The Sun.

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Fifteen Men Against Seventy Million.

Actual filibustering began in the Senate on Saturday on the part of the gang led by PETTIGREW, WHITE, and JONES.

The abandonment of the pretence that time is consumed merely to give a full hearing to the arguments against annexation, and the deliberate intention to resort to the ordinary dilatory and obstructive expedients, were openly avowed by JONES of Arkansas, who is nominally the leader of the guerrilla force organized by PETTIGREW and WHITE to hold up the Senate.

Mr. DAVIS asked the obstructionists to suggest a day on which they thought the anti-annexation speeches would be finished and a vote might be taken. "So far as I am concerned," said JONES impudently, "I am willing to agree upon some day *next term* for a vote."

A few minutes later the filibustering began under the immediate management of ALLEN of Nebraska. With the help of BERRY of Arkansas and others Senator ALLEN offered one purely dilatory motion after another, varied by suggestions of the absence of a quorum and demands for a roll call.

The numerical strength of the filibusters, as disclosed by the votes on ALLEN'S dilatory motions, at no time exceeded fifteen, which was their vote on the initial test last Monday.

Here, then, in a Senate of ninety seats we have a gang of about fifteen obstructionists organized to prevent a vote upon a measure which the Government needs for war purposes, the country demands, the House has passed by a great majority, and the Senate itself desires to pass in accordance with the nation's will.

The power to do this, if the gang really had the power, would constitute the only serious danger now menacing American institutions.

Against such opposition as this the majority must act. It must act, if necessary, though the presiding officer of the Senate, who is the Vice-President of the United States and a man of forcible character and undoubted patriotism.

And then? Well, what are the fifteen impudent and defiant obstructionists going to do about it?

Renominating Congressmen.

In many States it has come to be an accepted political custom of both parties to make Congress nominations in the months of June and July. Already in many districts, more particularly in such as do not include large cities within their boundaries, such nominations have been made for the Fifty-sixth Congress.

The most remarkable feature of the nominations already made this year is the very large number of renominations, usually by acclamation and without the formality of a ballot. This is more particularly noticeable in the Republican districts.

Such was the case during the civil war and immediately thereafter. Those Representatives who had by their votes and their influence in Congress upheld the cause of the Government, whether they were Republicans or Democrats, were almost as a matter of course renominated. Those who had striven to represent the opponents and critics of the Government's policies were likely to be kept at home.

All over the United States at present, wherever Congress conventions are being held, Republican Congressmen are being renominated, and in a majority of cases renominated unanimously. Stalwart Democrats who have put patriotism above party are similarly honored.

We Need More Engineers.

The bill for the gradual increase of the Engineer Corps, passed by the Senate on Friday, is one of the needs of the hour. As introduced, it provided for adding one Colonel, two Lieutenant-Colonels, four Majors, five Captains, four First Lieutenants and two Second Lieutenants, making eighteen additional officers. The present number in the Engineer Corps is 109, exclusive of additional Second Lieutenants. The pending bill thus provides for an increase of only one-sixth.

The present organization was established in 1866, on a peace basis. The House Committee, in its report upon the current bill, points out that the details for service in the field during the war with Spain will double the duties of many officers, and that those duties are already overtaxing. The Engineer Corps must now build forts and defend harbors by submarine mines, as well as construct and repair lighthouses, canals, breakwaters, bridges, and the various buildings in the District of Columbia, must designate harbor lines and undertake the enormous work connected with the improvement of rivers and harbors. Some of its members have to serve as instructors at West Point or with the Battalion of Engineers and the schools of instruction for torpedo defence.

Even were the details for staff duty in the present war less exacting, there would be ground enough for the pending bill in the requirements of the new system of coast defence. Thirty years ago, when the present organization was established, there was almost no work to be done on fortifications beyond that of ordinary care, whereas now a vast system of emplacements calls for constant planning and labor at many points. Since scores of millions of dollars are laid out in this work, it is simple business economy to provide officers enough to direct it. And apart from economy, the need of having this work completed at the earliest practicable day, in order to insure the defence of the seaboard against hostile attacks, is apparent. The emplacements have been behindhand at many points, and arduous labor by those members of the Engineer Corps who have been assigned to this work has been required for such progress as has been made.

Several years ago Gen. CASEY asked for an increase of officers, as "an imperative necessity," simply on the ground of the vast extension of river and harbor work and other duties of a like character; and at that time the great additional labor involved in hurrying forward the new fortifications had not begun. Last year Secretary ALGER declared that the time seemed to have arrrived when an increase both of officers and enlisted men was "indispensable." Statistics laid before Congress show that the annual appropriation expended under the direction of the Engineers between 1864 and 1879 averaged about $4,250,000; from 1880 to 1889, about $9,750,000; between 1890 and 1897, about $20,000,000. The number of separate works provided for, which in 1880 was 34, had increased in 1896 to over 500. Even the annual report of the Chief of Engineers, for which 630 pages were sufficient in 1870, covered 4,225 pages last year, thus indicating the increase of the work, which required nearly sevenfold space to record it.

