The Sun.

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Humbug About "Jeffersonian Simplicity."

This plank appears in the Democratic platform:

"We believe that one of the best methods of procuring economy and honesty in the public service is to have public officials, from the occupant of the White House down to the lowest of them, returned as nearly as may be to Jeffersonian simplicity of living."

Now, how did JEFFERSON live? His was the life of an educated, studious, intelligent and well-to-do gentleman of his day. The estate he inherited from his father gave him a handsome income for those days and he increased it by a large law practice and by marrying, in 1770, a rich widow. He enjoyed the luxuries of life and indulged himself in them. His home at Monticello, the most distinguished seat of private hospitality in America, was equipped with all the conveniences obtainable at the time he flourished.

That is, he conducted himself as became a gentleman of his means and his consequence and there was nothing in his exterior manner of life to indicate that if he had lived in our day he would have ordered his household less expensively or less elaborately than does the man who is now in the White House, or the men who will live there in the years to come.

The American people expect their President to live in a way becoming the dignity of his office and their own dignity, and accordingly they provide him with a home and with a salary sufficient to enable him to do it.

An English View of Mr. Roosevelt.

With the writings of Mr. GOLDWIN SMITH and Mr. JAMES BRYCE before us, we should not dream of denying that Englishmen, when they have devoted adequate time and thought to a study of the subject, may be qualified by full and accurate knowledge to discuss American political problems and American public men in an illuminative way. It is just as absurd, however, to-day as it was in the time of Mrs. TROLLOPE and DICKENS to imagine that a brief visit to this country will fit one to expound our institutions, or to determine the rank which history will assign to particular officials in the list of American statesmen. The latest Englishman to take for granted that after a brief experience he could essay a task to which the eminent historians above named gave years of preparation, is the anonymous contributor of "A Foreign Estimate of Mr. ROOSEVELT" to the current number of the *North American Review*.

When this "Anglo-American" tells us that his conclusions are based on first-hand observations, he means of course that he kept his ears as well as his eyes open, and exercised such powers of discrimination and interpretation as he brought with him. It is obvious that the worth of what he heard would depend primarily on the intellectual and moral competence of the interlocutors to whom he listened. It is plain from the record of his impressions that he consorted mainly or only with Republicans, and we may say at once that his conclusions differ in value according as they are derived from those who see in MCKINLEY'S death an immeasurable loss to the Republican party, or from those who worship the rising sun in Mr. ROOSEVELT'S lively personality. In what he has to say about Mr. ROOSEVELT'S predecessor "Anglo-American" is well informed, though he is not alive to the fact that MCKINLEY was ten times more popular and more influential, not only among politicians, but among the voters at large, than the present Chief Magistrate is now. He recognizes the fact, however, that Mr. ROOSEVELT by coercion has not been able to accomplish as much as Mr. MCKINLEY did by persuasion. In the matter of Cuban reciprocity, for instance, Mr. ROOSEVELT made a sturdy fight for the fulfilment of what he believed to be a moral obligation on our part toward the new republic; but "Anglo-American" is quite right in opining that MCKINLEY would have achieved the same result, or a more satisfactory one, without any fight at all.

Our English visitor also learned during his sojourn in this country another indisputable fact—namely, that one of MCKINLEY'S greatest achievements was his loosening of the bonds that had tied the Southern States in what had been accounted an indissoluble alliance to the Democratic party. In what was once slave territory, MCKINLEY carried Delaware, Maryland, West Virginia and Kentucky, besides lowering the Democratic majority to less than 20,000 in each of three other Southern States. On the other hand Mr. ROOSEVELT, as "Anglo-American" has been correctly told, has, by some acts of almost gratuitous clumsiness, restored that alliance to its old rigidity, and in doing so has aroused a bitterness of racial passion in the South unequalled since the horrors of the reconstruction period.

Nor shall we quarrel with the comment that the mischief has been caused not more by the thing done than by the irritating way of doing it. It is true that MCKINLEY appointed more negroes to office than has Mr. ROOSEVELT. But, even in such appointments, the former evinced personal and political tact.

We also observe that, on the ground that "Englishmen, who do not live under a written constitution, have little inclination for political pedantry," we are informed by "Anglo-American" that he could not "sympathize with the Democratic attacks made on Mr. ROOSEVELT for his intervention in the coal strike on the ground that it was unconstitutional." Mr. GOLDWIN SMITH and Mr. JAMES BRYCE are Englishmen, but they have not shown any inability to comprehend that in a Federal republic possessing a written constitution it is the business of the Federal Executive not to transcend the limitations of that organic law. If the power to understand a given type of government were confined to those who have lived under it, it would be ridiculous for our contemporaries to waste time on efforts to compose a history of Greece, or Rome, or the Holy Roman Empire.

On the whole, "Anglo-American" gives Mr. ROOSEVELT an interesting certificate of greatness. "He has proven himself," we are assured, "an administrator of absolutely the first rank." Again: "He towers head and shoulders above all his Democratic rivals except Mr. CLEVELAND." We stagger under the weight of this irresistible dictum, and learn with quivering excitement that "England can hardly conceive the possibility of Mr. ROOSEVELT'S defeat next November."

