The Sun.

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Unionism Will Stand.

"We must settle whether unionism is to stand or fall"—that is Mr. SHAFFER's understanding or statement of the question.

There is no such question at issue in this strike. Unionism is in no danger of falling. It is bound to stand, whatever happens. The right of American freemen to combine, to associate themselves for mutual advantage, to fortify the position of the individual by the sympathy and practical support of the multitude, is denied by no sane citizen in all this country.

Nor is there any question in any reasonable mind of the right of the individual workman to quit his work, either alone or simultaneously with fifty thousand others; either of his own volition and on his own judgment, or unwillingly at the command of the leaders of the organization to which he belongs, if he prefers to subordinate his judgment to theirs. His liberty of choice in this respect is absolute, except in so far as the manner of his quitting impairs the legal rights of others.

Unionism will stand as long as the birthrights of American citizenship are retained. It will continue to exist, in one form or another, among those who labor with muscles or brains. It will continue to be practised by the captains of industry having purposes in common. The concentration of capital, so called, is only the principle of unionism applied to countless individual interests representing the accumulations of previous labor and thrift.

There is no such question to settle as that which is stated by President SHAFFER of the Amalgamated Association. The question to be settled is that which was stated indirectly and unintentionally by National Organizer FLYNN, of the Federation of Labor, when he said as reported, "If it is necessary to tear up everything in the country to win this strike, it will be done."

The Vatican's Policy Toward France.

It is well known that some years ago Pope LEO XIII. advised French Catholics to recognize the Republican régime. In accordance with his counsel, most of the members of the reactionist Right officially disavowed their former professions of adherence to the monarchical cause, and "rallied," as the phrase ran, to the Republic. Under the name of Conservatives, they have since constituted the extreme right wing of the heterogeneous Nationalist party, which opposed a retrial of DREYFUS, and which, by lawful and unlawful means, has striven to upset the Waldeck-Rousseau Cabinet.

The first effect of the Vatican's conciliatory attitude was the exhibition of a responsive moderation on the part of successive Ministries in their treatment of religious questions. The activity evinced, however, by certain ecclesiastical organizations, and especially by the Assumptionist Fathers, in the agitation against a revision of the sentence pronounced against DREYFUS by the first court-martial provoked to reprisals the Radical-Socialist coalition which is now in power. The reprisals took the form of the Associations bill, which, on the plea that certain religious orders in the exercise of teaching functions were indoctrinating the French youth with anti-republican ideas, compels all associations, whether religious or secular, to obtain from the Government an authorization of their corporate existence, in default of which they must renounce educational functions under the penalty of being dissolved and deprived of their corporate property. So much of this property as came to the proscribed congregations as a bequest, legacy or free gift, is to be restored to the donors or their heirs, while the remnant, which cannot be traced to such sources, is to be confiscated to public purposes. As the bill originally stood, the members of such religious orders as should not be authorized were to be turned out upon the highways without any compensation. In the Senate, however, the bill was amended so as to provide that an allocation out of the assets remaining, after all gifts *inter vivos* or by will have been restored to the donors or their heirs, shall be made to such members of a dissolved order as have no sure and regular means of existence.

It was for a time uncertain what position would be taken by the Vatican with reference to the blow thus aimed at the Society of JESUS and the other religious associations, which of late have taken an active part in the education of French youth. Would LEO XIII. announce that his policy of conciliation had proved fruitless, and would he, consequently, retract his former injunction, which caused the majority of French Catholics to rally to the Republic? The Vatican has no such vindictive purpose, according to our well-informed correspondent at Rome, from whom we printed a letter on Sunday. The Pope, we are told, will advise all religious associations in France to apply for the official authorization prescribed by the new law. Of course the application will be useless on the part of the Jesuits, or of any other religious body which is formed partly of foreigners, and is directed from abroad. The bill expressly forbids the Government to authorize the corporate existence of any such body in France. If, however, all religious associations not open to the specific objections noted, shall, in conformity to the Pope's advice, apply for authorization, and if the authorization shall be granted, it is obvious that the effect of the new law will be minimized. It will be, in other words, the Vatican's policy, according to our correspondent at Rome, to put the Waldeck-Rousseau Cabinet in a dilemma. If it grant the applications for authorization of all religious associations not expressly excluded by law, the result will be by no means satisfactory to its Socialist and Jacobin supporters. Should it, on the other hand, reject the applications, it may alienate the majority of fair-minded Frenchmen, who are not unwilling that the teaching function should be exercised by religious persons, provided these are native born, and not controlled by foreigners. Thus, on whichever horn of the dilemma the present Ministry may choose to impale itself, it will run the risk of losing strength, not only in the existing Chamber of Deputies, but also at the next general election. According to our correspondent at Rome, it is especially the coming appeal to the Parliamentary constituencies which the Vatican has in view.

It may be that public opinion will ultimately pronounce against the Associations bill, but it must be owned that, as yet, the mass of voters seem indifferent on the subject. The proof of their indifference is the fact that only the other day the supporters of the present Government made great gains at the elections for the Councils-General.

Altgeld's Millionaires.

Fired by the efforts of the Hon. TOM JOHNSON to raise valuations the Hon. JOHN PARDON ALTGELD has tried his hand at unmasking unsuspected millionaires and making them step up to the tax collector's office and settle. With "the aid of experts who are unwilling to have their names made public," he compiled a beadroll of persons who "under oath would add $34,000,000 to the tax lists." The hidden plutocrats who had been adding to the burdens of the poor and shirking their just taxes were summoned before the Board of Review and the inquisition began.