The Engineer Corps, in short, has made out a strong case for the pending bill, and it might have added that, while our existing system of coast defences will still require years to perfect, new needs of fortification will be imposed upon us henceforth by our island acquisitions.

Stick!

Every Senator who is in favor of the Newlands resolutions should consider as addressed to him this resolution of the Ohio Republicans:

"We regret the enforced absence from this convention of Senators FORAKER and HANNA, but we earnestly commend that fidelity to duty which prompts them to remain at Washington, and we heartily approve of their determination to stay there until the will of the American people is carried out, and our flag once more floats over the Hawaiian Islands never again to be hauled down."

Stay in Washington until the will of the American people is carried out! The soldiers and sailors of the United States will have to endure much more weakening and disagreeable weather than ever parches Washington in its most torrid times. Senators of the United States must not be driven from their posts by a spell of heat. In passing the Newlands resolutions they will be fighting for the defence and honor of the United States just as truly as if they were facing Spanish guerrillas.

Stay in Washington until the Newlands resolutions pass the Senate. Don't leave the bushwhackers in possession of the field.

Moses Pendergrass and His Salary of Four Dollars a Year.

The Senate and the House have both passed a bill in which THE SUN and many Americans of good disposition and sound digestion have in past years taken some friendly interest. It is a bill for the relief of MOSES PENDERGRASS of Libertyville, Missouri. MOSES is the citizen who faithfully carried the United States mails, in sunshine and in storm, over a route thirty miles long, six times a week for nearly a year, and received for the service six dollars and eighty-four cents from the United States Government.

This is one of the most remarkable cases of red tape on record. It appeals strongly not only to the sense of justice, but also to the sense of humor.

The mail route from Knob Lick to Libertyville and to Coffman was advertised for contract in September, 1886, by Postmaster-General VILAS for the fiscal year from July 1, 1887, to June 30, 1888. When the bids were opened in due time at Washington it was found that there were twenty-five bidders. These offers ranged from $699 a year, the highest, down to $4 a year, the lowest. The next to the lowest bid was $317. The lowest, $4 a year, was MOSES's, and he got the job.

Without paying the slightest attention to the singular smallness of MOSES's proposition, the department gravely completed the formalities for starting out this enterprising carrier on his twelve months' work at a salary of $4 a year. Contracts, oaths, bonds, sureties, and schedules were officially prepared and accepted, MOSES signing the documents with a little crossmark, for he can neither read nor write. On July 1 he cheerfully shouldered his mail bags, according to contract. His contract was to travel from Knob Lick to Libertyville and back every day of the week except Sunday, and three times a week to Coffman, fifteen miles, and back. Before he began, the daily service was extended to Coffman by order of Mr. VILAS, and an allowance *pro rata* was made on the contract price. The daily route was therefore thirty miles. The time schedule indicates that this distance was travelled by Mr. MOSES PENDERGRASS on foot.

Everything went on smoothly and happily for MOSES until the expiration of the first quarter, when he received from the United States Government a check or warrant for $1.71 for his hard summer's work; that is, one dollar as by contract and seventy-one cents extra for the extra three trips a week between Libertyville and Coffman, nine miles, and back. The amount of the check astonished MOSES and led to an official correspondence which has extended through years and would fill several pages of THE SUN.

The fact was that MOSES had intended to contract for $400, or $299 less than the highest bid actually made. In preparing his bid his literary deficiencies led him to seek assistance from Mr. A. A. RUDY, the Postmaster at Knob Lick, and also a justice of the peace. RUDY carelessly filled in the amount as $4 instead of $400, and in that form the bid was received and read at Washington, and the contract was awarded. Explanations followed from RUDY and others, but MOSES was bound in cast iron. He was sternly informed that there was no way out of his four-dollar job except to throw up the contract and suffer the penalties. The Hon. WILLIAM F. VILAS, the Hon. ADLAI E. STEVENSON, Second Assistant Postmaster-General LEO KNOTT, Third Assistant Postmaster-General HARRIS, Acting Second Assistant Postmaster-General HAGGERTY, Sixth Auditor COULTER of the Treasury, and various other officials high and low, busied their intellects and their pens on the technical, financial and legal aspects of the great Pendergrass case, but without any relief to the person most concerned. Three departments at Washington could not undo what RUDY's clerical error had done to MOSES.

Meanwhile the victim kept right on carrying United States mails at $1.71 a quarter. He was no mercenary servant of Uncle SAM. He felt not only the responsibilities of official duty, but also a sort of healthy pride in being a part of the giant machine of national administration. The thicker the documents and letters from Washington poured in upon him, the more perplexed MOSES became. He could not understand why he and his family should be expected to live on six dollars and eighty-four cents a year while travelling for the Government thirty miles every week day in all kinds of weather. Yet he did not want to embarrass the Government, if he could help it. The one thing MOSES did understand, however, was his time schedules, and he kept his legs a-going and brought the letters and newspapers in every day, right on the stroke of the clock.

