The Sun.

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The Populists Rejoice.

The Populists in Washington, some of whom reached there on foot with COXEY and have been unable to return to their former places of residence since, are reported to be in high feather over the defection of Senator JOHN P. JONES of Gold Hill from the Republicans, and his public alliance with the Populist party. They are counting, too, somewhat credulously, on the cooperation of Senator IRBY of South Carolina, whose vote in the Senate along with PEFFER, KYLE, STEWART of Nevada, and ALLEN of Nebraska will, they believe, hold the balance of power in the next Senate. They look and hope for something similar, with no better reason, in the House of Representatives.

The State of Nevada is, politically, the least important of the States of the Union. Its population is decreasing, and it should be annexed to Utah, with which it geographically belongs. The population of Nevada, 62,000 in 1880, and 45,000 in 1890, is now probably about 35,000, about one-third of the population of the Seventeenth ward of this city. That it should have two Senators in Congress is an anomaly, but their influence has never been very great. A silverite, as distinguishable from a Populist, is a believer in unconstitutional and discriminating protection for silver ore, whereas the Populist prefers silver in the form of money with the Treasury imprint upon it, to pay debts contracted on the gold basis. All Populists are, it may be said, silverites, but the converse of this is not true, for all silverites are not Populists. Naturally and necessarily the silverites are strong in Nevada, Colorado, and other silver-producing States; but they have no other bond of political agreement with the Populists.

So long as other issues of a national and not local character, the tariff, our foreign relations, the limitations of governmental power, and home rule, divide the Democratic and Republican parties, the silverites, even reënforced by so clever a man as JONES, will be unable to maintain a separate organization except in the silver States, so called. The two national parties will absorb them by concessions such as have restored a majority of the Populists in the Southern States to the Democratic standard, and such as are likely to restore the silverites in the West and Northwest to the Republican party, from which most of them, JONES and STEWART included, are seceders. Senator IRBY of South Carolina, an expected recruit to the Populists, is not likely to join them, and Senator DUBOIS of Idaho, upon whose support they have been counting, disavows all connection with them. The Populist party does not seem to be growing since so many of the Democrats in Washington have confiscated their political stock in trade by adopting the odious income tax; but whatever growth it may hereafter enjoy, is not likely to be stimulated by silver-mine owners as recruits, the Populists being totally opposed to all forms of accumulated wealth and the possessors of it, and favoring generally the distribution, by the Government at stated intervals, under various forms of largess, of the proceeds of inequitable, discriminating, and unconstitutional taxation.

Our Commerce Protectors.

In an interesting contribution to the *Forum* upon "Industrial Problems in the Light of History," Mr. EDWARD ATKINSON falls into an error, we think, while vigorously attacking "the false principle that commerce is aggressive, and to be dealt with as a war of industries." Such a principle not only exists, according to him, but "has even within two years been put into one of its most malignant forms," as he thus proceeds to show:

> "Three naval vessels of a new type have lately been tested for their speed. They cost $3,000,000 each. It costs $800,000 a year to maintain them. What are they good for? Nothing. What are they bad for? Everything. They are worthless even as cruisers, because they can carry but little coal. They are worthless even as battle ships, because their armor is light. They are worthless for defence in our harbors. Their very name is a disgrace. They are called 'commerce destroyers.' Their cost was about as great as the whole endowment of Harvard University. The annual cost of maintaining three of this vile type of piratical destroyers is more than the annual expenditure of Harvard University for all its services. Our danger does not consist now in trusts or trades unions. It consists in such treason to the very liberty of which we boast as we have embodied in these vessels."

We think Mr. ATKINSON is the victim of a phrase. It is evidently because cruisers like the Columbia, the Minneapolis, and the Olympia are popularly called "commerce destroyers" that he is moved to denounce them. But suppose we should call them instead, commerce protectors, for such they really are. Their use in war is largely to capture the merchant vessels of any enemy that attacks our vessels or our ports; but, prior to that, their use in peace is to deter any maritime nation, perhaps far stronger in war vessels than ourselves, from assailing our commerce, lest the result should be ruinous to its own.

Vessels of the Columbia type are thus commerce preservers as well as commerce destroyers. They protect our mercantile marine, because it is known that they would work havoc with an enemy's. The Columbia has now been on active duty for some time, but has destroyed no merchantman. Possibly she will never fire a hostile shot at a freight carrier; yet she will not the less have done good service in her day, and, indeed, the best service for which she was designed. Should she end her days in such employment as she now has at Bluefields, and should our country never be attacked by a great maritime power like England or France, so long as the Columbia and the vessels of her type remain serviceable they will have perfectly fulfilled their mission, and have paid for themselves over and over.