The Situation About Port Arthur.

It is evident from the reports of the fighting around Kaiping last Friday and the small losses on each side that the Russians offered merely a rear guard resistance to the Japanese advance from the south. What serious work may be in store between Liaoyang and Tashichao will probably be at the latter place and Haicheng.

At this last named point the situation is more favorable for defence than below it, and the Russians will have the advantage of being nearer their supports and reserves. At the same time, if the Russians can hold Haicheng, occupation of Yinkow by the Japanese would be of relatively little value until they had occupied Newchwang and obtained command of the roads between the railway and the Liao River, to the west of which is neutral Chinese territory.

Much, of course, depends on what is going on behind the screen of posts which the Japanese have been throwing out to the north of Feng wang cheng in the direction of Mukden. If there is anything like the number of troops believed to be on the Japanese right, evidence of it will be seen in due course when the armies of Gen. KUROKI and Gen. OKU begin to press the Russians from the south and east simultaneously. Hitherto their movements have been alternate, pushing first from the right and then from the left. The appearance of a large force from behind the northern screen would necessarily have a deciding effect and result in a general retreat of the Russians northward. The situation, as the French say, begins to design itself, and the hardest fighting of the campaign appears to be at hand.

As regards Port Arthur, the report that the Japanese were preparing an attack on the Suiszeying outwork to the north appears very probable. This redoubt is four miles from the Port Arthur railway station and covers the depression in the main line of fortifications on the hills through which the railway and wagon road enter the port. When this work falls into their hands, the Japanese will have secured a position from which, with their heavy guns, they will be able to command the entrance of the harbor. A desperate resistance to its capture may therefore be expected. As there has been no confirmation of the report that the Takushan hill and fort to the northeast of Port Arthur has been taken, it may be assumed that it is still in Russian hands.

The immediate question at this part of the scene of action is what the Russian squadron is going to do. The torpedo boat destroyer Burukoff, which returned to Port Arthur the other day from Newchwang, probably carried full instructions on the subject.

The Practical Value of Art and Beauty.

One of the criticisms made by a member of the Mosely Educational Commission, which visited this country from England last year, was of our artistic poverty in the designing and decoration of American household articles and manufactures generally. Such a criticism might have been just if it had applied to conditions here twenty-five years ago and to some extent even ten years ago, but its expression at this time indicated very narrow and superficial observation in the critic.

The other members of that commission discovered that in the United States the oldtime prejudice against college bred men and men of expert training in our technological schools had given place to a preference for them to a degree unknown in England. In every department of American business, and especially in railroading, in manufactures and all enterprises requiring superior intellectual ability, the demand for men of expert training and of the habit of mental concentration has become so great that well qualified graduates of schools of the higher and of special education, now numerous, are not enough to supply it.

Of late years, too, special instruction in industrial art has been extended and perfected here to so great an extent that the *Architects and Builders' Magazine* treats of the subject as a distinct and very remarkable "movement." Students of art design are multiplying rapidly all over the Union, and during the last ten years from a single school in New York over 2,200 pupils have been graduated; yet so large is the demand for "competent, original designers in the different lines of artistic manufacture that it is not likely that it will be more than supplied for years to come."

The consequence in the improved artistic design and decoration of house furnishings, articles of clothing and wares generally is seen everywhere from New York to San Francisco. It is made manifest in every "department store" and in the displays in shop windows along the streets. Never before was there so sharp a competition among manufacturers to invite trade by improving their products in respect both of durability and beauty of design, and this competition has compelled the employment of a high order of expert and artistic skill.

As the magazine to which we have referred remarks, a few decades ago our manufacturers were satisfied to copy the designs and patterns of European makers, imitating them, though not equalling them in quality; but now a movement toward domestic designing has set in. The great steel and iron workers have discovered the necessity of securing art as an ally, and the same lesson has been learned by cabinet workers, furniture manufacturers, the manufacturers of silks, rugs, carpets and textiles, of books and of an infinite variety of articles to which taste in their design or decoration lends attractiveness and gives salable value.

That is, craftsmanship and art have been linked together, and the closer and the more general their union becomes the more rapid will be our advance in the artistic excellence which has given so great distinction to products of French manufacture. Improvements in machinery, carried further here than in any other country, make possible cheap reproductions of masterpieces of design, so that these are brought within the humblest means.

The modern tendency to specialization is exhibited more and more in art designing. For the metal trades there is a special school of designers in outdoor and indoor metal work and for articles and utensils of household use. Another specialty is book cover designing, in which our publishing trade is acquiring artistic distinction; and illustration offers an ever widening field. Artistic designers of dress and fabric patterns, of all textiles and of women's garments and decorations are employed largely. To a remarkable extent our furniture factories, in which many millions of dollars are invested, are affording opportunities for the artistic designer, and the consequence appears in the beauty of simplicity which distinguishes so great a part of even their most modestly priced products at this period, and secures for them a wide market both foreign and domestic. Architecture also calls in the aid of decorative art so generally that it gives remunerative activity to a multitude of expert and tasteful men and women.

