The Sun.

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A Somewhat Interesting Situation.

Very naturally, Mr. BRYAN's proposition to send his paper, free, to all Democratic Congressmen during this session of Congress is taken by them as indicative of his determination to continue to assert himself as the rightful leader of his party.

This is interesting at a time when the rival booms of SCHLEY, DEWEY and MILES have been let loose by those three warriors.

The Army and Navy in Congress.

The usual influx of bills relating to the army and the navy has begun in Congress, and the committees of the two houses in charge of such matters have plenty of work before them. Radical legislation for the army, however, seems unlikely, though changes in detail may properly be made by amendments to the Army bill of last spring.

The most important bills for both services are of course the appropriation bills. The bill for the navy has been drafted for consideration by the sub-committee of the House, while the Army bill has not yet been submitted. The proposition from Schley quarters that the condemnation of him by the Court of Inquiry will prevent any large appropriation for the navy this year is simply another manifestation of futile resentment. They are threatening that the navy and the country are to be made to suffer at the hands of Congress simply because the court to which he appealed found against him.

Most of the bills introduced are doubtful measures, put in usually by request and without any expectation of their enactment. Many of the bills are for the "relief" of retired or former officers, some of them retired years ago under laws since changed, who now seek the benefit of later legislation to obtain higher rank on the retired list.

An important bill introduced by Senator HAWLEY provides that army officers who served during the Civil War and the Spanish war otherwise than as cadets, may be retired with rank one step higher than that they now hold, and that the President may promote and retire two Major-Generals on the active list, and one retired Major-General, as Lieutenant-Generals. This latter clause refers to Gens. BROOKE and OTIS on the active list, and to Gen. MERRITT on the retired list. The first part of the bill will affect about 185 officers. Senator TURNER has a bill to erect a monument at Annapolis to two officers killed by the natives in Samoa. Mr. MCCLELLAN offers "by request" a bill to provide a "modern organization" for the field artillery. It creates one Major-General and two Brigadier-Generals of artillery, two regiments of "horse artillery," two of light and two of heavy field artillery, one regiment of mountain and one of siege artillery, and requires the organization to be completed in three years. It transfers the batteries of light artillery now in the service from the Artillery Corps, replaces them with new companies of coast artillery, and adds to the corps one Major-General and four Brigadier Generals. The passage of the bill would give pleasure to the officers of artillery, but it is hardly probable that they will be gratified.

It is said that only bills favored by the two departments are likely to be reported favorably by the committees of the two houses. Judging by the general character of the bills presented, it is to be hoped that the report is correct.

The Demand for Equal Wages in British Workshops.

We directed attention the other day to the extent to which British manufacturing industry is crippled through the enforcement of "Ca' canny," or "go easy" methods of work by the trade unions. Having begun with insisting that skilled laborers must not work too long, the trade unions now insist that they must not work too hard.

How rigorously compliance with the latter injunction is exacted was exemplified the other day on a British railway, when a man who was loading coal and applying to his task all the energy he possessed, was told by his mates that "he mustn't work like that," and when he still kept on at the same rate, they struck him in the face and blackened his eye. There are two reasons why the majority of British workmen seem thus resolved to adopt the "Ca' canny" system. In the first place they accept the axiom that if they refrain from working too hard, it may lead to another man, who might otherwise be forced to stand idle, obtaining employment. In the second place, it is a matter of common observation that the man who "puts his back into" his work stands a chance of getting promotion over his fellows, which, in itself, is disagreeable to them, while he renders it needful for all of them to work the harder in order to escape complaints from the foreman. Thus it has come to pass that the "Ca' canny" habit is spreading in railways as well as in many other branches of British industry. It seems that only a few weeks ago a certain station master applied to his chief in London for more porters. "Why," he was told, "you have got such and such a number, and your traffic hasn't grown." "Yes," was the reply, "but the men won't work as they used to."

The interference of trade unions with British industry does not stop with the issuance of decrees that men must not work too long or work too hard. A third, and even more fatal, demand is that all workmen, whether good or bad, in a particular department of industry, must receive the same wages. That is to say, if a railway company should wish to recognize the especially valuable services of a certain signalman by giving him an increase in his pay, all the other signalmen in the company's employ, perhaps thousands in number, will be ordered by their trade union to claim a similar increase in wages. Naturally, under the circumstances, companies hesitate to evince their appreciation of an individual's exceptional services. No less obvious is the effect on workingmen of the law laid down by the trade unions that in every kind of employment there shall be a fixed wage for all the employees without reference to merit. The enforcement of such a law withdraws at once all incentive to the acquirement of notable skill and to the exhibition of exemplary industry.

