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American Troops on the Isthmus.

The capture of Colon by the armed forces in insurrection against the Colombian Government renders not only proper but also imperative the landing of American troops at that point.

This is in one sense intervention. But it should be kept clearly in mind that it is not intervention under the Monroe Doctrine, or under any possible interpretation of that great principle of national policy.

For a little more than half a century we have stood in a relation to this particular strip of foreign territory not held by any other power. The Monroe Doctrine has nothing to do with our guarantee of peace and order on the Isthmus of Darien, so far as may be necessary to insure free and uninterrupted transit between the oceans. This national obligation was assumed in return for certain important concessions made to us by the Government of New Granada, afterward the United States of Colombia; and it is defined in this article of our treaty with that country:

"In order to secure to themselves the tranquil and constant enjoyment of these advantages, and as an especial compensation for the said advantages, and for the favors they have acquired by the third, fourth and sixth articles of this treaty, the United States guarantee positively and efficaciously to New Granada, by the present stipulation, the perfect neutrality of the before-mentioned Isthmus, with a view that the free transit from the one to the other sea may not be interrupted and embarrassed in any future time while this treaty exists; and in consequence, the United States also guarantee, in the same manner, the rights of sovereignty and property which New Granada has and possesses over said territory."

The obligation would be the same if the Monroe Doctrine did not exist. It is a definite contract. Under its perfectly plain terms our Government will police the Isthmus, as it has done before, so far as may be necessary to safeguard inter-oceanic traffic. Having performed this duty, it will withdraw its troops from the Isthmus just as it has done before.

The Race to the Persian Gulf.

Russia and Germany are running a close race to reach the Persian Gulf by rail, and the appearances are in favor of Russia just at present. The distances to be traversed by the projected Russian lines are much shorter than on the German line, and the question of the time required to complete any one of them is one of cash.

The Russians also have the advantage that they have already obtained the concessions for any railways they contemplate in Persia, and the term during which the Persian Government is pledged to give railway concessions to the subjects of no other power has still some seven years to run. On the other hand, the concession demanded by the Germans from the Sultan for the trunk line from Koniah, the present terminus of the Anatolian Railway in Southern Asia Minor, to Basra on the Shatt-el-Arab, is still in abeyance, although it is being pressed at Constantinople with the personal influence of the German Emperor. The concession demanded by the Germans is a very wide one, so much so as to amount almost to a great monopoly embracing not only transportation, but mining and industry.

The railway demand is for the construction of a main line from Koniah, in prolongation of the Anatolian Railway from Constantinople to Koniah, then by way of Adana, which is already connected by railway with Mersina on the Mediterranean opposite Cyprus by a railway forty miles long, through the upper Euphrates region to Mosul on the Tigris, and from there by Baghdad to Basra, whence a branch line will be run to Kasima at the head of the bay on the south side of which, near the entrance, is situated Koweit, about which England and Turkey recently had some trouble. In addition to the trunk line, concessions are demanded by Germany for the construction of branches to some point on the Gulf of Alexandretta, to Aleppo, to Orfah in Mesopotamia, and from Baghdad to Khanekin on the Persian frontier on the road to Kermanshah and Ispahan. This last, with the extension from Basra to Kasima and Koweit, is the most important commercially, politically and strategically. The total distance from Koniah in straight lines to Basra through Adana, Orfah, Mosul and Baghdad, is about twelve hundred miles, with a hundred more to Kasima and Koweit to be added, making some thirteen hundred miles in all, involving an actual length of rail to be laid down from Koniah to Koweit of fifteen hundred miles altogether.

The Germans, furthermore, demand a preference for seven other branch lines, the right to establish lines of steamers on the Euphrates and Tigris and on the Shatt-el-Arab below the junction of the two former at Kornah; the right to open and construct harbors [illegible] some port on the Gulf of Alexandretta and Basma and Koweit on the Persian Gulf, are indicated, whereas the railway touches the coast; and the right to work all mines within a twenty-kilometre zone on either side of the railway, together with many minor privileges. They also demand from the Sultan a guarantee for 12,000 francs per kilometre [illegible] after deducting 4,500 francs per kilometre for working expenses. It is this which hinders the conclusion of the German concession.

The position of Russia in regard to the Persian railways is already assured. Two lines from the Transcaucasus frontier are now under examination, one to Bushire, near the head of the Persian Gulf, on the east side, and the other to Bender Abbas on the north side of the entrance. The direct length of the first would be nine hundred miles by the route stated, and of the other one thousand and fifty. From the point of departure on the Transcaucasus frontier the line would run by way of Tabreez, Hamadan and Ispahan to Shiraz, from where it could be prolonged to Bushire or Bender Abbas, or to both if so decided. Besides this line a branch would be made to Teheran from Hamadan.