In proportion as we have a horror of the destructive effects of war upon commerce, in that proportion we must make nations with great navies and great mercantile marines hesitate to attack our trade afloat. We are even excusable, perhaps, for having a still deeper horror for the destruction of our commerce than the destruction of an enemy's. But the true value of our Columbias is seen when we reflect that if we were allowed only to pit battle ships against battle ships, in defending our country and its flag, a nation like England or France might perhaps inflict enormous disasters upon us. Is it seriously proposed that we should build as many armorclads as England and France possess, at a cost that would endow scores of Harvards, merely in order to avoid owning commerce-destroying cruisers, although England and France possess these same types of vessels, and although these might also be the best guarantees against the outbreak of any war or the destruction of any commerce at all?

Mr. ATKINSON errs, we think, in supposing that vessels of the Columbia type are particularly faulty from lack of bunker capacity. The steaming radius of the Columbia, on the contrary, is extraordinary. Secretary TRACY once said that she has "a sea speed and a coal endurance hitherto unknown in ships of war" and again that "she needs neither colliers nor coaling stations, for she carries both between her decks." Indeed she might steam 16,000 miles at 10 knots, or five times across the Atlantic, without recoaling. But, apart from that matter, the real point to notice is that our Columbias and Olympias, in their way, perform their full part in the problem of protecting American ports and commerce, just as our Indianas and Maines do in theirs. Our heavy battle ships may defend the coasts and engage the battle ships of an enemy that seeks to bombard our cities; but the fast unarmored cruisers may deter that enemy from attempting war and bombardment at all. This point was well put by Secretary TRACY in declaring that "six such ships would exterminate the commerce of any country under the present conditions of commerce protection, and would thus, under these conditions, absolutely preclude an attack from a commercial State, however threatening in its demands, powerful in its armored fleet, or aggressive in its foreign policy."

If nations ever come to the point of exempting the commerce of an adversary from attack, we may indeed have no further reason for building and maintaining the class of cruisers known as commerce destroyers. But with the tremendous losses inflicted by war upon cities and upon all property on land, they do not seem yet ready to confer a special immunity on property afloat. With the tremendous navy of Great Britain, perhaps equalling those of any other two countries combined, and certainly overwhelmingly more powerful than our own, can there be any doubt that a leading dissuasive from resorting to war in the settlement of her disputes with other leading nations is the risk which her ocean commerce would run from hostile cruisers?

As for our own construction programme, undoubtedly battle ships are just now more needed than additional vessels of the Columbia type, especially since not only in the armored cruisers, like the New York and Brooklyn, but in protected cruisers, like the Cincinnati, Raleigh, San Francisco, Baltimore, and Philadelphia, we already have many vessels faster than ordinary merchant steamers. Yet it would be an added source of protection for the country if it owned still more Columbias. They are great sources of protection and preservers of the peace.

A New Claimant for the Discovery of America.

Lord SALISBURY's speech on the narrow limits of scientific knowledge was not the only notable address delivered during the recent meeting of the British Association at Oxford. Especially interesting, for example, was the evidence brought forward by Mr. H. YULE OLDHAM, to show that the coast of South America was reached by a Portuguese navigator forty-five years before COLUMBUS caught sight of the Bahamas.

Before glancing at the testimony submitted by Mr. OLDHAM on behalf of the new claimant, it may be well to recall the physical conditions of the problem presented in the discovery of the lands lying west of the Atlantic. It is well understood that there are three routes by which in the days of sailing ships the Atlantic might most easily be crossed from east to west. There is, first, the northern route, the use of which obviously would be greatly facilitated by the successive discovery and partial occupation of Iceland and Greenland. This was, in fact, the route followed by the Northmen, who, it is now generally acknowledged, landed at divers points on the coast of North America in the early years of the eleventh century. It was, also, the northern route which was taken by JOHN CABOT, when, in 1497, he discovered Newfoundland, and coasted along the North American mainland for a considerable distance. Passing to the central route, we find that its natural starting point was the Canary Islands, whence vessels, pointed westward, would receive the steady and powerful propulsion of the northeast trade winds. This was the route, as we scarcely need point out, which was pursued by COLUMBUS and by most of the other mariners in the Spanish service. The third or southern route, however, was the easiest and by far the shortest, and, to render this available, it was only needful in the southward progress of discovery to reach Cape Verde, from which point the combined action of trade winds and ocean currents would strongly, under normal weather conditions, and almost irresistibly in the case of a storm, impel a vessel toward the northeast corner of Brazil at Cape St. Roque. What was to be expected in regard to this route actually happened in 1500, when the Portuguese navigator, CABRAL, who on his way to the Cape of Good Hope was, when in the latitude of Cape Verde, driven westward by a tempest, not only discovered the mouth of the Amazon, but skirted a long section of the Brazilian coast. This discovery of the western continent was made independently of that of COLUMBUS, and may be said to have been inevitable from the moment that Cape Verde was reached, and numerous Portuguese vessels became subjected to the peculiar influence of the winds and currents in that quarter.