But, it may be asked, is there no escape for the British employer from the ruinous consequences of the "Ca' canny" system, and of the levelling rule that equal wages must be paid to the incompetent and the efficient? Can he not take refuge in improved machinery? He cannot, because in England the trade unions insist on applying the "go easy" and the unvarying wage principles to machines as well as to men. A machine must not be allowed to do all it can, any more than a human being; nor may it have an attendant, however simple his duties, at a lower rate of wages than that fixed for the skilled artisan who did the work before the machine was introduced. The machine, in short, must not increase the output, or displace labor.

For every one of these portentous facts we have the authority of the London *Times*, which has recently devoted many pages in successive issues to an explanation of the existing crisis in British industry. In view of such facts we are not surprised that British employers do not patronize improved machinery to the same extent as do employers in the United States. The truth is that the present unfriendly attitude of the British trade unions toward machinery is precisely that of the hand-loom weavers nearly a century ago.

Automobile Accidents.

Of course, it was to be expected that the increased use of automobiles would be attended by an increase in the number of mishaps to their drivers, but such accidents have been so numerous during the last few months that the conclusion is irresistible that, either in the machines themselves or in their operators, there must be some positive deficiency. Take for instance the accident of last Saturday night, in which Mr. VERYL PRESTON and his party were involved, for it appears to have been typical.

So far, only meagre details of the affair are obtainable, but there is little reason to doubt that the direct and fundamental cause of the accident was the same, generally, as that of a score or more of similar misfortunes from which chauffeurs have suffered lately in different parts of this country. In and around our large Eastern cities alone the casualties to automobiles have averaged, approximately, one a day since September; three or four have sometimes occurred within twenty-four hours.

On Oct. 20, the automobile of WILLIAM WALTERS was overturned in Yonkers and its occupants, five in number, were thrown violently to the ground. Mr. WALTERS'S vehicle, like that of Mr. PRESTON, was travelling at a high speed, when suddenly it became uncontrollable, made a sharp turn to one side and toppled over. The exact cause of the machine's erratic behavior never was learned. A similar accident, on Oct. 19, caused the death of FREDERIC REMINGTON of this city. While Mr. REMINGTON was driving his vehicle swiftly over a country road it whirled sidewise, without a moment's warning, and turned completely over. It will be seen how great a likeness there was between these accidents.

Theories as to the prime cause of the upsets are as numerous as the upsets themselves. By some the blame is placed upon the chauffeurs. They are, it is alleged, careless and impulsive, and have too small an appreciation of the danger which attends "scorching" on country highways. Moreover, their desire to outdo "some other fellow" or to establish a record for their machines frequently leads them to take grave risks. The drivers' ability to govern their machines under ordinary circumstances, however, is rarely disputed.

Other critics focus their attacks upon the automobile's mechanism, and assert that great and needless intricacy exists as regards the levers and other devices whereby the vehicles are operated. It is easy, say these critics, to mistake one lever for another, owing to the fact that in many instances they are placed side by side. This explanation seems somewhat curious, in view of the claims of most of the manufacturers that ease and simplicity of control are conspicuous features of their product. An expression commonly applied to the vehicles is that "a child can run them with perfect safety."

Whatever may be the real cause of the trouble, it has been shown conclusively that automobiles of high horse power require not only adequate skill but also constant presence of mind on the part of their drivers. These should not forget for an instant that they are travelling over roads where holes and stones and other obstructions may be encountered at any time. Experience has shown that imperfections in the highways often produce very serious results, and while they exist allowances must be made for them. A good remedy is for the chauffeurs to proceed more slowly. By so doing they may miss some of the exhilaration of their sport and fail to break any records, but they will at least assure safety to all concerned.

The Late Judge McAdam.

The late Judge DAVID MCADAM was a time-saving, as well as an indefatigably industrious Judge. The volume of court business, enormously increasing in New York, imposes severe tasks not only upon the astuteness and acumen of the Judges of the Supreme Court, but also upon their industry and endurance.

Unusual ability to apply the proper methods for securing celerity and expedition in the despatch of legal business is not possessed by all Judges who are assiduous in the discharge of their official duties. Judge MCADAM had this ability in an exceptional degree.

He was always prompt and quick in the decision of matters of dispute and in the City Court, of which for several years he was the presiding Justice, the calendars were "cleared" with a rapidity most remarkable and most gratifying to lawyers and litigants. "The law's delays" had no justification for Judge MCADAM and his record of "cases disposed of" was the admiration of many of his associates.

Judge MCADAM was 62 years of age at the time of his death and for twenty-eight years consecutively he had been on the bench. He was not the oldest of the Judges of the city in respect of continuity of service, however, for Judge LAWRENCE, one of the Supreme Court Judges, whose term expires on Dec. 31, was chosen on the same day, and Judge BARRETT'S term on the bench of a higher court dates back to 1869.

A just Judge as well as a prompt Judge was DAVID MCADAM.

A Suggestion.

Governor CRANE of Massachusetts having refused to be Secretary of the Treasury, it is in order to remark that Mr. MYRON T. HERRICK of Ohio would be of much greater service to the country at the head of the Treasury Department than as our Ambassador to Italy, with which post his name has been recently connected.

