The Sun.

WILLIAM M. LAFFAN.

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The Conscience of Mr. Cantor.

Has the Hon. JACOB A. CANTOR, President of the borough of Manhattan, fully satisfied his conscience in the matter of delaying the Pennsylvania tunnel franchise? Has he done all that is required by his sense of the respect due by himself to his own judgment concerning the conditions under which the Pennsylvania ought to be permitted to begin this work of transcendent importance to our metropolis and its people?

There was some indication yesterday that Mr. CANTOR is making encouraging progress in that direction; for he was reported as saying: "In any event I am for the franchise, and, if necessary, I will sacrifice my personal views to vote for it."

And, further, Mr. CANTOR was reported as uttering this praiseworthy sentiment: "If I believed that one member of the Board of Aldermen was holding out for money, or if any one can convince me of that, I shall drop all minor considerations and vote for the contract in its present form."

Let us hope that the Hon. JACOB A. CANTOR is correctly reported. There is no person in all the five boroughs whose conscience and cogitations are at present the subject of profounder interest to his fellow citizens. The interest is perhaps accidental and temporary, but not for that reason the less intense.

Before the Leap.

If the Constitution should be amended in the manner advocated by the group of statesmen at present headed by President ROOSEVELT, and the Federal Government empowered to control corporations, there would be effected a political and economical revolution such as this country has not known.

Give the Government at Washington the right to regulate business that is involved in the amendment in question, and the function of the States would before long cease to be serious or vital. With the National Government's grip fastened on the heart of business, for such is the great form of partnership known as the corporation, the authority and the individuality of the States would wither into formality and nothingness. The "United States" would become but a name.

As a revolutionizer of the American system, neither one nor all of the amendments added to the original Constitution can be mentioned in the same breath.

For what, though, is this stupendous change urged upon the people of the United States? Is it born of national disaster that calls for desperate innovation in our national political organization? Is the country beset with difficulties which are not only unbearable, but which are so clear that all dispute as to their nature has passed? And is the cure agreed on? In other words: Are we in trouble? Do we know what ails us? Are we unanimous and sure as to the remedy?

We are in a state of unparalleled prosperity. Our advantage in competition with the world was never so great. On the other hand, the evils ascribed to trusts are still little better than conjecture. No one has as yet defined them intelligently. President ROOSEVELT pleads for publicity in order that he may discover what they are, foretells that many of them will prove imaginary, and confesses that there is as yet no knowledge on which the trust-regulating laws so much desired can be formulated. Even in the case of the most self-confident and cock-sure ambition to regulate there are both vagueness as to the reasons for action and haziness as to the course to pursue after action has been determined upon.

Let the discussion go on, by all means; but let us have more light.

"Manslaughter," Says Judge Dixon.

Numerous complaints have been heard that Judges are too lenient with offending automobilists, but that criticism does not apply to Judge DIXON of New Jersey. In charging the Bergen County Grand Jury on Tuesday last this able jurist said things which should make reckless "motorists" ponder and reduce their speed.

In the case of one JOHN HENCHES, who, some weeks ago, was killed by a horse which had been frightened by an automobile going at great speed, Judge DIXON said:

> If in this case it appeared that driving the automobile at such speed was the probable cause of the man's death, then the guilty party should be indicted for manslaughter.

This should settle the question, at least so far as New Jersey is concerned, as to the responsibility of an automobilist who drives his machine at top speed on a public highway, even if he happens to do so without colliding with other vehicles or knocking down pedestrians. The simple act of running his machine at an unreasonable rate of speed is, in the opinion of the learned Judge, sufficient ground for his indictment on a charge of manslaughter, if upon seeing the vehicle a horse chances to run away and thus cause the death of its driver.

This matter of recklessness on the part of automobilists, continued the Judge, "is not a question of municipal ordinance; it is the law of the State. It does not depend on a statute; it is a common law, which we inherit from our ancestors." And no one can say that this view of the situation is not sound. The public road is not a racetrack and never will be; and if there is no other way to test the powers of the horseless machines than to run them at lightning speed on the highways, and thereby imperil the lives of the community, their powers had better remain untested.

The fact that the opinion here quoted comes from New Jersey may afford some comfort to scorchers in the Empire State; but it won't be long before the sentiments expressed by Judge DIXON will become universal.

The Big Four at Syracuse.

The New York State Fair at Syracuse began Monday and will last until to-morrow night. The crowds have been enormous, like the show. Wednesday, for instance, 50,000 persons were present, the largest number of visitors in the history of this great moral agricultural show. Wednesday was called "Legislative Day" on the calendar; and legislators and statesmen by the dozen were on hand to grace it. The Hon. SERENO E. PAYNE of Auburn, the Hon. JOTHAM P. ALLDS of Chenango, the Hon. HOBART KRUM of Schoharie, the Hon. JOHN RAINES of Canandaigua, the Hon. P. J. CULLINAN and the Hon. THOMAS H. COSTELLO of Oswego and many another major or minor planet of the political heavens glittered or sparkled with benign aspect. As the statesmen stalked by, the sheep baaed piteously for a more rigorous dog law. The oxen and cows and steers lowed or mooed wrath against the Beef Trust. The pumpkins tumbled over one another in sympathetic welcome. Statesmanship was smiling on Agriculture. The spectators were duly affected by the affecting scene.