What Mr. OLDHAM essays to prove is that this ultimately unavoidable outcome of Portuguese navigation along the west coast of Africa was in fact realized much earlier than the date of CABRAL's discovery of Brazil. He begins by reminding us that in 1445 Cape Verde was first made known by a Portuguese expedition sent out by Prince HENRY the Navigator, and that during the years immediately following many vessels were despatched from Portugal on further explorations in the same direction. The evidence produced by Mr. OLDHAM indicates, so far as it goes, that by one of these vessels the coast of Brazil was reached as early as 1447. It appears that in ANTONIO GALVANO's work on "The Discoveries of the World," published in the middle of the sixteenth century, a Portuguese ship is stated to have been in 1447 driven westward by a great tempest, and borne to an island from which gold was brought home. Taken by itself, this statement might have been treated as apocryphal, but it now turns out to be corroborated by a manuscript map preserved at Milan, dated 1448, and drawn by the well-known cartographer, ANDREA BIANCO of Venice. In addition to the Portuguese discoveries on the African mainland, this map shows southwest of Cape Verde and, of course, in the direction of Brazil a long coast line with the designation "Authentic Island," and an inscription to the effect that it stretched 1,500 miles westward. This map was made in London, and Mr. OLDHAM's assumption is that it embodied information received from Portugal about the voyage recorded by GALVANO.

Against the authenticity of this discovery it has been urged that the reported existence of gold in a land lying to the west of Cape Verde would have certainly impelled Prince HENRY to renewed adventures in that direction. On the other hand, it must be owned that, far from there being anything improbable in the story that a Portuguese ship was driven by a storm from Cape Verde to the relatively adjacent angle of Brazil, such an incident was certain to occur sooner or later; and we know that it did occur in the equally unpremeditated experience of CABRAL.

The Greenland Excursionists.

It is unfortunate that the first attempt to lead an excursion party into the Arctic regions has ended disastrously. There is really nothing chimerical or foolhardy about such an enterprise. Not a few explorers and travellers—Dr. HAYES and Lord DUFFERIN, for instance—have long favored excursion trips, within reasonable limits, to Greenland waters. That the scientific men of this country were favorably impressed with the idea is amply shown by the distinguished party which Dr. COOK gathered for his trip on the Miranda. Few tourist parties include so large a proportion of well-known men. They had no reason to anticipate danger, and they embarked with much enthusiasm, looking forward to an enjoyable vacation and to unusual opportunities for study in their special lines of research.

We learned several weeks ago that the weather conditions during the past spring and summer were anything but pleasant in south Greenland waters. We have as yet, however, no reason to suppose that the excursion would not have been fairly successful if, in one fatal moment, the unforeseen and unavoidable had not occurred. Very few vessels have been wrecked by running upon hidden rocks along the Greenland west coast. Such a rock, however, was awaiting the Miranda, and she discovered it, blasting in a moment all the hopes of the party.

The entire country will regret that the well-known scientific specialists and the enthusiastic Nimrods who formed this party were thus ruthlessly robbed of the opportunities they were seeking, just as they came within reach of them. If they ever have the courage to face the grim North again, the chances are that they will have better luck. Not the least unfortunate feature of the disaster is that the leader of the party has seen so unpleasant an outcome of all his efforts for the welfare of the first Greenland excursion. We do not yet know what measure of success Dr. COOK attained, but it is certain that he worked very hard and faithfully for months to adequately provide for the comfort and safety of the party, so far as his efforts might assure these conditions. It was his laudable desire, through this enterprise, to add something to the funds he had secured for his coming expedition in Antarctic waters. As a member of the PEARY expedition, we are indebted to Dr. COOK for the most thorough study that, up to 1891-92, had been made of the Smith Sound Eskimos, the most northern representatives of the human race. Twice he had visited Greenland and done good work there, but luck was against him on his third venture.

We do not think that any fears need be entertained for the safety of Prof. HITE and the other explorers and hunters who were landed from the Miranda on the coast of Labrador. There is little doubt that the news of the wreck will be carried to Hamilton Inlet this fall, and that the gentlemen will have an opportunity to return home before winter; and in any event, a winter spent at one of the Labrador coast settlements will involve no peril nor special hardships.

The Sanctity of Marriage.

Mr. SMITH ELY, Jr., in speaking of the many civil marriages performed by him while he was Mayor, referred to the indisposition of Mayor GRANT and Mayor GILROY to officiate at such ceremonies, and explained it by saying that as Roman Catholics they "take a higher view of the sanctity and indissolubility of marriage than Protestants do." Mayor ELY himself is a Presbyterian of the old school.

This is a consideration which ought, perhaps, to receive some attention in the discussion which is now proceeding as to the marriage of Roman Catholic girls. Marriage by the law and faith of the Roman Catholic Church is a sacrament, indissoluble except by death. Rome allows no divorce and it recognizes none, whatever may be the law of the State. Marriage, accordingly, is a more serious matter with a Catholic than with a Protestant. For one it is a step that cannot be retraced. For the other it is a contract from which there is escape under the laws of the State governing it.