This is said, however, without prejudice against the selection of an equally able statesman from New England or of Governor SHAW of Iowa.

A very unusual case is that of Private HEINTZ of the Hospital Corps, U. S. A. In October last HEINTZ was engaged in the battle of the Gandara River, in the island of Samar. Early in the fight he was shot through both arms, and later received a blow from a bolo across his back. He fainted, but after he had revived, and had his arms put into slings, he continued to direct the transportation of the other wounded until they reached Catbalogan. Capt. CALHOUN, Assistant Surgeon, U. S. V., who saw the occurrence, recommended HEINTZ for a certificate of merit; but Gen. SMITH, commanding in Samar, has decided that that award is not commensurate with HEINTZ'S act, and has recommended him for a medal of honor. He certainly deserves it.

THE PRESIDENT DECLINES.

Will Not Attend Banquet of the New York Board of Trade and Transportation.

WASHINGTON, Dec. 23.—A delegation consisting of Messrs. Oscar Straus, Lewis Nixon, Aaron Vanderbilt and Charles A. Moore, representing the New York Board of Trade and Transportation, called on the President to-day to invite him to the banquet of that organization on Jan. 29. The President declined the invitation on the ground of pressing business. Justice White of the Supreme Court, Senator Hanna and Postmaster-General Smith have accepted invitations to speak.

President Roosevelt wishes to spend as much of the holiday season as possible with his family, and from to-day until Jan. 1 will receive visitors only when they have business of special importance, and when they make appointments in advance. With the New Year's Day reception the President will return to his present plan of receiving callers.

Perfect Harmony at Holland's Court.

TO THE EDITOR OF THE SUN—Sir: I am in a position to deny absolutely all the shameful tales which have been lately circulating concerning the proceedings at the Court of Queen Wilhelmina. I learn the following facts from a source in close relation with parties forming the nearest circle round the royal couple.

There had been a good hope of welcoming a hereditary Prince or Princess in Holland some time in the early spring, but a most unfortunate accident occurred, which, for the time being, destroyed the happy prospect. Queen Wilhelmina became ill in consequence of over-fatigue after the opening ceremony of a philanthropic institution. Being conscious of the great anxiety entertained by the people concerning her welfare it was the Queen's special request that Prince Henry should fulfil his shooting engagements.

The most cordial relations exist between the royal couple, and all stories to the contrary are inventions of the Socialistic party. In order to bring about trouble they invented tales which they succeeded in getting printed in some of the minor German papers, and from there they circulated over the entire world. The unanimous, almost frantic welcome given by the population of The Hague to the royal couple upon their return from their country palace 't Loo, last week, is additional proof of the correctness of the above information.

The Queen is adored by her people and Prince Henry is highly esteemed. His difficult position is fully recognized, and because of his devotion to the Queen the nation steadily grows fonder of him, and she is earning much kudos generally by the Dutchmen. Have a prejudice against the Germans, owing to an entirely ill-founded fear that some day Germany may wish to annex Holland.

BITTERSWEET.

New York, Dec. 22.

The French and English Languages.

TO THE EDITOR OF THE SUN—Sir: Apropos of your editorial of Monday on the subject, I would like to say that the reason the French language was considered as indispensable in the eighteenth or the beginning of the nineteenth century was that France being in such a state of subjection to people of Britain, the Revolution, Napoleon I., Louis and Napoleon Bonaparte all spoke that language. It was the lingua franca of the period. Nobodies, all indeed being treated in France, the language was considered a necessary appendage to a would-be educated person.

A reason why the English language is not taken up with such zest upon the Continent is that it is one of the most difficult even to acquire imperfectly, while French is by no means an extremely difficult tongue, being smooth and melodious and easy to acquire even to perfection.

BITTERSWEET.

New York, Dec. 23.

THE PATRIOTISM OF OUR GERMAN CITIZENS.

A Brooklyn Reception to the German Ambassador Criticised.

TO THE EDITOR OF THE SUN—*Sir:* As an American of German birth I ask your permission to enter an emphatic and public protest against the sentiments expressed at a "reception to the German Ambassador by the Germania Club" of Brooklyn. The reception, it seems, was in special honor, not of Dr. Von Holleben, but of the official representative of the German Government. The official character of the entertainment was further marked by the invited presence of two Consuls of the German Empire.

It does not conclusively appear from the reports in your columns whether all of the members of this Germania Club are naturalized citizens of the United States. If any of them are aliens it would hardly seem improper for such to attest their loyalty to the Kaiser and his Government by assembling together and rendering homage to his Imperial Majesty in the person of his Ambassador. It must, however, be presumed from the remarks of one of the speakers, a gentleman of the name of Schmeltzer, that most of the members of this club have resided in this country for some time, while others are adopted citizens of this Republic. My criticism deals with these latter only and I may say at the outset that their action in doing homage to the German Emperor was not only in very bad taste, but also savors of disloyalty to their adopted country.

