The Sun.

FRIDAY, SEPTEMBER 24, 1886.

Amusements To-day.

Bijou Opera House—Little Jack Sheppard. 8 P. M.
Casino—Erminie. 8 P. M.
Cyclorama—Battles of Vicksburg. 8th av. and 55th st.
Dockstader's—Minstrels. 8:30 P. M.
Frank Wood's, S. I.—Wild West. 2 and 8 P. M.
Grand Opera House—The Minute Men. 8 P. M.
Harrigan's Park Theatre—Investigation. 8 P. M.
Lyceum Theatre—The Main Line. 8 P. M.
Madison Square Theatre—Held by the Enemy. 8:30 P. M.
Niblo's—Theodora. 8 P. M.
People's Theatre—Shadows of a Great City. 8 P. M.
Pool's Theatre—Shane na Lawn. 8 P. M.
Panorama—Madison av. and 59th st.
Star Theatre—Hamlet. 8 P. M.
Union Square Theatre—Man'selle. 8 P. M.
Wallack's Theatre—Joseph Sold by Her Sisters. 8 P. M.
Windsor Theatre—Lost in London. 8 P. M.
3d Avenue Theatre—East Lynne. 8 P. M.
6th Avenue Theatre—Adonis. 8:15 P. M.
34th Street Theatre—The Seaspray. 8 P. M.

Advertising Rates.

Ordinary Advertisements, per agate line	$0 40
Large type or cuts (Agate measurement)	0 80
Business Notices, before marriages and deaths	0 75
Special Notices, after marriages and deaths	0 50
Banking and Financial (after money article)	0 75
Reading Notices, with "Adv." 3d page	1 50
Reading Notices, with "Adv." 1st or 2d page	2 50

In Sunday edition same rates as above.
Weekly, 50 cents a line; no extra charge for large type. Preferred positions from 75 cents to $2.

The National Banks.

The national banks are daily rising into greater prominence in public discussion, and we find this view of their situation in the columns of our esteemed contemporary, the Philadelphia *Record:*

"It is well understood that a considerable party in the country is determined to sweep away the national banking system and replace its circulation with paper issues of the Government. This party would destroy the only remaining regulator to the currency of the country. When business is prosperous the national banks extend their issues, and when the use of money becomes unprofitable by reason of the excess of currency the banks contract their circulation."

The national banking system is one thing and national bank circulation is another. There is, indeed, a considerable party in the country determined that when the present national bank circulation is withdrawn for want of bonds to support it, the currency needed to fill its place shall be supplied by the Government directly, and we believe that this party will be successful. But it has no desire and no purpose to sweep away the national banking system.

The assertion that banks regulate the currency by contracting it when it is in excess is too absurd to need refuting. No bank was ever known to contract its circulation until it was compelled to do so.

Matthew Arnold on School Teachers.

For thirty-five years Mr. MATTHEW ARNOLD has been a school inspector, and for that and many another reason he was lately called as an expert to give evidence before a Royal Commission on the working of the English system of elementary education. From the bulky report of the Commission the *Pall Mall Gazette* has abstracted the main features of Mr. ARNOLD'S evidence, in the course of which important points of contrast were brought out between the primary schools of England and those of certain Continental countries. Some of the comparisons will interest American readers, who can see that even our vaunted public school system is capable of much improvement.

It is the free school as it exists in France, Germany, and Switzerland of which Mr. ARNOLD has recently made a careful study. Their teaching he describes as in all respects superior to the primary instruction gratuitously offered in England at the expense of the ratepayers, and Mr. ARNOLD insists that the English schools, viewed as a body, have a great deal to learn from their Continental counterparts. Their classes are smaller, their vacations are shorter, and their school day is continuous; nevertheless they fall decidedly short of their rivals in France, Switzerland, and Germany in respect of the mental discipline imparted, and the range, thoroughness, and germinative power of the knowledge instilled.

The chief cause of this is averred by Mr. ARNOLD to be the inadequate training of the teachers, and it is this charge which interests us in the United States, because it may be brought against not a few of the instructors in our own primary and intermediate schools. In England it appears that not more than half of the certificated teachers have passed through a regular training college, and, even where they have diplomas, these do not represent attainment to a high standard of proficiency. In France all teachers of primary schools must graduate from a State training college, where they are not only tested by strict examinations, but profit from the stimulus of instruction by the most eminent representatives of learning and science in the nation. It is, says Mr. ARNOLD, as if the English primary school teachers had themselves been taught physiology and history by Prof. HUXLEY and Prof. SEELEY.