Among Mr. ALTGELD's millionaires and tax dodgers were two telephone clerks, the proprietor of a cigar stand, the night clerk and the cook of a hotel, two music teachers, a travelling salesman, a chambermaid, the head bellboy at the Auditorium Hotel and the young gentleman whose examination is thus described by the *Inter Ocean:*

"'Have you any stocks?' asked President WEST of the Board of Review.

"'Any socks? Yes, sir, three pairs,' was the reply.

"'I said stocks.'

"'Oh, stocks. No; I haven't any stocks.'

"'Got any money?'

"'Enough to pay my carfare to the Auditorium Annex.'

"'Well, who are you, anyway? Aren't you one of ALTGELD's millionaires?'

"'Naw, what're ye givin' me?' responded the spare, smooth-faced youth. 'I'm J. G. SCOTT, bellboy at the Annex.'"

Mr. ALTGELD's experts seem to have consulted the Directory and to have transferred thence to his catalogue the names of all persons who live at certain expensive hotels. Mr. CHESTER M. DAWES, general solicitor for the C., B. & Q. Railroad, owes to another reason the honor of being in Mr. ALTGELD's list. Mr. DAWES testified that he had refused transportation to Mr. ALTGELD's law partner, a Bryan spouter of some distinction. The next day Mr. DAWES's name appeared among the millionaires.

Mr. ALTGELD's promotion of some of his fellow citizens into millionaires is only a specimen of the absurd exaggerations which some demagogues and newspapers permit themselves on the subject of millionaires. It is easy to make a chambermaid a millionaire on paper.

The Automobile Abroad.

The great activity which during the past few months has characterized the automobile trade in France has caused THORNWELL HAYNES, the United States Consul at Rouen, to submit to the State Department an elaborate report on the subject. It should prove interesting not only to the chauffeurs and automobile makers of this country, but also to the public generally. Consul HAYNES intimates very plainly that the manufacture of motor vehicles is doing more, directly and indirectly, to stimulate business and, consequently, to add to France's general prosperity, than any similar industry in which the people of that nation have ever engaged.

Evidence of the swift and gratifying results which have attended the recent automobile exhibitions and races is almost overwhelming, and it is to be found conspicuously outside, as well as inside, the borders of the French Republic. For example, the demonstrated ability of the automobile to travel faster over country roads than many through railroad trains has led the Austrian Minister of Railways to order from a motor vehicle company an automobile railway carriage, with a four-cylinder motor of thirty horse power. The carriage is to have thirty-two seats and ample standing room, and will be equipped with mechanism and supplies sufficient to enable it to run independently at the rate of thirty miles an hour. Only one man will be required to operate the car, which may travel in either direction. The vehicle is to be put in commission next autumn on one of the short lines in Lower Austria; and it is believed that the use of such cars will greatly facilitate passenger transportation and bring about ultimately a considerable reduction in existing railroad rates.

New motor wagons for military use are being designed constantly. One of the latest and most novel, and perhaps the most serviceable, is the Schweitzer military mill-bakery automobile, which Consul HAYNES decribes thus:

"It will follow the regiments on the march and make fresh bread from the wheat obtained on the spot. There is mounted on an automobile car a mill with bolters and kneading troughs, all run by the same motor which runs the automobile. The oven is drawn along in the rear. The bran obtained serves as food for the cavalry horses. By this method 5,000 men can be fed daily. This mill bakery can also render service in cases of large labor contracts which bring together numbers of workingmen."

Another vehicle, designed particularly for use on the field, is equipped with two motors, one to be operated by electricity and the other by petroleum. The motors may be used separately or together, and, combined, will generate twenty horse power.

Consul HAYNES confirms the stories that have come in the past few weeks from the other side of the ocean concerning the prevalence there of automobile scorchers, and reports that their recklessness has been the cause of legislation all over Europe tending toward a restriction of the automobile's speed. The maximum speed allowed in country districts of France is 18.6 miles per hour, and it has been proposed that every motor vehicle capable of exceeding that rate shall carry, fore and aft, a plate bearing a registered number, which shall at all times be visible. It is especially worthy of the attention of chauffeurs in this country that the projected decree strictly forbids automobilists from using alarm horns merely for the purpose of "clearing the way." The horns may only be sounded to give warning of an automobile's approach in dangerous places, in order to guard against accidents.

Manufacturers of motor vehicles in America may take a hint from that portion of the Consul's report which refers to simplifying or standardizing the component parts of the machines they make, whatever their style or size. A difficulty which exists here exists also in France, namely, that of obtaining promptly new parts or pieces to take the place of those which break or wear out. Consequently, chauffeurs suffer much embarrassment and inconvenience because of their inability to find readily any one capable of repairing their vehicles. Uniformity of construction would obviate this trouble and enable any carriage maker, engineer or electrician, as the case might be, to put a crippled machine in running order. A good illustration of the perplexity now experienced by automobilists owing to the cause mentioned was afforded in the case of bicycle riders prior to the formation of the Bicycle Trust. The trust at once set out to remedy matters by standardizing, so far as possible, the parts of bicycles made by the different concerns in the organization; and its efforts have won for it many warm friends among the wheelmen.

It is manifest that Frenchmen are greatly taken with the automobile. Admiration of the vehicle appears to be both contagious and infectious.