The German Ambassador, after being introduced as the "guest of honor," made the following remarkable statement:

> The moment that I crossed the threshold of this hall to-night I realized that I had entered the very home of patriotism; the patriotism which manifests itself not in great political demonstrations but in the solidarity of all elements which are nationally affiliated with each other and which, in this society have led to the development of admirable family relations.
>
> I would like to seize this opportunity, having only shortly returned from Germany, to tell you that in the German fatherland and in all the different sections of the fatherland the existence of real, good German patriotism in these circles is fully appreciated. And I am in a position to give you the assurance from the highest source that there, too, this appreciation is felt and that the patriotic tendencies in the United States receive the highest commendation.
>
> It is the fruitful German spirit which has fallen upon fertile ground. Even though in the last few years the addition of new elements from over the ocean has abated, the stability of the old ones, whose snowy white heads of the old generation I see before me, is guarantee for the maintenance of the German spirit. The name of your club is Germania; Germania is the German fatherland.

What kind of patriotism does the German Ambassador mean? I do not venture off hand to define patriotism, but I can be hardly far from wrong when I say that in its generally accepted sense it is understood to signify love of country. Now when the Kaiser's representative spoke of the very "home of patriotism," which he found within the threshold of the Germania Club's home, he could have meant no other than German patriotism. The conclusion is irresistible that he, the official representative of the German Emperor, in speaking as he did meant by patriotism attachment to the Government of Germany. Indeed, the Ambassador is at considerable pains to make it clear that such is his meaning. He talks of the "solidarity of all elements, which are nationally affiliated with each other" and goes on to remark that "in the German fatherland and in all the different sections of the fatherland the existence of real good German patriotism in these circles (i. e. American circles) is fully appreciated." To make it absolutely clear to his hearers, that he spoke as one inspired he boldly gave his inspiration: "I am in a position to give you the assurance from the highest source, that there, too, this appreciation is felt and that the patriotic tendencies in the United States receive the highest commendation."

The principles of Cahenslyism have never beeen stated in clearer or more audacious language. The offence for which Lord Sackville West was sent back to England seems trivial indeed, when compared to this open cynical contempt which the Kaiser's diplomatic representative expresses for the obligations of American citizenship. The German Emperor is said to have denied any intention on his part to establish Imperial German colonies in Brazil and other South American countries. It would be much easier to believe in the sincerity of such a disclaimer if the Emperor's Ambassador in this country were to refrain from appealing to the "German patriotism" of naturalized American citizens.

No less astonishing than the language of the German Ambassador was the speech of welcome by the principal speaker of the evening, a Dr. Schmeltzer. This gentleman, after expressing his pleasure at the "gracious presence of the German Ambassador saw fit to laud the "political direction of his Majesty the German Emperor" (whatever that may mean) and then offered a veiled apology for having become a naturalized citizen of this country. Something was then said of the "bonds which connect mother and child," which, as Dr. Schmetzler sagely remarks, "can never be severed." After we are assured that Dr. Schmetzler has a fine "political conscience" and never offers his "political convictions for sale" the tiresome twaddle winds up with a fulsome eulogy of the German Emperor.

It will not do to pass over these things in silent contempt. It is the duty both of the German-American press and the great mass of American citizens of German birth to condemn without reserve or equivocation any foreign propaganda in these United States. There is no doubt that the vast majority of German-American citizens view such performances as the Pan-German reception in Brooklyn with the utmost disgust and resentment. Nor are such disgust and resentment lessened by the attempt on the part of these servile subjects and ex-subjects of the German Emperor to make it appear that their attachment is one of sentiment for the scenes and the language of their childhood, for the achievements of their ancestors in art, literature and science. To celebrate the greatness of Goethe and Schiller and Loessing and Mozart and Beethoven it is not necessary to invite the German Ambassador and two Consuls of the German Empire and listen to speeches on political Pan-Germanism.

Whatever greatness the German people may have achieved in any field of human endeavor has been achieved not with the aid but in spite of its Princes. Monarchism and militarism rest like heavy curses upon the Germany of to-day. Its people are politically little better than serfs. No public meeting may proceed in Germany except in the presence and with the approval of a policeman, whose power over the speakers is absolute. The jails are full of political offenders. Its military aristocracy believes in and practises the mediæval savagery of the duel. Its Parliament is but a name and little more than a farce. Its press is engaged in public opinion designed by its Government and its Princes. I yield to none in my love for the great Teutonic German land. I will add I do. Wherever with an imperishable longing her friends, her children, her inventors and her bards I will always honor her mighty ancient tongue. I will never cease to sing her songs, her music and her art and to admire her giants of thought and her giants of action. And I should whether any German-Americans boast pedigrees at the Court, where and red of the present military Empire. There is but one flag which makes our cause common with that of our country and that is the star-spangled banner.

HENRY A. DIEDERICHS.

New York, Dec. 22.

