

The Sun

SATURDAY, JANUARY 18, 1902.

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PARIS—Rue No. 12, near Grand Hotel, and Kiosque No. 10, Boulevard des Capucines.

The "Darlen" Route Identified.

It now appears that the particular "Darlen" route which is advocated at Washington by Gen. EDWARD WELLMAN SERRELL, an engineer of great experience and distinction, as superior in availability to Panama or Nicaragua, and much less expensive than either, coincides most nearly with the San Blas route of KELLEY and SELFRIDGE.

A canal by this route would run from the Gulf of San Blas on the Caribbean side to Panama Bay at a point about thirty miles east of the city of Panama. It would penetrate the backbone range or mountain ridge, which is continuous of this part of the Isthmus, by means of a ship tunnel four miles or more long. The average distance of this line from the line controlled by the French company under the Wyse concession would be, by rough measurement, forty-five or fifty miles.

We are enabled to arrive at this identification by the circumstance that the literature circulated at Washington by the private corporation interested in promoting consideration of this route speaks of it as the "Mandingo line," and describes its course as "normal to the coast," Mandingo, or Mandinga, is a harbor in the Gulf of San Blas. A straight line from sea to sea at that point traverses the narrowest part of the Isthmus. Therefore the "Darlen" or "Mandingo" route which seems to have impressed Senator HANNA and others in general topography, if not in exact location, the San Blas route already examined and estimated upon by the experts of the Isthmian Canal Commission.

Of the cost of construction by this route the promoters' prospectus boldly and blandly says:

"The Mandingo route can be contracted for today on such basis that it can be finished for not more than \$100,000,000."

A completed canal between Atlantic and Pacific for a round one hundred million dollars would indeed be a canal at a bargain. But what says the Isthmian Canal Commission, whose estimates of probable cost will be received by the public as more authoritative and more disinterested than those of the advocates of any particular route? These are the Commission's figures for a canal and ship tunnel from Mandinga Harbor to Panama Bay:

Table with 2 columns: Item and Cost. Includes excavation, dredging, clearing, tunneling, locks, railroads, engineering, etc.

Gen. SERRELL'S reputation is such that he is entitled to respectful hearing if he desires to convince the Commission that a canal and ship tunnel can be constructed from Mandinga Harbor to Panama Bay for little more than one-third of the Commission's estimate.

But if Gen. SERRELL should succeed in demonstrating that much, a harder job remains for him, or for the lawyers of the interest which he represents. Suppose that a canal could be constructed over this line for \$100,000,000. From what authority is the concession to be derived, and when?

The exclusive rights of the Panama Canal Company under the Wyse concession hold good until 1910. Until that time Colombia will not be free to grant a franchise for any other canal. Is the proposition of Gen. SERRELL and his associates that the United States Government should buy Panama of the Frenchmen, abandon the work already done there, and thus clear the way for a private corporation to construct a canal by the "Mandingo" route?

Suppose the Triple Alliance Should Collapse.

It is now no secret that Italy and France have entered into an agreement defining their respective spheres of influence in the Mediterranean coasts of Africa, an agreement allying to Italy the right to occupy Tripoli and its hinterland when the Sultan's authority in that region shall be no longer recognized. The disclosure of this friendly understanding has naturally caused some doubt as to Italy's intention of renewing her alliance with Germany and Austria. An anxious inquiry on the subject was sent the other day to the Reichstag by the Chamberlain Count von Bismarck in a definite rather than a hesitating way. The military program of the Fatherland is said, more inconspicuously than they had been at the time when Italy became a member of the Triple Alliance. Italy's support was no longer unqualified, and although Count von Bismarck refrained from making any explicit reference to Austria, he intimated distinctly that Germany was strongly enough to stand alone.