Undoubtedly some Protestant Churches refuse to recognize in their own law any other cause for divorce save adultery; but practically all of them tolerate divorce for any cause and all causes allowed in any State. A Divorce Reform League, made up of Protestants, has been in existence in this country for many years, for the purpose of inducing the States generally to make adultery the sole cause of divorce; but meanwhile members of the Churches represented in that association are obtaining divorces for other and many different causes, and are marrying again without suffering ecclesiastical punishment or the social disapproval of their fellow members. So far from creating a sentiment against freer divorce, such divorce has become more frequent and less reprobated than before the organization of this reform movement.

The circle of society in New York which is made up of people of fashion more peculiarly consists in chief part of members of the Episcopal Church, the Protestant Church which is most exacting in its canonical requirement that no divorce shall be treated as ecclesiastically valid which is obtained for any other cause than conjugal infidelity. Under that law persons who marry again after having been divorced for any cause are adulterers; their union is sinful; they live in concubinage, and not in holy matrimony. But such marriages of divorced people not only occur, but are frequent in that society. Moreover, they are sanctioned and solemnized by Protestant ministers of other Churches than the Episcopal. The society of which we have spoken does not debar those who enter into them, but grants its continued favor to people whom its Church denounces by its law as living in adultery. Neither have we heard of any instance where the Church itself has visited upon them any penalties. Practically, it recognizes as sufficient any marriage which will stand the test of the civil law. The society does not assume to interfere with its members in their divorces and marriages so long as they keep within the legal bounds. If a mated pair find that their temperaments are incompatible, and that they cannot live together without unhappiness and bickering, they are not reprobated because they go East or go West to get a divorce, and, having obtained it, proceed to wed other mates with whom they think they will be more congenial. They cast off old wives and husbands and are welcomed back to society with new wives and husbands.

Of course, when people make up their minds to be married they are not likely to be directly influenced by the possibility of their getting divorced; but when they see such toleration of divorce all around them, among those whose opinion is of the most consequence to them socially, they are not likely to be impressed by the feeling that marriage has any other sanctity than the love of the pair imparts to it. Their sentiment regarding it is romantic rather than religious. They get the sanction of the Church for it as a conventional matter, not as an essential requisite; and hence if the marriage prove a disappointment to them they pay heed to their inclinations rather than render obedience to the Church in deciding the question of a divorce.

With a Roman Catholic the marriage ceremony is not a merely perfunctory concession to a custom of society, but an obligatory religious sacrament. The sentimentalists might not admit that this is "a higher view of the sanctity of marriage," as Mayor ELY says, for they might reply that love alone gives marriage its highest sanctity; but that, undoubtedly, is not the religious view, though it seems to prevail among people of religious associations.

The Centreboard.

The London *Daily Telegraph* says that "the erratic behavior of the Vigilant's centreboard will not raise that adjunct to speed in the esteem of English yachtsmen."

We can assure the *Telegraph* that the centreboard was never worshipped very idolatrously as an adjunct to speed by American yachtsmen. The boat which took away the cup the Englishmen have been for so many years endeavoring to recover, had no centreboard. She was a typical American racer, with no concession in one single line to the English model. In one of the memorable races for the America's Cup, the worst beating that a British yacht ever received in these waters was given to her by a Yankee keel schooner. The name of that schooner was the Sappho, and the name of the Britisher was the Livonia. Moreover, the best boat probably that HERRESHOFF ever turned out, the Wasp, has not that delicate piece of furniture at which the *Telegraph* sneers.

It is known here perfectly well that the keel can be fashioned to do all the work of the board, and whether it can do more still remains an undecided point. To find the origin of the board one would have in all probability to go back to the earliest days of the Vikings. The Dutch used lee boards many years before America was known. As a matter of fact the centreboard is to a great extent only a makeshift for a keel, rendered necessary in localities where the water on the coast is shallow. We have never pinned our faith entirely upon it as an "adjunct to speed;" neither have we ever cried down its usefulness or belittled its advantages. But it is just as bad, if not worse, to have too much board as to have too little; and it takes care, observation, and experience to discover just how much a boat should have.

The several defeats of the Vigilant in her English races will only stimulate Yankee ingenuity in lines. It may be that the spoon bow, which is all the rage here at present, will go out of fashion, and something entirely different from the HERRESHOFF model may be selected on its merits to defend the America's Cup in the next contest. On the other hand, the next bow may be spoonier than ever. The Vigilant's imperfections and hard luck must certainly have the effect of giving us a larger variety of models, and the chances are that freaks and monstrosities will not be trusted.

What Is the True Administration Programme?