Put Down the Rioter!

The lawlessness on the part of members of the Amalgamated Association of Steel Workers has been about of the customary degree, considering the very slight endeavors of the steel company to start works left idle by the retirement of their former employees. But there has been lawlessness extraordinary, on the part of a certain public officer, whose salary is paid to him directly for the special labor of upholding the law.

We refer to the arch rioter, Mayor BLACK, of McKeesport, in whose town no man is safe who tries to work without the approval of the strikers.

Mayor BLACK merits universal contempt. The sooner the good citizens of McKeesport express of him the denunciation he deserves the sooner will the town's much-damaged credit be restored.

The Hon. CARTER HARRISON's voice is still for public ownership of municipal utilities, although Chicago hath no money in her purse. The Hon. TOM JOHNSON is holding the noses of corporations to the grindstone. These statesmen struggle hard for glory, but another Democratic Mayor, the Hon. JAMES K. MCGUIRE of Syracuse, is already "great with the arduous greatness of things done." The Syracuse municipal golf links were opened for business the other day, and Mr. MCGUIRE witches the world with his skill every day. Now the golf vote must be a good deal bigger than the public-ownership-of-utilities vote.

The *Boston Herald* prints a goodly picture of Harvard Square, Cambridge, of a Saturday night. In the foreground a young woman is walking by the side of a coatless youth who is smoking a pipe and has his right shirtsleeve rolled up above the elbow. Are these the refinements of masculine garb in the University city?

It is said that some of the Pittsburg housewives, alarmed by the Chicago hired girls' union, have formed a housekeepers' protective league, but what will such an association amount to? Housewives are meek and know their place. On the other hand, the queens of their kitchen know their rights and their power. They don't need to form unions and it would be hopeless to form unions against them. May they be generous and not severe!

Chicago has a Police Justice who is tolerant of human weakness. A man in his court took a pledge to abstain from liquor for a year. By the time the repentant sinner reached the street, doubt had seized him. He went back and asked to have his vow lightened. He said that he was sure he couldn't cut loose from drink for a year. "Give me a pint of beer a day," he begged. "Take two a day, one at morning, one at night," said the wise Judge, "but on condition you go to church every Sunday and spend more time with your family." So the weak-kneed brother went away happy. Will he come back and ask to have his allowance increased by a pint at noon? Never mind. That Justice doesn't expect too much from thirsty frailty.

Where do all these new "bugs" come from? —*Springfield Republican.*

From Springfield, Mass.

As an experiment in naval architecture, the Independence is worthy of the most careful attention, but the extraordinary amount of applause which she seems to have received on her appearance in Newport should not mislead any nautical observer. In the first place, at Newport, she was first beaten almost hull down, and then after being improved, she was hailed practically as a winner. But she did not win. Last week she met the Columbia upon her own day, namely a day with a very strong wind. She should have won then, if ever; but in the decisive test, that is on the wind, she was beaten 3 minutes and 50 seconds on a ten-mile leg. As boats go nowadays, this was a crushing defeat. To make up for her great inferiority in a light breeze, the Independence should have won on this windward leg by at least ten minutes; none the less she was beaten.

As a new boat and a queer boat, the Independence requires an immense amount of study and experiment; but up to date, all matters but speed aside, she cannot be regarded seriously as a factor in connection with the America's Cup.

The public career of the Empress FREDERICK, Queen VICTORIA's eldest child, now dead in her sixty-first year, forms a strange contrast to that of her mother, whom she survived by a few months only. Endowed with all Queen VICTORIA's domestic virtues, and possessing far greater intellectual powers, a model wife and singularly well mated, an intelligent patron of art and literature and science, she failed to win the affections of the people she hoped to rule or to impress upon them her ideas.

It is possible that she might have lived down the fact that she was a foreigner and an Englishwoman had Prussia remained the second-rate Power it was at the time of her marriage, but the sudden rise of the new German Empire, with the new ideals of German greatness founded upon it, made her views of reform impractical and unpopular. The middle-class virtue of the Victorian court was distasteful to the arrogant *Junkerthum* that wished to make Berlin more brilliant than Paris; liberal ideas of Constitutional government were detestable to the men of iron who were building a strong Germany. The Crown Princess clashed with them for they feared she might influence her husband.

How much FREDERICK III. shared his wife's views can never be determined. It may be that he dreamed of a freer, more liberal Germany. He lived only long enough to leave his name on the roll of German Emperors, and his son was enabled to carry on without a break the ideas of government of WILLIAM I. and his advisers. With FREDERICK's death whatever ambitions his Empress may have had for Germany's future came to an end. WILLIAM II., respectful son though he may have been in private, never allowed his mother the slightest voice in public affairs.

Her lot has been that of many another woman, no doubt, but none the less pathetic. With good intentions, knowing the right, she spent the best years of her life chafing at her inability to put her ideas into force, waiting for the opportunity that was snatched away just as it came within her grasp. A good woman, a well-meaning woman, but one that Germany could not put up with.

A quarter of a mile at a two-minute gait is an old story. A half mile at a two-minute gait has been trotted by Cresceus. This same horse has also trotted three-quarters of a mile at a two-minute gait, except for an extra quarter of a second. The full mile in two minutes is as certain to come as is the Christmas of some future year.

A Railroad to Dalmatia.