Let us see what would be the effect of Italy's withdrawing from the Triple Alliance and maintaining a strict neutrality in the event of a war between Germany and Austria on the one side and France and Russia on the other. To appreciate the bearing of such an incident on the situation, we should recall the strategic plans which have been frequently discussed in Berlin newspapers, and have been based on the assumption that the Franco-Russian League would have to face all three of the Central European Powers. These being the factors of the problem, the solution seemed simple enough on paper, so far as the land fighting was concerned. Italy, it was taken for granted, would throw the whole of her military force against the southeastern flank of France, which country, to protect itself, would need to mass about one-half of its army in the same quarter. Under the circumstances, France could place only the remaining half of its army on the Rhine to resist attack on the part of Germany. But why, it may be asked, would Germany necessarily possess a preponderance of force upon the Rhine? The answer is, that in the case supposed, the entire military force of Austria would be available for operations against Russia, and that, consequently, only a third of the German Army would be required for the same purpose. Thus two-thirds of the German strength would be arrayed against one-half of the French on the line of the Rhine, and, unless there were a marked disparity of skill on the part of the commanders, the result could not be doubtful.

At all events, was the conclusion reached by German military experts. Now let us see how their reasoning would be affected by Italy's neutrality. As before, Austria would be at liberty to launch her entire military force against Russia and it might still be assumed that only a third of the German Army would be needed on the Vistula. Even so, Germany would be able to marshal only two-thirds of her military strength against the whole of that of France, which last-named country would no longer dread attack on its southeastern frontier. Under these conditions the latter country would have decidedly the better chance of success, provided, of course, the skill of the opposed commanders should be about equal. Thus far, we have not glanced at the naval side of the hypothetical contest. Even the combined fleets of Germany, Austria and Italy would at present be unable to cope with those of France and Russia, and, obviously, the disparity would be greater, were Italy to proclaim herself a neutral.

The withdrawal of Italy, from the Triple Alliance however, would indicate a belief that the friendship of France and Russia was worth more to her than that of Germany and Austria. Such a belief might lead her to go beyond a mere declaration of neutrality and become an active partner of the Franco-Russian League. In such an event the whole military force of Italy could be used against Austria and the last-named Power would need at least a half of her army to defend her western frontier, as was the case in 1866. Only half of Austria's strength being thus available for operations against Russia, she would need to be aided by at least half of Germany's. Germany, therefore, could employ only half of her soldiers on the Rhine to face the entire French Army. Under the circumstances, the Germans would be unable to defend the Rhine, unless, indeed, their General were a man of great military talent and opposed to an incompetent French commander. There is no reason to suppose that the Germans now possess a FREDERICK THE GREAT, or that the French would allow a Prince DE SOTBISE to lead them to a second defeat at Rosbach.

We have thus far assumed that, whatever part Italy might take, Austria would remain faithful to Germany. That is by no means certain. It might be deemed prudent at Vienna to maintain a strict neutrality. In that event Germany would be left entirely isolated and would be in imminent danger of succumbing to her enemies.

The First Blow at the State Board of Charities.

In response to a demand that has grown since the intent of the bill became apparent until it is now unanimous, so far as those interested in organized charities are concerned, the Rogers bill abolishing boards of managers of the State insane hospitals and vesting their powers in the State Commission in Lunacy has been recommended for further discussion before a joint Senate and Assembly committee next Wednesday. This bill was framed in accordance with Governor ODELL's recommendations for the abolition of the boards of managers of the insane, charitable and reformatory institutions and the centralizing of their authority in Albany. It is understood that on the fate of the money bill hangs subsequent action as to the charitable and reformatory institutions.

We have 23,000 insane patients who are wards of the State and whose welfare demands a thorough sifting of any such legislation. Nor should it be forgotten that while such a centralizing of authority might lead to greater economy under certain conditions, under others it would all the same furnish an opportunity for reckless extravagance.

To give due expense is well, but there is such a thing as a too biggish policy in saving for our money. The volunteer members of the boards of managers, which the Rogers bill abolishes, can have no possible personal interest in the outcome other than that of disinterested citizens who desire to care for a peculiarly unfortunate class of dependents. They receive no salary. The Governor appoints the members of these boards and while there may be a chance of individual gain of honorability they do not undergo the well-known fact that the majority of the boards are composed of men who regard the work of their office as a mere hobby, and more frequently as a means of social advancement.