The New Street Cleaning Commissioner.

From the New York Evening Journal.

The new appointment is a promising one. John Shriver is a man of good and good, and the chief commissioner of the street and a natural military capacities of the city. In the army he distinguished himself by his conspicuous gallantry for Brooklyn has won an certain reputation for executive ability, a prime essential in a Street Cleaning Commissioner, and if there was to be found a worthy successor to the lamented Col. Waring, we have every reason to hope that it is in Wood-bury. Many of our people have despaired of ever finding a second Waring, but we believe Dr. Woodbury will prove himself such a man.

RAILROADS PROSPEROUS.

Increase of $55,577,218 in Net Earnings Over the Year 1900.

WASHINGTON, Dec. 23.—The preliminary report on the income account of railways in the United States for the year ending June 30, 1901, prepared by the statistician to the Interstate Commerce Commission, includes returns of railway companies operating 192,193 miles of line, or nearly all that will be included in the final report for the year.

The passenger earnings of these railways were $426,909,210, and the freight earnings, $1,114,740,770. The total gross earnings were $1,578,164,205, or $8,211 per mile of line. The gross earnings as shown in the final report for 1900 were $1,487,044,811. As the operating expenses amounted to $1,023,156,281, or $5,323 per mile of line, the net earnings of the roads contained in this advance statement were $555,007,924, or $35,577,218 in excess of their earnings during the fiscal year 1900. The total income of these roads, includeing $65,271 244 received from investments and other sources, was $620,279,168. Deductions from income, not including dividends, were $421,625,796. Included in this amount are interest on bonds, rents for leased lines, betterments charged to income taxes ($47,041,211) and miscellaneous charges.

The amount of dividends declared during the year was $121,108,687. The amount of dividends shown for the same roads in 1900 was $108,210,662, or nearly $13,000,000 less. The surplus from operations was $77,544,735. In the complete report for the preceding year ending June 30, 1900, the surplus was found to be $87,657,933.

With respect to dividends, however, it should be noted that the preliminary report is confined to returns of operating roads, the dividends shown therein do not represent the entire amount of dividends declared on the stocks of all the railways of the United States, because the dividends of leased lines are paid from the rentals they receive from the operating lines. The dividends paid by the two classes of companies annually include about $30,000,000 paid on the part of leased lines.

LIGHTNING MAIL CARRIER.

A German Writes to the Postmaster-General of His Wonderful Invention.

WASHINGTON, Dec. 23.—The Postmaster-General has received a communication from an electrical engineer of Jersey City who claims to have invented a wonderful lightning mail carrier which will revolutionize the methods employed in the carriage of domestic mails. The electrical engineer is a German, and the construction of his letter is almost as wonderful as that of his lightning mail carrier. But the inventor is enthusiastic and claims great things for his scheme. The letter follows:

The Postmaster-General:

HONORABLE SIR: Here is an object invented covered by the United States Patent Office for the inventor which will rattle the world if your Excellency will please give your favorable view to it, and by which your Excellency may earn diamonds of the globe.

What is this? The inventor is an electric German civil engineer and electrician. He has invented to send letters and any kind of mail, &c., through an underground pipe at the rate of 300 miles an hour and five or ten pounds every minute, and all is done by electric motor force. Pneumatic is poor against this system and nothing can compare with the new system I have invented.

Letters from me to you in the White House will reach you in one hour. Think of that! The underground pipe represents the magnetic field and a flying armature represents the flying torpedo, which carries five or ten pounds of mail without becoming not. It is the mail carrier for the next century. Everything is experimented in the city of Detroit, State of Michigan, to place the system in working order.

It is approved by the inventor, by his friends, Fred Rohmert of Detroit, Carl Schmidt, Tanner, and Frank Pingree, brother of the late Governor of Michigan, and other principal men of Detroit. One mile to build cost $6,500, with all-around power houses and everything. Five pounds of letters from here to Chicago, sent every minute, takes two hours and fifty-five minutes. This is the Lightning Mail.

Now, Mr. Postmaster General, please let me know what we shall do with this and when you will investigate this matter together with your mail transit experts.

HANS LIEBBREICH.

The Postmaster-General has not as yet replied to the communication and will not until further assurances have been received that his "300-mile-an-hour lightning mail carrier" is in something more than a visionary state.

EFFECT OF NEW GERMAN TARIFF.

Sentiment in Favor of a Commercial Treaty With This Country.

WASHINGTON, Dec. 23.—In a report to the State Department, Consular Agent Harris, at Eibenstock, says:

"The new German tariff has been passed by the Bundesrath without any material change, and it will be laid before the Reichstag immediately on the convening of that body in December. It would seem, therefore, that the bill, as outlined, stands a very good chance of becoming law without much alteration.