On the east side of Persia another railway has been begun already, intended to counteract the effect produced commercially and politically by the railway which the British are building from India through northern Beluchistan and part of Afghanistan to Seistan on the Persian frontier, some two hundred and fifty miles south of Herat.

Russian commercial interests in the Persian Gulf are being promoted by a regular steamer service between Odessa and Bushire, the vessels stopping at Jeddah in Turkish Arabia, at the French coaling station of Jibuti, at Aden, Bender Abbas, and Linjan, going and returning. At the same time important political interests are served, and Russia, having the start in time and distance of Germany in the railway race for the Persian Gulf, will be better able to dictate the conditions under which shall take place the eventual junction of the German and British lines from opposite sides of Persia which is contemplated.

The great point is that Russia is about to gain that access to the ocean in Southern Asia which her rapidly growing interests in Central Asia demand, and thereby free herself from dependence on the Bosporus, the one outlet for her Black Sea and interior Asiatic trade to which she has hitherto been confined. Politically she will have gained a victory over Great Britain, whose entanglement in South Africa has tied her hands in Asia and left Russia free to carry out her aims without opposition.

The recent incident at Koweit is now explained by the German demand for a railway terminus at that port, and it also, probably, explains why the German demand has not yet been granted.

The Outgoing Gold.

The shipment of gold dollars and gold bullion from this country to Europe in considerable quantity is variously regarded from various points of view.

From the point of view of the average business man or ordinary citizen, the export of this gold is a small matter. Our financial affairs are not as they were five years ago, when the amount of gold at the command of our Treasury was small in proportion to the amount of paper money in circulation, and, as specie payments were endangered, gold was practically at a premium. The stock of gold coin and bullion in the country was, on Nov. 1, according to the Treasury's statement, as follows:

Gold in circulation	$633,858,471
Gold certificates	281,678,659
Gold held in the Treasury	259,346,494
Total	$1,174,883,624

The total stock of gold here represented is just about half the entire amount of money in the country. It is clear that so far as gold itself is concerned, we have enough and to spare of it, and if our help is needed in Europe because of the financial tension there, we can easily afford to extend it.

But from the point of view of the operator in Wall Street or the man engaged in speculative enterprises the case is a different one. He does not care whether gold leaves the country or not, because he knows that the continuation of specie payments here is assured. But it is the fact that money is leaving the country that disturbs him, because it means higher rates for the use of the money that remains. The weekly statement of the associated banks of our city, made on Saturday, showed that the proportion of their cash on hand to their liabilities was only about $8,000,000 above the reserve of 25 per cent. required to be maintained by law. It is very clear that we cannot continue to lose money from this centre as we have been doing from gold shipments without a marked effect upon our money market, unless the loss is made good from some source.

Up to the present time this loss has been largely made up by the redemptions of Government bonds at a high figure by the Secretary of the Treasury; although the outgo of gold this week has been much larger than the bond redemptions. It is probable that if these facts alone were to decide the matter, the cash reserves of the banks in this city would show a further decrease in the statement issued on the coming Saturday.

The Wall Street speculator does not like high or tight money, as it is called, for obvious reasons; and that is why he does not regard the gold shipments with the same unconcern as do other people in the community.

The New York Rector Elected Bishop.

The Rev. Dr. GREER, who on Tuesday was elected unanimously on the first ballot first Bishop of the new diocese of western Massachusetts of the Episcopal Church, has thus been invited to the episcopate for the third time during the last eight years. It is understood that in 1893 he might have succeeded the late and famous PHILLIPS BROOKS as Bishop of Massachusetts as a whole. In 1897 he declined an election as Coadjutor Bishop of Rhode Island. Moreover, at this very moment in the special convention of the Long Island diocese called to elect a successor to the late Bishop LITTLEJOHN there is manifested a disposition favorable to Dr. GREER, and it would be much stronger, if not prevailing, were his acceptance of the post at all probable.

Dr. GREER, therefore, seems to be destined to the prelacy of his Church. Moreover, this demand for him as Bishop from three separate dioceses is significant because of his position as a "Broad" Churchman, or as a representative, and in some sense, as a leader of the more liberal school of the Episcopal clergy. The offer to him of the Bishopric of Massachusetts on the death of Bishop PHILLIPS BROOKS, noted for the extreme liberality of his views and whose elevation to the prelacy was much opposed on account of them, indicates sufficiently the direction in which his sympathies lie.