Gen. Lorenzo Wood, Military Director of Cuba presents an argument, in the current number of the United States Geographic Society's Bulletin, for recognizing the fact that the United States which most profoundly improve all who read it. He compares the present condition of Cuba to that of a child who has been taken care of by a society for the prevention of cruelty to children on the ground that its parents were unfit

to care for it. Those who have assumed the new charge are morally bound to provide for the child's education, protection and maintenance. Gen. WOOD maintains, and his position can hardly be seriously disputed, that Cuba stands ready to give us dollar for dollar in any reciprocity arrangement we may adopt. Even if she could not do this, the Platt amendment proposed by us and accepted by Cuba imposes a definite moral obligation upon us in the matter.

The total amount of sugar produced within our limits is now only one-fifth of our consumption.

In the Tunnel.

The testimony at the Coroner's inquest into the Park avenue tunnel disaster showed by the statements of the responsible officials of the road themselves that the fog and smoke in the tunnel frequently obscured the signal lights there, so that it was by no means an uncommon occurrence that the engineers had to run practically wild; that there was no rule checking the speed of trains; that engineers were allowed to make up lost time there at their will, and that, in fact, engineers who did not make up lost time are liable to be put at running gravel trains; that within a month six reports had been handed to the officials of the road that requisite warnings from the explosion of torpedoes in the tunnel had not been given, and that time and again engineers had been known actually to run past the red danger signals, even when they were visible. Supt. FRANKLIN, the track manager of the line through the Park avenue tunnel, admitted that the only warning an engineer had in a tunnel fog as he approached the danger signal was what he got from "the feel of the road," and that this was something which could only come from long experience; and it was also shown that WISKER, who operated the engine which caused the disaster, had never before taken a passenger train through the tunnel.

The question of just what changes in the tunnel system are necessary to produce safety is still debatable, but the change that would make engineers stop running past danger signals should be adopted without debate. Commissioner JONES, of Indian Affairs, has just had a barber's blood in his veins. His latest order compelling all male Indians in the United States to have and keep their hair cut presents a mild form of scalping which is well calculated to astonish the civilized aborigines. There are those in the United States who believe we have robbed the Indians of their lands, but now when there are no more lands to take from them, Mr. JONES proposes to go for their hair.

But where comes in the personal liberty of the subject, or the all-embracing freedom of our country when even the wind is to be shorn of the privilege of capering through the dark recesses of our red-skin football players? And observe the truly Christian method which he suggests for the enforcement of the use of his almighty scissors. He would "withhold supplies from the recalcitrant Indian" who might object to the hair cut. The well-being and longevity of the Republican party require the removal of donkeys from office. Turn the cranks out!

The Growing South.

In the matter of increase of population in the different portions of this country the inevitable has come, and it is welcome. The South is reported by the Director of the Census to have shown during the last decade, relatively a greater rate of increase in population than either the North or the West. The awakening of Southern energy, the restoration of self-confidence and the stimulation of ambition, and the consequent spread of industry, have at last brought the South to its own as a fertile and resourceful portion of the Union. The country rejoices that the South is so sharing in the national prosperity.

Honoring an American Explorer.

The Council of the American Geographical Society has awarded the Cullum Medal to Dr. A. DONALDSON SMITH of Philadelphia, in recognition of his explorations in Somaliland and from Lake Rudolf to the Nile. This honor was won by long journeys of discovery which belong uncontestably among the most important explorations of the African continent.

The first journey, carried on in 1894-95 under great difficulties, embraced portions of Somaliland and Gallaland and extended to Lake Rudolf in the west, where there were more geographical problems still unsolved than in any other part of Africa. A large part of this area had never been visited by a white man. Dr. SMITH traveled about 4,000 miles, and among his discoveries was the group of East African dwarfs whose existence had been reported on the coast many years ago, though no white man had ever penetrated to their country. The second journey, which was terminated in 1896, was more striking, though, perhaps, not more difficult. Dr. SMITH made his way from the coast to Lake Rudolf and then to the upper Nile through an entirely unknown country. These two journeys revealed to the world the general nature and many of the characteristics of one of the three great areas of the interior of Africa which previously were entirely unknown.

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JAPANESE CARVINGS GO WELL.