Was there not a certain heroism in the performance of this humble servant of the Government? About the beginning of the fourth quarter MOSES dictated a somewhat pathetic epistle to the Second Assistant Postmaster-General, whom he regarded as representing his venerated but somewhat exacting employer, Uncle SAM:

KNOB LICK, March 1, 1888.

"DEAR SIR: I notified the honorable Postmaster-General that I was compelled to give up carrying the mail.

"My bid was $400. The Postmaster at Knob Lick made it out for me and made it $4 when he wanted to make it $400. The Postmaster-General wrote me that for further information to communicate with you and state the reason for quitting my contract. I am a poor man and have a family to support, and how can I do it on $4 a year?

"It would be a limited support, and if you can do something for me your favor shall never be forgotten, I assure you. I have now carried the mail three quarters. Am now bound to quit if there is not a change made. Please let me hear from you soon. I am yours truly, MOSES PENDERGRASS."

In reply to this appeal, MOSES got a stern notice that if he quit his four-dollar a year Government job he would be liable for damages to the Government for breach of contract. Later the amount of damages assessed against MOSES or his bondsmen was officially stated at $1,459.85! The official machine began to grind out voluminous documents again in the Pendergrass case, and, more bewildered than ever, the poor postman continued to make his thirty miles a day. As a matter of fact, we understand that MOSES delivered the bags to the Coffman Postmaster in person, as usual, up to the very last day of his contract year.

All this seems grotesque, does it not? Is it any less absurd that after that year of hard service, and after the justice of MOSES's claim had become apparent to everybody, and after Senators and Representatives had busied themselves in his behalf, he should have gone until now without any definite prospect of getting the pay which he so honestly and faithfully earned in 1887 and 1888? Bills have been introduced in three or four different Congresses for the relief of MOSES PENDERGRASS. Committees have investigated his claim over and over again. Correspondence with the departments has filled folios. Pendergrass bills have passed the Senate without passing the House, or the House without passing the Senate. But it was not until Thursday last, almost exactly ten years after MOSES completed the last thirty miles of the ten thousand miles of hard travel which RUDY's careless pen made him undertake for the sum of four dollars, that a bill giving him his due passed both houses of Congress and went to the President.

MOSES will now get $379.56 in full satisfaction of his claim; and we think that nobody who has read this humble chapter of official history will be sorry that MOSES is going to get the money.

The Vermont Republicans.

The platform of the Vermont Republicans has this to say about a subject which is growing more interesting to Americans every day:

"We are opposed to the resurrender to Spanish misrule of any territory which the valor of our army and navy has rescued or may hereafter rescue from the hands of the enemy, and we have an abiding confidence that a Republican President and Congress will so shape the future of such territory as best to promote the welfare of its inhabitants and the true glory of our country."

Common humanity forbids the restoration to the Spaniards of any colonial possessions which may be taken from them in the course of the war. We may take it for granted that only a few incurable Mugwumps will be found to favor such restoration. Spanish, then, such possessions are not to be. Given away to other nations they cannot be, even if this country were foolish enough to wish to bestow upon others commercial advantages which might be rightfully enjoyed by itself. International pothers, jealousies, frictions, and wars would arise from such an arrangement. That would be flinging a bone to the hungry dogs of Europe. Joint control would be open to the same objections. Guaranteeing a Government by natives would be a clumsy and perilous process, continually subjecting us to responsibilities made for us by others, and giving us trouble and expense without profit.

We don't know any better Government than that of the United States. Populations released from the grip of Spain and brought under that Government will be benefited thereby, and the United States will be benefited by a great addition to their resources, actual and potential.

A New Form of Crime.

That the wanton infliction of mental suffering is a moral wrong, no argument is required to show; but this form of immoral conduct has not usually been classed in the category of crimes which the law undertakes to prevent or punish. In England, however, a recent case before the Borough Magistrates of Leicester presents a new theory of criminal responsibility, and one which is capable of extensive and possibly alarming development.

The defendant before the Justices was a commercial traveller who was described as being fashionably attired and of a highly respectable appearance. The complainant was the Society for the Prevention of Cruelty to Children. The charge was that the defendant, being the father of a family of four, had "inflicted mental suffering" upon his children by keeping himself continuously intoxicated for three months, during which time he had been out of employment, and by repeatedly threatening them with violence. The proof established the use of threatening language on the part of the father, but there was no evidence whatever of any actual assault. There was medical testimony, however, to the effect that the nervous systems of the children had been injuriously affected by the father's talk. At the conclusion of the case, the magistrates upbraided him soundly for his disgraceful conduct and sentenced him to imprisonment at hard labor for a term of three months!