The Episcopal Church in Massachusetts is now composed largely of people who have been graduated into it from other Protestant denominations, more especially from the Unitarians. In Boston this Unitarian element is markedly strong, and in passing over to the Episcopal Church it has not lost the spirit of religious liberality with which it was imbued in the Church of CHANNING. Of recent years, the Unitarianism, of which the Puritan capital is the chief seat, has suffered, on the one hand, from this diversion to the Episcopal Church, and, on the other, from the inroads of downright agnosticism, or religious infidelity. Dr. CHANNING was orthodox as compared with the run of Unitarians of the present time, even those who still remain in active association with their denomination. Meantime the past social dominance of Unitarianism in Boston has been transferred largely to Episcopalianism, the elevation of PHILLIPS BROOKS to the Bishopric of Massachusetts in 1891 tending to accelerate that tendency, and all the more because it was resisted strongly, even passionately, by the stricter school of Episcopalians. Under his guidance his Church grew notably in the favor of Protestants of the State who, before, had been repelled from it by the exclusiveness of its sacerdotal spirit, in their estimation. As the rector of the great Trinity parish of Boston he had attracted to him a great measure of respect and affection from outside communions and his eloquent earnestness and exalted conception of Christian duty and character had put him at the head of the Boston pulpit.

The unanimous election of Dr. GREER to be the first Bishop of the new Massachusetts diocese indicates that the school of Churchmanship represented by Bishop BROOKS is dominant in the western part of the State also. A notable illustration of this spirit was furnished in the erection of one of the most beautiful Episcopal churches of the region, and of this country, as a memorial of a lady who had belonged to a distinguished Unitarian family of western Massachusetts.

Intellectually the Rev. Dr. GREER is one of the strongest men in the Episcopal clergy and as rector of St. Bartholomew's Church in New York, which post he has held since 1888, he has exhibited distinguished administrative abilities. That parish is one of the richest and most influential in the whole Episcopal Church and is remarkable for the variety and wide range of its parochial activities. It may almost be said that Dr. GREER has only to make the request to obtain from the rich men of St. Bartholomew's any contribution he may need for such purposes, no matter how great. His present place therefore is so rich in opportunities for the exercise of his abilities that he could not leave it except at a great sacrifice, even to take a Bishopric, and the devotion of his parish to him is so strong that undoubtedly every effort will be made by it to prevent his acceptance of the episcopal post to which he has been elected.

Undergraduates and Literature.

An instructor in English literature at Tufts College wanted to find out how much his pupils, and presumably the average undergraduate, know about standard English authors and their works. So, without giving notice of his intention he prepared this list of questions and examined his class in it:

"1. Name six plays of SHAKESPEARE and two novels by SCOTT.

"2. Who is the author of 'Paradise Lost,' the 'Pickwick Papers,' the 'Biglow Papers,' 'Adam Bede,' 'Idylls of the King,' 'Abou Ben Adhem?'

"3. In what book does each of the following characters occur: Mordecai, Iago, Becky Sharp, King Agrippa, Minnehaha?

"4 Name one work each by WORDSWORTH, CARLYLE, RUSKIN, MATTHEW ARNOLD and BROWNING."

Perhaps the question as to King AGRIPPA was scarcely fair, but the other questions are unexceptionable. The examinees were sixteen men and eleven women—three seniors, thirteen juniors, nine sophomores, two freshmen. The ignorance or knowledge displayed may be esteemed that of the whole undergraduate body. Fifteen couldn't name two of SCOTT's novels, but only two, a senior and a sophomore, couldn't name six of SHAKESPEARE's plays. This was comforting, although it doesn't prove that SHAKESPEARE is much read at Medford. Everybody had heard of Mr. MILTON, but three didn't know who wrote the "Pickwick Papers," and seven didn't know who wrote the "Idylls of the King." This last fact is rather depressing. Only four could name the author of "Abou Ben Adhem," but perhaps that has become so common as to be entitled to the privileges of anonymity. One would think, however, that the school readers and speakers would have made it and its writer familiar, and it is continually turning up in newspapers.

The Tufts investigation seems to corroborate those who sadly fear that Bible reading is waning. Twenty-two students know not MORDECAI; and if boys haven't read of ESTHER what in the Bible have they read? Would BENJAMIN and the silver cup, GOLIATH of Gath, GIDEON, even SAMSON, be figures of their world? And that young memory and that imagination in which there is no possession of the Old Testament heroes and heroines are poor indeed. Twenty students were routed by AGRIPPA, the same number by IAGO. Boys that were boys when EDWIN BOOTH was in his prime knew IAGO and hissed him, perhaps, from the top gallery of Boston Theatre; but "Shakespeare is played out" in these accomplished times.