In other words, the training of public school teachers in the more advanced Continental countries proceeds upon the principle never yet practically accepted in the United States or England, that you cannot have too good a man for the task of teaching children. The result of requiring a relatively high grade of qualification in instructors is at once recognizable, as we learn from Mr. ARNOLD, in the fact that French or German school children, while much less frequently looking exhausted or fatigued, revealed to him a much better equipped and more alert intelligence than he was accustomed in his rôle of school inspector to meet with in England. The teachers, having themselves been trained on right principles, are not only more skilful in the economy of time and effort, and in adapting means to ends, but more certain to keep the true ends in view. Their pupils, Mr. ARNOLD found, were not only stocked with items of knowledge, but the process of acquirement had been assimilative, not mechanical, and the outcome was a wholesome and promising activity of mind. He complains that this capital object of education—the sole *raison d'être* for any gratuitous instruction at all—is incessantly lost sight of in England, as we must acknowledge that it often is in the United States.

Those who have visited some of the free schools in this city have been struck by the shortcomings referred to in one of Mr. ARNOLD'S concluding remarks. "The fault," he says, "of the teaching in our popular schools is that it is so little formative; it gives the children the power to read the newspapers, to write a letter, to cast accounts, and gives them a certain number of pieces of knowledge, but it does little to touch their nature for good and to mould them." In the journal of his German tour he notes continually that he found "the children human." Nor can he better sum up his advice to all those concerned in organizing and improving primary schools than in the maxim of the German schoolmaster, JOHN COMENIUS: "The aim is to train generally all who are born men to all which is human." This maxim, Mr. ARNOLD says, "does in some considerable degree govern the proceedings of popular schools in Germany and France, but hardly at all in England." Our readers know that it is very seldom followed, or so much as thought of, in this country.

Apartments in London and in New York.

In London, as also in New York, there has within recent years been a great increase in the number of what are called French flat, or apartment houses.

It is true that the majority of the population of New York have for many years lived in flat houses, for such the tenement houses really are; but the great apartment buildings, with distinctive names, and intended for the occupancy of people in better circumstances, are all of comparatively recent construction. Since Mr. STUYVESANT made the experiment of erecting an apartment house in Eighteenth street, nearly twenty years ago, buildings of this kind have become a favorite investment, so that the City Directory for 1886 contains a list of no less than 269 "apartment houses and flats," each with its own name. Besides these there are innumerable flats over banks and other business places, and in old dwelling houses so altered as to accommodate several families.

The result of this rapid and great increase of supply has been that the rates of rent for apartments, at first very high for the space obtained, have fallen off so decidedly during the last five years that such property is no longer the exceptionally profitable investment it once was. Yet they are still higher than those of London, where the number of apartment houses is much less in proportion to the population. The London *Telegraph* tells us that "middle-class flats," though just at present not very numerous, because of the prejudices of that class in favor of seclusion, may be obtained in Bloomsbury, off Oxford street, in Bayswater, at Notting-hill-gate, and in parts of Kensington for from $300 to $900 a year. They are of about six rooms each, and the highest prices are charged in houses where there is a lift, or elevator. At such rates it is possible to hire many apartments in New York, but they are of the second and third class as to situation and appointments.

Flats in London intended for the wealthier people are very numerous, and, according to the *Telegraph*, are becoming increasingly popular. The arguments used in their favor, as compared with separate dwelling houses, are the same there as here. It is that they are more economical, since fewer servants are required, and more convenient because tenants can shut up their flats and be absent without anxiety and expense during any part of the year. In Victoria street, which has suffered from competition, the rent of suites ranges from $750 to $2,000 a year, the first sum for six rooms and the second for eleven. Another estimate is from $150 to $300 per room. In Kensington, where there is an extraordinary demand for flats of all kinds, suites may be had as low as $750, and yet others rent as high as from $1,250 to $2,250 a year. The higher priced suites are in elegant, fire-proof buildings, provided with lifts. In Mount street, Grosvenor square, are suites renting from $2,000 to $3,000.

The more expensive flats, therefore, it will be seen, approximate in price to apartments of the same class in New York, while those of the lower grade are less costly. But it must be added that comfortable flats may now be obtained here at prices not much greater than the average prices of such flats in London, though we are unable to make any exact comparison as to quality.

The construction of improved houses for the working people has gone on extensively in London of recent years. It would be difficult, says the *Telegraph*, to point out one locality where such structures are not to be found. Upward of 220 blocks of buildings, with over 22,000 tenants, have already been erected upon ground acquired and cleared by the Metropolitan Board of Works, and, in addition, there are several public companies engaged in similar enterprises, one alone being concerned with thirty-four estates, comprising 5,000 distinct homes. The rents are not far from those of tenement houses in New York, varying from 75 cents per week for a single room to $3.50 for four rooms. But suites of four rooms may be had in some of the buildings for from two to three dollars a week.

These improved dwellings, we are told, are in steady demand in all parts of London, and they are occupied, not merely by artisans, but also by independent women, clerks, and others whose means are limited. The movement for the better housing of the poor seems, indeed, to be making greater progress in the English capital than here.

A Bostonian Misconception.