The Hon. WILLIAM L. WILSON's recent speech at Martinsburg calls for some authoritative statement to supersede and remove the disagreement between the Democratic programme as laid down by him and President CLEVELAND by his last and consequently most significant statement. We therefore blow again the bugle blast with which the President waked the echoes to Gen. CATCHINGS, denouncing the present tariff as so unfit to exist that he wouldn't put his name to it:

> "The millions of our countrymen who have fought bravely and well for tariff reform, should be exhorted to continue the struggle, boldly challenging to open warfare and constantly guarding against treachery and half heartedness in their camp!"

It is because Mr. WILSON proposes to enlist recruits for a contest of a noticeably different character that we offer his plan of campaign for comparison:

> "The fight will go on. Not, it may be, in such a general engagement and protracted struggle as we have just passed through, but in that steady and resistless pressure that will take one after another of the strongholds of privilege."

When the head of the Administration beats the war drum for his following millions to "continue the struggle, boldly challenging to open warfare," and keeping their eyes peeled for "half-hearted traitors," while his first lieutenant proposes a campaign of "popguns," or of a few little surprises on a few little selected points, new orders must be issued or the army cannot advance in the unison necessary for effective results.

Surely it is high time for certainty on this important question. Are the Democratic forces to be incited to another general tariff engagement and ruction, such as Mr. CLEVELAND seemed to think of when writing to Gen. CATCHINGS? Or are some protected industries to be stricken this year, with the expectation that others will be stricken next year, and so wider? If this latter, or WILSON, plan is adopted, will the particular victims for immediate sacrifice be selected by lot, or by Presidential decree? How long a time will the commotion of capturing all the strongholds of privilege endure? What are we to expect? What does the Administration think it wants any way?

Within a very short time we have had occasion to sympathize with the sufferers from the famine in Corea, and with the sufferers from the earthquakes in Greece and in Turkey, and with the sufferers from the floods upon our southern seaboard, and with the sufferers from the drought in the arid regions of the great plains, and with yet other sufferers in other parts of the world, including the many sufferers from the hard times in some of our large cities.

Not, however, in any recent time has there been a more pressing call for what is rightly called "practical sympathy" than that which comes from those States of the Northwest, vast areas of which have been ravaged by fire during the past few days. The loss of life, the wreck of homes, and the destruction of property in Minnesota, Wisconsin, and Michigan within a week have been appalling. The generous people of the West have hastened to the aid of the sufferers; some contributions for their relief have been sent from this city, and at least one kindly Englishman has transmitted a neat subscription by cable. We are sure that New York will do its share of the needed service in response to the appeals sent out by Governor NELSON of Minnesota and Governor PECK of Wisconsin.

It is a queer coincidence, but the returns from the Vermont election show that the majority of the Hon. URBAN ALPHONSO WOODBURY, Republican candidate for Governor and Mustachio Paramount, is about the same as the majority by which he claims to beat Governor ELIAS CARR of North Carolina. The United States census of 1890 showed that CARR had 301,237 hairs in his moustache, while WOODBURY had 331,404. But Governor CARR has added to his capillary holdings since then; and, besides, superiority in this line depends rather upon beauty than upon mere strength. It is well known that Governor CARR's moustaches exceed in length the railroad system of his State, and they are believed to be the only known pair that give concerts three times a day except Sunday. We repeat that Mr. WOODBREY cannot longer decline Governor CARR's challenge. The two wonders of superlabial hirsuteness must be measured definitely. Both science and æsthetics demand the test.

Mr. PASSETT is but 41.—*Albany Journal.*

In his shirt sleeves he doesn't look more than 14.

All yesterday the carpenters and glaziers were hard at work building a great whispering gallery for the Hon. GWASH ALDRIDGE of Rochester. There he sat last night in his fall suit of telephone wires, and waited to hear the first echo of his boom for Lieutenant-Governor. The excellency of his apparatus is such that the remark of a katydid sounds louder in his ears than the roar of Niagara Falls, and the ticking of a watch is more awful than the thunder of the earthquake. If there is any echo or any boom of his to echo, the Hon. GWASH ALDRIDGE will receive it. He is suffering a little from loss of sleep, and his eyes are getting weak looking for his figure to loom gigantically above the horizon, but there is no sign of falling in his trained and competent ears.

The tariff question has been settled.—*Richmond State.*

Then no share in its settlement can be credited to GROVER CLEVELAND. That is rather funny. The CLEVELAND mark on the Tariff bill is only the income tax. That is the unique and final fruit of Mugwumpery. To think of that!

The Hon. BILLEE MASON, the Chicago statesman with the lunar lineaments, will make his longest circuit of electric speech to-morrow night, and Senator CULLOM and all the rest of Republican Illinois, from LONG JONES to BEAUTY BILL TRACY, await the great event with all their ears. Warned by his recent lamentable accident in Galesburg, Mr. MASON has ordered from the Hon. CANOVA B. SHOOP, the leading Pantaloons Sculptor of Cook county, a pair of steel trousers with a reënforced hull and triple plaitings. The steel frames are covered with gray striped cassimere. To the eye Mr. MASON's new trousers are the same pair that was wrecked upon his rocky eloquence at Galesburg. But Mr. MASON's mind feels a great peace. He knows that he can go through the manual of gesticulation, leap into the air and set it afire, scatter handfuls of splitting jokes, boil, fume, snort, prance, rear, run a three-hundred-yard race with his lungs, and otherwise get his normal amount of exercise, without one strain upon the sheathings in which his Panathenaic legs have been enclosed by the genius of SHOOP. The welkin may split, all else may split, but not what the Hon. BILLEE MASON calls his Orator "Pants."