The conviction in this case and the severity of the penalty imposed have excited newspaper comment in England, where the offence of causing mental suffering is evidently regarded as a novelty in the criminal law. We do not say that misconduct of this kind may not be so aggravated as to justify dealing with it as a crime; but the jurisdiction is one that demands exceptional wisdom and discretion in its exercise, and we can readily perceive that it might be liable to grave abuse, even in the hands of the most well-meaning of magistrates.

In lawsuits of a civil nature our courts refuse to recognize negligently inflicted fright or alarm of itself as sufficient to give the plaintiff a right of action. Thus in a case which recently came before the Court of Appeals of New York, it appeared that a lady had been badly frightened by the negligent management of a pair of horses drawing a street car in Rochester; and the mental shock which she suffered produced unconsciousness and a severe illness. There was no personal contact, however, between the horses or car and the plaintiff; and the court said that while the authorities were not harmonious upon the question, "we think the most reliable and better considered cases, as well as public policy, fully justify us in holding that the plaintiff cannot recover for injuries occasioned by fright, as there was no immediate personal injury."

The argument against treating fright as a basis for recovery in negligence suits is the readiness with which the injury can be successfully feigned; but we do not see why it is not as easy to feign the "mental suffering" which seems to be the basis of the new crime in England.

Ghost Issues.

We have not hitherto believed in ghosts, but so many appeared in Indiana last week that it seems useless to deny that they exist. Here are three, gibbering in the Indiana Democratic platform:

"We are in favor of the free and unlimited coinage of both gold and silver at the existing ratio of 16 to 1 without the aid or consent of any other nation."

"We favor the reimposition of an income tax."

"We earnestly reassert the Democratic doctrine that all tariff taxes shall be laid for revenue."

The Indiana Democrats are sure of the ghost vote. Unfortunately for them, ghosts, although allowed in platforms, are not allowed to register.

It looks as if the great opponent of Hawaiian annexation, the sugar beet industry, of which Mr. HENRY T. OXNARD is the guiding light, had failed to adopt the only policy that would have insured success. The sugar beet people might have kept Hawaii out of the Union if they had scuttled every American ship now in the Philippines and vowed destruction to all vessels in the Pacific flying the American flag. With no foothold in the East and no trade in the Pacific, Hawaii would have been almost useless.

The Hon. RICHARD PARKS BLAND tells his Democratic constituents that "the plan to acquire Hawaii and the Philippines is to establish a military rule which will establish the power of plutocracy in this country forever." No new plot of the conspiring money changers escapes the vigilant eye of Silver DICK. It is well known that there would have been no war if JERRY SIMPSON hadn't bayonetted the plutocrats, and now they are trying to conquer the United States from the Philippines. It seems clear that the gold standard is the root of all villainies. Silver DICK is the man to pluck it out.

There is a suspicion that the celebrated Camara fleet is really headed for the wet dock so long and ably conducted by the Hon. DAVY JONES.

The *Worcester Gazette* announces the engagement of Mr. RUDOLPH C. LEHMANN, the Oxonian coach of Harvard, to a young woman of Worcester, a former student of Radcliffe. Mr. LEHMANN has not been favored by fortune in the races which his American pupils have rowed, but his manly and amiable character has made him respected and liked by everybody who knows him or knows of him; and he is now entitled to warm congratulations. He is amply consoled for defeat. He has won the best of prizes, an American girl.

The free coinage of silver by the United States at a ratio of 16 to 1 is a right of the people.—*Chicago Dispatch.*

They waive the right. Everybody has a right to have fits, but few care to exercise it.

Octopus fishers should go to Lawrence, Kan. All but one of the physicians of that town have formed a trust and adopted a uniform scale of fees. This is a peculiarly nefarious trust. The Lawrence people cannot have their pulses timed or take pill or poultice without fattening the coffers of an infamous monopoly. Is this to be borne? Where is Governor LEEDY? Has the Kansas Anti-Trust law been drugged?

Col. JIM GUFFEY has pained millions of men by his refusal to become a candidate for the Democratic nomination for Governor of Pennsylvania. With him the purple light of romance and poetry disappears from the canvass. He removes himself in favor of a certain or uncertain JENKS. Who is JENKS? The people want GUFFEY.

Union Jacks.

TO THE EDITOR OF THE SUN—*Sir:* Recently I saw a criticism in THE SUN from a reader as to the style of flag commonly displayed by us for the English ensign. Objection was made to the flag with the red field, and it was stated that the real English flag was composed exclusively of the blue "union" with the crosses, as that appears in the upper corner of the red flag, now so familiar to us. I note that the current issue of the *Pall Mall Magazine* bears on the cover crossed American and English flags, and the latter is the familiar red flag.

