The Sun.

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Something to Think On.

Sooner or later the American public will give general attention to a certain feature of most organized strikes, of which the spectacle now presented by the leader of the steel strike, the President of the Amalgamated Association of Iron, Steel and Tin Workers, is a type.

Let us take as the opponent of Mr. THEODORE SHAFFER, the aforesaid President, the foremost gentleman identified with the United States Steel Corporation, Mr. CHARLES SCHWAB. The latter, as the embodiment of the Steel Trust's prosperity, probably represents directly and indirectly many more people than Mr. SHAFFER even dreams of rallying around himself; but let them stand man to man.

We see, then, Mr. SHAFFER publicly appealing to all Mr. SCHWAB'S employees to unite to do him an injury. He asks them all to leave work, for the unconcealed purpose that Mr. SCHWAB'S business may be crippled, so fatally crippled, indeed, that for relief its owners will be induced virtually to surrender the control of it to Mr. SHAFFER and his followers.

There is in this nothing of the ordinary competition of business, like that between one merchant seeking by superior inducements to acquire for himself the trade of another. Mr. SHAFFER is in no such race. His first object is to injure his competitor, as we will term the Steel Trust. He summons all to come and help him hurt the property he has marked.

This open, concerted and malicious attempt to do harm is repugnant to the rules of order and equal rights. It is in conflict with American public policy, and as such it deserves general public condemnation.

The Horse of the Year.

The question, "Which is the horse of the year?" comes around as regularly as the racing season and once the discussion begins, there is no stopping it until well after all the dates on the racing calendar have been filled. Even then the question is rarely settled to the satisfaction of all those interested in its solution. It often happens that "the horse of the year" is two horses. Each has its partisans, and they will argue themselves blue in trying to convince the other fellows that their choice is the real champion. At the end of last year, for instance, the friends of Kinley Mack and the friends of Ethelbert were no more willing to agree as to which was the faster of the two than they were at the beginning.

The summer racing season on the metropolitan circuit will close in about two weeks, with the meeting at Brighton Beach. The horses have been travelling the tracks since April, and yet there is nothing very positive about "the horse of the year." This is undoubtedly due to the very evident fact that the real champion has yet to prove his title. Kinley Mack's legs doubled under him before he appeared in public. Ethelbert went stale, and Wax Taper and Prince of Melbourne and King Bramble must do more racing before serious consideration can be given to them. Brigadier flashed in the pan, and Voter has been kept too much in the stable. Roehampton, a three-year-old, has been one of the most consistent performers of any age, but he must meet some of the other high-class three-year-olds, and some of the all-agers, like Prince of Melbourne, to prove that he is made of high-class stuff.

A few weeks ago, the track rang with praises of Commando. He seemed to be as invincible a three-year-old as he was a two-year-old. But, one day the great son of Domino was asked to go a furlong further than he had ever gone before, and The Parader took his measure. Yet in so doing the son of Longstreet by no means cleared his title to the championship. Commando beat him every time they had met before, and a colt named Robert Waddell, of no particular pretensions to class, raced The Parader off his feet in the American Derby at Chicago. To be sure, The Parader had travelled nearly half across the continent to enter that race, and some fault was found with the way he was ridden, but too many excuses must not be offered for "the horse of the year." After Commando's defeat by The Parader, it was discovered that he had a cracked hoof. Cracked hoofs are not easy to cure, and maybe it will be another year before we shall know just how good Commando is. And then there is Conroy, the sturdy son of St. Leonards, which ploughed his way through mud fetlock deep in the Brooklyn Handicap, and showed that he could give any man a run for his money. But Conroy cannot aspire to championship honors on a single race, although he is the first three-year-old to win the Brooklyn Handicap.

The races at Saratoga have yet to be run, and the fall meetings at Sheepshead Bay, Gravesend, Morris Park and Aqueduct are yet open for the clearing of titles. Before the question can be satisfactorily settled, however, some standards must be established by which to judge "the horse of the year." What must he achieve in order to be declared the champion? Shall he be elected because of his winning a few fashionable stakes from noted company? Or, because running in all kinds of weather and in all kinds of company and at all kinds of distances, he fought his battles as he found them, and got the money? It was by such a standard that "the horse of the year" was judged in the old days of the American turf. In the days of Kingfisher and Enquirer, of Harry Bassett and Longfellow and Preakness and Glenelg, of Alarm and Tom Bowling and Springbok and Buckden, that horse was declared the champion which picked up his burden, whatever it might be, and carried it first past the winning post most frequently, no matter what his opponents might be or whence they came.