Now statesmen have the privilege, refused to the public by the heartless Prof. ARTEMUS WARD of Baldwinsville, of going in without paying, but free passes are no rarity and veteran lawgivers and officials have a wide range of inexpensive entertainment. Why was Syracuse invaded by such a phalanx of intellect? Why did the railroads that are fortunate enough to lead to the Onondaga Reservation have to stir their stumps to bring those eager multitudes to the fair? Why were the hotels full to their eyebrows? Why were men glad to be allowed to repose all night in umbrella stands or walk in the silent midnight watches along the giddy boulevards of Syracuse or court perilous slumber on the tops of cars? Why were the 50,000 in Syracuse? Not to see the statesmen, dignified and lovely as that gallery was. Why were the statesmen there? Not to see the crowd. They have been to football games and races. Not to see Dan Patch, the famous pacer. The track was heavy; and as statesmen and sociologists they may be presumed able to go a reasonably warm pace themselves. No, what means this stir in Syracuse, this frantic rush to the State Fair from all parts of the State?

Have you seen the posters by which that festival of CERES and POMONA is advertised? The statesmen have. The rest of the 50,000 have. At this moment all roads that lead to the City of Salt are packed to the gutter with millions of travellers faring gayly toward the Big Four set forth on the billboards, the barns, the walls and fences, the haystacks and hayscales, in the stores and barber shops. This way to the art exhibition!

A poster with a groundwork of pensive, tender light blue, the very shade of the cravat of First Love. At the top, in deeper, darker, more beautifully blue, the words "New York State Fair, Syracuse." At the bottom, in plain black, the dates. Between the black and the blue, filling three-fourths of the space, a gilded screen through the interstices of which pale blue peeps furtively upon the Big Four. All are in bathing dress. Evidently they are healthy and not afraid of exposure. They stand in stockinged feet where the gilt and pale blue meet. Begin at the left, if you please. Numbers 1, 2 and 4 are blondes. No. 3 is a brunette. There is not so much costume that it will take too long to describe it:

> No. 1—Red and white Tam o' Shanter; red and white waist, with Southern exposure; red and white soul-of-wit skirt; monumental pillars with wide flare and draped in redder than cardinal red. Slight traces of blue on toes; arms behind at the waist and slenderer than the red columns seem to justify architecturally.
>
> No. 2—Green and red cap; red knot instead of sailor tie; wider area of neck; green and light green waist and skirt; colossal green columns.
>
> No. 3—Rustic straw hat with narrow red ribbon; large red, hanging bow or scarf at danger point of corsage; yellow and brown waist and skirt; purple columns of much strength and beauty; right resting on tip of toe; weight of body on left; splashes of light blue on left; arms akimbo; columns and feet cyclopean.
>
> No. 4—Purple and white; yellow knot; arms at side; purple cyclopean columns; weight on both feet; three light blue stripes toward tips of feet.
>
> Remarks: Dental arrangements excellent; expression roguish.

Red, green and purple. Now you begin to understand this stir in Syracuse.

Silk Culture in Our South.

The recent address by Mr. LOUIS BORRIS MAGID, in which he advocated the introduction of silk culture on a large scale in the Southern States, and more particularly in Georgia, has drawn general attention to an industry which was established in this country during its Colonial period and once gave promise of becoming an important source of American wealth. Various causes, among the chief of which was the introduction of negro slave labor in the regions of the South best adapted to the culture, brought about the practical destruction of the industry.

Mr. MAGID is convinced that the time has come when the culture of silk can be revived and made an exceedingly valuable addition to American resources. He is proving his faith by his works, or, in other words, he is backing his opinion with his money. He is a German by birth, who has familiarized himself with the conditions favorable to silk culture in the countries of the world where it is most largely and successfully pursued, and as a consequence of his studies has fixed on the State of Georgia as the place where the experiment of its American introduction can best be made. Going from New York, he acquired in the neighborhood of Tallula Falls, in Georgia, a tract of land fifteen hundred acres in extent, and there he plans to develop the industry on a large and systematic scale. In that climate the mulberry tree thrives so greatly that it has come to be looked on by the farmers as a nuisance; and generally in all that region of the South, including besides Georgia, the Carolinas, Alabama, Florida, Mississippi, Louisiana and Texas, he describes the conditions as particularly favorable to the growth of the mulberry tree and consequently to the production of silk.

Mr. MAGID's project is interesting also because it involves the attraction to the South of an immigration which would be peculiarly adapted to its climatic conditions. Mr. MAGID proposes to divide his Tallula land into small farms and to invite thither farmers from Piedmont and Lombardy, so celebrated for its silk growing. The greatest volume of immigration to this country from any single European State is now from Italy, but it is chiefly, almost wholly, from the Southern provinces of the peninsula. Whether Mr. MAGID can induce the emigration from Northern Italy which he needs will depend, of course, on his making his experiment successful, but he seems to have no fears on that score.

Mr. GERALD MCCARTHY, the biologist of the Department of Agriculture of North Carolina, it seems, will be making simultaneously an experiment in silk culture in that State. He will have the assistance of an appropriation by the Federal Government of $10,000 for such experiments. Mr. MCCARTHY has gone so far as to import silkworms from Italy, and to distribute them among farmers' wives in North Carolina.