Many countries have several styles. Aside from the royal standard, England has two—the flag with one red field being the merchant ship's ensign, while the man-o'-war flag has a white field. The latter is a particularly handsome flag, and I wonder the flag makers do not put them out. As above, however, the *Pall Mall* flies the merchant flag, and the *Pall Mall* ought to know which is the more significant and correct for general use. The Union Jack, which your correspondent states as the real and only proper flag, is no flag at all. It is, as its name describes it, a "jack." Persons familiar with the nomenclature of flags understand the distinction. We have a "Union Jack," too, like England's—a "jack" made exclusively of our "union"—the blue section with the stars cut out from upper corner of the Star-Spangled Banner, as England's "jack" is the "union" of its flag made into a flag by itself. These "Union Jacks" are flown from a staff at the bow of a ship, the ensign flying aft. Their mission is subsidiary to that of the ensign.

On the whole, the English red flag commends itself as being about the proper thing. At all events, to fly the English "jack," as your correspondent suggests, would be as greatly lacking in significance as to fly a blue flag with forty-five stars and call that "Old Glory." JACK.

PROVIDENCE, R. I., June 25.

An American Officer's Grave in Jamaica.

TO THE EDITOR OF THE SUN—*Sir:* The following, clipped from the *Kingston (Jamaica) Post* of June 8, 1898, will recall the fate of an American hero whose memory is worthy of preservation. R. T. H.

WASHINGTON, D. C., June 23.

A LINK IN AN OLD CHAIN.

We beg to acknowledge with thanks a copy of Mr. G. F. Judah's *brochure* on "Old Saint Jago." It is one of those works—unfortunately they are not very numerous—that can be re-read with pleasure. Inclosed in the pamphlet was a leaflet headed "A Link in an Old Chain." At the present juncture, when things are moving in the direction of an Anglo-American alliance, the contents (which we take the liberty of reproducing) will be read with interest.

In the yard of the Jamaica Cathedral is Santa Jago de la Vega, formerly the churchyard of the parish church of Saint Catherine, looking from the south door, at a distance, not quite midway, and a little more to the right, rather than the centre, is a grave with a white marble tablet, on which is the following inscription:

MEMORY OF
GEORGE WASHINGTON REED,
Master Commandant in the Navy of the United States.
Born at *Philadelphia*, May 26th, 1780.
Captured in the U. S. Brig of War *Vixen*,
Under his command,
By H. B. M. Frigate *Southampton*;
He died a Prisoner of War at this place,
January 4th, 1813.
Unwilling to forsake his companions in Captivity,
He declined a proffered parole, and sunk under a tropical Fever.
THIS STONE
Is inscribed by the hand of affection
as a memorial of his virtues,
and records the gratitude of his friends
For the kind offices which
in the season of sickness and hour of
Death He received at the hands of
A generous Foe.

INDIAN LANDS AND MINERALS.

A Controversy Over the Ownership of the Reservation Mines.

WASHINGTON, June 25.—A somewhat unusual controversy has arisen over a proposed amendment to the Indian Appropriation bill. This amendment proposes to authorize the lease by Indians or tribes of Indians, with the assent of the Secretary of the Interior, of lands for mining purposes, such lease not to be in excess of seven years and to have "the authority of the council of the tribe" making it, except in cases where patents of land are held by individual Indians. There are now 82,000,000 acres of land in the United States held officially by Indians on reservations. About 32,000,000 acres are in the Indian Territory and 50,000,000 acres in other Territories, or in States, notably Montana, Arizona, Oklahoma, and New Mexico. The claim is made by those opposed to the amendment that its adoption would practically vest in the Indian tribes and tribal councils not only the occupancy of all Indian reservations, but the right to lease and realize on mining lands, divesting the Federal Government of its rights in this particular.

In a similar question brought before the Supreme Court some years ago the right of Indians to sell timber taken from reservations was disputed. The judgment of the United States Supreme Court was favorable to the Government's claim and adverse to that of those asserting the right of the Indian tribes to realize on the sales of such timber. The right of the Indians, the Supreme Court decided, on reservations in the United States was the right of occupancy only. The Indians had, it was determined, an unlimited right of use and occupancy, but that only; and while they could clear any portion of a reservation for habitation, for agricultural purposes, for road making, or to secure wood supplies, they had no right of traffic in the timber on reservations, title to which remained in the Government of the United States.

Such was the decision in the disputed timber case, but no authoritative decision has been rendered as to the right of the Indians to realize upon the mineral property upon their reservations. So long as the mining returns of other sections of the country were adequate, recourse was not had to Indian lands; but recently speculators have been prospecting more or less in the reservations.

The chief silver-producing States and Territories of the country are now Colorado, Montana, Utah, Arizona, Idaho, and Nevada. The chief copper-producing States and Territories are Montana, Arizona, Colorado, and Michigan. There are, at present, one-quarter of a million Indians in the United States, distributed unevenly throughout twenty-five of the States and Territories, the largest number, 72,000, living in Indian Territory, with 35,000 in Arizona, 18,000 in South Dakota, 13,000 in Oklahoma, 12,000 in California, 10,000 in Wisconsin, 5,200 in New York, and 2,800 in North Carolina. There are practically none at all in Pennsylvania, New Jersey, Maryland, Virginia, and Ohio, and less than 500 in Florida, which, when surrendered by Spain in 1821, was occupied mostly by Seminoles, afterward forcibly deported to lands west of the Mississippi. In 1880 the number of Indians was officially reported as 246,000, and it is now 256,000, showing a rate of growth which, if not large and if not comparable with the growth of white population, proves at least that there is little truth in the claim often made that American Indians are becoming "rapidly extinct."