Before Commando was beaten by The Parader, it was often said that this particular three-year-old of Mr. KEENE'S was the greatest horse which had appeared in a decade, and that it was only about once in ten years that a really great thoroughbred was produced. Great thoroughbreds have had a habit of appearing oftener than once in a decade, and the probabilities are that the habit will continue. In 1870 there were three. Kingfisher and Enquirer divided the honors in the three-year-old division, and Helmbold was probably the best of the all-agers. Longfellow was a three-year-old in 1870, but he did not reveal his real quality until the following year. Then Harry Bassett and Salina were three-year-olds, and who shall say that these were not great racehorses? Harry Bassett and Longfellow, the latter Bassett's senior by one year, met and raced and wallopped each other until their performances made the year famous on the American turf. In 1872 there were the memorable contests between Woodbine and Eolus; and Fellowcraft and Buckden and Alarm fought it out for championship honors in the three-year-old division. In 1873, there were Catesby and Styboots and Tom Bowling. All horses that left their impress on the American turf, and they followed each other in quick succession.

Coming down the years, Duke of Magenta and Himyar, the sire of Domino, and Bramble and Pique were three-year-olds that fought for the championship in 1878. Duke of Magenta won the title, because he suffered but one defeat, and won the most money. Himyar was a close second, and Bramble was not far behind. In 1879 Harold and Kingston and Ferida, that wonderful mare of GEORGE L. LORILLARD'S that never found a journey too long, and Uncas and Monitor and Spendthrift were the three-year-olds that lent lustre to their year. In 1880, Luke Blackburn, perhaps the greatest of the get of Bonnie Scotland and the greatest horse, in their opinion, ever owned by the Brothers DWYER, appeared, and it did not take him long to prove that he was, without the shadow of a doubt, the best of his year.

A different story might have been told had PIERRE LORILLARD'S Sensation, of the same age as Luke Blackburn, continued, as a three-year-old, his whirlwind record of the year before. When Sensation was a two-year-old there was nothing on four legs of equal years that he could not beat. The record shows that great horses followed immediately after Luke Blackburn and Sensation, for in 1881 Hindoo and Thora were winning the races for three-year-olds. And then followed Runnymede and Barnes and Drake Carter and Bootjack and Pearl Jennings and Getaway and Eole and Miss Woodford and Salvator and Tenny, straight down to the days of Hanover and Tremont, Handspring and Requital, The Butterflies, Hastings, Domino, Dobbins and Hamburg.

This is the recent record of the blue book of the American turf. It shows that the great thoroughbreds have not been so far apart. The record also shows that the horses entitled to be called truly great were the horses that asked and took no particular odds from any of the runners of their time. By this standard the champion of this year must be chosen. If Conroy can perform again as he did in the Brooklyn Handicap, if he can win races in any kind of going and company, he will come pretty near having a clean title to the championship of 1901.

History and the Navy's Shame.

Some weeks ago Rear Admiral SCHLEY replied to a sympathetic complaint that the Santiago medal did not bear his portrait, that he would leave that question to the "judicial calm of historic judgment." The Battle of Santiago, in fact, all of SCHLEY'S part as commander of the Flying Squadron, has recently been dealt with by the most distinguished living American historian, EDGAR STANTON MACLAY. In the third volume of his history SCHLEY as commander is so utterly condemned that his partisans demand of the Navy Department that it be shut out from the Naval Academy at Annapolis where the history is used as a text book, and to add further to the navy's burden of shame, Secretary LONG has yielded.

There were days when the American Navy included no officer so contemptible in spirit or so guilty of accusations of a weight equal to those now brought against SCHLEY, that a demand for redress under such circumstances would have come from the circle of the partisan press. It would have come from himself, in the shape of a demand that his name be cleared and his critics confounded through a court of inquiry. But the officer who has seen similar derogatory criticisms of himself inscribed upon the official Government records in the name of his superior officers, culminating with evidence of his guilt of fraud, without asking for a court of inquiry, cannot be expected to ask for one now. This is the case with SCHLEY. So he will keep behind his partisans, who from the first in his defence have deliberately shut their eyes to all the essential features of the record that concern him.

But what is it that Mr. MACLAY has said for which the third volume of his history should be excluded from the Naval Academy? He accuses SCHLEY, for example, of "either a timidity amounting to absolute cowardice, or prevarication of facts that were intrinsically falsehoods." At Santiago SCHLEY turned "in caitiff flight."

The Appendix to the report of the Chief of the Bureau of Navigation for 1898, which included SCHLEY'S own statement to the Senate, shows that his voyage from Cienfuegos to Santiago compels the presumption that he was a coward, and the conviction that he was not honest, at almost every recorded step. It reeks with deceit. How far, under the circumstances, is the historian justified in using, of this commander, Mr. MACLAY'S language?

The quality of cowardice can neither be touched nor seen. Its presence in a man's heart can only be inferred. For concluding that it was present in Admiral SCHLEY'S there are these two reasons:

First: The facts described in Secretary LONG'S letter to the Senate, one of the Senate documents of 1898. And, by the way, we have never seen particularly pointed out that, although SCHLEY at one place says that the foundation of the campaign he was running on his own account was the defence of the Yucatan passage, he hoisted the signal to his squadron, after he had turned back from Santiago in defiance of orders, "Destination Key West." There was no stopping in the Yucatan passage in that order. He was going home, as though plain cowardice was driving him.