They are still faithful to "Hiawatha" in Massachusetts, and all but seven of the class were acquainted with MINNEHAHA. To thirteen BECKY SHARP was a stranger. Happy thirteen! They have a pleasure in store for them. "Vanity Fair" is no book for beginners, anyway. "Wait till you come to forty year!" Twenty-four knew no work of MATTHEW ARNOLD'S; fifteen no work of CARLYLE'S or BROWNING'S; eighteen no work of RUSKIN'S. All but eight could name a poem of WORDSWORTH'S.

Much exact misinformation was disengaged. BECKY SHARP was found in DICKENS, the "Vicar" of Wakefield" and "Sherlock Holmes!" As usual, MATTHEW ARNOLD was confused with Sir EDWIN. "Sartor Resartus" and "Idylls of the King" were ascribed to RUSKIN; "Adam Bede" to COOPER; "Abou Ben Adhem" to KIPLING and to CARLYLE; the "Pickwick Papers" to THACKERAY; the "Biglow Papers" to ADDISON, DICKENS, IRVING, BAYARD TAYLOR, THACKERAY, TENNYSON. Like their brethren at Harvard and Williams the Tufts undergraduates seem to have a mighty small stock of English literature. The blame will be laid on the schools, but it belongs to parents. They might at least introduce their children to the Bible; and LAMB'S "Tales from Shakespeare" is perhaps as interesting as most of the herd of children's books of the present. But we don't expect people to read TENNYSON. They have EDWIN MARKHAM; and THACKERAY and DICKENS pale before the fiery genius of CAINE and CORELLI. The Tufts instructor is not sufficiently modern in his ideas.

Vaccination and Lockjaw.

An investigation by the Board of Health of Camden, N. J., of the conditions surrounding the occurrence of tetanus, popularly known as lockjaw, as a follower of vaccination has established a number of conclusions comforting to any who have been disturbed by the fear that the operation of vaccination necessarily involved the terrible danger of tetanus. About ten children of Camden who had been vaccinated have been afflicted with tetanus.

The investigation of the causes of the tetanus in these cases, as reported, was thoroughly rigid. It began with a bacteriological examination of the vaccine virus used in inoculating the children. This was found to be absolutely free from tetanus. The physicians who had inoculated the children were called before the board and testified as to the exact period which had elapsed between the vaccination and the appearance of tetanus. In no case was the intervening period less than nineteen days. The best of authorities, Prof. OSLER and Surgeon-General STERNBERG, have established the period of incubation of acute tetanus as five days. No case is known of tetanus being more than twelve days in making its appearance. It seemed fair to conclude, therefore, that the tetanus in the Camden children must have been caused by some infection occurring a week or more after the vaccination. This is supported by the reports of the physicians that they found the children had been allowed to run about in the dirt with unprotected wounds, and that the wounds had not been cared for as the physicians had directed.

When it is taken into consideration that a million and a quarter of people have been vaccinated within thirty miles of Philadelphia during the past month, and that a million and a quarter of wounds have been open to the tetanus germs which may be present in the air, it is marvellous that only ten cases of lockjaw have occurred. That they have occurred in Camden and not in other neighborhoods about Philadelphia may be accounted for, possibly, by the fact that the streets in Camden are particularly dusty. The prevalence of tetanus is so thoroughly recognized that the surgeons of the city hospital there have suspended all operations except in the most urgent cases. It is in the air and any cut or scratch is likely to give it a lodging place.

It is highly unfortunate that a period of prevalence of the tetanus germ should have coincided with a period of vaccination. Anything which tends to give color to the protests of those who oppose vaccination and attempt to inflame public sentiment against the beneficent process is deplorable.

A very summary method of putting an end to the present grievances complained of by theatre patrons on the one hand, and by licensed ticket speculators on the other, is proposed in the new ordinance now pending before the Municipal Council, upon which hearings are being given to all parties in interest. Under this projected ordinance it is proposed to license persons of good character who are citizens of the State to sell tickets of admission for all places of amusement where admission is by ticket, provided that every person before so selling or attempting to sell any such ticket of admission shall obtain a license from the Mayor, and receive and display a badge, not less in size than a silver dollar, such badge to be used only by the person to whom it is issued; and every person so licensed shall pay for the benefit of the city treasury $50, and for each renewal $100, licenses and renewals to be for one year and to be revocable at the pleasure of the Mayor. Any person so licensed who shall deceive any purchaser, by selling any ticket falsely representing the location or number of the seats in any place of entertainment, shall incur a penalty.

Such license should not be construed to include, as in many cases it now does, the right to obstruct theatre entrances and to annoy theatre patrons.

Porto Rico Under Free Trade.