There are 6,000,000 acres of Indian lands in Oklahoma. North and South Dakota have together more than 15,000,000 acres. Montana has 10,000,000, Arizona 6,000,000, and New Mexico has 10,000,000 acres of Indian reservation with only 10,000 of Indian population upon it. There are now 10,000 Indians in Wisconsin, 13,000 in Oregon, 7,500 in Michigan, 8,000 in Nevada, 6,000 in Minnesota, and 4,000 in Nebraska. The actual valuation of the Indian reservations in mining lands is somewhat conjectural, but whatever it is, large or small—and 50,000,000 acres of United States territory undeveloped may have almost unlimited possibilities of hidden mineral wealth—it belongs as is claimed to the people of the country, and the Indians themselves have acquired no right of ownership which by act of tribal council or otherwise they are entitled to lease.

When the matter was brought up in the Senate last Thursday it had only partial hearing. One side of the case only was given and that by Senator Rawlins of Utah. The matter is one in which there is considerable interest in the West. It is likely to secure more attention before it is finally disposed of either by act of Congress or by appeal to the courts.

Wilmington Solves the Beer-Tax Problem.

From the Baltimore American.

WILMINGTON, Del., June 24.—There is consternation among the crowds that infest Wilmington's saloons owing to the outcome of the war between the Wilmington breweries and the Retail Liquor Dealers' Association. In the past it had been the custom of the collectors for the breweries, while making their rounds, to treat all the men in the saloons which they visited, but it was decided to-day to abolish this system. When the collectors made their rounds there was usually a crowd that followed and enjoyed free drinks, which were charged up to the accounts of the breweries.

A conference of the brewers and retailers was held to-day to fix the price of beer a barrel. The brewers had increased the price $1 a barrel, owing to the additional tax under the new revenue bill, but the retailers said at once they would not pay the additional dollar and declared a boycott. To-day it was decided that the price of beer should remain the same as in years past, but that in the future the collectors for the breweries should do no more treating. The brewers claim that the money saved by the anti-treating decision will suffice to pay the increased revenue tax.

Roman Catholic Priests in the Philippines.

TO THE EDITOR OF THE SUN—*Sir:* In your issue of June 20 you give space to some Protestant fictions about the Catholic Church in Manila which originate from the *St. Louis Globe-Democrat*. Allow me to correct the wrong impression it will give your readers by quoting reliable testimony from eminent Protestant authority.

The writer charges that "many of the priests are notoriously far from what they ought to be as spiritual advisers, and also as men." Now, of this Philippine priesthood, the Hon. John Barrett, American Minister to Siam, said a year ago in the *North American Review*:

"Their efforts to preserve order are so respected that lawlessness is seldom displayed within the sphere of their influence. Numbering nearly 3,000, they include many men of great ability, noble character and wide knowledge. The majority are faithful to their vows, and the few who backslide are usually of mixed blood or natives."

This writer scores no point at all when he states that "all marriages have to be celebrated by priests," since he has previously informed us that "everybody in the island is Roman Catholic." He announces, as though it were a crime, that "the cathedral and other church edifices are the finest buildings, as a rule, in town." Here we have Bishop Potter teaching American Protestants that there cannot be too much richness and beauty expended upon the temples wherein God is worshipped.

The worst calumny of all, however, is when this promoter of Protestant fables declares that "there are no exposed schools and no hospitals, writing is not taught, the children go to school only one hour a day for two days in the week," &c. From the "Hispano American Cyclopædia" we learn that in Isabel there were 870 boys and 749 girls schools in the island, with an average attendance of over 154,000 children. There is a splendid university, St. Thomas, established in the year 1645, an academy for girls dating from 1866, and several other chartered colleges where the most advanced branches of learning are taught. Illiteracy, which cannot be imputed to idleness for the Catholic Church, says that "the Philippine Islanders are the simplest people in the world and the most civilized in the far East."

Minister Barrett, in the *North American Review*, continues the eulogium and no hospital panard by saying:

"Charity and benevolence are represented in hospitals, homes, and asylums; education by colleges and schools of law, theology, medicine, pharmacy, and manual training; fine arts and science by museums, rare collections, and observatories; manufacturing by immense cigar, cigarette, and rope factories."