"The subject which interests the German press most, in commenting on the new tariff, is the probable effect it will have on the renewal of commercial treaties in 1903. The sentiment is almost unanimously in favor of first reaching an agreement with the United States, and using this as a basis for concluding treaties with other nations. Our foodstuffs and manufactured goods have gained such a foothold in Germany that it will be a difficult matter to dislodge them. It is not probable that Germany will ever begin a tariff war with the United States."

Committee Hearings at Albany.

TO THE EDITOR OF THE SUN—Sir: I see by the New York papers that Governor Odell insists upon a very short session of the Legislature, not longer than about the 15th of March. Now, is this wise?

The Legislature meets about the 1st of January and then adjourns for about a week, but the real business does not commence much before the 15th or 20th of the month. In a very short session bills are rushed through or killed in committee, without a proper hearing. Anybody who has had any experience in Albany will bear me out in this statement. I had to go up to the capital several times last winter with delegations of New York business men on matters connected with the Charter, Mortgage Tax, &c., and the way that we were treated was to say the least, curious. The members of certain committees did not seem to think that they had a right to be polite and pushed things through without full hearing. They should have given the subject. This is most radically wrong and I earnestly protest against it. The members of the Legislature are paid $1,000 for their services and they ought to be willing to give the people's business a fair consideration in the shape of giving it a hearing. If a bill is good it will do good to the State for its authorship to be in the majority. If it is not necessary for the passage, it may be all the more time, but with the work so hard, especially when the rush comes at the last, it is difficult enough even for New York's representatives to get through, and the earlier in the session work begins the better will be the work.

New York, Dec. 23. JOHN WARD BROWN.

The Arms of the Prince of Wales.

TO THE EDITOR OF THE SUN—Sir: The order in Council made recently by which the new Prince of Wales was authorized and directed to use the heraldic badge of the red dragon, to be borne on his arms together with the Prince of Wales's plume of ostrich feathers, appears to be a very happy and fitting recognition of the Welsh people. Edward of Caernarvon, son of Edward I. of England, was created Prince of Wales in 1301, and ever of the successive Kings of England and Great Britain have borne the royal title. But, with the invention of a Welsh title, British deference to the Welsh caused there to be no formal creation of a Prince of Wales. England and Wales are lumped together in all official returns, as of the reason, and except for the title of the heir apparent, Wales was practically obliterated. By pursuing the Welsh badge on the arms of his son the King seems to have displaced his customary tact.

The act is of little importance, but it is interesting. B.

THEFT OF 10,000 SOVEREIGNS.

Investigating Loss of Gold Coin Shipped From London, via New York, to Lima.

A suit has been brought in London by the London Bank of Mexico against several transportation companies to determine the responsibility for the loss of two boxes of gold coin valued at $50,000, which were stolen in transit from London to the bank's branch at Lima, Peru.

The London Bank of Mexico shipped about five years ago seven boxes, each containing 5,000 sovereigns, to the bank at Lima. They came to New York by the Royal Mail Line. Here they were transferred to the Panama Railroad Company, which carried the boxes to the Isthmus of Panama, where the Pacific Steam Navigation line took them and carried them to Lima.

When the boxes were opened at the Lima bank it was found that two of them had been stolen and boxes containing lead shot had been substituted. All the boxes were similar in shape, size and weight. The bank officials say that the shipment was expected all along the line and that this afforded the opportunity for the substitution.

Soon after the robbery became known two employees of the Pacific Steam Navigation Company were arrested charged with having committed the robbery. It was found that one of the men suspected had bought a plantation in South America and that both had resigned their places soon after the theft.

The London bank immediately brought suit against the carriers and the court appointed a commission at the instance of the plaintiff which went to Peru to collect evidence. A representative of the law firm of Sullivan & Cromwell, acting for the Panama Railroad, was also sent to collect evidence to be used at the trial, which will come up in a few weeks. The bank loses nothing because of the theft, the transporting companies being responsible for safe delivery.

SPAULDING GETS A VACATION.

May Retire From the Treasury Department if His Health Does Not Improve.

WASHINGTON, Dec. 23.—Secretary of the Treasury Gage has granted leave of absence until February to Assistant Secretary O. L. Spaulding, who has been absent from his desk at the Department for some time, owing to ill health. Gen. Spaulding was at his office for a time this morning and will be there, off and on, according to the state of his health, during the term of his leave of absence. At the expiration of this time, if it is found that his health is restored, he will remain on duty; if not, he will be sent on a special mission to the Philippines or elsewhere in United States territory where the climate will be apt to benefit him. The report that he is to be dismissed from office is denied at the White House.

Secretary Gage has called the attention of the President to the fact that he could not very well spare Gen. Spaulding, whose expert knowledge of the business of the office is not exceeded by any man in it. Secretary Gage regards him as an especially valuable administrative official, owing to his experience as a special agent of the Department, as Assistant Secretary and as member of Congress for so many years.

Senators McMillan and Burrows called on the President this morning to talk with him about the case of Gen. Spaulding, for whom they all have the highest regard. The President told them that he should be glad to take any action, on recommendation of the Secretary of the Treasury, that would be agreeable to them and to Assistant Secretary Spaulding.