A bit of picturesque Europe, well-nigh unexplored, has been made accessible to humdrum tourists by the completion of a railroad of 126 miles along the south Dalmatian coast from the Mostar line on the Narenta to the Bocche di Cattaro. The motives of the Austrian Government in building the line were political and military, as by it, on the one hand, the coast becomes connected through Mostar and Serajevo with the Bosnian and Herzegovinian country at the back, and also with the Austrian railroad system, and, on the other hand, communication is established with the new Austrian naval port on the Cattaro gulf and with Trebinje on the Montenegrine border. But the tourist and the seeker after health will profit by it, too, in getting to a beautiful country by means of familiar methods of travel.

The mountainous character of the eastern shore of the Adriatic makes communication by land difficult, and it takes a somewhat venturesome traveller in these personally conducted times to approach it by sailing vessel or small Mediterranean coasting steamer, though it is from the sea that it should be seen. There are perplexities, also, and perhaps slight hardships, in the way of hotels to be encountered, and the cost of travel has been higher than in more beaten tracks. The coast is studded with picturesque towns, full of wonderful remains of the old Roman times, and of the Byzantine Empire and of the days when Venice was the great sea power. It has been left alone for many years, but of late the Austrians seem to have waked up to its value as a vacation ground. At the Istrian end, around Pola and Abbazia, an Austrian "riviera" has arisen that yearly attracts more summer visitors, and in time the whole may be made as easy of access as Italy and become a new pleasure ground for Europe.

The new railroad joins Vienna and Budapest directly to Ragusa and Cattaro and the Lissa archipelago. It becomes quite easy for travellers to explore the coast as far north as Diocletian's Spalato and as far south as Dulcigno or to take trips to Prince Nikita's capital, Cettinje, and the famous lake of Scutari. And the skirted mountaineers and Albanian brigands and Dalmatian fishermen will turn to keeping "Hotel d'Angleterres" and "Kaiserhofs." But that can't be helped with railroads and progress.

Irish Blackberries and Soil.

TO THE EDITOR OF THE SUN—*Sir:* "Na Bock Lish" disposes of our much-discussed Irish blackberry in a way not all complimentary to that very much-abused and innocent member of the *bacca* family, and takes up the cudgels for Irish fruit in general, not to mention Irish climate and its "matchless honey."

He also makes the statement that the Golden Vale is located in the counties of Kerry, Cork, Limerick and Clare. According to a well-known writer (T. F. Henderson) the most fertile part of Ireland is a tract of land extending from Cashel to near Limerick and known as the "Golden Vein." The writer aways understood the Golden Vale to be the Valley of the Suir, which runs through the centre of Tipperary, dividing that county and Waterford and emptying into Waterford harbor.

It is not necessary to advance any argument to prove to a thinking person that the fruit produced in Ireland is not the best fruit. In a country where the climate hardly ever exceeds 60 degrees in the south, a heat that will not ripen our American peach or corn, the best results cannot be expected from any fruit. Our best apples come from our Northern States with their extremes of heat and cold. California produces the best pears and plums, and as for the Irish wheat field, did "Na Bock Lish" ever see a Dakota wheat field or a California alfalfa crop? Would he recommend a climate to consumptives that is just the opposite to what we always thought was best for those poor sufferers? Colorado is high and dry, Ireland low and damp; but for the tired, overwrought and world-weary, by all means, it's just the spot.

It is not the writer's intention to vilify the land of his birth, neither would he make little of the patriotic pen of "Na Bock Lish," but perhaps that pen was the victim of "fond memory."

The sky was bluer, the sun was brighter in the old days. The little bitter, half-ripe crabapple becomes a luscious Newton pippin. The mean little wild strawberry we went on our hands and knees to find becomes the big, red, juicy berry with the "divine taste." "Na Bock Lish" is back again in the fair valleys of Munster, among its old castles and fairy tales, "with a head full of fancies, romantic and wild" and I feel safe in saying that he would agree with me when I say that they were the happiest days of all. GURTEEN.

DOVER, N. J., Aug. 4.

Incense at King Edward's Coronation.

From the Church Eclectic.

The section in Elizabeth's Act which allows the Crown, with the consent of the Archbishop of Canterbury, to order new ceremonies does not forbid the inclusion of the use of incense in such new ceremonies, if such are ordered. It would always be possible, if some occasion made it suitable for the Sovereign with the advice of the Primate, to order a great ceremonial in which the use of incense should form a part.

In reference to such words under present conditions, it would not seem unlikely that, at the King's Coronation service in Westminster Abbey, incense will be used.

A Medical View of Christian Science.

From the New York Medical Journal.

Lawrence Irwell, M. A., B. C. L., takes the ground that an absurdity like Christian Science is really a sort of masked madness—it is the safety valve which saves numbers of sufferers from the asylum. The author therefore believes that we should treat it with a certain amount of indulgence.

AN INCIDENT OF APPOMATTOX.

Gen. Chamberlain's Recollections of the Day of Lee's Surrender.

TO THE EDITOR OF THE SUN—*Sir:* A few days ago Major-Gen. Joshua L. Chamberlain, Collector of the Port of Portland, Me., received from a North Carolina gentleman a letter requesting information as to the exact words used by Gen. Chamberlain in a short address to the bearer of a Confederate battleflag on the morning of Gen. Lee's surrender. The words are given in the "Personal Reminiscences of Gen. Robert E. Lee:"

A gallant color bearer, as he delivered up the tattered remnant of his flag, burst into tears and said to the Federal soldiers who received it: "Boys, this is not the first time you have seen that flag. I have borne it in the front of the battle on many a victorious field, and I had rather die than surrender it now." "Brave fellow," said Gen. Chamberlain of Maine, "I admire your noble spirit, and only regret that I have not the authority to bid you keep your flag and carry it home as a precious heirloom."