Honor to whom honor is due, and since the *St. Louis Globe-Democrat* insists that the autocratic rule of the Roman Catholic Church is wholly responsible for the actual condition of Manila, let us give the Catholic Church credit and appreciation for evolving our recent possession. For, Mr. Barrett informs us, Manila has railroads, street cars, telephones, electric lights, boulevards, parks, clubs, suburbs, and all the advantages of the nineteenth century. While another Protestant gentleman, Mr. W. B. Falcrave, writing in the *Scientific American Supplement*, says of the beneficent influence of the Catholic religion in the Philippines:

"As a social bond, a humanizing influence, an effective sanction, a promoter of friendly intercourse, of right, of love even; a balm—ideal but not inefficacious—for the wounds and bruises of fact, Christianity has, it would seem, rarely been more advantageous to its followers than here."

WHITE PLAINS, June 24. A CONVENT OF 1894.

PUBLIC HANGINGS IN MISSOURI.

Beer, Sausage and a Holiday Sort of Time Generally for the Crowds.

From the St. Louis Republic.

There were three legal executions in Missouri yesterday. One was in the jail yard in St. Louis and the other two at Jefferson City. In each instance the small space allotted for the execution was packed with curious people. It is said more than 1,000 witnessed the execution in St. Louis, and if the jail yard at Jefferson City had been large enough to have accommodated such a crowd the people would doubtless have been there.

These crowds at legal executions are all contrary to the spirit of the law, but many have come to regard such solemn proceedings in the light of a frolic. The Sheriff is bedevilled for admission cards, until the only limit he sets on the crowd to be admitted is the capacity of the enclosure in which the execution is to take place.

Yesterday the crowd at the Four Courts commenced arriving very early in the morning, so as not to miss the gruesome sight. Some one was thoughtful enough to lay in a goodly supply of keg beer at the Four Courts. The law does not mention keg beer as a necessary adjunct, and neither does it recommend that every one with a little influence should have an admission ticket to the execution, but trifles like these are not allowed to interfere with the programme. The crowd drank the beer and said it was good and wished the supply had been larger.

Meantime a swarm of banana peddlers, wienerwurst venders, and fakirs generally commenced arranging themselves around the Four Courts and proclaiming the virtue of their wares. There was much in the surroundings to remind one of a circus with a free street performance thrown in, and little to indicate that a wretched murderer was to be dragged into the presence of so many persons, and, after submitting himself to their gaze like a caged monster, have his soul hurled into eternity.

True, a priest was there trying to interest the condemned man in the welfare of his future life, but he might as well have talked to a stone. The men in the crowd jostled each other for room, and many eagerly sought a point of vantage from which to view the stupid victim, so soon to pay the penalty of his crime. After the trap had fallen, the murderer's soul winged its everlasting flight, the crowd dispersed to talk over the morning's event and make plans to attend the next hanging.

The law has endeavored to prevent these public gatherings at hangings, but has only succeeded to the extent of limiting the attendance to the capacity of an inclosure—and the bigger the inclosure the bigger the crowd. Many have come to regard hangings as a frolic, and would feel woefully offended if refused a ticket of admission. They jest at the execution as if they were at a minstrel show, and seem to regard the whole canny affair as a sight not to be missed under any circumstances.

LARGE FREIGHT CARS.

In 1875 a Big Car Carried 25,000 Pounds; Now It Carries 110,000 Pounds.

From the Engineering News.

The recent introduction of freight cars of 80,000 pounds to 110,000 pounds carrying capacity brings up again the "large car" question, which is always a fruitful subject for discussion among railway officials of the operating and car departments. As is well known, the 60,000-pound car which has been for the last few years practically the standard, dates back only to about 1885. In 1875 the normal capacity was from 20,000 to 25,000 pounds, and in 1885 this normal capacity had grown to 40,000 and 50,000 pounds. In that year a committee of the Master Car Builders' Association made a report recommending certain standard dimensions for 60,000-pound cars, but such cars were then quite exceptional.

Few cars of less than 60,000 pounds capacity are now built for ordinary freight service, but on the other hand there is a decided tendency to increase the capacity to 70,000 and 80,000 pounds. Several roads are now using cars of such capacity, including the Illinois Central Railroad. Even this is not the limit, however, for several hundred steel cars of 100,000 pounds, and even 110,000 pounds capacity, are in service.

Practically all of these high-capacity cars are in use on roads having a large coal and ore traffic, and are intended especially for this traffic, in which they can be assured of full loads in one direction at least, thus approaching to the full measure of economy due to large carloads. The Pennsylvania Company, the Baltimore and Ohio Railroad, and the Pittsburg, Bessemer and Lake Erie Railroad possess exceptional opportunities for benefiting by economy in operation in this way on their lines between the Pittsburg district and the Lake Erie ports. A large proportion of the traffic on these lines consists of north-bound trains carrying coal to the lake ports, and south-bound trains carrying ore from the lake steamers to the Pittsburg manufacturing district, so that the cars have full loads each way. The Pittsburg, Bessemer and Lake Erie Railroad has been specially improved for this traffic, grades having been reduced, 100-pound rails laid, and heavy mogul engines put in service which can haul loaded trains of thirty cars of 100,000 pounds capacity.