TO THE EDITOR OF THE SUN—Sir: [illegible]

[illegible] will soon be truly our "rich gate."

WALTER J. BALLARD.

SCHENECTADY, Nov. 19.

FOR A LINCOLN MEMORIAL.

Senator Cullom to Bring the Subject Before Congress in the Coming Session.

WASHINGTON, Nov. 20.—Interest in the movement to erect a McKinley memorial in Washington, which has been stirred up by the difference of opinion between the Washington committee and the committee in charge of the plan to have a monument erected at Canton, Ohio, is still further increased to-day by the announcement of Senator Cullom of Illinois that he will introduce a bill as soon as Congress opens providing for a Lincoln memorial in this city. He said to-day:

"I wish to see a memorial that is appropriate and commensurate with the great life of Abraham Lincoln. It has been my purpose for more than a year to begin at the coming session of Congress a movement looking to the erection of a great memorial in this city to Lincoln. This has been delayed by Congress because of the war and one thing or another coming along to embarrass the finances of the country, but I made up my mind more than a year ago, after talking with Senator Hoar, that the time had come to make a beginning, and that at this session I would undertake to do something in reference to it. The truth is, this action has been neglected, not intentionally, by many of us, but merely in order to wait until the proper time had arrived, so that when it is started it might be one of the greatest memorials that has ever been built in this or any other country.

"I do not wish this to be understood as in the slightest degree interfering with any plan for honoring the name of McKinley, because I am as enthusiastic in that respect as any other man, but I wish to press this Lincoln memorial now because it seems to be the proper time to take up that work. I think I will at the start ask that the plan of the Park Commission, in which they have selected a place for the Lincoln memorial, be adopted so as to settle the question of locality, and after that it done I want to have an appropriation made in order to get a design, so that we will approach the project in the right way and secure in the end something that the country will feel is commensurate with the man we propose to honor. Such a memorial should cost probably $2,000,000 before it is completed. I think the country will gladly expend that amount of money if it can be properly spent to secure something that will be worthy of the country. The great artists of the world should take an interest in this project, and I believe they will as soon as Congress indicates its intention to carry out the plan."

RECIPROCITY WITH CANADA.

Sir Charles Tupper's Idea of How Any Request From Us Should Be Answered.

TORONTO, Ontario, Nov. 20.—Sir Charles Tupper, former Premier of Canada, who arrived here to-day, agreed with Sir Wilfrid Laurier in the wisdom of refusing to send delegates to Washington to seek reciprocity. He would wait for the Americans to make the first move, but thought it would be a long time before the Washington Cabinet makes overtures for closer trade relations with Canada. He said:

"My attitude on the trade question with the United States is perfectly expressed by that sententious saying of the late Sir John A. MacDonald: 'If we cannot have reciprocity of trade with you, we will have reciprocity of tariffs.' My answer to a deputation from Washington which might come seriously seeking a readjustment of tariffs with a view to reducing them would be: 'Will you first agree to submit the Alaska boundary question to international arbitration?' This was the point upon which Lord Herschell and Sir Wilfrid Laurier broke off the negotiations at the last trade conference at Washington. I think they did so rightly and the question should by no means be lost sight of now. The United States are unreasonable when they refuse to submit to the system which alone is recognized by the civilized nations of the world as the proper method in cases of dispute."

CARNEGIE LIBRARY SITES.

Bounds Fixed for Five of Them in Brooklyn Borough.

The directors of the Brooklyn Public Library have decided to erect as soon as possible under the Carnegie gift five buildings, the locations of which are thus defined:

First—Williamsburg—within these boundaries: Union avenue, Havemeyer street, Broadway and Grand street.

Second—Fulton, within these boundaries: Oxford street, Third avenue, Lafayette avenue and Dean street.

Third—Stuyvesant, within these boundaries: Bushwick avenue, Broadway, Myrtle and Central avenues.

Fourth—Carroll Park, within these boundaries: Union street, Luqueer street, Hoyt and Central.

Fifth—Bedford, within these boundaries: Dean street, Putnam, Franklin and Nostrand avenues.

The sites will not be chosen for some time. These architects have been selected to prepare plans for the buildings: Lord & Hewlett, W. B. Tubby & Bro., R. L. Daus, Walker & Morris and R. F. Almirall.

The Meaning of Some Words.

TO THE EDITOR OF THE SUN—Sir: In the grammar schools of this city one of the prescribed studies is the "meaning of words, and their uses." No text book is required. The teacher selects from the dictionary suitable definitions and writes them upon the blackboard for the pupils to copy.