While the writer hereof was paying his respects to Gen. Chamberlain to-day, he was permitted to make a copy of the answer which Gen. Chamberlain sent to the North Carolina gentleman. Here it is:

I thank you with peculiar pleasure for your fine and appreciative letter and the reference therein to some notice of a simple act of mine at the surrender of Lee's army. I had not supposed that anybody remembered, or cared, what I said on the occasion referred to. I remember it well; for it was the last flag surrendered there, and it came in borne by a little remnant of a regiment which had recently been, I think, acting as a headquarters guard, and therefore came in late in the ceremony, after being relieved from that detail. The poor fellows—or I would rather say, the noble fellows—clung to that old flag, battle-smoked and blood-stained, as if it were dearer than life to them—dear as manhood and honor. I felt their feeling and said to them something like what you have quoted.

You may not know that in forming my lines to receive the surrender of the arms and colors, I had given instructions for the regiments successively, as the respective Confederate commanders and divisions were passing our front to form for this last act in arms, to come to the "carry" of the manual (then called the "shoulder") in token of respect for brave men and in a deep sense comrades; and this being done, was responded to in a like manner by the passing column. Was not this a grand feature of this last meeting in arms of two historic armies?

If you are from the "Old North State," I would like to meet you. There was no body of men more brave and in all ways manly than those she sent to that great ordeal. I accept with gratitude your good wishes for what you naturally consider my "declining years." I do not feel as if my years were declining—except as to their numerical remainder. In all that makes their value I look upon them as mounting. "The best is yet to be." God grant it may be so with you. With high regard, truly yours,

JOSHUA L. CHAMBERLAIN.

Several officers and soldiers who were among the personal escort of Gen. Chamberlain at the surrender of Gen. Lee are customs officers at the Portland Custom House under that gallant veteran soldier and ex-President of Bowdoin College.

It is a curious fact that most of the cavalrymen from Maine were followers of the sea, and most of the survivors who live hereabouts are engaged in maritime pursuits. Col. Howard, late of the Fifty-fifth Virginia Regiment, who was here a few days ago, declared that when the First Maine Cavalry went into action for the first time, most of the troopers fell off their horses, and that afterward they used to belay themselves to the saddle, and carried kedge anchors so as to haul themselves up but when ordered to "come to anchor," which signified the same thing as the landlubber's "halt."

Capt. Charles Chase, late of the First Maine Cavalry, and now of the customs service of this district, says there is more truth than poetry in Col. Howard's joke. "My regiment," says Capt. Chase, "was the first and only genuine 'Horse Marines' that the sun ever shone upon, and there was never a man in the Union or Confederate army who ever said that the First Maine Cavalry ever shirked a fight, or did anything discreditable in action or out of it." G. WILFRED PEARCE.

PEAK'S ISLAND, Me., Aug.

Saratoga and Gambling.

TO THE EDITOR OF THE SUN—*Sir:* A recent despatch in THE SUN produces the impression that Saratoga has prospered under the régime that tolerates gambling. A Broadway merchant said to me to-day that if anybody is "getting rich" it must be the officials who fail to enforce the laws. A physician has just told me that he has to work as hard to collect his fees as to earn them. The two years during which the gambling houses were closed brought to the local merchants a larger cash business than they have since enjoyed, although it was at a time of general depression.

A New York gentleman said that he would build a large house and live here during the summer if the village would continue to enforce the laws as they were enforced by President Sturges, and that he had the names of nineteen others who would do likewise. A prominent merchant of Troy has said the same thing. Many letters were received at the United States Hotel by old patrons who were anxious to return if the place were to be kept clean. E. T. HISCOX,

Regent Street Baptist Church.

SARATOGA, Aug. 2.

Hot Blasts From Office Cellars.

TO THE EDITOR OF THE SUN—*Sir:* I would like to call your attention to a nuisance that is getting rather too common in this city. The heat this summer has been very oppressive, and the average citizen has been burdened quite enough with the natural temperature, without having foul, superheated air blown in his face from the numerous sidewalk ventilators. Some of them cover nearly half the space of the sidewalk.

This impudent practice is contrary to law, and should be stopped by the Board of Health.

There are three or four large office buildings in Broadway just below Wall street that are persistent offenders in this respect, and any one walking by them on a hot morning and inadvertently stepping on one of the ventilators will get rather more than an inkling as to where they are situated.

A LOVER OF PURE AIR.

Suspicious.

TO THE EDITOR OF THE SUN—*Sir:* I notice in the long list of lucky ones in the land lottery at El Reno this week the name of A. Kicker.

CLINTON, Ky., Aug. 2. E. B. WALKER.

The Girls of Holland.

From the Humanitarian.

In Holland, the mass of every class go to public schools and all mix together. Education begins at 6 years of age in the public schools, and at 12 a girl is examined and passes on for a five years' course in the higher burgher schools, of which Holland possesses seventy-two. The coeducation of the sexes is an admitted principle. In the primary schools boys and girls are brought up together, they learn side by side, and are on familiar terms from early childhood without the smallest ill resulting. A great point is made of languages, and no Dutch girl of the upper or middle classes is considered educated who cannot speak English, French and German more or less fluently.