LYMAN GETS HIS AUTOMOBILE.

But Has to Pay $1,910 Duty and $2,000 Penalty to the Government.

WASHINGTON, Dec. 23.—The Treasury Department has compromised with Dr. J. Grant Lyman of New York, in the matter of the duty on his automobile, and upon payment of $1,910 duty and $2,000 penalty, has turned the machine over to him.

Dr. Lyman imported an automobile from Paris and contended that it should be duty free as a household effect. It being shown, however, that the motor had not been in use the twelve months prescribed for free admission of household effects, the Department was about to confiscate the machine when Dr. Lyman offered to pay the regular duty on it. Owing to the straightforward statement by Dr. Lyman that he did not intend to defraud the customs, the customs officials decided to impose the penalty in addition to the duty as a settlement of the case. The machine was valued at about $8,500.

The Automobile Club of America, of which Dr. Lyman is a member, has called on the Department for the documents in the case for use in proceedings to expel him, but the Department, taking the ground that they concern only the collection of customs, has refused to deliver them.

TO POSTMASTER-GENERAL SMITH.

Memorial by Clerks in the Registry Division of the New York Post Office.

WASHINGTON, Dec. 23.—Postmaster-General Smith to-day received a memorial signed by the clerks in the registry division of the New York city Post Office expressive of their regret at his resignation and their appreciation of his administration of postal affairs, with particular reference to the improved conditions which now exist in the New York Post Office.

When Mr. Beavers was instructed by the Postmaster-General to arrange for the conduct of affairs in the New York Post Office in a more systematic manner, conditions in the registry division, it is said, were very bad. Mail was delayed for days and sometimes weeks, notwithstanding that the clerks in the division were required to perform an excessive amount of overtime. At present registered mail matter is delivered on schedule time, and the clerks are seldom obliged to work more than the regulation number of hours.

CESSION OF DANISH ISLANDS

Denmark Wants a Vote by the Islanders on the Question.

WASHINGTON, Dec. 23.—Mr. Brun, the Minister of Denmark, had an interview with Secretary Hay to-day, in regard to the terms of the treaty for the cession of the Danish West Indies to the United States. Denmark has raised another question, which may lead to delay the completion of the negotiations. She is timid about giving her assent to the treaty, unless some provision is made for a plebiscite of the people of the Danish West Indies to determine whether they are agreeable to the transfer of sovereignty. Denmark does not insist in this matter, however, and it is believed that she will not insist that a provision for a plebiscite be inserted in the treaty.

JUDGE ADAMS SHOWS IN.

Nomination Failed of Confirmation Last Spring—Was Renominated.

Judge Adams of the United States District Court was sworn in by United States Commissioner Alexander yesterday in open court. Judge Adams, whose nomination to succeed Judge Brown was sent to the Senate last spring, but not confirmed, was recently renominated by President Roosevelt and his nomination confirmed at the present session of the United States Senate.

100 Country Preachers to Visit Palestine.

ALTOONA, Pa., Dec. 23.—The Rev. Dr. Edwin S. Wallace of Greensburg has completed his list and his arrangements for a tour of 100 clergymen and others from central western Pennsylvania, to include the Mediterranean and the Orient, with an extended stay in Palestine. The excursionists will leave New York on Feb. 8, expecting to return to New York in the latter part of April. The ministers, who are nearly all country parsons, hope to make the journey at an outlay of not more than $400 each.

POSTAGE STAMPS CHEAP.

New Haven Police Think They Have Plunder From Chicago Post Office.

NEW HAVEN, Dec. 23.—There was arrested in this city a man who gave his name as Henry Boutall, 35 years old, and who first said he was a resident of Providence, then of Philadelphia and finally changed it to Chester, Pa. In a dress suit case, taken from the prisoner, there were found about $200 worth of United States postage stamps and several thousand postal cards. What put the police on track of the man was his attempt to sell 1,000 postal cards for $8.50, and trying to sell 100 10-cent stamps for $6.75.

The detectives here think their prisoner is connected with the robbery of the Chicago Post Office recently when many thousands of stamps were taken. The stamps were in sheets. There are about $115 worth of one, two, four, five, eight and ten-cent stamps in unbroken sheets and about 4,000 two-cent stamps, 200 of which were folded in envelopes. The numbers on the sheets of two-cent stamps run from 1,110 to 6,011 with deficiencies in the sequence.

All the prisoner would say as to where he got the stamps was that he bought them from a man in a store. He is held under $2,000 bonds for prosecution in the United States Court. He had a travelling card from the Carpenters Union No. 29 of Baltimore, made out to "Brother Charles Shipley of Baltimore, who, he said, was his brother-in-law.

DOWIE SAYS HE'LL NEVER DIE.

So He Declares to His Followers—Talks of Prophets and Profits.