These Sold in Two Days Have Brought Over \$5,100. A gem set in a cloud, that was the first of the old Japanese carvings, was sold by Mr. Kiyomasa at the American Art Galleries yesterday afternoon at the second day's session of Mr. Matsuaki's collection of carvings. One of the artists of the Island Kingdom of the close of the seventeenth century had conceived of a precious stone imbedded in the beautiful vaporous forms of the skies, and carved out his conception in his best art of expression, using his knife and a piece of oak. His production went for a song, because it happened to be the first thing of the day's catalogue, but the echoes of that song resounded faintly in so many ears that for the rest of the day prices were sent up well above those which ruled so satisfactorily to bidders the day before.

There was a little wasp's nest, marvelously carved out of a three-inch block of wood, which was promptly sent up to \$60. Snow-covered bamboo leaves and branches, colored in repositif gray and green, plum blossoms and pine trees, lotus ponds, a hermit holding a dragon, a helmsman, under his magic power, these were among the carved and painted productions for which men and women well known bid freely that they might secure the novelties of an unfamiliar art which appealed to them.

There was a dog, Foo, carved in the thirteenth century to ornament an inner shrine of a Buddhist temple; and a heron on a lotus leaf, the symbol of "the Nirvana" or the end of the perception of the curious insular Oriental of the Devil, carved about the year 1000 according to the collector, and a rich carving of peonies in bloom, made brilliant in gold lacquer which time had subdued in splendor, perhaps, had been enhanced in tone. And the bidders brought \$3,847 worth of these works, making the total \$5,100. The collection was sold in two days, with a third afternoon's catalogue to be sold to-day.

A pair of old palace candle sticks in the form of chrysanthemum in flowers in carved bronze jars and framed in carved shakudo, gold and silver, sold for \$1,100. A pair of old palace doors, Sateuma cedar wood, with a lacquer finish, sold for \$1,175. A similar door painted with a stork standing beneath a bamboo tree instead of in peonies, sold for \$1,175. This one dated, it was said, from about the middle of the sixteenth century and was by the artist Tosa. Another palace door, with a tiger leaping straight for the spectator out of a bamboo jungle was sent up to \$350.

POSTHUMOUS FAME FOR CLARK.

Name of the Donor of a Fund for the Norwegian Hospital Revealed at Last. The authorities of the Norwegian Lutheran Deaconesses' Home and Hospital at Forty-third street and Fourth avenue, Brooklyn, have just learned the identity of one of the institution's benefactors, who gave them \$64,000 in trust fifteen years ago. The donor was Alfred Corning Clark, who died April 11, 1867. Frederick Gilbert Bourne, who attended to the matter for Mr. Clark, disclosed the identity of the donor and turned over the principal.

For fifteen years Mr. Bourne had been sending the quarterly interest, \$959, anonymously, according to the request of the benefactor, who told Mr. Bourne not to name him until such time as he should see fit to do so. The name of the donor was the Skougard-Severini Memorial Fund in honor of the Norwegian opera singer, who died in 1888 and who was an intimate friend of Mr. Clark. Skougard-Severini was greatly interested in the welfare of the hospital, and together with Christian Bors, another Norwegian Consul-General to this city, and Mrs. Bors, contributed largely to the hospital's support. It was to continue this work of his friend that Alfred Corning Clark left the \$64,000.

"EADLES" CHAIN" BROKEN.

Florida Editor Who Had Profitable Scheme Arrested by Postal Authorities. JACKSONVILLE, Fla., Jan. 17.—J. E. Smith, editor of the Monticello Constitution and Reporter, who has been running an endless chain similar to the cherry tree swindle stopped by the Government in North Carolina, was brought to Jacksonville last night under arrest by postal authorities, on the charge of fraudulent use of the mail. He had a scheme of offering bicycles or gold watches for twenty-five cash subscriptions at \$1 each, offering also to give each agent employment by the year at \$20 monthly, the employment consisting in writing six letters daily to friends. Smith made assignments recently with reported liabilities of \$75,000. Very little cash was turned over, though he is reported to have taken in \$60,000 in less than five months. Smith's clerks sent out circulars offering "salaries" are coming into the Monticello Bank by scores. All are being protested and sent back.

Electrical Signals to Engineers Carried by the Track.