LOUIS SIMMONS, who says he is a Boston farmer, arrived on the boat a few days ago with forty dollars. From the amount of money he brought it is presumable that he had sold out his farm in Boston to good advantage and was thinking of settling here and growing up with the country. But before he had finished looking over the ground the pastoral plaint of a bagpipe in one of our stores caught his ear, and he entered. On the following morning he was found in front of the store in what in some respects resembled a comatose condition, and his money was gone. He is now in the House of Detention for Witnesses—one of the most unfavorable locations in these parts for making a new start in life—under conditions which render it impossible by any stretch of courtesy to count him as a valuable acquisition to the town.

It looks as though Farmer SIMMONS had been misinformed concerning the agricultural outlook hereabouts, and lest other tillers of Boston soil be likewise deceived, it is prudent and proper to state a few leading facts. There are no unoccupied Government or State lands on this island. Most of the settlers have made improvements on their property, and they will not sell except for a considerable advance from Government prices. Those who have not made improvements are holding their land for a rise, firmly believing that this locality has a future before it. This is becoming year by year less an agricultural community, and the people are devoting themselves to mercantile and other pursuits with steadily increasing singleness of purpose. It is not probable that even a Boston farmer, with all his New England industry and frugality, could make farming pay here at the price he would have to pay for arable land.

Finally, ROLLIN M. SQUIRE, considered one of the cutest men of Boston, did not make any money here by running a farm.

The Worst Sort of Impostor.

We regret that Mr. ABIJAH WILLIAMS of Liverpool, Perry county, Pa., has had cause to write us any such letter as this:

DEAR MR. DANA: 'Tis with pleasure I spare a moment of my busy period to drop ye this card in token of my esteem for you and your worthy paper. Your dear young nephew has come and gone, and we out in this neck o' the woods are thereby all the happier. What a pleasure to grasp the hand of one with the DANA blood in him! We gave him our subscription for the good TILDEN monument, to which all true Democrats ought to subscribe, and we await anxiously for THE SUN with its published subscription list. Now, my cup of bliss would run o'er if I'd the chance to grasp GROVER by the hand; but a farmer who is tied down to his farm can't gallivant about like other folks whose time presses them not. I remain, dear sir, your obedient servant,

ABIJAH WILLIAMS.

The young man collecting money for a monument to Mr. TILDEN is a scoundrel and an impostor. There is no subscription list that we know of for a monument to Mr. TILDEN, and the man using the name of THE SUN to collect money for that purpose ought to be in jail.

Besides his fame, Mr. TILDEN has provided for his own monument, not for the purpose of self-commemoration, but for the benefit of the citizens of New York, in the form of a public library, to which nearly his whole fortune has been devoted. This young man is a nephew of nobody connected with THE SUN, and he is a thief of the blackest dye.

But if Mr. WILLIAMS would like to shake the hand of a genuine member of the family, all he has to do is to come to THE SUN office, and we shall be pleased to see him. And if he should also like to grasp the hand of GROVER CLEVELAND, it is necessary only, during the occasional chances for gallvanting which are bound to come to the most indefatigable farmer, to go to the White House and call during the hours prescribed for the reception of guests, and Mr. CLEVELAND will also be delighted to meet and give him a hearty shake and talk about farming. All that is needed to grasp people's hands when they can't come and see you is to go and see them.

A few days ago the *Rochester Union* said that ROSWELL P. FLOWER was the right man in the right place, and we all agreed.

Mr. FLOWER had better justify that remark pretty quick by coming home, for his place is here at present.

What a difference there is between MANNING and GARLAND, Cabinet officers!

Mr. CLEVELAND might be willing to give nearly all the rest of his Cabinet to keep MANNING in it, but the hand of fate seems to point steadily to the door of exit for the Secretary of the Treasury, and he will probably have to abandon his official duties permanently.

GARLAND, on the other hand, whose presence in the Administration is a load upon the Democracy which Mr. CLEVELAND does not seem to appreciate, sticks to his office like a leech, and carefully keeps the ink from fading from the face of his Pan-Electric certificates.

One of these misfortunes is beyond the power of Mr. CLEVELAND to remedy. The other he could wipe out in less than five seconds.

WIGGINS seems to be wiggling out of his awful prediction of earthquake, for he rather deserts the quake and returns to his high tides and big floods. The crank probably has water on the brain.

Our esteemed contemporary, the *La Porte Argus*, asserts that the gentleman who is now running for Attorney-General of Indiana on a civil service platform issued a secret campaign assessment to Republican officeholders in 1884. And suppose he did? If that isn't good Republican civil service reform, where'll you find better? The Indiana Republicans may be a little blue at present, but green they are not.

WORK ON RIVERS AND HARBORS.

The Engineers Making Large Contracts for Supplies and Labor.

WASHINGTON, Sept. 23.—Activity has been resumed at the various public works throughout the country under the provisions of the last River and Harbor bill, and the engineers in charge are engaged in making large contracts for supplies and labor. There was no appropriation last year, and as a consequence the reports of the engineer officers which are coming in bear a strong resemblance to each other in their failure to state any progress, and the unanimity with which they say "the only work done here the past year was to prevent the decay or destruction of the part already finished."