The successive accidents to the Vigilant's centreboard may have been a defect in the new casting fitted at Southampton, although we hope that not even the American press will suggest foul play.—*London Times.*

Don't let our esteemed contemporary imagine for a moment that we are either such fools or such churls. The British workmen are among the best in the world, and the Britisher is as honest as other men. If the casting was faulty, it was so without intention. It was an accident, like other accidents unfortunately suffered by the Vigilant; and that's the whole of it. Not even the mean and nasty raving of some British newspapers, the *Westminster Gazette*, for a noticeable instance, that the centreboard troubles had been tricks of the Vigilant's owners, could make us retort by flinging such caddish slanders into the faces of our competitors.

The only benefit derived or derivable from the bunco tariff is the knowledge, brought out by the receipts from stamps for playing-cards, that St. Paul uses more of these works of art, proportionately, than any other place. This state of things will not be allowed to last. A mass meeting of citizens of Minneapolis was held last night, and resolutions were passed requesting every inhabitant of the city to buy six packs of playing cards before to-morrow night. Minneapolis doesn't propose to be sinister at any game or competition, from the census to the cholera. Hitherto old maid has been the favorite card game in St. Paul, but a delegation from Minneapolis lately introduced poker, and one city will own the other before the end of the year.

A vast majority of the Democratic voters of New York are in accord with the President on the question of Tariff reform.—*Buffalo Courier.*

Then they are dead against the Democratic doctrine of a tariff for revenue only; in fact, they are only protectionists in disguise. Why, then, did they lie so like the devil when they pretended before the election of 1892 that they believed in the platform?

We congratulate the Hon. JOHN MCAULEY PALMER, Senator in Congress from Illinois, upon a new honor that has fallen to him. A fourth JOHN M. PALMER was born at Fort Sheridan this week. There is time for Gen. PALMER to become a great-great-grandfather yet. His telegram of congratulation is a model of conciseness. It was "Bully!" It will be seen that whatever Senator PALMER's views upon the tariff have been, he is a believer in home industry.

From the 1st of August until yesterday, both inclusive, the ball nines of Baltimore, Boston, and New York, which lead in the League race, have played respectively thirty-five, thirty-one, and again thirty-five games. Of these Baltimore has won 28, losing 7; Boston has won 19, losing 12; and New York has won 27, losing 8. The greatest run of victories has been the 13 straight of Baltimore, the next being New York's run of nine, Boston's longest series not exceeding four. Boston has had one series of three straight defeats and one of two; New York and Baltimore have suffered two consecutive defeats but once. Was there ever anything like it? Keep it up! Line 'em out! Hooray!

Captain-General GREENHALGE's appearance at the New England Fair in a two-wheeled oak war chariot drawn by four oxen and pushed by his retrograde hopping barb, Saltator, has cowed the hayseed militiamen of Massachusetts. How can they ever hope to take Boston while it is defended by such a commander, a man with more tactics than HARDEE, more uniforms than the Prince of WALES, and more strategy than the Hon. AMOS RUSIE?

The Hon. VAN BUREN WHISKER of Missouri is a Prohibitionist candidate for Congress much honored by the Drys, but it strikes us that he will have to dip his flag to the Dry candidate in the Second Minnesota district, the Hon. OLE KROW.

Will the trotting record at the end of 1894 still be 2:04? It promises so, more and more. If Alix or Directum cannot break it this year no horse can, and where and how are they?

BISHOP SCANNELL'S TRIAL.

He Is Placed Under Bonds While Judge Scott Considers the Case.

OMAHA, Sept. 6.—The court room was filled with spectators yesterday to watch the proceedings in the case of the State of Nebraska agt. Richard Scannell, Bishop of the Catholic Diocese. John Kowalewski was recalled to the witness stand to testify as to his having been treasurer of the St. Paul parish church, having been appointed on Jan. 15, 1894. On July 9, he said, he was removed by the Bishop because he would not sign the new $50,000 mortgage.

C. A. Baldwin called Bishop Scannell as a witness. The objection of C. J. Smith on the ground that the action is criminal in its nature was sustained and the Bishop was excused from testifying.

At the afternoon session of the court the hearing of testimony was completed and the matter put over until Sept. 17, when Judge Scott announced that he would dispose of the whole proceedings. An order was made by Judge Scott requiring Bishop Scannell to give two bonds of $500 each, one for his appearance and the other to require an observance of the injunction provisions. These were furnished at once.