The system of electric signals for the guidance of locomotive engineers which, it is reported, is soon to be installed on the Chicago and Eastern Illinois Railroad deserves attention. By this system the track is to be wired in blocks, or sections, and the rails are to be utilized to conduct the electricity into the cab of the engine. When a train enters one of the "electric blocks" a small light in the cab will show white, if that block is clear, and if another train is in the same block the light will show red. The efficiency of this system is said to be in no way impaired by the intersection of tracks and the presence of switches.

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The idea of employing rails as a conductor of the electric current is, of course, not new, but the scheme indicated above is certainly novel. Whether the signal in the engine is to supplement the regular block system, or not, the dispatch doesn't say, but we assume that it is.

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NO STRING TO THE FRENCH OFFER.

Interesting Statement From M. Bismarck. To the Editor of THE SUN.—Sir: While thanking you for your most courteous editorial article about the letter published in the Mail of Dec. 31 I beg leave to correct myself in order to avoid any misinterpretation of what I intended to say in that letter and which might make doubtful the firmness of the offer made by the Panama Canal Company.

The meeting of shareholders on Dec. 21 has given to the board ample power to reopen negotiations and to fix a firm offer based on the report of the Isthmian Canal Commission, the price resulting from the negotiations having to be ratified by a new meeting of shareholders.

In my open letter of Dec. 21 to the President of the Panama Company, I urged the board not to enter into any negotiations, but to fix immediately their price. I further suggested to call a new meeting to approve this price. It is obvious that such a meeting should not be called in case the board should bind themselves to accept the valuation of the Isthmian Canal Commission as the price to be proposed to the United States. In order to be better evident that the ratification meeting was a matter of mere formality, which could be accomplished whenever the Government desired.

When the solution given to the question according to one of the alternate plans I had suggested to the Panama Company, I did not insist that any more about that meeting. I might have insisted that the ratification meeting should be called to prevent any surprise on the part of the shareholders, but I did not do so. I am sorry to hear that the largest shareholders, who were they agreed by mutual contract not to sell any shares during the ratification meeting and to maintain the majority in the same hands, have now sold their shares. This is a string whatever that could now from the French side prevent the definitive solution of the Isthmian problem which is really fit to serve the interests of the world, and which has a great historical interest. The two great historical ones, the War of Independence and the War of 1812, are the two most important ones. Most respectfully yours, BENJAMIN VARILLA.

Human Nature and Postage Stamps.

To the Editor of THE SUN.—Sir: There is something that strikes me as a curious study. For a long time we have been making a business proposition to business firms all over the country, enclosing stamps for reply. Our inquiry related to something we had to sell, and not to anything we wanted to buy.

Assemblyman Seymour and the Automobile.

To the Editor of THE SUN.—Sir: A letter signed by David Provost appears in your issue this morning criticising my alleged remarks on Senator Cook's Automobile bill.

This gentleman, who advocates in his letter a "shotgun" policy of enrolling in the Legislature all reformers, and finally, or lobby of the Capitol, as I was going home, and attempted to start a conversation about a bill which I told him I had not seen and did not know the provisions of. He said that he was the same bill that Senator Cook advocated last year. I should suppose, if I did not know the provisions of the bill, that I would have taken some measure in going over it with him, and told him my attitude, which is, as I understand it, that I have always been advocated by THE SUN, that all who use the streets or highways, whether they are on horseback, on foot, or use electric cars or automobiles, should be accorded proper protection and rights, and that the Legislature should take the highways in any manner that would endanger the safety of the general public, or their freedom of use of the streets.

An Open Letter.

To the Hon. Seth Low, Mayor, City of New York. DEAR SIR: The Alumni Association of Dear Sir: The Alumni Association of the Board of Public Schools, in the District of Columbia, for Commissioner of Public Schools.

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HOW DIAMONDS BREAK.

It Happens Very Seldom, and Only When The Blow Just Right. From the Louisville Courier-Journal. Secretary Harry Pulliam of the Pittsburgh Baseball Club, who has been in this city on a visit for some time, smashed and utterly destroyed a \$500 diamond at the Louisville Hotel yesterday morning. It was such an accident as will happen to a diamond once in ten thousand times, so Mr. Pulliam feels that it is "outrageous fortune," with a vengeance.