Probably owing to the system of education in force, the womenfolk are inclined to grow up somewhat independent; we are told that the prejudice against women working for a livelihood has almost disappeared, and even rich women sometimes choose a profession. They include doctors, dentists, many of them first-rate, photographers, and gardeners. About 1,000 girls hold posts as assistant chemists, some 3,000 are nurses, trained in the White Cross Homes, and on a par with the very best of their profession. A woman is curator of the Natural History Museum in Haarlem, and another holds the same post at Utrecht, while a third is head dispenser at a hospital in Amsterdam. The railway, post and telegraph offices are largely served by female clerks, who altogether outnumber the male.

Girls in Holland have a great deal of liberty. They pay calls, shop and go to parties at the houses of friends without a chaperon, walk and travel alone, cycle, and have tennis and wheeling clubs in company with young men. They enjoy their fun and freedom, and are in no hurry to find husbands. Marriages are not arranged, and the parents' consent is only asked after a proposal is made and accepted.

A New Industry.

From Gunton's Magazine.

The road engineer has gradually created a new industry in this country in the past ten years. His profession is one that offers extensive inducements in many directions, and bright minds find employment therein for talents that are of the highest order. Communities all over the country are awakening to the fact that road building is a science just as much as railroad engineering or bridge construction, and that roads cannot be built by those not thoroughly familiar with the question. The mere placing of broken stones on a roadbed and rolling them in does not produce a good road any more than the piling up of dirt in a continuous bank produces a good roadbed for the steam engines and cars. There is workmanship of a highly technical character that counts, and a scientifically trained mind must meet new conditions and adapt the road to different needs and circumstances.

AFTER O. M. CARTER'S PROPERTY.

Federal Government Begins Suit to Obtain Stocks Held in Southern Georgia.

SAVANNAH, Ga., Aug. 5.—Following close upon the proceedings by the United States Government to attach the New York property of former Capt. Oberlin M. Carter of the Corps of Engineers, U. S. A., came a suit to-day in the Circuit Court of the United States for the Southern District to secure property within the jurisdiction of the court in which the Government asserts Carter is interested. The purpose of the bill is to restrain Beirne Gordon, The Propeller Towboat Company, W. W. Mackall, J. Randolph Anderson, the Savannah Lighterage and Transfer Company, M. A. Connolly, the Savannah Brewing Company and the Brush Electric Light and Power Company from disposing of any securities they may hold in the name of O. M. Carter or of his brothers, Lorenzo D. and J. Stanton Carter.

As soon as the bill was received in Savannah this morning orders were issued and the defendants were served with copies of them. It is charged that Carter made investments in the southern district of Georgia with funds intrusted to him as a disbursing officer of the Government and that the property accruing from these purchases belong to the Government.

The bill shows these holdings of Carter in Savannah: 150 shares of Propeller Towboat Company at a par value of $100 a share; 25 shares of Savannah Brewing Company stock at a par value of $100 a share; 15 shares of Savannah Lighterage and Transfer Company stock at a par value of $100 a share; 50 shares of Brush Electric Light and Power Company stock at a par value of $100 a share. All of these are held in the name of O. M. Carter, it is alleged, except the Propeller Towboat Company stock, which is held in the name either of the defendant or Lorenzo D. or I. Stanton Carter.

The purpose of naming Connolly among those served to-day was because he recently instituted a suit for the towboat company stock and attached it with full notice that it was acquired by fraud. Capt. W. W. Mackall and J. Randolph Anderson, comprising the firm of Mackall & Anderson, were served with a notice of the suit because it is asserted that T. Mayhey Cunningham on June 29, 1900, paid to that firm as the representative of Carter $10,000 principal and $275 interest on a note given on June 29, 1895, and due five years after date in the name of R. F. Westcott. Westcott had no interest in the deal, it is alleged, and Mackall & Anderson now hold money for Carter that by equity and good conscience should be paid to the United States with profits thereof.

Col. Beirne Gordon, it is alleged, secured $10,000 from Carter and executed a mortgage on Savannah property to R. F. Westcott, who had no interest in the matter. Col. Gordon, the bill relates, is anxious to cancel this obligation as soon as it is found to whom it shall be paid.

MARYLAND REPUBLICANS.

State Convention to Meet To-day—Sharp Fight Coming Against Gorman.

BALTIMORE, Md., Aug. 5.—Republican politicians, both black and white, from all parts of Maryland were collecting in town to-day to be present at the State Convention of their party, which will meet at noon to-morrow at Ford's Opera House. Senator McComas and Chairman Goldsborough came in from Ocean City. They spent the past two days working on the platform.

It has been known for some time that the Republicans are going to pledge themselves unequivocally for the three reform bills which were turned down by the Democratic State Convention last week. These are the bills to restore the Election law to its original shape, to amend the Police Examiners law so that the examiners will be forced to send down only the leading eligibles for appointments and promotions in the police department, and the Corrupt Practices act, which was indorsed by the Democratic convention two years ago and was twice defeated by Democratic votes in the Legislature.

It is understood that it has been practically agreed to nominate for State Comptroller Herman S. Platt of Baltimore and for the Clerkship of the Court of Appeals Thomas Parran of Calvert county. It is said that the chairman of the convention will either be George A. Pearre of Allegany county, or Ashley M. Gould of Montgomery.