The silk-manufacturing interest, now so great in this country, does not seem to look on these experiments hopefully; but both Mr. MAGID and Mr. MCCARTHY are full of confidence that they are the beginning of a culture which will rapidly develop into prosperous activity. This is the greatest silk-consuming country in the world, and these gentlemen contend that nothing except intelligent utilization of our climatic advantages for the culture is needed to enable the United States to become also the greatest silk-producing country.

The Charges Against the Fire Chief.

After more than three weeks of mysterious intimations that something had been discovered in Fire Chief EDWARD CROKER's official record to warrant Commissioner STURGIS in demanding his removal from office, the public is at last definitely informed of the nature of the accusation.

The Commissioner will ask for the trial and removal of the Chief on the ground of "insubordination." The specifications of insubordinate conduct, as it appears, are these:

First, Chief CROKER's refusal to serve out the full term of a period of repose and recreation which Commissioner STURGIS had granted to him.

Secondly, some alleged acerbity in the Chief's manner toward the Commissioner at the interview when the latter informed the former that he was to be "relieved from duty," that is, practically suspended from his office, without charges.

Thirdly, the announcement by Chief CROKER to Commissioner STURGIS that he would appeal to the courts if the Commissioner attempted to remove him from duty.

This is absolutely all. It will be seen that the proceeding to remove the Fire Chief from office on charges is based exclusively upon allegations as to his conduct subsequent to and growing out of the attempt to remove him from duty without charges.

It is a wonder that the fact that the Fire Chief has actually appealed to the courts for protection in the right to discharge his legal functions is not likewise specified by the Commissioner as an additional and even more damning evidence of insubordination than the mere promise so to do.

The Democrats of New Hampshire are engaged in an experiment which will be watched with uncommon interest by everybody. They are trying to put the Democracy of their State in the same respectable position which the Democracy of the United States occupied before Bryanism was heard of. They throw the Chicago platform and the Kansas City platform to the winds of which those platforms were born, and stand for sound money, the maintenance of the public credit and private values, tariff for revenue only, reciprocity with Cuba, and future independence for the Philippines. We need not say that some articles of this creed are open to serious debate; that circumstance does not impair the general respectability of the proceeding.

No sooner blown than blasted. The boom of the Hon. WILLIAM SULZER for Governor began in Tompkins County. Is it to end there? In the Tompkins County Democratic Convention Wednesday, a motion to instruct the delegates for the Manhattan CLAY "was not even seconded." Is there a conspiracy against this fearless and fire-tongued tri-*bune* of the pee-*pul*.

Dr. SAMUEL G. DIXON of Philadelphia, president of the Academy of Natural Sciences, tells of the gradual decline and fall-off of the once wild animals in the Yellowstone Park. The bears are becoming so "familiar" that they "would in a short time become a nuisance almost as great as the coyote now is." Grizzlies, brown bears and black run races to the garbage cans of the hotel; and a small boy with a "rock" can disperse a collection of grizzlies. We look to see brown bears as thoroughly domesticated as dogs, and grizzlies, duly licensed and muzzled, walking demurely on Broadway.

Untidiness in Central Park.

TO THE EDITOR OF THE SUN—*Sir:* It has been my habit for several years to cross Central Park on my way downtown in all seasons and in every sort of weather, and it has never appeared so unkempt and dirty as it does now. Apparently, little trouble is taken to clear the walks and lawns of the rubbish that the crowd leave on holidays. On Monday I charted a stretch of walk on which lay, in a space of a few yards, a bottle, several pieces of paraffin paper, a box, a bathing cap, a few matches and peanut shells. These were on the path that skirts the croquet lawn, which, by the way, was littered with newspapers left by the Sunday crowd (or perhaps by that of Saturday). On Tuesday I verified the position of the bottle and the other articles, and they are probably there now.

The condition of the tunnels beneath the bridges in many places is nauseating, and this, too, is a new thing, due to the "shut eye" police—or worse, to their example. This I have seen on two occasions. If such actions are permitted the force, what can be expected from the rabble that sleep on the hill near the Seventh avenue entrance?

Any one doubting this description should visit any of the lawns opened to the public on Sundays, say on Wednesday, and observe the dates on the newspapers lying about. WILL H. SCHANCK.

NEW YORK, Sept. 10.

AUTOMOBILE SLEEPING CARS.

Interesting Possibilities of Future Pleasure Travel Across the Continent.

TO THE EDITOR OF THE SUN—*Sir:* The desire to make of the automobile a machine which, while possessing all of the more prominent features of the motor vehicle of to-day, shall be sufficiently large and commodious to accommodate a whole family, is increasing rapidly.

Some months ago it was reported that a gentleman of Philadelphia had designed and constructed what he called a "house automobile," capable of affording all the comforts of home to six or eight persons. It contained a reception room, a dining room, a reading room, clothes closets and a bath-tub, and folding partitions were used to subdivide the larger rooms, if it were found desirable to do so. The vehicle was 65 feet long over all and was fitted with a duplex gasolene motor.

Shortly after the announcement of the Philadelphian's invention a communication from Paris stated that an automobile had been built in that city, at a cost of nearly $30,000, which resembled a house-boat and would accommodate comfortably five individuals. Its length was 60 feet and its maximum speed twelve miles per hour. The owner of this vehicle, it was said, intended to make an extended trip with it through France and Italy, and had taken on board enough provisions to last for two months.