An engineer officer of prominence said today: "Can we state what the cost of protecting public improvements on rivers and harbors amounts to, outside the cost of pushing them? We have never made any estimate, but it requires a good round sum, reaching to about half a million, so that every year we fail to secure an appropriation the country is out that much, because a failure to continue improvements makes them especially liable to retrogression. The country must not think that the engineer corps works without sense, and that it sets out to spend every cent Congress gives us for this purpose as rapidly as possible. Such is not the case. Although we had no appropriation last year we have $4,000,000 left over from the appropriation of 1885 to start in with, in addition to the $14,000,000 given us by the last Congress. The Engineer Corps has a record to maintain, and it is endeavoring to carry out the improvements directed in the most economical as well as substantial way possible. Our difficulty is the attempt on the part of Congress to make improvements for which there is no warrant. Streams of no navigable value are ordered dredged out for harbors, breakwaters are constructed out into open bodies of waters, and artificial harbors formed where nature has not provided one single facility. Surveys of mud flats, goose ponds, and twenty-foot creeks are ordered, upon which even the movers themselves have no hope of securing improvements."

When is She a Bride?

TO THE EDITOR OF THE SUN—*Sir:* Will you kindly devote a few lines of your paper to telling a few puzzled readers at what time of a woman's life does she assume the title of bride? Also how long is it customary or right to call her by such a title? T. E. M.

It is not for us to say at what time of life a woman may assume the title of bride. As a rule, all that a man has to do with the decision of that question concerns one woman only. However, no woman ought to assume the title of bride before she is 18, at least, and then not unless her parents or guardians approve; and even when she is 21, of legal age, she still should defer to the judgment of her elders. With that consideration acknowledged, the time when a woman should assume the title of a bride depends upon the moment when, in consequence of a happy harmony of purpose between her and some suitable man, young or old, she is pronounced a wife. We refrain from advising as to what time of life is the most appropriate for this ceremony; but, to our injunction against marriage before 18, we will also add, "better late than never."

She should be spoken of as a bride certainly a little longer than the endurance of the honeymoon. How long that should last also depends upon the lady's matrimonial experience. Some marriages are often blissfully spoken of as a "perpetual honeymoon."

Stop the Interest.

TO THE EDITOR OF THE SUN—*Sir:* "Stop the interest." That is "Jacksonian Democracy." But it finds no response in the Treasury Department of this nation, where the national bank influence is more omnipotent than when Jackson began his war on the scourge nearly sixty years ago. I wish my vote would read "Stop the Interest." U. C. BALDWIN.

NAUGATUCK, Sept. 17.

A Venerable Yankee Jug.

WILLIMANTIC, Conn., Sept. 23.—Stephen Morse of East Woodstock drinks his cider out of a three-hundred-year-old jug that came over in the Mayflower, and that was loaded with something stronger than apple juice at that time. Mr. Morse is very proud of the relic, but his neighbors say that "cider tastes just as good outer'n a thirty-five-cent jug."

On a Connecticut Tombstone.

NEW LONDON, Sept. 23.—In a grassy corner, where red-stemmed wild briars grow in profusion, in an old graveyard in this city, a tall white headstone at the head of a group of graves—several small mounds and one large one—bears this singular dialogistic inscription:

"Children! What? Mother's come!"

Perpetual Motion.

"I see scientists all agree that the problem of perpetual motion cannot be solved," said Robinson.

"They ought to come down to our house; they would find a solution there," growled Thompson.

"How so?"

"Oh! my wife says she's continually on the go."

The White House and the Hairdressers.

From the Reading Eagle.

"Immediately after the President's marriage to Miss Folsom the Folsom loop became a sort of rage among fashionable young ladies. It is a heavy loop of hair pulled down over the back of the neck and then brought up in a loose French roll. It brought back to hairdressers a good deal of the business that the decay of the bang took away."

HACKENSACK'S OLD DUTCH CHURCH.

The 200th Anniversary of the Society Appropriately Celebrated Yesterday.

HACKENSACK, Sept. 23.—A few Hollanders organized a Reformed Church Society in Hackensack in 1686, where for ten years services were conducted by A. Voorlesser, with occasional sermons and ministering of the Lord's supper by ordained pastors from New York and Delaware. Then Guillame Bertholf was settled as pastor, and a church edifice was erected on property given by Capt. Berry. This building, thrice rebuilt and remodelled, but always retaining most of the original stone, on some blocks of which are carved in rude characters the names of many of the first members, was to-day the scene of services in commemoration of the society's two hundredth anniversary. The old coat of arms, the severing of which by a lightning stroke was accepted by a congregation then divided against itself as a divine command to separate, still adorns the east wall, bearing a part of the Dutch motto, "Endracht Maakt Macht." After many years of contention, in 1822, the then pastor, Dr. Froelich, withdrew and organized the "True Reformed Dutch Church," locally known as seceders. From that date the First Reformed Church has had a prosperous career, and the exercises of to-day were of a character attesting the love of the congregation for their religious home.