Rumor has it that the Republican platform, when presented to-morrow, will take issue with Mr. Gorman and will appeal to all the good citizens of the State not to reëstablish in power a man who has vacillated on the money question as has the former Senator. The platform, it is understood, will also come out strong on the national issues.

The cry of negro domination will be declared to be ridiculous, if not unjust and cruel, but other allusions to it will be slight.

His Destination.

From the Louisville Courier-Journal.

Good-humoredly hilarious, he boarded a Market street car and hung limply to a strap, looking at everybody and smiling foolishly. When the car had gone about ten blocks he suddenly cried:

"Conductor; oh, I shay, conductor, where am I at?"

"We are at Fourteenth street," said the rope-jerker. "Where do you want to get off?"

"At the next saloon," said the genial gentleman, and even the ladies laughed.

Big Foot Mike.

THE ORIGINAL SOONER.

From the St. Louis Globe-Democrat.

Far to the West in the long ago,
Keeping close to Missouri's flow,
Then over the plains where the coyotes grow,
Going his best—
But his best was slow—
Headed West in his prarie schooner
Went Big Foot Mike
The Original Sooner.

For Mike had heard
Of the peak of Pike,
He'd been told exactly
What "she" was like,
And the more of Pike's he studied about
The more he wanted to "stake her out,"
An' that's the reason why Mike one day
Hitched up his schooner an' started away
With an ax, a spade an' some shootin' tools,
An' a couple of good Missouri mules;
I ain't quite certain that he did,
But I think Mike carried a wife an' kid.
Anyhow I know there was tied behind
A followin' Mike both night and day,
A family dog of the yellow kind.
An' since Mike's time you'll always find
A yellow dog tied on behind
A prairie schooner on its way!

Mike certainly had a queer outfit,
An' the natives almost took a fit
Of laughter when they gazed on it,
For on the outside Mike had writ,
"Bound for the West,
In God we trust!
Big Foot Mike,
Pike's Peak or bust!"

Some told Mike th' peak was a long way out,
But Mike knew exactly what he was about,
An' he kep' a goin', an' a goin', an' goin'
(For Mike was from Missouri and had to be shown!)
An' away out yonder was th' peak o' Pike,
An' makin' right for her was Big Foot Mike!
I don't exactly know his route,
But a lot o' Missourians followed him out,
An' it's easy money—if you want to bet—
That a lot o' them Pikers are out there yet,
But Mike was away ahead o' them all,
For he kep' a goin' spring, summer and fall,
Kep' a goin' west in his prairie schooner,
Big Foot Mike,
Th' Original Sooner!

As I said, in the Lord Mike put his trust,
In the hope to get to Pike's or bust—
But if Mike did bust in spite of his trust,
I trust an' hope, hope he went up right
An' kep' a goin' till out of sight.
An' I also hope some of his kin
Reached out a hand an' pulled him in.
But maybe Mike didn't bust at all,
But reached the peak an' saw it all,
For nerve like Mike's
Would carry a dozen men to Pike's!
But I've got trouble enough myself,
Without a stirrin' up Big Foot Mike's!

But far to the West in the long ago,
Keeping close to Missouri's flow,
Then over the plains where the coyotes grow,
Headed west in his prairie schooner
Went Big Foot Mike,
The Original Sooner!

J. Q. M.

Scrappy Advice.

From the Denver Post.

Turn not the other cheek if luck
On one should plant its blows;
Get action on your manly pluck
And swat it on the nose.

BLAME COLOMBIANS.

Venezuela Believes They Helped the Garbiras Revolution.

Señor Cesar Zumeta, who was Venezuelan Vice-Consul in this city during the administration of President Ignacio Andrade, arrived here yesterday on the steamer Philadelphia from La Guayra. According to Señor Zumeta, there was great excitement caused in Caracas by the attempted insurrection of Dr. Rangel Garbiras.

"In fact," said he, "it must yet be determined whether the invasion was a war by Colombia without declaration or a revolution."

The impression at the Venezuelan capital, he said, was that the Government of Colombia had furnished men and arms for the attack. It is anticipated that an explanation will be made by Colombia, which will close the incident. War, he said, will certainly not be declared by Venezuela as Venezuelans have suffered so much from internal wars during the past several years that they want peace. Neither an insurrection nor a war with another country would find favor with the people.

Señor Zumeta returns to this city as a representative of Venezuela to give prospective American investors information regarding the republic's resources and so on.

ANDREE AND HIS COMPANIONS.

It Is More Than Four Years Since They Disappeared in the Northern Sky.

From the Chicago Record-Herald.

TROMSOE, Norway, July 11.—There is no longer any hope of Andrée's return. Scientific men in this country and experienced ice pilots and whalers all agree that he could not have survived three months. They place no faith in any of the messages and signs alleged to have come from him. It was just four years ago this very day, July 11, 1897, one clear afternoon, when the wind was in the right quarter, that Andrée summoned his companions without ceremony, cut the ropes that detained his aerial carriages and soared away into the Arctic sky. Whatever may be thought about the prudence and scientific practicability of a voyage to the North Pole in a balloon, there was never so sublime an exhibition of human daring, indifference to danger and death, as that given by the young Swede and his devoted companions, Fraenkel and Strindberg. Having convinced himself and them that there is a steady current of air, like the trade winds of the tropics, from the boundaries of the Arctic Circle to the pole, they staked their lives on their faith, built a balloon and attempted to make the voyage.