Here are some of the definitions used in one of our leading schools:

Aristocracy—The chief person in power.
Accordingly—Consequently.
Destination—Object in view.
Meditation—Continuous thought.
Fabulous—Hard to believe.
Chivalry—Bravery, honor.
Imbibed—Took in.
Clamorous—Noisy.
Treacherous—Not to be trusted.
Constituted—Formed.
Coincidence—Occurrence at the same hour.
Laborious—Difficult.
Anticipate—To expect.

The above list could be much extended and is a fair sample.

It so happened that I made objection to these definitions as incorrect, remote and misleading.

The principal of the school declares my criticism to be "unjust and unfair" and regards the given meanings as suitable.

NEW YORK, Nov. 20. B.

From Obscurity to Fame.

TO THE EDITOR OF THE SUN—Sir: [illegible]

EAST CAMBRIDGE, Mass., Nov. 19.

A Wedding Feast in Maine.

[illegible]

As to Expansion.

[illegible]

The infinite of Freedom
Is expanding, as you see,
With a chorus of its expansion
[illegible]

Who cares a continental
In all this glorious land?
We're in favor of expansion.
Let the nebula expand!

W. J. L.

THE IMPERFECT AUTOMOBILE.

The Vehicle Has Come to Stay, but Will It Stay as It Is Now?

TO THE EDITOR OF THE SUN—Sir: Commenting on the comments of Mr. David Strother Walker in THE SUN of Tuesday about the steam automobile and what I had to say of one in which I rode over 600 miles, may I assure him that I had no intention of being unjust, nor do I think I was quite that. I simply stated facts of automobile running as they occur to the novice, that is to say, as they occur to at least nine-tenths of the people who buy automobiles for pleasure riding. As I know from conversations with many persons owning autos or contemplating a purchase, they expect a machine of the $750 class to do about the same amount of road work that an ordinary buggy will stand. Now, whether they get this idea from the auto advertisements or jump at the conclusion by comparing an auto as it stands with a buggy of about the same size, though, of course, less weight, I am not prepared to say. I do know, however, that the majority, I think I use the word advisedly, of persons who buy autos are disappointed, or disillusioned as you please. I am sure also that if auto manufacturers, through their agents and their advertisements, were a little less given to painting the pleasures of auto ownership in such glowing colors, there would not be quite so many machines sold, either at first hands from the manufacturers, or shortly afterward at second hand by the people who had in some way contracted the idea that an auto was not half the trouble and expense of a horse and buggy, and would do a vast deal more.

There is no doubt in my mind that the auto is the coming vehicle, but it should not be permitted to come too fast. Imperfect machines only delay the final accomplishment, and every person who buys a machine which does not do the work he is assured that it will do, becomes an obstacle much more stubborn than is the person who has reached an adverse opinion without actual experience. The fact should be impressed upon every purchaser or possible purchaser that an auto will not run itself, and that in its present form it does require a great deal of attention, and a kind of attention that the novice, with only three or four days' experience before buying, cannot give it, simply because he does not know how. A steam engine is a steam engine, and until it was applied to autos nobody ever thought of trying to run even the simplest kind of one without serving an apprenticeship of considerably longer term than is now held to be necessary for the purchaser of an auto. I want to see the auto succeed; I would like to see a hundred where there is now but one; but I would rather have it all come to pass within ten years, and that to stay, than have it boomed to the bursting point in three or four years, and have to begin all over again on the ruins.

As to the injustice that Mr. Walker thinks I have done by my story of our run to Washington and back, a simple narration of facts, I think he should consider it to be a very high testimonial to the worth of the light auto for long-distance running. The fact that we had no breakage, though the machine was no doubt too light for its work, that is the machinery, not the running gear, ought to be pretty strong proof that the little engine had superior strength. But it was strained to a point which an engine of twice its power would not have felt. At the same time such a powered machine need not be a bulky and awkward affair. I am not an expert mechanic, but I imagine that to the eye the 6-horse-power machine would scarcely be known from one of 3½, as ours was. I do not see the value of great speed in autos and I think that the racing machine serves no useful purpose beyond advertising. A machine making fifteen miles maximum is ample, and if it can average ten miles an hour, no more should be expected of it. Greater speed than this is not safe for road travel, and it is not comfortable to the rider, the breeze created being anything but pleasant.

In conclusion, I hope Mr. Walker will put my communications and his away in a safe place and not look at them for five years. Then take them out and compare the conditions they set forth with those that exist, say, in 1907. I think the rush will be over by that time, and things will be different.

NEW YORK, Nov. 19. W. J. LAMPTON.