Secondly: Concerning the Brooklyn's loop, about which the issue seems for the moment to be joined principally, there is on the books of the Navy Department the proof that SCHLEY was, in connection with it, virtually guilty of a lie; and Mr. MACLAY knows that the liar is probably a coward.

In connection with the Schley case, which grows blacker as time goes on, there is the deplorable circumstance that his friends are able to flaunt in his defence the Navy Department's failure to protect the navy's honor at home and its reputation abroad by ordering SCHLEY before a court-martial, which in his pusillanimity he refuses to ask for. But official weakness cannot touch the essence of this case.

The Hon. CHARLES R. SCHIRM, a Maryland Congressman, and, therefore, a partisan of SCHLEY as a matter of course, has declared that MACLAY'S history teaches our young naval cadets "that they can be cowards and liars and disobey orders and be immune from punishment." That is taught first, not by MACLAY'S history, but by the Naval Appendix of 1898.

Never did American officer run such a race as SCHLEY is now engaged in. He retires on Oct. 8. If he can pass that date before being ordered before a court of inquiry he may think himself safe from further trouble. A more disgraceful spectacle we don't recall.

Bisley and Sea Girt.

The annual meeting of the British National Rifle Association has been in progress at Bisley for the last two weeks, and comes to an end to-day. The meeting has been more successful than that of last year, every one of the more important matches having entries largely in excess of the number in 1900. For the "King's Prize" (formerly the "Queen's Prize") there were 1,760 entries, as against 1,492 last year; the "*Daily Graphic* Prize" has 318 more competitors than in 1900.

The South African war, however, has affected the entry lists, so that the figures of 1899 have not been attained. Although comparatively few of the rifle-shooting Volunteers are actually in the service, they have had so much emergency camp duty during the past few months that they have little time to devote to the Bisley matches. The war has affected likewise the attendance of Regular troops. In one competition, open only to teams from Regular regiments, seven of the nine teams came from a single regiment, while two other regiments sent one team each.

At the present meeting, magazine and rapid firing have taken the place of some of the volley firing formerly indulged in; time limits of a minute or a little more being imposed in many of the matches at the shorter ranges. The size of the bulls-eyes is less than it was last year, but the conditions are easier; even at 200 yards, competitors are allowed to take the prone position.

On this side of the water, our rifle matches begin at Sea Girt, N. J., on Aug. 30 and end on Sept. 7. These matches are held by the National Rifle Association, the New Jersey State Rifle Association and the United States Revolver Association. Under the rules of the first-named association come these matches: The Palma trophy, the Wimbledon cup, the Hilton trophy, the Interstate, the Interclub, the President's, and the Members'; the matches of the New Jersey Association are chiefly restricted to members and to New Jersey Guardsmen, though some are open to all comers; the revolver matches are open to all.

Special interest attaches this year to the three international matches, those for the Palma and the Hilton trophies, and the challenge match between the Ulster Rifle Club and an American team. These will be the first international matches for nearly twenty years. For the first two, entries have been received from many foreign countries and the contests are certain to be interesting. The outlook for American victories is not especially bright; foreign countries have taken up rifle shooting since we forsook it, and the prospect is that we shall have to devote ourselves to it in earnest if we hope to hold our former position among the hard-shooting people of the world.

WASHINGTON, July 17.—Six hundred teachers will leave San Francisco Tuesday for the Philippines to enter the educational service of the new Government.

Where is the Anti-Imperialist League? Are these emissaries of despotism to be allowed to depart without a protest? Is it not enough to buy the Filipinos without trying to debosh their innocent souls by teaching? Must they be subjects of education as well as of despotism, and be taught without their consent?

At the annual meeting of the American Institute of Mining Engineers in this city in September, 1890, Mr. ABRAM S. HEWITT, in taking the chair as the newly elected President of the Institute, delivered an address upon capital and labor. Mr. HEWITT had special reference, of course, to the iron industry, but his philosophy is equally applicable to all lines of business; and they make very pertinent reading just now. Mr. HEWITT submitted the following as axiomatic principles concerning the subject under discussion:

"1. It is the equal right of employers and employees to make combinations among themselves respectively or with each other to advance or reduce wages, or to establish or resist legislation which either or both may regard as essential, desirable or objectionable.

"2. Neither party has the right to coerce the other into submission, except through the action of the courts or tribunals duly constituted to hear and decide upon causes of action submitted to them by either or both parties.

"3. The right of workmen to refrain from labor and the right of the employer to cease to employ are correlative rights; but no one has the right to compel any other workman to cease from labor, nor has the employer any right to lock out his workmen in order to compel submission to obnoxious rules.

"4. Strikes and lock-outs are therefore equally indefensible on the ground of justice, and can only be tolerated in the absence of provisions for the submission of grievances to the adjudication of competent tribunals.