Eggs Judged in Popular Parlance.

From the Utica Observer.

He sat on a cracker box in a window in the rear of a warehouse. At intervals he placed a cylindrical shaped article to his eye and glanced through it with a practiced keen eye. Though his face was stern and immovable, a common type at seacoast villages, there was yet something of anxiety in it as he sat there in the breeze in his shirt sleeves. He talked incessantly to himself as he looked through the cylinder.

"There's a wee bit of danger, but not enough to do any harm," he muttered. "She can cruise around many a day under the right conditions, but a little bit of bad weather might open up her hatches and let the cargo out."

"Cloudy weather there," he remarked at the next glance. "Some storms blow over, and," chuckling to himself, "maybe this will, too."

"There's an armored cruiser that can travel from here to China in fair weather. But this one is doubtful. Hum," he mused on. "Never saw anything like that before. Dark and so on. Guess that must be a submarine boat."

"There's a dynamite cruiser that I can't pass nohow. And what's this, another one? Yes, sir, that's a shipwreck. I declare, there's an awful lot of bad eggs in this lot."

Then the man who was inspecting a crate of eggs laid down his paper funnel to light his pipe.

Buried in the Well Where He Died.

From the Kansas City Journal.

Speaking of strange and sad occurrences, none could be more remarkable than the death and burial of Charles Carter, a well-known farmer residing near Russell. He was cleaning out an old well, when the quicksand suddenly caved in on him, leaving only his head and chest exposed. When the alarm was given hundreds of people assembled and went heroically to work to save their neighbor. It was found that nothing could be done toward removing the sand about Carter's body, so a parallel well was dug and a tunnel run from it into the old well, but even then the body could not be removed, so closely was it grasped by the sands. It was found that a rope attached below Carter's arms would pull the body into parts without withdrawing its covered portion, and that method had to be abandoned. Carter was conscious and talked with his rescuers, but at the end of fifty-eight hours he died. By this time an enormous crowd had gathered and all sorts of plans were suggested for recovering the body, but finally it was determined to make the well the dead man's tomb, and it was filled up after religious services had been held upon its brink. The well was forty-eight feet deep and perhaps no other Kansan ever found quite so strange a burial place.

Only State Pensioner of the Mormon War.

From the Orrick Times.

"Uncle Sam" Tarwater, who has reached the ninety-second year of his age, was in Orrick Saturday afternoon getting his pension papers made out. He is the only State pensioner left, and receives $100 yearly for wounds received in the Mormon war of 1838 and 1839. He was in the battle of Crooked River, fought in the autumn of 1838, ten miles east of Lathrop, Clinton county. In this fight David Patton, commander of the Mormons from Far West, a settlement sixteen miles northeast of Lathrop, was killed. He was called Capt. Fearnaught, and his men were armed with corn knives, which they used as sabres, and during the fight "Uncle Sam" was almost hacked to pieces and left on the field for dead. He still enjoys good health and delights to tell how he fought the Mormons.

One Way to Win Him Back.

From the Cleveland Leader.

Mrs. Triggs—I'm afraid my husband is drifting away from me. What would you do to retain his love?

Mrs. Paxton (who has had experience)—Give that sore eyed poodle dog of yours away, and learn how to get up a square meal once in a while.

Every Woman in the Congregation Will Have a Look.

From the Chicago Record.

"Mme. Snipper has pericoted a wonderful invention.

"What is it?"

"A revolving hat; it works so the congregation can see all sides of it."

His First Serious Engagement.

From the Chicago Tribune.

"I think I know now," said the soldier who was making a determined effort to masticate his first ration of army beef, "what people mean when they talk about the sinews of war."

Reciprocity in the Nursery.

From the Chicago Record.

"Do you sing to your baby to quiet him?"

"Yes; but sometimes I think he goes to sleep to quiet me."

POLITICAL NOTES.

The veteran Missouri Democrat, Richard Parks Bland, known as the "Father of the Silver Dollar," has been nominated for Congress in the Fourteenth district of Missouri for the fourteenth consecutive time. He was first elected to the Forty-third Congress in 1872 and he had at that time been a resident of Lebanon, since his home, for three years only, having resided on the Pacific coast, in the silver district of Nevada, from the breaking out of the gold excitement until 1865. While in Nevada he was Treasurer of Carson county, and his partiality for silver legislation and for silver as a standard of value is ascribed generally to his residence on the Pacific. For more than twenty years Mr. Bland has been an extremist in silver advocacy in Congress, and in the early ballots of the Chicago Convention in 1896 he was the leading candidate for the Democratic nomination for the Presidency.

The Indiana Democrats at their convention at Indianapolis on June 22 nominated Samuel Ralston for Secretary of State, the chief office to be filled in Indiana this year. The Secretary of State of Indiana has a two years' term,