TO THE EDITOR OF THE SUN—Sir: Regarding the reply of "Novice" to my recent communication in THE SUN, I beg to state that I did not attempt or intend to defend any especial plan of construction of steam automobiles other than to say that the experience of the past year has shown that heavier vehicles are better calculated to stand the strains of hard road use than lighter ones. Only three out of seventeen starters in Class "A" (under 1,000 pounds) finished among the twenty vehicles that won first-class certificates in the recent endurance contest, and those three weighed 995, 930 and 960 pounds respectively.

A vehicle that is heavy enough to hold the road is easier to steer than one which on account of its lightness jumps into the air on striking a rough spot, completely depriving the operator of all control. Cases of this sort, in which light vehicles were ditched or wrecked at the side of the road before the operator could get the front wheels to hold the road for steering purposes after a bad jump, occurred quite frequently during the endurance contest. Riding in a heavy gasolene carriage during the endurance trial, I speak from personal observation regarding the performances of the lighter vehicles.

Concerning "Novice's" proposed construction of a "800-pound 4-horse-power steam carriage" I make no pretence of stating that such a product is an impossibility, but must say that the proposition is so far removed from the probability of practical use that no one familiar with above-noted experiences would care to risk his life in such a frail experiment. Deductions reached by comparing the bicycle and the automobile are of little practical use for many reasons, chiefly on account of the difference in the nature of the strains involved.

Recent tests of a steam vehicle rated at 4½-horse power, weighing 1,000 pounds, showed that it developed only 1½ brake horse power. The leading manufacturers of the country who are in the business to make money have more at stake than a "Novice," and as previously stated by me show a marked tendency to vehicles over 1,200 pounds rather than to a reduction below last year's models. When it is considered that a vehicle must not only develop power, but carry fuel and water for a reasonable touring radius, and possess a strong and durable running gear, all of which involve weight, it strikes me that "Novice" is groping along lines of experiment of doubtful utility.

In going to last Saturday's speed trials on the Coney Island Boulevard, the writer rode in a 1750-pound running steam carriage which certainly went along more smoothly and with greater precision than the lighter steam carriages of last year. It carried more water and had a wider touring radius. It is undoubtedly owing to sad experiences with lighter types of steam automobiles that many doubt the utility of that class as compared with gasolene carriages on grounds of reliability.

It strikes me that the burden of proof is on "Novice" to produce a 800-pound carriage that will stand the racket of even horse speed and roads. Simplicity of operation is the principal line for improvement regardless of the question of weight, which is a matter entirely dependent upon the requirements for which an automobile is to be used.

NEW YORK, Nov. 19. JACOB ROGERS.

TO THE EDITOR OF THE SUN—Sir: The steam carriages made in the United States, upon which Mr. Lampton appears to centre his discussion, are at present undoubtedly inferior, and so, also, are the automobiles propelled by gasolene and electricity. It is very probable, too, that most one of these varieties of interest to the public, indeed it would be strange if such were not the case. Moreover, it is proportionately true that some of the American constructors are manifestly working, so far as concerns these uses of [illegible] locomotion.

[illegible]

NEW YORK, Nov. 19. FAIRPLAY.

TETANUS EPIDEMICS.

The Camden Cases—Peculiarities of the Terrible Disease.

TO THE EDITOR OF THE SUN—Sir: The hearts of the fathers and mothers of our country are going out in deep and tender sympathy in these hours to their brothers and sisters in Camden, N. J. If the dread disease which is afflicting the children there could be stopped with money or successfully combated by any degree of human skill the people of our land would long ago have supplied what is needed before a single day's sun was high in the heavens. But it is a situation in which treasure and science are alike helpless.

Tetanus, or as it is popularly known, lockjaw, from whose dread visitation the little children in Camden are dying, is one of the strangest and most horrible maladies known to man. Its origin, for a long time considered absolutely obscure, has now been traced to a germ, and a definite microbe causing the disease has been isolated. An antitoxin counter to it has been prepared similar to that used in cases of diphtheria and other germ diseases, but its use in tetanus has not been successful. The disease is almost invariably fatal. The unfortunate sufferer first realizes a little stiffness in the muscles of his face and jaws. The jaws soon become set and swallowing is impossible. The muscular spasms spread over the body, the spinal cord often assuming in these convulsions the shape of an arch which is bent forward sometimes, as well as backwards. The sick one dies usually from exhaustion, sometimes from asphyxia caused by the muscular contraction of the lungs. The mind throughout the attack is clear, but the pain endured is agonizing. Relief and, in some rare cases, a cure have been procured by the use of narcotics and anæsthetics.