The church was elaborately decorated. Nearly a thousand persons attended the morning services, when the pastor, the Rev. Herman Van Derwart, delivered an eloquent sermon in review of the past, congratulations for the present, and promises for the future. The afternoon exercises were entirely in the Dutch tongue, and there was no instrumental music. The country people flocked in by the hundred, and the old church was packed as never before. The congregation within was composed almost exclusively of ladies, and, out of respect to the old Dutch custom, all removed their hats. Dominies Warnshuis, Veenschoten, Van Derwart, and Huyssoon took part in the ceremonies, and a Dutch Voorzanger and Koorheiters, from Passaic, sang Dutch hymns with a vigor that astonished the modern quartet in the choir. In the evening the church was again crowded. The Rev. Arthur Johnson of the Second Church, Prof. Mabon and Prof. Demarest of New Brunswick, Dr. David Cole of Yonkers, and C. E. Kingsbury of Schenectady delivered addresses. In the lecture room the ladies dispensed their hospitality to all comers.

A noteworthy feature of the celebration was a loan collection of relics from 100 to 250 years old. At least 5,000 people visited the church in the course of the day.

PERSONAL OBSERVATIONS.

"Wall street has been left on this boom in the stock market," said the representative of an English syndicate yesterday. "Our folks have made most of the money," he continued; "for three months syndicates to buy American railroad stocks have been almost daily formed in London, and never have the representatives of English money been so numerous in the street as now. Quite as many messages are now sent to London every day as to Chicago. The Englishmen prefer at all times to buy stocks. It is very seldom they send orders to sell 'short.' They seem to detest that operation."

Police Superintendent Murray has not returned from his vacation. He took it by piecemeal. Saturdays and Sundays you would find him in the surf at Far Rockaway, where his family lived in one of the Wave Crest cottages. Early in the season he was reported as at the Thousand Islands. Later he was at Lake George.

Charles Eiseman of Broadway and Houston street, and also of the Bowery, is in the field for the Assembly from the Third district. He was defeated by James E. Powers, husband of Kitty O'Neil, the dancer, last year, on the cry that he was a carpet bagger. Eiseman has removed that objection this year by removing from Brooklyn to Great Jones street.

Charles Blauvelt, the satisfaction clerk in the Register's office, has had the place for fifteen years. He is popular, and there is some talk of running him for Register this year. He is a sound Democrat.

In the Knights Templar conclave at St. Louis, M. W. Peyton S. Coles, Grand Master of Virginia, wears the original sash and apron presented to Brother George Washington by Brother Lafayette.

Commodore I. A. Fish, who contributed most of the funds for building the big sloop Atlantic, and who would have made a success of her if he had not felt obliged to listen to the chatter of the other contributors, did not see the great yacht races. After the Atlantic was put out of commission he boarded his schooner Grayling, and with a party of friends sailed for Maine. He thought cruising was good enough for him. He has recently returned, looking as brown as a Captain of the foretop and as hearty as a reefer. His friends hope that he will buy the Atlantic.

A. Cary Smith, who modelled the crack sloop Priscilla, has a studio in West Tenth street, near Sixth avenue. Friends who visit him there say they never saw him feeling better. The Priscilla didn't quite win first place, but she was able to beat the Galatea in windward work the day the fog spoiled the race. Besides, it was a great year for scientific models, and a very poor one for the rule o' thumb idea.

Bartley Campbell's Estate.

TO THE EDITOR OF THE SUN—*Sir:* The reproduction in your columns this morning of the substance of the affidavits upon which Mrs. Bartley Campbell applied for the appointment of a committee of her husband is calculated, by reason of the errors which occur in it, to prejudice the rights and prospects of the creditors of Mr. Campbell. The Campbell estate, so called, has been appraised at $10,000. The amount of judgments payable out of it is $14,289.28, from which it is manifest that Mr. Campbell or his legal representatives have, and can have, no reversionary interest whatsoever. But, even if the estate now in the hands of my client, Mr. Harrier, appointed receiver last February, should yield more than its appraised value and all the judgments were satisfied, there is still outstanding against Mr. Campbell an indorsement liability to the amount of $35,000 or thereabouts, some of the claims being already in suit and others to be put in suit as soon as the committee which Mrs. Campbell seeks shall be appointed.

Mr. Campbell has no estate which a committee could take possession of, the title to all his property being now vested in Mr. Harrier as receiver.

The Eighty-first street real estate, to which allusion has been made as being mortgaged for $20,000, is actually encumbered to the amount of about $42,000.

The lease of the Fourteenth Street Theatre, for which Mr. Campbell agreed to pay a bonus of some $17,000, and for which he has actually paid upward of $13,000, is encumbered by interesting liens, aggregating $9,000. Owing to legal complications the receiver cannot control the said theatre until these liens are satisfied, which, from the smallness of the estate in his possession it will be an almost impossible task to accomplish. As matters now stand Mr. Campbell's estate is entitled to but a reversionary interest in the lease of that house, which interest is practically valueless.