"5. No man has the right to compel another man to combine with him in any organization, and when a man declines to combine it is a violation of right to refuse to work with him, and to deny him the means of earning a living. It is equally wrong for employers to blacklist men, so that others will not give them employment.

"6. A boycott cannot be defended under any circumstances whatever. It is in effect a declaration of private war, which is a crime of the Hatfield-McCoy class, to be stamped out by prompt and severe punishment.

"7. The claim of any body of men that under any circumstances they have the right to stop the operations of business by the issue of an order in the name of organized labor or associated capital cannot be tolerated. When such an order is given in regard to any railway or any other means of communication, it is a direct assault upon the common weal; and the failure to arrest and punish the offenders thus usurping the executive functions of the State and the judicial power of the courts is proof of cowardice on the part of the public officials and of degeneracy in public opinion, which excuses or permits the violation of the principle of the common law, that 'not even the King can obstruct the highway.'"

Enlightened sentiment emphatically indorses to-day these principles as stated by Mr. HEWITT, taking exception only to his one conclusion that "the employer has no right to lock out his workmen in order to compel submission to obnoxious rules." The employer, there being no bargain to the contrary, has a right to lock out his workmen and shut his works, if he chooses, at any time, precisely as his workmen, under like circumstances, have the right to stop work for any reason. Of course, if the rules are "obnoxious" morally, the employer has no right to ask obedience to them, any more than he has a right to propound or enforce any immoral performance; but as a business man and a citizen, he can close his shop when he chooses. We invite renewed attention in this hour to Mr. HEWITT'S words.

Last year it was hard work for the Democrats to find out what their paramountest paramount issue was. In some places it was supposed to be imperialism; in other places, Trusts, and in still others, 16 to 1. The Ohio Democrats will have a similar difficulty this year. According to THREE-CENT TOM JOHNSON, "right here in Ohio there is another paramount issue, taxation." Taxation may be paramount in Cuyahoga; Octopus hunting in Hamilton. Any Buckeye Democrat who feels like saying with the Hon. DAVID BENNETT HILL, "I am a Democrat," will have to add, in an aside, "but what that is, nobody knows."

OLIVER S. CARTER'S WILL.

Whole Estate Left to Family—Provision Against Daughter's Husband.

ORANGE, N. J., July 19.—The will of Oliver S. Carter of West Orange was offered for probate to-day. Mr. Carter was President of the Bank of the Republic, New York, and formerly head of the house of Carter, Macy & Co. of New York. The estate is a large one and is divided among Mr. Carter's immediate relatives, there being no public bequests. The will is dated July 20, 1900.

To his widow, Isis Yterbide Potter Carter, the testator bequeaths $20,000, payable in monthly installments of $2,500 each. She also receives all the personal and household effects and one-sixth of the residue of the estate to be paid to her in monthly installments of $1,000 each as soon as the first bequest of $20,000 has been paid to her. To a grandson, Oliver Carter Macy, is left $10,000, to be paid when he becomes 21 years old. The daughters of the testator, Kate Louise Macy, Isabel Stanley Phelps, Alice Griffing Ballard and Lucy Estelle Belton, are each to receive $30,000, but if the husband of Lucy Estelle Pelton was living at the time of the testator's death the $30,000 legacy to her was to be held in trust for her until her husband's death. The two children of the deceased daughter, Lizzie Coley Bacot, are to receive $30,000, to be equally shared, but to be held in trust for them until each reaches the age of 25. In the case of the death of one of them the survivor is to receive the whole of the $30,000. Wilbur Newton Carter, a nephew, is to receive $2,500.

The residue of the estate is to be divided into five equal parts and held in trust for the daughters, Kate Louise Macy, Isabel Stanley Phelps, Alice Griffing Ballard and Lucy Estelle Pelton, and the children of the testator's deceased daughter, Lizzie Coley Bacot.

The Mercantile Trust Company of New York is trustee, and the testator provides that if any legatee shall contest the will, the legacy bequeathed such person shall revert to the estate. "Mountainside," the magnificent estate in West Orange, is made a part of the residuary estate. The executors and trustees are the widow and the sons-in-law, George H. Macy and George B. Phelps, Jr. They are not required to furnish bonds.

YALE STUDENT CHARTERS WHALER.

Young Moore and Ten Classmates Sail To-day for Hudson's Bay.

Charles A. Moore, Jr., a Yale student, who is the son of Charles A. Moore of Manning, Maxwell & Moore, has chartered the steam whaler Algerine, now coaling at North Sidney, and intends to sail on her to-day for Hudson's Bay. He has a party of ten Yale classmates with him and the ship is under the command of Capt. John Bartlett, who has made two trips with Lieut. Peary. Following is an extract from a letter received recently from young Moore:

NORTH SYDNEY, C. B. I., Nova Scotia, Ss. Algerine, sailing July 20, 1901.