Tetanus is always caused, if we may believe the doctors, by the entrance of the specific germ of tetanus into an open wound. It may come, and usually does come, through a scratch or other injury of trivial nature. The germ cannot thrive when taken into the stomach or lungs, nor is the disease in any way contagious or infectious. Yet in the tropics, where it is most frequent, it is often observed when no specific cause can be assigned for it. In temperate climates it often seems to affect peculiar localities. The nearby territory of Long Island, for instance, has a bad reputation medically for the prevalence of the disease. The germ of tetanus is supposed to reside in the soil, and one hypothesis concerning it is that it is in some way derived from fish. Territories, therefore, in which the soil is supposed to contain any considerable mixture of an element of this nature is, according to some theories, chiefly visited by tetanus.

But all these ideas of the origin of the disease, including the germ theory itself, seem to be at fault in considering the many curious methods of its inception. Many children have recently died in St. Louis from tetanus after injections of antitoxin in the treatment of diphtheria; and after every Fourth of July there is always an epidemic of tetanus due to the wounds received by people in the explosion of fireworks and from similar accidents in the course of the day. The famous toy pistol epidemic of tetanus in 1900 will occur to every one. In this case men and children all over the country who had received wounds in the hand from accidents in the use of this weapon suffered from tetanus to an extraordinary degree. Indeed, wounds in the hands and feet have always been exceptional causes of tetanus, and to the lay mind the evidence points strongly to the fact that the manner of the wound received has as much to do with tetanus as the entrance of the specific germ itself.

The lamentable reflection of course arises, that since this outbreak of tetanus in Camden has been caused primarily by the process of vaccination, the old-time prejudice against vaccination may be aroused. It is, however, beyond dispute that if ordinary surgical precautions are taken in performing the operation and the wound is properly cared for, the danger of tetanus from it is no greater than that which comes from any abrasion of the skin's surface. The fact that tetanus has developed in this way in one city of the land, though vaccination has been practised all over the country, shows that it is something about tetanus, rather than vaccination, that medical men do not yet understand.

The best precaution that can be taken against tetanus is to bathe the wound frequently with a solution of bichloride of mercury until the wound is healed. X.

NEW YORK, Nov. 20.

Concerning Open Saloons on Sunday.

TO THE EDITOR OF THE SUN—Sir: It sounds to me ridiculous, indeed, to hear apparently intelligent men talk about an "American" Sunday, and the easy solution of stopping its desecration by preventing the sale of liquors on that day.

Now, this closing of the saloons would certainly be of great benefit to mankind, but this measure should be taken on the preceding day—on Saturday. Saloons should be kept closed up airtight between 3 o'clock P. M. on Saturday and Sunday morning. Of course, the gambling houses are not to be exempted from this law. Thus the toiler, whose family's welfare we ought to aim to protect, will have to go home quietly with his full week's wages in his pocket, to be taken from him by his wife, sometime between 3 o'clock P. M. Saturday and Sunday morning. This will be for the benefit of his family; little will she leave him to spend for liquor on Sunday, and the day will be as quiet and orderly as may be wished. What harm will there be, if the saloons keep open on Sunday? Gambling houses, though, must be kept shut—and forever. A GERMAN.

NEW YORK, Nov. 19.

TO THE EDITOR OF THE SUN—Sir: Prohibitionist Dr Funk would have Sunday opening submitted to the option of the voters of each ward. Let our law makers add a requirement that the written consent of a majority of the voters within the distance of one block of the proposed saloon be obtained by the proprietor and that a printed notice containing the name and street number of each signer so obtained be conspicuously posted on the front of the saloon for thirty days prior to the opening of the saloon for business. Then the wishes of each ward or neighborhood would be respected and on the owners of the saloon and those who have given consent to it would rest the onus.

Prohibition laws do not prohibit, and in a large and mixed foreign population such as New York has they could never be enforced. The next best thing is to limit the evil of the saloon as far as it can be done without violating the rights of any.

NEW YORK, Nov. 19. D. B. KIRBY.

Curiosities of the Transfer System.

TO THE EDITOR OF THE SUN—Sir: As you are interesting yourself in the matter of correcting the evils of our transfer system, I would like to call your attention to the fact of an annoyance which occurred to me Sunday evening on the Sixth avenue road, and think if the matter was properly ventilated that it might prove to be quite a convenience to the travelling public.

I boarded a car at Sixth avenue and Eighteenth street, the sign over the front reading "Sixth and Amsterdam Avenues." After proceeding to Twenty-third street the car turned going west on that street. I asked the conductor for a transfer up Sixth avenue, and he said "No transfers are given at this point."

[illegible]

If the present course is pursued, it no doubt is putting a great deal of inconvenience unnecessarily on the travelling public, and I feel quite sure that through your good offices the matter might be remedied. T. C. B.

NEW YORK, Nov. 18.

Jacksonville's Bonds.

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