CHICAGO, Dec. 23.—John Alexander Dowie, who would not swear in Judge Tuley's court last week that he was the second Elijah, loudly proclaimed to his followers in the Auditorium yesterday that, as "Elijah restored," he would never die. The overseer of Zion prefaced his usual afternoon address with what he termed a slight explanation of the condition of the Zion land industries.

Attorney Reeves was characterized by him as a "silly boy," who ought to be spanked; Stevenson as a weeping hypocrite, and Dowie as the champion of a sacred trust. The audience echoed his utterances, applauding, laughing, or answering in chorus, as the occasion required.

"I have carefully kept the newspaper accounts of my trial," he said, "and some of them may have a big sum to pay me in 1902. They say that 'Dr. Dowie will die,' but I'll survive them all. The spirit of Elijah will never die, and it will be the spirit of this prophet which will be present on the final judgment day. Through it Dr. Dowie will live in the coming ages."

CARTER HARRISON IN THE COLD.

The Cook County Organization Says He Must Shift for Himself.

CHICAGO, Dec. 23.—Notice was served upon Mayor Harrison at the meeting of the Cook County Democracy yesterday afternoon that he could not hope to use the organization to boom him for President on the tour to the Charleston Exposition next February. Vincent H. Perkins, former Northtown Supervisor, in a speech in which he dwelt on the advantages of the proposed tour, went out of his way to notify the Mayor that the trip was to have no political significance, and that the Cook County Democracy would boom no man for President. These remarks it is said, were made on the advice of Robert E. Burke. The Mayor is expected to take part in the tour of the South, which will include a journey through eleven States.

From remarks made by speakers, it is much more likely that the club will boom Schley for President than Harrison.

WESLEYAN WANTS BUILDING.

Trustees Issue Circular Asking for $375,000 for New Structures.

MIDDLETOWN, Conn., Dec. 23.—The trustees of Wesleyan University have made a special appeal for funds for the erection of several new buildings. In part their statement relative to the pressing need of the structures is as follows:

"The foremost need at the moment is a large and well-equipped building for lecture and recitation purposes. Such a building, costing about $100,000, would provide three large and ten medium-size lecture rooms and officers' studies and seminary rooms. Other buildings which must be erected in the near future are a physical laboratory with rooms for the mathematical department, a chemical laboratory, an astronomical laboratory, a woman's building. A moderate estimate of the cost of these buildings, with adequate equipment, is $375,000."

WON'T BUY GERMAN GOODS.

Buffalo Poles Take Action to Aid Persecuted Countrymen at Posen.

BUFFALO, Dec. 23.—In the large department stores on the East Side, where thousands of the Polish citizens of Buffalo live, all the labels "made in Germany" are being removed from the Christmas ware. The Poles have publicly declared that not a Pole in Buffalo will buy anything that he knows comes from Germany. This is in accordance with resolutions adopted at mass meetings held yesterday and in anticipation of a gigantic mass meeting to be held on Christmas Day, when plans will be laid to help the Poles of Posen who are alleged to have been persecuted by the German Government. It is the intention of the Poles here to raise money to help in caring for the families of the Poles who had been imprisoned in Posen by the German authorities.

TO BE EXPELLED FROM TURKEY.

American Citizens Born There May Renounce Their Citizenship or Leave.

WASHINGTON, Dec. 23.—The policy of the Turkish Government is to expel all Turkish territory all American citizens born in Turkey, unless they renounce allegiance to the United States, it is stated by the State Department. Secretary of the United States Legation of Affairs at Constantinople is in correspondence with Porte on the subject. He is endeavoring to obtain some modification of the proposed firman. The right of a foreign-born citizen of Turkey has been frequently litigated, but Mr. Tyler will make the strongest possible argument against the expulsion decree he is carrying out. It will be attended by considerably hardship to the victims.

The White House Letter.

From the Chicago Tribune and Times.

A concert is not given and that is a great disappointment to the White House people, for the national chimes are to be rung, and the guests to which the President and Mrs. Roosevelt are looking forward are numerous.

The night and the morning are the busiest time for the letter quartet, and they are being used. The more stamps of the United States are used, the more letters are mailed, the more work for the letter quartet.

The only problem during each day is the number between that and noon, so that the work and hard work may be done. The mail has a limited time from then the last letter leaves the office of the letter quartet, and the letter quartet is expected to have the last letter ready for the mail. Consequently the rush is made to get the letter quartet to the office of the letter quartet, and the letter quartet is expected to have the last letter ready for the mail. The letter quartet is expected to have the last letter ready for the mail. The letter quartet is expected to have the last letter ready for the mail. The letter quartet is expected to have the last letter ready for the mail. The letter quartet is expected to have the last letter ready for the mail. The letter quartet is expected to have the last letter ready for the mail. The letter quartet is expected to have the last letter ready for the mail. The letter quartet is expected to have the last letter ready for the mail. The letter quartet is exp