It must have been a remarkable scene when they departed. Andrée had waited for favorable weather nearly two weeks after his arrangements were complete, and was becoming very impatient, when, as he came from dinner on the afternoon of the 11th of July, he noticed with gratification that all the conditions were favorable. He hastily called his assistants, who made rapid preparations for departure. Within half an hour everything was ready. Andrée shook hands with all the bystanders in a most solemn manner, thanked them in a few hearty words for their interest and assistance, stepped coolly into his car, called Fraenkel and Strindberg, who were saying good-by to their friends, and cut the ropes with his own hands. As the last cord was severed and the balloon rose heavenward, he leaned over the edge of the car and shouted:

"Greetings at home to Sweden."

The three aeronauts waved their caps until they disappeared into an unknown world where the north wind comes from.

The scaffolding built for Andrée's balloon and the cabins he used for his workshops still stand on the edge of the fjord awaiting the disposition of their absent owner—a melancholy reminder which appeals to the sentiment of the Norwegians, who will allow them always to stand as a monument to Andrée, Fraenkel and Strindberg.

Triple Launching of Torpedo Boats.

BALTIMORE, Aug. 5.—The Maryland Steel Company to-day issued invitations for the launching at Sparrows Point of the three United States torpedo boat destroyers, Truxton, Whipple and Worden, on Thursday of next week, Aug. 15. These boats have been under construction since the spring of 1900. Miss Isabelle Truxton, granddaughter of the Commodore, for whom one of the boats is to be named, will break the bottle of champagne across the bow of the Truxton, and Mrs. Emily D. Worden, a relative by marriage of Admiral Worden, will do the same on board the Worden. No sponsor has been selected yet for the Whipple.

Prof. Thwing Goes to Syracuse University.

SYRACUSE, N. Y., Aug. 5.—Prof. Charles Burton Thwing, Ph. D., has been elected to succeed Prof. Eugene Haanel as head of the department of physics at Syracuse University. Prof. Thwing is the author of a textbook on physics and has been professor of physics in Knox College for several years.

Papa Spinner's Statue and Signature.

From the Washington Evening Times.

The vaults of the Treasury house a statue of the late F. E. Spinner, Treasurer of the United States during the Civil War. It was intended that the monument should be erected in some prominent part of the city, and Congress was asked to provide a pedestal for it. The statue had been purchased largely through the efforts and by the contributions of women, who thus intended to perpetuate the memory of the man who first introduced female clerks into the Government service.

The project was going along very well when a question arose as to the propriety of raising a statue to a subordinate officer of a department of the Government, when it had not been considered necessary to erect one to any Secretary of the Treasury or to any other Cabinet officer.

From some stories of Spinner heard in the Treasury it is safe to conclude that he would not have approved of the proposed statue.

In his will, it is said, Mr. Spinner showed that he was proud of his signature, that queer scroll which for many years appeared on the paper money of the United States. He directed that it be reproduced upon his monument. That request was regarded.

There is a portrait of Mr. Spinner in the room of the Treasurer and those who knew him when he held office say that it exaggerates his roughness of appearance, making him look a bit too gruff and much too florid. Underneath the portrait, painted on the frame, is the queer signature, as it appeared on the paper money.

When the monument is erected it is expected that the signature will be upon the pedestal, reproduced in raised letters. When Mr. Spinner was Treasurer and visitors desired to carry away some characteristic souvenir of their call at his office he would give his autograph, writing it in the centre of a broad sheet of thick paper, suggesting the preservation of it in a frame.

Nearly Hypnotized by a Snake.

From the Baltimore American.

MCCONNELLSBURG, Pa., Aug. 1.—The power of a snake to charm was proven by an incident near here on Thursday. Miss Lavinia Long was returning from here to her home, west of the Ridge, and as she became tired walking she sat down upon a rock beside the turnpike, between the farms of J. K. Tritle and Mrs. Summers. In a few minutes a large blacksnake, of the racer species, came down off the high bank along the road and approached to within a couple of yards of her, and erecting the fore part of its body stared her straight in the eyes, its head gently swaying to and fro.

Miss Long says she became almost helpless, a benumbed feeling took possession of her; she was scared, but did not seem to be able to move and could not take her eyes away from the gaze of the reptile, which became immovable and made not a sound. With a strong effort the young woman arose and got upon a fence, the racer stealthily following her, its eyes fixed on hers and its tongue darting in and out in a bewildering manner. Just as Miss Long began to feel dizzy and drowsy, fairly hypnotized, a team approached, and at the noise the snake glided off. Miss Long nearly lost consciousness when rescued, and since her experience has been so nervous that it is almost impossible for her to sleep. The men in the team saw the snake, but could not catch it.

Challenge to the Canteen.

From a statement by the Rev. John Liggins.

The canteeners assert that there is more drunkenness and disorder in the army now than before the canteens were closed, and that there has been an increase in the number of saloons in the neighborhood of the camps and forts. But the various cases cited by them have been investigated and the charges have been proved to be utterly without foundation, as we are prepared to show. The very opposite of what they assert is true.

CAPE MAY, N. J., July, 1901.

Massachusetts's Feminine Surplus Is 70,398.

From the Boston Herald.

Massachusetts, with a total population of 2,805,346, had 70,398 more females than males within her borders in 1900, according to a census bulletin issued to-day. The exact number of each sex is 1,367,474 males and 1,437,872 females.