I would further say, in correction of these misleading statements of the press, that Mr. Campbell has not been the owner of the play "My Partner" for some years past, and that the plays "Olio," "Siberia," and "Heroine in Rags" were sold pursuant to orders of court.

By the exercise of the closest attention to the affairs of the Campbell estate, and the most rigid economy, the receiver at this date has cancelled judgments, liens, &c., against Mr. Campbell to the amount of $4,850, and as much more will probably be liquidated by the 1st of January, 1887.

I make the foregoing statement in order to dispel any illusions on the part of the public in general, and the creditors of Mr. Campbell in particular, as to the magnitude of his estate, which, by recent statements of the press, has been increased to almost fabulous proportions. J. T. WALSH, Attorney for Receiver.

NEW YORK, Sept. 22.

How to Call a Statesman a Liar.

It is noted by a writer in the *Brooklyn Eagle* that the British statesmen call one another liars in a more polite manner than do the statesmen in America. On Monday evening Mr. Gladstone, speaking on the Parnell bill, said that the Government admitted that "the judicial rents were too high." Interrupted by anonymous cries of "No!" he asked:

What did Lord Salisbury mean when he said that the difference between just rents and judicial rents must be made up by the State?

Lord Randolph Churchill answered the question emphatically:

Salisbury never said anything of the kind.

Whereupon Mr. Gladstone replied, with severe dignity:

The noble lord is bold in his assertion. I do not know whether there is any I mit to that boldness. But I see no ground to recede from my statement.

But Lord Salisbury himself was yet to be heard from, and he took the floor at a meeting of the Hertfordshire Conservative Club to say:

Mr. Gladstone is a master of misquotation, but I do not believe that he was ever so brilliant or successful before.

Imports and Exports of Merchandise.

WASHINGTON, Sept. 23.—The Chief of the Bureau of Statistics reports the total values of exports and imports of merchandise during the periods named as follows:

EXPORTS.	1886.	1885.
Two months ended Aug. 31	$102,981,716	$86,805,076
Eight months	431,871,501	420,231,818
Twelve months	693,508,570	723,369,718

IMPORTS.		
Two months ended Aug. 31	$114,332,472	$99,859,451
Eight months	442,922,984	389,981,093
Twelve months	640,909,157	571,596,406

The New Silver Certificates.

WASHINGTON, Sept. 23.—The Treasury Department is using every effort to secure a speedy distribution of the new silver certificates, and to that end orders were to-day issued for the force employed on that work at the Bureau of Engraving and Printing to work extra hours at night until a supply of the small notes is secured sufficient to meet the present heavy demand. It is now said at the department that the one do lar certificates will be ready for distribution by the 1st of October, the twos about three weeks later, and the fives about the middle of November.

A $1,000,000 Bridge.

MILWAUKEE, Sept. 23.—The contract for a $1,000,000 bridge over the Missouri River at Kansas City for the new St. Paul line has been let. The bridge will be 1,200 feet long, with approaches 200 feet long. It will be of the cantilever pattern, 80 feet above low water, and will be one of the finest structures of the kind in the country.

THEY WILL BUILD A GREAT YACHT.

Clyde Yachting Men Have Raised a Guarantee Fund of £10,000 for It.

The one thing needed to end the yachting season in New York waters in good form was just such a challenge as has been received from Mr. James Bell of the Royal Clyde Yacht Club, involving the possession of the America's cup. Conjectures about the boat that he would bring over and about the man himself were as plentiful among seafaring people about town yesterday as wrinkles in a loose-footed cutter mainsail. As to Mr. Bell himself some facts were to be obtained. He is pretty well known to a good many members of the New York Yacht Club as an enthusiastic gentleman sailor. He has been in this city a number of times. He is one of the agents in Glasgow of Mr. T. C. Eastman, the cattle dealer, and owner of the big abattoirs on West Fifty-ninth street. His schooner, the Amadine, was built in 1874, by William Fife, Sr. She is not a large vessel, but she has won many prizes in her day.

Commodore Smith in speaking of the challenge, which was not sent as such challenges usually are, said that he supposed that it was sent briefly by cable in order to get in ahead of any other enthusiastic Englishmen anxious to try where the Genesta and Galatea had failed. The regular challenge must be accompanied by a Custom House certificate giving the name of the boat, her dimensions, rig, &c. There is plenty of time, however, to arrange the formalities, and this will no doubt be done, so that another series of races for next year can be depended on.

The subject that interested the yachtsmen most, however, was the size of the coming clipper. Most of those who guessed thought she would be a small cutter, say of from 40 to 60 tons. Perhaps the wish was father to the thought, for in that event the comparatively small expense of building a sloop to meet her and the moderate expense of handling the small sloop, and the all-around usefulness of the small sloop after the races were over, would leave the building of a regular fleet of clippers to meet at the trial races, and the result of all that competition would be a remarkable boat for the champion.