Judge Scott said he had heard some remarks during the noon recess about the case which prompted him to say that his decision would be the same in this case as in any other; that he would see to it that the injunction was obeyed, and if necessary would call all the force in the State.

Judge Baldwin, attorney for the church factions, said that threats had been made to blow him (Baldwin) up with dynamite because of his connection with the suit.

THE INCOME TAX.

Commissioner Miller to Propose Regulations for Its Collection in Due Time.

WASHINGTON, Sept. 6.—Commissioner Miller has been so much occupied deciding questions arising under the internal revenue schedules of the new Tariff law that required immediate decision, that he has been able to bestow little attention upon the consideration of regulations to carry into effect the provision of section 27 and subsequent sections providing for the collection of the income tax. These sections provide "that from and after the first day of January, 1895, and until the first day of January, 1900, there shall be assessed, levied, collected, and paid annually upon the gains, profits, and income received in the preceding calendar year," a tax of two per centum on all moneys over $4,000. This covers the year 1894, of course, and applies alike to Government officials and private citizens.

Commissioner Miller said to-day that regulations would be prepared in the fullness of time, and that United States disbursing officers would be held accountable for the collection of the tax on salaries of which they had the disbursement from the time when the law went into effect, Aug. 28, 1894, but actual payment would probably not be required before July 1, 1895. This date, July 1, he said, would also probably be the date of settlement for subsequent years as to the income of the preceding calendar year.

THE GREENLAND EXCURSIONISTS.

They Give a Dinner to the Two Sea Captains Who Helped Them to Get Back.

SYDNEY, C. B., Sept. 6.—A dinner was given by the Cook Arctic excursion party at the Sydney Hotel last night in honor of Capt. William T. Farrell of the Miranda, and Capt. George W. Dixon of the American schooner Rigel, for their gallant conduct in saving the passengers of the Miranda and bringing them in safety to Sydney. James B. Jewell of New Haven acted as toastmaster. Among the speakers were: Prof. William H. Brewer of Yale, Prof. B. C. Jillson of Pittsburgh, Dr. F. Valle of St. Louis, Dr. R. M. Cramer of New York, and Dr. Cook, leader of the expedition. Songs by a quartet of Yale men, and music by an orchestra, were interspersed.

The party will break up to-day. About a dozen will go home by train. The others will take the steamer St. Pierre from here to Halifax, and the Portia to New York.

An Interesting Memorial.

From the Boston Daily Advertiser.

The following letter, written by the late Gen. Banks, will be read with interest by everybody:

BOSTON, Feb. 1, 1886.

MY DEAR SIR: Your congratulations I accept with heartfelt pleasure. Indeed, they give me an impression—I need not or will not say a first impression—that a "seventieth" birthday is worth something, more at least than I had ever estimated its value.

Thanks again for your remembrance—so generous, so kind, and I might also say so forgetful, though it seems a contradiction in terms.

For do I not know, and remember, that I ought long since to have sent you a photo. with an auto., and did not do it! It shall now be done. Berthrong, a prince among photographers, has pressed me for some weeks, in vain, but now I will give the chance for execution he craves.

In truth, I shun photographs, and letter writing is impossible for me; whence my unrequited obligation to you.

Let me return my good wishes for you and yours and bespeak health, happiness (with prosperity sandwiched between), for you and yours, now and forever.

And so we were comrades! Companions in arms on the right side and triumphant! That is enough to bind appreciative, just, and patriotic men together for another life after this! Thanks! Very truly and affectionately yours to command,

TO DARWIN C. PAVEY. NATH'L P. BANKS.

Mr. Pullman's Compromise.

From the Chicago Daily Tribune.

The architect of Pullman was W. W. Beman. He was justly proud of his work and justifiedly anxious to be identified with it in the memory of posterity. So one day, soon after the town was completed, he came to the proprietor and said:

"Mr. Pullman, if you haven't decided on any name for the new town, what do you think of calling it 'Beman,' from the man who designed it?"

"Um-m," said the magnate. "Fact is, I had thought of calling the place 'Pullman,' from the man who built it and paid for it.

"However," Mr. Pullman added, as he observed a look of disappointment on the architect's face, "however, I'm not particular. Now what do you say to a compromise? Suppose we take the first syllable of my name, 'Pull,' and the second syllable of your name, 'man.' There we have it, 'Pull,' 'man'—'Pullman.' You see, that combines your idea with mine."

Mr. Pullman's suggestion prevailed, and the name, it seems, is a compromise.

Kyle Called Down by a Young Woman.

From the New Orleans Times-Democrat.