Now I hear that a resident of Rochester, N. Y., who has recently completed a tour of several hundred miles in a motor carriage of the ordinary sort, is about to construct what he calls an automobile sleeping car. Having suffered the inconvenience incident to travelling by night in his own vehicle, he sees no reason why automobile tourists should not be provided with berths, or bunks, wherein to repose while the chauffeur "holds the reins." In explaining his proposed car he says:

> My idea is to have a vehicle built that shall be about two feet longer than the large vehicles of the present, and to have a glass frame for it that can be attached or removed at will. The increased length will not be a disadvantage worth considering, and in a vehicle of such size bunks may be improvised lengthwise and provisions can be carried, so that a party could actually live on the road. That is my plan, to build a car in which several persons may live while touring. When the vehicle is to be used about home, the framework may be taken off and stored.

This inventor believes that, before many years, automobiles will be made which will bear the same relation to those of to-day as the Pullman car bears to the day coach, and also that when such vehicles come into general use, automobile excursions across the continent will be undertaken with as much comfort as is a ride of 150 or 200 miles to-day.

Is it by any means improbable that, sooner or later, the prediction of this Rochester gentleman will be fulfilled? I think not. Touring has already become quite fashionable among the automobilists in America, while abroad it is extremely popular. Not a few of our more expert "motorists" have made, successfully, trips of from 300 to 500 miles during the past year or so; and, when all of the plans now contemplated for improving the highways are carried out, journeys of 1,000 or even 2,000 miles by road should be perfectly feasible.

When the first automobile sleeping car produced in the United States gets up steam I hope it will head for the Greater New York, so that I may be on hand to welcome it and see what it looks like.

NEW YORK, Sept. 11. HOPEFUL.

UNCLE SAM'S GOLD HOLDINGS.

$216,248,999 of the $577,000,000 in the Sub-Treasury and Assay Office, This City.

WASHINGTON, Sept. 11.—Of the $577,000,000 of gold now held by the Government, only $7,655,292 is actually stored in the vaults of the Treasury at Washington. The Sub-Treasury at New York contains $187,525,597 of the yellow metal, and the Assay Office in that city, $28,725,402, while the mints in Philadelphia and San Francisco are caring for $147,325,363 and $94,305,291, respectively. The Sub-Treasury at Philadelphia has $9,035,557, and the Sub-Treasury at San Francisco, $27,751,441. The Sub-Treasurer at Chicago is accountable for $23,868,124; at Boston, $19,035,557, at St. Louis, $10,372,614, and at New Orleans, $5,860,116, and the mint in New Orleans holds $1,055,865.

The Assistant Treasurers at Baltimore and Cincinnati have in their vaults $6,300,097 and $4,946,290 respectively and the Assay Office at Seattle is charged with $1,723,708, largely gold bullion received from the Nome and Klondike fields. The remainder of the fund is in the mints in Carson City and Denver and the Assay Offices in Boisé, Charlotte, Helena, St. Louis and Deadwood, the amounts ranging from $660,237 in Denver to $1,488 in St. Louis.

$100,000 Addition to the Harvard Club House.

Plans have been filed with the Building Bureau by McKim, Mead & White, architects, for an addition to the clubhouse of the Harvard Club, at 27 West Forty-fourth street. It is to be four and five stories in height on the rear of the present building, and will be 50 feet in its widest part and 148.7 feet deep. It will contain a large assembly hall and many private living rooms for the members. The improvement is to cost $100,000.

Maryland's First Woman Lawyer.

ANNAPOLIS, Md., Sept. 11.—Miss Etta Haynie Maddox of Baltimore appeared before the Clerk of the Court of Appeals to-day and took the oath of admission to the bar of Maryland. She urged at the last session of the Legislature the passage of the bill which entitled women to practise law in this State and she is the first woman ever admitted to the bar.

Movements of Naval Vessels.

WASHINGTON, Sept. 11.—The battleship Alabama has arrived at New York and the battleship Illinois and the cruiser Chicago at Gibraltar. The training ship Panther has sailed from New London for League Island, the tug Accomac from Pensacola for Havana and the collier Pompey from Cavité for Woo-Sung.

Pastimes of the Elite of Bayonne.

Peanut parties will be a feature this winter in Bayonne, N. J., society. Weekly meetings will be held and various games will be played with peanuts.

For Pug's Pension Fund.

TO THE EDITOR OF THE SUN—*Sir:* In response to "Pug's" appeal in THE SUN of yesterday, I inclose my check for $5 as a contribution to a fund for his proper care for the remainder of his days. G. M. S.

NEW YORK, Sept. 11.

On Broadway.

TO THE EDITOR OF THE SUN—*Sir:* Two dusky females leisurely crossing Broadway yesterday were suddenly startled by the tooting of an automobile which was rapidly approaching them and which sent them scampering back to the sidewalk. Before the look of astonishment had left their faces the auto had disappeared around the corner.

"Goodness me," remarked one, breathlessly, "a body's life don't 'mount to much aroun' heah! If dat drivah had been much soonah, he'd had me, suah."

"Drivah?" said the other with disgust, "dat's no drivah; dat's a chef-a-neah." F. W. H.