This matter, however, was finally set at rest late in the day by the following press cablegram:

GLASGOW, Sept. 23.—Clyde yachting circles are excited over the challenge issued by James Bell of the Royal Clyde Yacht Club to the New York Yacht Club for an international race for the America's cup next September. If the challenge be accepted the Clyde yachtsmen will construct a boat especially for the race. Her tonnage will be similar to the Mayflower. She will be Clyde designed, Clyde built, and will carry a Clyde skipper and crew.

It further appeared that Mr. Bell was not to be at the sole expense of the contest for the cup. A syndicate of patriotic Clyde yachtsmen had been formed, as the following despatch showed:

GLASGOW, Sept. 23.—A committee of Clyde yachting men has raised a guarantee fund of £10,000, and will build a yacht on the model of any selected American vessel, provided the latter's length be given.

Just what the yachtsmen have all along anticipated has now come to pass. The British yachtsmen have been aroused by repeated defeats to a determination to get that cup, and if money and Scotch skill will avail, they will take it this time. This yacht has not yet been laid down in the loft, not even modelled, perhaps. It is to be a yacht to race under Royal Yacht Club rules, however, but a yacht to get the cup. There will, therefore, be nothing to prevent their giving a reasonable beam to their cutter, and with this modification of the shape of the hull and a centre board to keep her up to windward, the new fighter will be well-nigh invincible. Some patriotic Yankee will need to build the sloop, which Gen. Paine and Mr. Burgess agree can be built, that will beat that the Mayflower five minutes on the average over a forty-mile course, if the cup is to be absolutely safe.

The fact that the new yacht is to be Clyde built led the yachtsmen to conjecture that William Fife, Jr., the designer of Mr. Sweet's famous Clara, the handsome big yawl, Cythera, and a host of other well-known boats, would furnish the plans for the new racer. Unrestrained by absurd tonnage rules, Mr. Fife will make a dandy. Mr. Fife's father was a famous builder of fine yachts, and the young man was for a time in partnership with his father. Afterward he became interested in a shipbuilding company, but about three months ago he withdrew from the firm and abandoned building entirely.

He wrote to Mr. Charles Sweet, the owner of the Clara, who knows him very well, that he should hereafter devote his time entirely to designing. His remarkable success in this work fully justifies this determination. But whether Fife furnish the plans, or Mr. Alexander Richardson, who designed the Irex, or Mr. G. L. Watson, whose Marjorie could shake us up if she should venture across, the antagonist we have now to meet is not to be such easy game as the other aspirants have been.

300 MILES AN HOUR BY RAIL.

From the San Francisco Chronicle.

When George Stevenson asserted his ability to run passenger coaches at a speed of twelve to fifteen miles an hour, scientific and practical men deemed him fit for a lunatic asylum, but time has shown that trains may be run at a much greater velocity without materially adding to the dangers of railway travel. The flight of the fast express on the Pennsylvania Railway is a marked example of the possibilities in the way of sustaining high rates of speed. This road now runs the fastest train in America. Nine hundred and twelve miles, including seven stops, are accomplished in 25½ hours, and the average time is 36.30 miles an hour. A portion of the distance is run at the rate of 75 miles an hour. At a speed of 60 miles an hour the driving wheels of the locomotive on this train make 258½ revolutions a minute. Wm. Vanderbilt's spurt of 81 miles in 61 minutes on the New York Central is declared to be the highest rate of speed ever attained in this country. But this speed was not a surprise to good engineers, many of whom are firm in the belief that 100 miles an hour will yet be accomplished on American roads.

Thirty-one years ago Col. Meigs read a paper before the New York Farmers' Club on "Railway Travelling," in which he expressed the belief that railroad cars could be safely propelled by steam at the rate of 300 miles an hour. He said: "The Emperor of Russia has taken the first great step toward what I deem the ultimate of railroad travel. Instead of cutting what I call a mere drill through the country and going around everything in the way for a straight line, he has cut a broad way for 500 miles from St. Petersburg to Moscow. He has made it a straight line which may 200 years hence, so that the engineer sees everything on the road. This is part of the future—the railroad from point to point with a mathematical line; the rails ten times stronger than are now used; the locomotives on wheels of far greater diameter; the cars, with a relative strength; the bridges and tunnels perfectly settled; the roads on both sides during the transit of trains having the gates of the walls all closed—then instead of travelling 300 miles an hour, we shall more safely travel 300 miles an hour."

One of the latest efforts at improvement in locomotives is that of a Frenchman named Estrade, who has constructed an engine which he calls La Parisienne. La Parisienne, when watered and fired, weighs 42 tons. Its driving wheels, six in number, are 8½ feet in diameter. The cylinders are outside, with valve boxes on the top. The diameter of each cylinder is 18½ inches, and the length of stroke is 2 feet and 3½ inches. This engine's built for high speed, and will carry a pressure of 200 pounds to the square inch above the atmosphere, an absolute pressure of 215 pounds. Estrade's engine is designed to run at the average rate of 78 miles an hour.

