a well-known character in Newport, and was a frequent visitor to the Ocean House. He was a well-known character in Newport, and was a frequent visitor to the Ocean House.

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PAUCAL REASONS WHY THE OLD SPORT DIDN'T TAKE PART IN THE GAME.

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