We sail from North Sydney after our ship has taken on 500 tons of coal at the New Campbelton mines.

Our first ports of call are uncertain, but we shall most likely touch at all the interesting harbors on the Labrador coast, especially at Turnavik, where Capt Bartlett has a big fishing station, and Nain, where the German missionaries are stationed. Nain is the last point reached by mail steamers.

Our real work will commence when we round Chudleigh and enter the straits. Then we will stop at the Esquimo settlements and, while the majority of the boys will hunt for their own enjoyment, one or two of us intend to make an effort to collect seal, foxes, white bear and such other rare animals as we may find, with a view to getting some to bring down alive for the Zoological Park.

About Sept. 1 we will round Cape Wolstenholm and run down into the bay to land supplies for an exploring party located at Hopewell Narrows. After discharging this cargo, our work will have been done, and we will return slowly, arriving in North Sydney, with good luck, about Sept. 15.

OLD MAX ENGEL CASE DISMISSED.

New One on the Same Evidence Begun—Accused of Owning a Disorderly House.

Max Engel, brother of the Tammany leader in "de Ate," arrested after it had been ascertained that he was the owner of an Allen street house which was raided by the Committee of Fifteen in April last, succeeded in having the charge against him dismissed yesterday in Special Sessions on demurrer to affidavits by ex-Judge Koch, his counsel. The Court, however, granted to the prosecution the right to resubmit the case. In accordance with this provision Assistant District Attorney Train submitted fresh affidavits to Magistrate Pool in the Centre street police court yesterday afternoon, and an examination will be held on Monday. Mrs. Hester Wolf, who ran the house, has been convicted and sentenced to three months in the penitentiary.

Movements of Naval Vessels.

WASHINGTON, July 19.—The hospital ship Solace has arrived at Cavité, the collier Brutus has sailed from Gibraltar for New York, the practice ship Chesapeake from New Bedford for Gardiner's Bay and the cruiser Michigan from Buffalo for Erie, Pa., and Harbor Springs, Mich.

The training ship Buffalo, which left New York on Wednesday and is now at Gardiner's Bay, will leave Boston on July 30 for a long cruise in European and West Indian waters. She will proceed direct from Boston to Gibraltar, and after touching at Queenstown or St. Mary's, Scilly Islands, will visit Greenock, Christiania, Helsingfors, Kronstadt, Copenhagen or Kiel, The Hague, Plymouth, Madeira and San Juan, reaching the last-named port, where orders concerning her future movements will be waiting, on Nov. 17.

Needs Carving.

TO THE EDITOR OF THE SUN—*Sir:* Please request Sir Wyndham Anstruther, Grand Carver for Scotland, to just cut a little bit off the top for me, and oblige. CANNY SCOT.

The Male Blouse Waist.

From the Grand Rapids Herald.

I.

THE VENTURE.

To wear or not to wear, that is the question.
Whether 'tis nobler for this frame to sweiter in a
conventional summer suit or to take arms against a
sea of perspiration by wearing a blouse waist?
To wear—keep cool—to rest from using a thousand
pocket handkerchiefs for mopping off the sweat?
'Tis an invention to be praised.
To wear—to sleep! aye, there's the rub! For in
that sleep what dreams may come!
There's the enmity of the Ice Trust. The dread of
getting out of office.
The dread of being sent to that undiscovered country
from whence no player ever makes a home run.
And, too, from seeing my best girl, at viewing my
blouse waist, raise her lily hands in holy horror, displaying to advantage this my biggest diamond ring
—and see her turn and make those goo-goo eyes at the
conventional fellow on the other side.
And with her bare and varnished arms
Wipe off the dripping water flowing from the greybeys of the conventional fellow's neck.
All this and more—to be called feminine—insult
to injury.
Puzzles the will and makes us rather bear those
ills we have than fly to others we know not of.
Thus conscience does make cowards of us all.
But, ho! what comes? My new blouse waist!
Well, get here quick!
I'll run the risk of holding both the office and the
girl.
For I have dough and the
Sight of that shirt waist
Doth give me sand!
Here goes! I'll on with it!
And may the sun melt down
My enemies!

II.

THE RESULT.

After Mr. Hamlet woke from his blouse-waist dream
he got a male blouse waist.
Got cool,
Got another office,
Got his salary raised,
Got even with the editor,
Got his poem published,
Got his picture in the paper,
Got the girl he wanted, for
That story about her making
Goo-goo eyes at the other fellow
She declared a fake, and
Before the season was over
Got her a male blouse waist
And every girl in town
Got one
'Cause they looked so
Masculine, and every man got one and got cool.

TRADE SCHOOLS IN INDIA.

Young American Engineer Has Been Chosen to Establish Them.

D. C. Churchill, who sails to-morrow for India on the Manitou, has been engaged by the British Government, in union with private philanthropy, to establish and develop a model system of trade schools at Ahmednager, a town about 175 miles inland from Bombay. He will also build a system of irrigation throughout that part of India.