HOLLY SPRINGS, Miss., Aug. 31.—At the Congressional Convention held at New Albany yesterday, C. J. Kyle, present Congressman, was renominated. Kyle is in Holly Springs to-day shaking hands with those who assisted in his renomination. He objected to being interviewed by newspaper correspondents, but it is certain he had a lively interview with a young lady here, who called him to task for the intentional neglect to file letters of endorsement when the application of her father for the Post Office here was filed. He denied that he had neglected to do so, and that the letters were filed with her father's application.

"You are mistaken, sir," was the reply. "My brother, who was on the Washington Post, filed my father's letters. You carried those other letters home with you, and he telegraphed you to express them to him, which you did." He replied: "That is a mistake, madam; no such thing ever happened. I filed those letters with the application myself."

She went at once and brought proof, consisting of telegrams and letters, the communications between her and her brother on the subject. Before she could present them her indignant father encountered Kyle on the street, and demanded to know if he would deny the charges his daughter had made. His reply was:

"I do not. I was so prostrated with business I don't remember about it."

"Then answer my question: Did you file these letters?"

"No."

"Did my son telegraph you to send those letters to Washington?"

"He did."

"Did you send them?"

"I did."

"You have carried them home with you when the law required you to file them?"

He admitted it, and begged pardon.

Yellow Days and Photography.

From the Portland Daily Press.

One of the peculiar effects was felt by the photographers who happened to do some work yesterday. White silver prints can ordinarily be made on a cloudy day, the peculiar yellow in the atmosphere yesterday prevented the light from having any action on the paper. Several amateurs who tried it did so without success.

Rainmaking by Ballot.

From the Nebraska State Journal.

The lady orators of Kansas are trying to make the people believe that the ballot in the hands of woman means an end to hot winds and dry weather.

Is He Also in Politics?

From the New Orleans Picayune.

Mr. Fisher Leake is visiting his parents at their plantation home, Bellemont, near Baton Sara.

On a Recent Newspaper Fake.

TO THE EDITOR OF THE SUN—*Sir:* All last week a New York paper advertised and on Sunday last published a song "by the author and composer of 'Sweet Marie.'" Every newspaper man knows who wrote the poem "Sweet Marie," and I think Mr. Moore will be quite willing to divide the glory of this song, as he does the royalties, with me. Yours truly,

CY WARMAN.

SUNBEAMS.

—Some steps in front of an up-town west-side house that are likely to attract the attention and to please the fancy of the passers by, are of a light-colored reddish-gray granite, with the risings polished and the treads finished smooth, but not polished.

—Maine is justly proud of the fact that only a native can pronounce the names of her lakes trippingly on the tongue, but the names of Maine are easy beside these and others from the Canadian Province of Ontario: Lake Misquabenish, Lake Kashagawigamog, and Lake Kahwcambejewagamog.

—The unfermented wine, such as was a cause of offence to the W. C. T. U. at Chautauqua, is sold in various parts of New York. It is mixed with the milk shake, to give it sweetness and life, and is retailed at shops where the actual process of pressing the juice from the grapes goes on under the eye of the consumer.

—"Back in" is the double preposition that the Adirondack guide uses to describe the wilderness region far from the influence of Paul Smith's and from the presence of civilization. All sorts of strange traits and queer conduct are ascribed by the guides to the natives back in, and it is intimated that game laws are of small force in that remote region.

—"In Third avenue the other day," said a citizen, "I saw a mail wagon that was going along on the track ahead of a cable car turn out at the sound of the gripman's gong. Of course there was no reason why it shouldn't turn out if its driver didn't want to go as fast as the car went, but it seemed sort of strange to see it do so; we are so accustomed to thinking of the mail wagon as a vehicle that has the right of way and that turns out for nobody."

—It is interesting to note how the maps issued by the great railroad lines pervert the truth of geography for the companies' own ends. A map of the United States made up of railway maps pieced together would be a geographical crazy-quilt that would present a grotesque caricature of this great country and represent it as a tract for which no fitting place could be found upon the face of the globe. At the same time there are parts of the country that have never been minutely laid down on any widely circulated map save those issued by railway companies.

—"When I come to open the new box of blacking," said Mr. Gurgleton, "I find pasted upon the inside of the cover a label containing an announcement by the manufacturer and also the music and words of the refrain of a familiar song, the notes running from side to side across the centre of the label. I ask Mrs. Gurgleton to play what is written here. She sits down at the piano, places the cover on the music rack, and begins; and as she plays I, in the adjoining room, blacking my shoes from the other part of the box, say to myself that this is indeed an age of progress."

—Those ugly footatools with polished natural horn legs are still made in considerable quantities, though if they ever had any vogue among persons of taste they have lost it. You see them peddled about town, however, and meet east siders bearing two or three without wrapping or any covering whatever to their customers. The horns have come to be used with cheap and gaudy mirrors and with racks for hats, coat brushes, and the like. Buffalo horns may once have been used, but the supply long since gave out, and now almost any horn that will take a satisfactory polish is applied to these purposes.

—The old saw, "September's sun should never shine on hops," is disregarded in the higher latitudes and elevations