A Card from a London Dramatic Critic.

TO THE EDITOR OF THE SUN—*Sir:* Although your readers probably know my name best in connection with our Socialist agitation, I am also one of that hard-worked tribe known as dramatic critics. In this latter capacity my duty takes me to certain of your theatres. I am sending letters on these and on your actors and actresses to the *Topical Times* and the *Court and Society Review*, both of London, and to the *Sunday Chronicle*, Manchester. I ask of your courtesy a little space to point out one matter in which we manage better in England than, I think, you do here. That is in the matter of managerial politeness. *Experto crede.*

On Wednesday of last week I tried Wallack's Theatre. No one representative of the management was there. I had better write to Col. McCaull. So on Monday of this week I sent a note, enclosing my credentials, asking for places for Tuesday at Wallack's. No answer has been received up to date, (Wednesday, 1 P. M.).

On Tuesday night I looked in at Niblo's, asked the policeman on duty there for the acting manager, and was referred to a very noisy, diamond-studded gentleman. He was not the manager, and he was also not well-bred. My humble inquiry moved him to quite unusual wrath, and to language and manner of using it such as would be simply impossible in a London theatre. Later I discovered the actual "boss," who, though curt and not very suave, told me he could do nothing that evening, but held out hopes as to a matinee.

To Fourteenth Street Theatre, therefore, next. "Is your manager in?" "No," thus laconically a tall, burly gentleman. "When is he likely to be in?" "Perhaps in fifteen minutes, perhaps in an hour and a half." "Any one representing him?" "No." "Good day, sir."

None of these three experiences could have occurred in London. Messrs. Bram Stoker and J. H. Cobbe often fortunately for Henry Irving and Wilson Barrett, have to tell even dramatic critics that they can do nothing for them that evening, but if they do this even to the veriest "outsider" or "deadhead," they do it with courtesy and quite an air of regret. Against my unpleasant experiences at the three theatres named let me set my kindly reception at the Star (Lawrence Barrett company), Fifth Avenue (Joseph Murphy company), and Union Square (Mlle. Aimee company).

EDWARD AVELING.

Commercial Treaty with Great Britain.

WASHINGTON, Sept. 23.—Nothing can be learned at the State Department respecting the new commercial treaty with Great Britain, described in THE SUN'S despatch from Ottawa yesterday. It is neither denied nor admitted that such a treaty is in process of negotiation by Minister Phelps.

Are We Complimented, or Not?

From the Boston Journal.

New York is the best market in the world for sealskin sacks.

CHINA, BY UNITED STATES MINISTER DENBY.

Marco Polo a God—Blue Bricks—Much Other Fresh Information.

From the Indianapolis Sentinel.

PEKIN, July 21.—I have been permitted to prepare for publication in the *Sentinel* this and the following letters from a diary by Col. Charles Denby on his tour to the open ports of China:

Canton is the most distinctive Chinese city. The foreigners live on an island—Shameen—and the vast city is separate from them. It is the most distinguished Chinese city for position, wealth, and elegance. From it go most of the Chinese who emigrate to the United States. * *

The ordinary building material at Canton is a blue brick. This blue color is created by dampening the bricks while being burned. * *

I recognized the English jack snipe, the peerless bird all the world over, of which we used to kill many hundreds each spring in the Ohio River bottoms. It is large and fat here.

The stranger is at first most struck with the river life. It is calculated that 250,000 people live in boats. There are myriads of sampans, on which whole families are born, live, and die. I saw many of these propelled by women with babies strapped on their backs. There are "flower boats," floating pleasure boats with elaborately carved fronts and profuse gilding, and sometimes garlanded with flowers. Here parties and banquets are given, the feast is spread, the girls sing and dance. They say that worse things than these are sometimes done on them. But I describe simply what I saw. * * There are duck boats where ducks are raised. They are filled with wide trays projecting from each side, and sometimes fifteen hundred ducks are raised on one boat. These ducks are driven to the water and the fields at stated intervals.

The depository of the dead is an institution peculiar to China. The Cantonese especially desires that his bones shall rest near his own people. So when he dies his body is kept until it can be transported to Canton. There are fifty rooms, which are divided into two compartments. The first is a kind of chapel, with a sort of altar, images, and ornaments, with joss sticks and urns. Behind, in another compartment, is the coffin. The coffin is usually elaborate, sometimes highly ornamented; very heavy. Coffins sometimes remain here seven years.

A celebrated place to visit is the Wa Lam Tay, or Temple of Five Hundred Genii. It was founded A. D. 503, and rebuilt A. D. 1855. There are three enormous gilded Buddhas in the first pavilion. In the next there is a marble pagoda, seven stories high, presented by the Emperor Kien Lung. Behind the pagoda is a quadrangle, on the north side of which is the Hall of the Five Hundred Genii, or disciples of Buddha. On either side of the hall are richly gilt images. I noticed one curious image with