NEW YORK, Sept. 11.

The View.

Knicker—What does your new flat overlook?
Bocker—The rights of the tenants.

THE SOUTH CAROLINA PRIMARY.

Extent to Which the Regular Election Has Been Superseded.

The figures of the recent South Carolina primary election, which include the vote for Governor, Lieutenant-Governor, Secretary of State, Attorney-General, Comptroller-General, Adjutant-General, United States Senator and members of Congress, have been slow in coming to hand, but they show the extent to which primaries may be said to have superseded the regular elections in the Palmetto State.

At the recent primary there were cast 94,540 votes, while at the last election for Governor, the total vote of South Carolina was 46,500 and at the Presidential election it was 50,800. The importance of these figures is further shown by the fact that there is only one party in South Carolina holding a primary election, the Democratic party; the nominations to office by the Republicans, who number, even under the existing system of disfranchisement, more than 5,000, being made by conventions.

That is, 95,000 Democrats in South Carolina take part in a primary election, registering their preferences for various candidates, but at the official election only 46,000, or less than half as many, take part. The primary is, in fact, more important than the election; and the result of the primary once known, the election becomes a perfunctory matter, and the participation of the Republicans in it, when they nominate candidates, is deemed of small account.

There were five candidates for Governor at the primary election, three for Lieutenant-Governor, three for Secretary of State, two for Attorney-General, one for State Treasurer, nine for Railroad Commission, four for Attorney-General and six for United States Senator. The Congressional candidates on the Democratic side were also put in nomination at the primary, the representation of South Carolina in the Fifty-eighth Congress being the same as it is at present, seven members.

Whatever maybe thought of it elsewhere, the primary system of nominations appears to be satisfactory in South Carolina, as is shown by the increasing number of voters who take part in these elections and the diminishing number of voters who take part in the official election in November.

POSTAGE STAMPS OF 1902.

The Especial Use for Which the New 13-Cent Stamp Is Issued.

From the Boston Evening Transcript.

As soon as the die proof of the first of the new series of United States postage stamps is approved by the Postmaster-General plates will be made and the stamp issued to the public. Its denomination is 13 cents; Benjamin Harrison occupies the centre of the field.

This will be the first thirteen-cent stamp ever issued by the United States. Up to 1879 a stamp of the value of seven cents had been in use ten years, but was discontinued when the rate of foreign postage was reduced to five cents. The new Harrison stamp will be little used in domestic mails. Its issuance is the outgrowth of the increased foreign registration service; covering as it will the postage and registration fee upon a letter weighing one-half ounce anywhere within the limits of the Postal Union, which now includes practically all the organized nations of the world.

Stamp experts who have examined the drawing for the new stamp say it will be one of the finest specimens of a postage stamp ever produced, not excepting the famous Columbian series and the Pan-American set. In addition to the usual "United States of America" and "Postage Thirteen Cents," the inscription "Series of 1902," together with "Harrison" and figures giving the date of birth and death, appear upon the design. The portrait was selected by Mrs. Harrison and is said to have been the late President's favorite.

When the Post Office Department ordered this new series it requested the Treasury to make special efforts to provide stamps that should be not only distinctive but indicative of the progress in the engraver's art in which the United States has become famous. The Bureau of Engraving and Printing has entered into the spirit of the occasion and will produce the best work of which it is capable. After the thirteen-cent stamp will come the new four-cent. This will not continue to bear the familiar features of President Lincoln, but those of Gen. Grant. These two Presidents change places; Grant appears on the four and Lincoln will later have a place on the five. There will be something of a shaking-up in the postal gallery of notables when this new series is completed. Commodore Perry who has for a score of years occupied the central oval on the one-dollar stamp—rarely seen by the general public—is to be superseded by Admiral Farragut. Gen. William Tecumseh Sherman, who for many years has figured on the eight-cent stamp, disappears entirely from the series. His place will be taken upon the stamp of that denomination by Martha Washington.

It has been supposed by some persons that Martha Washington was the first woman honored with a position upon a United States postage stamp. It is recalled, however, that the Columbian series, issued in commemoration of the World's Fair, contained a portrait of Queen Isabella of Spain, appearing, besides that of Christopher Columbus, on the four-dollar denomination. Gen. Sherman, while he disappears from the stamp series, is not wholly forgotten. He succeeds to the place now held by Gen. Grant on the return postal card.

The entire new series will probably be on sale before the close of the present year. They will appear one at a time as the dies are approved and the plates made. It is customary to change a series of postage stamps every eight or ten years. The present set has performed service continuously for twelve years, however. It is notable that with all the changings and shiftings of these honors, there is one sturdy figure who occupies the same place on our postage stamps that he did fifty-one years ago, when our first regular series was issued; and that is Benjamin Franklin, the founder, almost, of the American Post Office.

Through thick and thin Franklin has never been disturbed in his occupancy of the one-cent stamp, and should we come to penny postage, which is obviously but a question of time, the issue would arise whether Franklin should continue in his place, or whether it should go to the much-monumented Washington, whose relation to the postal establishment was much more remote. Washington has thus far been nearly as undisturbed as Franklin in occupying the popular stamp. In the series of 1869, better known as the "locomotive" set, from the primitive, wood-burning locomotive, however, Washington was displaced by the locomotive appearing instead on the six-cent stamp. In 1871, when the "locomotive" series was abandoned he returned to the three-cent stamp, where he remained until 1880, when the unit of domestic postage was changed to two cents.