The office was the gift of Dr. Hume, a missionary of the Congregationalist Church, now in India. This is the first time a place of importance has been offered by missionaries in that country to one who was not a clergyman. The trade schools will, in a way, be Government institutions and undenominational in character.

Mr. Churchill is a civil engineer, a graduate of the Massachusetts Institute of Technology, and has been employed in the Westinghouse Machine Company in Pittsburg. He is a young man, still in the twenties. His brother is Prof. Churchill, head of the art department of the Teachers' College.

"Missionaries have begun to realize," Mr. Churchill said to-day, "that more practical knowledge and less Bible study is what is needed by the natives of India. It is only since they have arrived at this conclusion that the British Government has taken the slightest interest in their work.

"So far the natives are entirely dependent on the fruit crops for support. When the crops fail the people starve, or rely on the Government for food. The missionaries are now endeavoring to teach the people trades which will make them independent of the crops. Dr. Hume has induced the Government to provide one-half the salary of every teacher in the school, my own among the number. This will enable us to secure the best instructors to be had.

"Just what trades will be taught is largely a question as yet. There is a rug factory at Ahmednager and this will be incorporated in the new school. A branch we will teach at once is the making of wagon wheels. Those used at present in that country are heavier than the wheels of an English bus. Our idea is to establish splendid schools and instruction which will serve as models for others that will be built later in the surrounding towns."

With Mr. Churchill will sail Mr. and Mrs. J. B. Nice. Mr. Nice is an expert agriculturist. He will aid the engineer in the construction of the best systems of irrigation for the country.

THE EAGLES AT THE EXPOSITION.

Strictly a Shirt-Waist Parade—Porto Rico Day on July 25.

BUFFALO, July 19.—The Eagles turned out 4,000 strong to celebrate their day at the Exposition. Alderman James Franklin who owns the Buffalo Baseball Club, mounted his famous horse and was grand marshal of the parade. Senator T. D. Sullivan and Senator Trainor and other distinguished birds from New York rode in carriages. The orders of the day forbade the use of coats and vests, and it was strictly a shirt-waist parade. Arrived at the Temple of Music the Eagles had prayer, speeches and songs, and the bands played Sousa's "Invincible Eagle" all day and evening.

Senator J. B. Foraker of Ohio, author of the Porto Rico bill, will be the principal speaker on Porto Rico day, July 25. Other addresses willl be delivered by Gov. Allen, just returned from Porto Rico; David J. Hill of the State Department at Washington; President Milburn, Senator Nelson of Minnesota, Señor Feldoroco Digelan and Director General Buchanan. The date was selected because it is the anniversary of the raising of the American flag on the island in 1898 by Gen. Miles.

The Cohen family of triplets arrived at the infant incubators this morning from New York city. They are good, healthy girls and they weigh all together nine pounds. They came in a special compartment in the Lackawanna express, attended by their mother and three nurses. The babies are seven months' children. They are twelve days old and from appearances they have good chances of living if treated in the ordinary way, but the mother feared for them and having heard of the incubators, came to Buffalo. The girls are Roumanians. They all look alike, even to their mother, who had them marked for identification, so that there would be no mix-up in the sleeping cars. They are now identified by means of different colored ribbons.

O. H. P. BELMONT CLOSES A ROAD.

It Was One He Had Opened Himself in Newport and Was Much Used.

NEWPORT, R. I., July 19.—Some few years ago Oliver H. P. Belmont petitioned the City Council of Newport to close up Ledge road and Lake View avenue, and said that in return for this he would open, at his expense, a road from Wheatland to Ocean avenue. When the matter came before the Aldermen, there was a protest received from John Cadwalader, Mrs. Post and Mrs. John O'Brien, saying that it would injure their estates. They also employed counsel to look after their interests and it was seen that they meant to make such a fight that nothing was done in the matter.

Mr. Belmont's idea was to make a shorter cut to Ocean avenue, and in doing so he could make a large lawn in front of his villa, Belcourt. He proceeded to carry out his idea and laid out some lawns in which he planted trees. It greatly improved the neighborhood, and then he had the street cut through, placing signs on it saying that it was a private way. For two years this road has been used by the public in general and was looked upon as a natural way to get to Bailey's Beach without going the whole length of the avenue. This morning when the carriage and teams started this way they found that it was closed, Mr. Belmont having boarded it up. Although he had a perfect right to do so, it occasioned some talk.

The part closed crosses in front of his residence. The part going from Coggeshall avenue to Ocean avenue has been left open. Mr. Belmont's reasons for the step are not known to the public.

We Take Possession of Spanish Dry Dock.

WASHINGTON, July 19.—Lieutenant-Commander Lucien Young, Captain of the Port of Havana, telegraphed the Navy Department to-day that he has consummated the purchase of the Spanish floating dry dock there and had taken possession of it for the United States.

The New Theology.