"Anywhere but in Louisville," he said, "it wouldn't have happened—old hard-luck Louisville," and he thought of the erstwhile Colonel's long years of struggling in the National League against the baseball demon of ill luck. The stone was set in a ring which had been given him by the members of the Pittsburgh team last fall. It was of the fiery white variety, and for its size—a little more than two carats—was unusually valuable and handsome. The ring in which it held the stone was set in a ring which would have given the stone ample protection against any injury it might receive. He had had his hands in warm water, and he had been very careful. He had done the work. The upper part was still in place by the gold claws, and the lower half lay against the base of the setting.

Mr. Kendrick, who saw the ring after the accident, said that he had in his whole experience as a jeweler heard of three such accidents, and that he would have been generally rare. About twenty-five years ago a Louisville woman broke a diamond in identically the same manner. She was washing her hands in warm water, and she had a diamond in the gold surface of some kind. Some years ago I saw another case of the kind in the Hoffman jewelry store. A gentleman took a stone valued at about \$4,000 from his wallet to show some of his friends. It slipped from his hands and fell to the marble floor. It was literally shattered. Mr. Pulliam could have had his diamond and had a new one made in a hundred times and wouldn't have made any impression upon it. A skilled lapidary would have cut it in a new shape, and Mr. Pulliam's ring so happened to fall on the grain and was just at the right temperature to smash.

Asylum Nurses' Wages.

To the Editor of THE SUN.—Sir: As a reader of THE SUN and the clause in the article headed "At Odds With the Governor"—referring to the wages of the nurses and attendants, which are quoted as being "fairly satisfactory," I would like to see your definition of the term "fairly satisfactory." If you compare the services rendered the State by the said nurses and attendants with others, no keeper and attendants in the State, the difference in the salaries or wages of each, what is the proportion? The duties of the one are quite as onerous as the other, with the difference of dealing with a sane or an insane person.

With the same, in cases of necessity, the keepers and attendants in the State are held responsible for any injury that may occur to the insane, and the same is true of the patients. The latter are held responsible for the State at all times. They are certainly not held responsible, especially in the case of those who are married and have families to support. The State should pay the wages of the nurses and attendants a fairer remuneration for them (the first one in years) to give them a better position. The State should pay a host of criticism from those who have for years lived on the fat of the land. The State should pay the wages of the nurses and attendants a fairer remuneration for them (the first one in years) to give them a better position. The State should pay a host of criticism from those who have for years lived on the fat of the land. The State should pay the wages of the nurses and attendants a fairer remuneration for them (the first one in years) to give them a better position.

Bishop Potter's Speech.

To the Editor of THE SUN.—Sir: I had the privilege of hearing Bishop Potter's address to the graduates of Columbia University on Tuesday last, so that I was much interested in reading your editorial on the subject in yesterday's issue. It appears that your judgment was based on a fragmentary report of the address, and that you had not read the full address. The address was a most interesting and timely one, and it is difficult to do justice to it in a few lines. The Bishop's address was a most interesting and timely one, and it is difficult to do justice to it in a few lines. The Bishop's address was a most interesting and timely one, and it is difficult to do justice to it in a few lines.

This Dog Can Use a Telephone.

From the Albany Journal. A certain officer of an Albany corporation owns a pet dog named "Hags." It is a very intelligent dog, and it is known to use a telephone. The dog is said to be able to dial a number and talk to a person on the other end of the line. This is a very interesting feat, and it is said that the dog is able to do this without any special training. The dog is said to be able to dial a number and talk to a person on the other end of the line. This is a very interesting feat, and it is said that the dog is able to do this without any special training.

Die of Pastor of a Church at 16.

From the Indianapolis News. A pastor of a church at 16 years of age has died. The cause of death is said to be a disease of the heart. The pastor was a very young man, and his death is a great loss to the church. The cause of death is said to be a disease of the heart. The pastor was a very young man, and his death is a great loss to the church.

Wagon and Horse Dropped.

From the London Daily Chronicle. A wagon and horse were dropped from a bridge. The incident occurred in London, and it is said that the wagon and horse were dropped from a bridge. The incident occurred in London, and it is said that the wagon and horse were dropped from a bridge.