When the thirteen-cent stamp is issued, there will have been but three eligible ex-Presidents who have not been honored with a place in the postal gallery of the nation during the last forty years—Johnson, Hayes and Arthur. No living ex-President is, of course eligible. President McKinley's portrait now appears on the new postal cards. It is understood that later a change will be made and his likeness placed on one of the principal denominations of postage stamps.

History Rewritten.

Perry, having won the battle of Lake Erie, had sent out his famous message, "We have met the enemy and they are ours."

"Hours?" exclaimed his Captains, "we thought they came out seconds."

Crestfallen, the Commodore attempted to recall the telegram, but failed.

Galileo was imprisoned by the Inquisition for maintaining that the earth moved.

"How about the 1st of May?" he asked his judges, triumphantly.

Chagrined at their open display of ignorance, they immediately released him, and he took his place in the van of science.

A Fashionable Craze in Texas.

From the Montague Democrat.

The craze here now is the shaving off of the mustache.

The Only Child.

Subtraction lends a most convincing clue!
With Joke left out, the trio is but two!
Then from Two Spot take one, and what remains?
Just merely Sport, and what to sport pertains.
The comedy is merry, and it's got
Though lots of action, very little plot!
The manager is there, behind the scenes,
And knows quite well exactly what he means!
Triplets or twins—a cunning nurse he may be,
But there's no doubt that he's the only baby!

LA TOUCHE HANCOCK.

A MILLION FOR BISHOP BRENT.

Episcopalians Set Out to Raise a Fund for Their Church at Manila.

A statement was issued yesterday, signed by J. Pierpont Morgan, Senator Hanna, George McCulloch Miller, James L. Houghteling of Chicago, William H. Crocker of San Francisco and Samuel Mather of Cleveland, in which an appeal is made for $1,000,000 to carry on the work of the Episcopal Church in the Philippines. The banking house of J. P. Morgan & Co. is mentioned as willing to receive this sum, the signers agreeing to "make such arrangements as shall seem best to secure the permanent holding of the principal of the fund and the payment of the income for the use of the Filipinos."

It is announced that Bishop Brent has just arrived at Manila, that $100,000 is already in hand with which to build a cathedral in Manila, that a site has been secured, and that George C. Thomas, the Philadelphia banker, has given $25,000 with which to provide buildings for parish work, to be constructed in connection with the cathedral foundation.

Bishop Brent does not purpose to rely wholly upon religious services in his cathedral, but wants a Manila settlement, which, he thinks, should have nine clergymen, two trained nurses, some kindergartners and some lay missionaries, including a physician. He wants a summer resort and convalescent home in the mountains of Luzon, because, he says, American workers cannot remain over three years in the climate, and must then, under present conditions, be absent one year. Instead, he wants annual vacations in the mountains. The settlement in Manila, he thinks, will cost $5,000 a year to maintain, and he asks for an additional school that will cost $2,000 a year.

The statement yesterday was to the effect that of the $1,000,000 needed, about $75,000 is in sight, exclusive of the $148,000 in hand for buildings. It is said that Mr. Morgan gave the $100,000 to build the cathedral, but this cannot be confirmed. The name of the giver is withheld for the present.

MAYOR RESUMES HIS TALKS.

Advises the City to Spend $2,000,000 for Contagious-Disease Hospitals.

Mayor Low resumed his talks to the public on the workings and needs of the different city departments yesterday. The city's health was the subject he commented upon. He insisted that more hospitals for the treatment of infectious diseases were needed and suggested that at least $2,000,000 should be expended in the next three years for this purpose.

Diphtheria, he said, was yielding rapidly to medical attack, and even in consumption, the great scourge which carried off about one-eighth of all who died in the city every year since 1886, showed a reduction of more than 35 per cent., an equivalent of about 3,000 lives a year. With sufficient hospital accommodation for the care and treatment of this disease Mayor Low thinks that the death rate can be reduced by one-third more in the next five years. He went on to say:

> London has 6,500 beds for the treatment of infectious disease, or one bed for each 1,000 of population; the city of New York has only 750 such beds, or one for each 5,000 of population. London is engaged in adding 1,500 beds to its present supply, and New York, through an issue of bonds authorized this year, is adding 225 beds. In London this year out of nearly 20,000 cases of infectious disease nearly 88 per cent. were treated in hospitals; in New York only 9¼ per cent. were so treated.
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> I am sure that the conscience of New York, to say nothing of its good judgment, will not suffer the city to be less than one-fifth as thoughtful of its sick poor and of its own health as the city of London. I am equally sure that these hospitals cannot be erected through the tax levy. I believe it to be a duty, therefore, for the city to place itself in a position to be able to avail of the credit allowed to it by the Constitution of the State, and to place itself as rapidly as possible in the front rank of cities that make adequate provision for the preservation of human life.

Trials of the "Executive Officer."

Lieutenant-Commander B. A. Fiske, U. S. N., in the United Service Magazine.