Prof. Levi L. Payne of Bangor Congregational Theological Seminary in the Boston Evening Transcript.

Prof. Foster would draw a sharp line between Biblical and all other history, as if there could be two kinds of history of the world, and two diverse canons of critical judgment. He defends this position by asserting that Biblical history has a unique, miraculous and supernatural character. But Prof. Foster must be little acquainted with Ethnic religions and Sacred books, if he is not aware that they are equally full of miracle and of supernatural beings and events. The old traditional distinction between "sacred and profane" history has been wiped out completely by scientific and historical criticism, and in assuming such a distinction to be valid, Prof. Foster shows himself to be blind to historical conclusions that are universally accepted by scholars worthy of the name.

Prof. Foster makes it a special mark of "fallacy" in my book that I include all miracles under the same category and treat them all by the same critical law. He wants to know if there is no difference between a miracle wrought by "a hair from the tail of Peter the Hermit's ass" and one "by handkerchiefs from the person of the Apostle Paul?" Well, just what is the difference? Is Prof. Foster not aware that the lives of the saints are full of miracles wrought by the touching of a saint's garment and through the agency of animals? To believe that a hair from an ass or a handkerchief from a man can work a miracle which involves a violation or suspension of a law of nature is to turn an ass or a "handkerchief" into a fetich—the worst kind of superstition. Prof. Foster plainly has no doubt of the entire historicity of everything that claims to be history in the New Testament, if not in the whole Bible.

No doubt he holds that Balaam's ass spoke in the Hebrew language. Why then does he draw the line on Peter the Hermit's ass? Of course, Prof. Foster's answer is that the one account is found in the Bible and the other is not. Such a view would forbid the entrance of all historical criticism into the Bible, and this is, I take it, Prof. Foster's real position. And it is on such a ground that he proceeds to accuse Prof. Gilbert and myself of throwing away every vestige of Christianity. The truth is that Prof. Foster stands directly antagonistic to modern scholarship, and is harking back to the utterly unhistorical traditions of the Dark Ages. He does not seem to be aware of it; but he is attempting to lead a forlorn hope which is growing more and more forlorn every day.

NEW INVENTIONS.

Cornelius Vanderbilt Gets Two More Patents—New Appliances for Automobiles.

WASHINGTON, July 19.—Cornelius Vanderbilt received two more patents this week, one for a draft gear for railway rolling stock and another for a car truck. Mr. Vanderbilt has secured other railway patents, the most notable being for a fire box.

The development of automobiles has spurred the inventors and patents are being taken out for hubs, wheels, tires, engine protectors, wagon bodies, storage batteries and many other appliances used in the construction of automobiles. The most novel of these is a patent for a motor which is to take the place of a horse. It is shaped like a box and mounted on four wheels and runs in front of the wagon or buggy. It is designed to be managed by the use of reins as the horse is guided.

The Buffalo Exposition and the organization of the Order of the Buffaloes are responsible for many designs in pins and other insignia. One genius registered a design for a lady's stocking, plain waite at the bottom, but with the top decorated with charging buffaloes.

A German inventor has secured a patent on a acetylene life preserver in the form of a belt. When the person wearing the life preserver is cast into the sea the belt can be inflated with gas by admitting a little water to the store of acetylene, which is supposed to last for hours.

A man in Lockport, Ill., finding that it consumed considerable time and energy to place tacks under a hammer, took out a patent for a magazine hammer, the tacks being loaded into the handle of the hammer like shells in a magazine gun.

The movement in certain churches toward individual communion cups has brought out a patent by John G. Thomas of Lima, Ohio, for an individual communion service, consisting of silver cups arranged about a silver tray. The patent is on the tray.

E. A. Greene of Brooklyn is the patentee of that remarkable gravity railway, where the cars make a complete circle in the air. The patent was granted last week. The road starts like the ordinary switchback or scenic railroad and then describes a circle in the air, the passengers remaining in their seats, although head downward, on the same principle that a bucket of water can be swung over the head without spilling it.

NO BIDS FOR FERRIES.

An Impression That the City Wants Too Much for Franchises Now Held by Union Company.

The Dock Board advertised for the second time that it would offer for sale the franchises of the Catherine, Fulton, Wall, Hamilton and South ferries yesterday at an upset price of 5 3-10 per cent. of the gross receipts, the successful bidder to buy the equipment of the Union Ferry Company, which now has the franchises, which are valued at $3,229,401. No bids were received and the sale was postponed. The opinion among men interested in ferry franchise matters is that the price asked by the city is too high, and they will not bid.

The official reports of the Union Ferry Company show that its receipts have been curtailed by the extension of the trolley service and the elevated railroad service across the Brooklyn Bridge, and it is expected that the building of the new bridges and the operation of the tunnel to Brooklyn will still further cut down the patronage of the ferries. As the franchises are to be sold for a term of ten years all of these factors are to be taken into consideration by the possible bidders, and the result is that no one is willing to take the franchises on the city's terms at present. As no sale was made the ferries will continue to be operated by the Union company until there is a new arrangement.