The duties of executive officer require a "continuous performance." For instance, the First Lieutenant sits down about 1 o'clock to do something and just then the Surgeon interrupts him with a lot of papers that concern the "First Luff" very little, but which he must look over carefully and initial and send to the Captain. The Paymaster is waiting; and as soon as the Surgeon is gone he makes a request that the men of the crew be sent down to sign their names, with the officers of their divisions to witness their signatures. The First Lieutenant begins to give the officer of the deck certain directions as to how and when to do this and is half done when the Chief Engineer comes to report that Coal Passer Smith has given out with the heat and that he needs some one else in his place right away. Then the First Lieutenant examines the watch, quarter and station bill to find a suitable man, and the chances are that he gets a man who gives out with the heat on the very first watch.

Then the Captain sends out an order that he wants his gig immediately, and then changes his mind and orders a steam launch instead. Then the chief master-at-arms wants to know if he can let the barber shave the prisoners. Then John Jones comes and asks if he cannot go ashore to-day on liberty, instead of to-morrow, because his friend, Pat O'Flaherty of the Monterey is going ashore to-day, and they want to see each other. Then Lieut. Plunkett of the Petrel comes to call and when he is going Lieut. Werlich of the Monterey comes to call.

Just then the orderly reports that the Captain is coming alongside. The First Lieutenant says a few choice words and buttons his collar to his undershirt, puts on his blouse and cap, hurries out on the quarter deck, and runs against the orderly, who is coming to say that the Captain is only passing the ship in his gig. Then two parties of men ask permission to visit the Monterey and Monadnock respectively. Then the officer of the deck comes and reports that a signal is hoisted that he never saw before and asks what he is to do about it. At that instant the Captain comes on board suddenly and the First Lieutenant rushes out on deck to receive him with his collar buttoned on one side only. The Captain tells the First Lieutenant to have the gun taken out of the steam launch at once. When this is half done the First Lieutenant receives an order that the Captain wishes to have the gun left in, because an emergency signal is reported from another ship, but made in such an unintelligible way that he wishes him to have a signal sent back at once asking what it means. Then the yeoman brings up a lot of papers to sign, and when the First Lieutenant has just started in the Captain sends for him to find out if a certain gunboat is at her station near the ship. Two minutes afterward he sends for him to ask him a question, and five minutes later sends out a letter and says not to forget to send it to the flagship to-morrow at 10 o'clock in the morning, and so on, and so on all that day, also the next day and the day after that.

A Sign of Progress in Canada.

From the Toronto Globe.

The appearance of Canadian departmental reports dated 1-2 Edward VII. is a reminder that the present is an excellent opportunity to abandon this awkward and unreasonable method of dating statutes and official publications. The calendar year should be adopted, instead of pursuing a method that is, to say the least, extremely insular.

Ginger Wine as Strong as Champagne.

From the London Standard.

Ginger wine, which has been sold for years as a temperance drink, was proved, at the Bishop's Stortford Petty Sessions, yesterday, to contain as much alcohol as champagne, and five beer house keepers were fined the nominal sum of half a crown, without costs, for selling it without having in force licenses to sell wine.

Admiral Killick.

From the Kingston, Jamaica, Gleaner.

His name is Hamilton Killick, but he is not a Scotsman, as has been erroneously stated. He is a Haytian of Scottish descent on his father's side. He succeeded the late Capt. Gilmour, R. N., in command of the Haytian Navy.

And, Lo! Gad Apes's Name Led All the Rest.

From the Providence Journal.

The attention of THE SUN ought to be called to the fact that the first name on the list of registered Republican voters in the town of North Stonington, Conn., this year is that of Gad Apes.

SUCCESS OF THE STATE FAIR.

The Receipts of This Week Will More Than Pay Last Year's $14,000 Deficiency.

SYRACUSE, Sept. 11.—For the first time in its history the State Fair will be a paying institution. Vice-President Wieting said that the big crowds of Tuesday and to-day would enable the fair to pay the $14,000 deficiency of last year and get on its feet. He expects now that the Legislature will give any appropriation that is asked. Lieut.-Gov. Woodruff was not on the grounds to-day, having gone to Brooklyn to look after the caucus fights there. The attendance of to-day was estimated at 45,000. The parade of prize-winning stock was the feature of the morning and was held while the band played "A Brand New Bully."

Justice of the Peace Thomas F. Smith, who holds court in the grounds, was caught napping to-day. T. F. Rutlege of Tonawanda and Cora Reynolds of Croghan, Lewis county, asked him to marry them on the spot. He had no marriage certificates with him and had to put them off until night.

The commissioners met last night and discussed the advisability of a new building devoted to the displays of all State institutions making a specialty of gardening and fruit growing.

An automobile parade, in which fifty machines were in line, was held to-night, led by T. D. Wilkin, president of the Automobile Club of Syracuse.

ON GETTYSBURG BATTLEFIELD.

The Equestrian Statue of Gen. Slocum to Be Dedicated on Friday, Sept. 19.

ALBANY, Sept. 11.—The last Legislature appropriated $12,500 for the transportation to Gettysburg of fifty survivors of each of the New York regiments belonging to the Twelfth and Twentieth Army Corps in the War of the Rebellion, to attend the dedication of the equestrian statue of Major-Gen. Henry W Slocum, which has been erected by the State on the Gettysburg battlefield. Gov. Odell and his staff, the family of Gen. Slocum, the New York State Gettysburg Commission and many State officials will also go at the expense of the State. They will leave Jersey City on a special train over the Pennsylvania Railroad at 1:15 A.M. on Thursday of next week, and will return from the battlefield on the following Sunday. The special train will be the headquarters of the party during the three days spent at Gettysburg. The dedication will take place at 3 P. M. on Friday, Sept. 19.