It is expected that the franchises will be readvertised and that they will be offered to the public at a rental of 3 per cent. or about that of the gross receipts. There is an effort in some quarters to have the city operate the ferries itself and run them free to foot passengers during the commission hours. This movement is strong among those who believe in municipal ownership, but it is hardly likely that it will be put into operation.

ARMOR FOR WARSHIPS.

The Companies Agree to Furnish More Each Month Than Their Contracts Require.

WASHINGTON, July 19.—Gratifying responses were received to-day by Rear Admiral O'Neill, Chief of the Naval Bureau of Ordnance, to his letters to the Carnegie Steel Company and the Bethlehem Steel Company, requesting these concerns to furnish more Krupp armor for battleships and armored cruisers now under construction than was called for in the contracts with the two companies. In their letters to Admiral O'Neill both companies express confidence in their ability to furnish 500 tons each month instead of only 200 a month each for the first year and 300 tons a month each for subsequent years. It is estimated at the Navy Department that deliveries at this rate will prevent any delay in the completion of battleships and armored cruisers, as all the armor required will be delivered within three years, the contract period for completing the hulls of the vessels. There was some fear that the strike among the steel workers might affect the armor plate mills.

The Mosquito Makes Remarks.

I'm not as wide as a church door,
Nor as deep as a well,
But a little of me
Goes a long way.
And it doesn't have to be greased
With kerosene,
Either.
Maybe I'm a greater
Disease disseminator
Than all the rest of the push,
And maybe I ain't,
Ain't or am,
But I sing my song
Right along,
And bite
Everything in sight,
Down in the swamps
And bosky dells
Where the rank grass grows
And the marshy smells
Fill the circumambient air
I lay
A million of eggs
And go away
To make my living
As best I can
On all beastkind
As well as man:
And though I may get it
In the neck
And go to smash
In a hand-slap wreck,
Those eggs are laid
And they will arise
In time to make good
My sacrifice.
And as with me,
So with others, to
The extent of
Several billions who
Will never go forth
To set their pegs
Until they have laid
Their millions of eggs;
And those eggs hatch,
And they multiply
By millions of times
Their parents who die
As their parents did,
And theirs and theirs,
Since Noah let loose
His arkful of pairs.
Oh, we are hot stuff
And you cannot bust
The old reliable
Musquito trust.
Gee whiz
That's the kind of a microbe
The mosquito is.
Talk about giving us
The greasy dope.
What kind of a jay
Do you think an N. J. is,
That we should have cold feet
To meet
Kerosene knock-out drops
Or petroleum paralyzers?
Why lubrication
Is what we need
To make you fellows bleed
Easy and free,
And save wear and tear on us.
So pour on your grease by the barrel,
And pull off your coats for the fight.
We don't care a cuss,
For your raid on us,
Because, by the ponds, we're oil tight,
And you'll have to meet
Our bills.
Wow! W. J. L.

NO MORE LOCKSTEP ON THE ISLAND.

Commissioner Lantry Introduces the Military Formation in Column of Fours.

Following the example recently set in the State prisons, the lockstep formation practised by the prisoners in the penitentiary on Blackwell's Island has been abolished by order of Correction Commissioner Lantry. Instead of falling in in Indian file in the old chain-gang style the convicts now leave their cells to form in battalions of fours. Each quartet marches five feet in the rear of its predecessor until the whole regiment is under way, the keepers acting as line officers. Simple military manœuvres which serve to bring a keeper in touch with each convict in his charge are gone through several times a day. Commissioner Lantry says that the new system in addition to making the prisoners feel more self-respecting, reduces to a minimum their chance of being out of the keepers' sight long enough to attempt escape.

INCREASED THE POSTAL RECEIPTS.

But the Rivalry Between Louisville and Indianapolis Didn't Benefit the Postmasters.

WASHINGTON, July 19.—Postmaster-General Smith to-day fixed the salaries of the postmasters at Louisville and Indianapolis at $4,000 each for the current fiscal year. Some time ago it became evident to the postmaster at Louisville that the gross receipts of his office would approximate $500,000 for the year ending March 31, 1901. If that figure were passed the postmaster's salary would be increased from $4,000 to $5,000, and he would have a stronger claim on the Department for additional clerks and carriers. Representations were made to the business men of Louisville that if the gross receipts exceeded $500,000 the service could be improved and they purchased stamps in large quantities for future use.

The commercial rivalry existing between Indianapolis and Louisville induced the business men of Indianapolis to follow the example of their Southern competitors, and in both cases the gross receipts exceeded the $500,000 mark. As the receipts fell off considerably after March 31 the Postmaster-General ordered an investigation, and being convinced that the business of both offices was unnaturally stimulated and being desirous to discountenance such methods, he has refused to increase the compensation of the postmasters at either place.

YOUNG REV