PRIZE MONEY FOR BRAVE TARS.

Crew of the Potsdam Rewarded for a Midocean Rescue.

The crew of the Holland-America liner Potsdam was mustered on deck in Hoboken yesterday morning to witness the presentation of medals and prize money to Capt. Botjer, First Officer Betz, Boatswain Landena, Quartermaster Schwaf and the tars who distinguished themselves in rescuing the crew of the foundering bark Bishop Brun in midocean June 25. The presentations were made by Capt. T. M. Nichols of the New York Board of Fire Underwriters, at the request of the Benevolent Life Saving Association of New York. The officers received gold medals, and in addition Landena received $40 and Schwaf $35. The seamen received bronze medals and $25 each.

Profit-Sharing Street Railway.

From the Toronto Globe.

The adoption of a practical system of profit sharing by the street railway company of Vancouver is an experiment that will be of interest to all who watch the development of our industrial system. The *Independent*, a weekly published in the interests of organized labor in Vancouver, B. C., gives a report of an address by Manager Buntzen of the street railway company to a mass meeting of workmen, which was also addressed by President Mahon of the Street Railway Men's Union of America. The meeting shows the harmonious relationship existing between the street railway company and its employees. The company has voluntarily decided that the regular employees shall receive as their share of its profits one-third of the amount available for dividends after the ordinary shareholders have received 4 per cent. This means, as estimated, that at the end of the first year each employee will receive about $30, at the end of the second year the share will be about $50, and in five years it will be $100. The men will receive the standard union wages. Manager Buntzen says that, in his opinion, the increased interest in the company's welfare on the part of the employees created by the new system will add so much to the company's success that the shareholders, as well as the men, will gain by the innovation.

The employees' proportion of the profits will be divided equally among them, all being considered as units in making the company's business a success. In addition to this voluntary concession the company pays as high wages for every class of work as are paid by other local employers, and, generally speaking, higher wages. The company also makes certain concessions in the way of uniforms, light and transportation, that employers in other lines of business are not in a position to grant. It is customary to look for rocks in the way of all such industrial experiments. Men do not work for low wages, nor under unfavorable conditions voluntarily, but because they are forced to do so by the conditions of the labor market. The model employer, the man who voluntarily does more than he is forced to do, because he sees that there is something wrong and that the men are entitled to more, is worthy of all honor. One of the difficulties of such a scheme is that employment with him acquires an economic value which the workmen may be forced to pay to middlemen or intermediaries. But it is time enough to look for such trouble when it begins to develop. A good relationship and a feeling of mutual interest have a value that cannot be accurately estimated in dollars, and these have been secured already by the Vancouver Street Railway Company. We may learn some day that an honest desire to do right can cure most of the industrial evils of modern society.

Feeding His Stock on Sawdust.

From the Baltimore American.

EASTON, Md., Sept. 1.—Herman Schmidt, a Caroline county farmer, read in a German technical paper that wood properly prepared would make good animal food. As there are a number of sawmills in his neighborhood he is putting the plan into practical operation. The theory is that animals have a decided liking for young shoots, roots of shrubs, tree bark and other heavy food of the same nature, and experiments have proved that the nutriment contained in such growth remains in it even after it has become wood, and that with a little salt and water added to it the sawdust will prove to be a highly nourishing diet. Pine, birch, alder, beech, walnut and other woods have been analyzed chemically, and the wood has vastly more albumen, nitrogen and fatty substances than straw. To the salt and water Mr. Schmidt is adding potato peelings, corn husks, canning-house refuse or any other slop he can obtain.

Wages of Servants in English and Scotch Cities.

From the Chicago Record-Herald.

An official report of an inquiry into the wages paid household servants in London, Manchester, Edinburgh and Glasgow includes only women servants. High class butlers, valets, French cooks, French maids, coachmen and grooms are not included, but only the ordinary domestics required by middle class people. No inquiries were made in large establishments where more than seven servants are kept. The returns are mostly from families that keep two, three or four servants. The following table gives the average annual wages paid to several thousand of the different classes named in the cities mentioned:

	Scotland.	London.	Manchester.
General housework	$75.00	$77.00	[illegible]
Cooks	102.00	106.00	[illegible]
Housemaids	87.50	81.00	[illegible]
Parlormaids	98.00	100.00	[illegible]
Nurses	90.00	92.00	[illegible]
Ladies' maids	116.00	127.00	[illegible]
Kitchen maids	72.00	61.00	[illegible]
Nurse and maid	66.00	75.00	[illegible]
Laundress	97.00	101.00	[illegible]

A Railroad Company's Pension Plan.

From the Louisville Courier-Journal.

HUNTINGTON, W. Va., Sept. 7.—The Chesapeake and Ohio Railway Company is devising a plan for the establishment of a permanent pension roll for aged employees. Thousands of circular letters have been sent out the past week to employees with a view to making a statistical report to the directors at their next meeting. This pension fund will be entirely gratuitous on the part of the company.