That is, this country is advancing rapidly in civilization. Hard headed men of business are learning that art and beauty have a material value which makes the use of them a practical necessity.

African Demand for Self-Government.

Reconstruction in South Africa has not proceeded along those lines which various cheerful optimists predicted as its certain course. After a temporary boom, commerce sagged to a point of alarming stagnation. The mining interest did not spring into that quick recovery which would make good times on the Rand and in its vicinity. Labor did not appear in sufficient supply for the beginning of various projected schemes for improved transportation facilities, and for other public improvements. Settlers did not come.

Moreover, through it all there has run a strong and persistent demand for the establishment of representative government. After the war Lord MILNER was placed at the head of the Government, a Resident Governor was appointed, and a Legislative Council nominated for a period of two years. That term being now about to expire, this demand for representative government arises naturally. But as there are in the Transvaal fourteen Dutch to ten British, and since, in spite of reports of a prevalent harmony, the late contestants have not yet reached a stage of unlimited and unalloyed mutual affection, the British are slow about granting the demand.

As a Johannesburg despatch to the London *Times* says, "the determination of the British is not to allow the Boers to win with the ballot box what they failed to get with their rifles."

This is the crux of the political situation in the Transvaal, and it is serious, for a continuance of the present system will lead to a discontent which may even extend from the Boers to the British themselves.

The Magyars' Lost Opportunity.

When as a result of the battle of Sadowa, Hungary recovered its independence, an opportunity such as rarely falls to any people was given to the Magyars to take the lead in the welding together of the diverse races inhabiting the valley of the Danube and the Balkan peninsula. Their exceptional position, arising out of the struggles with Austria and their resistance to the centralizing tendencies at Vienna, seemed to designate them as the leaders around whom the other nationalities of southeastern Europe could group themselves in a powerful confederation. But, with a fatuity as great as the opportunity, they threw it away. Hardly had they secured the independence of Hungary and assured their own position as the dominating element, than they began to impose on the other races in the same way that Austria had imposed upon them. The consequence is their isolation and an antipathy toward them on the part of all the other nationalities of the trans-Leithan State that generations will hardly dispel.

It is in this position that the once possible leaders of southeastern Europe found themselves when, the other day, a meeting took place between King PETER of Servia, Prince FERDINAND of Bulgaria, and a representative of Prince NICHOLAS of Montenegro. At this meeting the basis of a Balkan Slavonic alliance was laid that is intended to assume a more definite form when certain eventualities believed to be impending become accomplished facts. Without having been a party to the formulation of the understanding that was arrived at on the occasion mentioned, it is confidently stated that the Italian Government is in sympathy with its objects, and that the Slavonic populations of Hungary and the Rumanian people of the kingdom and Transylvania, whose grievances against the Magyars are many and bitter, regard it with a friendly eye.

Some perception of the situation which they have created for themselves seems to be dawning upon the Magyar leaders, and they are making efforts intended to conciliate those they formerly spared no pains to alienate; but they meet with no response. The feeling of repulsion which their rule has generated in the other races cannot be overcome at this late hour, and the only section of the Hungarian population, the German, in which and its kindred in Austria and Germany they might have found an ally, has been so entirely estranged that where they might, had they chosen, have been the first among equals, they will be fortunate if they find any willing to associate with them under any conditions.

It would be difficult to find in history a parallel to this infatuation of a race on which so many high hopes were at one time founded.

The Bettors.

It is wearisome or amusing, according to one's mood, to find the betting odds on the election solemnly quoted as a sort of triumphant argument and final proof.

The campaign is hardly in the bud. The platforms have not been digested. A hundred, a thousand, unforeseen conditions, a single speech or letter of one of the candidates, may turn strongly one way or the other the balance now about in equilibrium. Yet a lot of gentlemen are gayly betting on their prejudices or their hopes; the state of their guesses is quoted for the information and relief of an anxious world as if the register of the odds were some sublime mathematical demonstration.

Many or most of these calculators of fortune know little or nothing about the political conditions in the several States. If they have a table of the electoral votes, the chances are that it is an old one. But they are confident of their own infallibility. They are eager to bet $10,000 or any part of it at blank to one, and their readiness to gamble in the dark is spread upon the record as seriously as a Census bulletin.

Put not your trust in bettors, especially since many of the bets are "fakes."

Democratic Riises.

Judge PARKER did a manly act in sending what the *Evening Post* calls "his astounding, his exhilarating, his conquering telegram." He deserves better treatment therefor than to be panegyrized in the vein of DITHYRAMB DICK.

The *Evening Post* talks of "bravery's simple gravitation drawing the world again"; of "the man so towering that England sees and salutes him"; of "Judge PARKER'S calmly heroic act," and so on.

Another calm observer, the Hon. WILLIAM BOURKE COCKRAN, speaks of Judge PARKER as "a great leader, the greatest of this generation," as "a new figure of surpassing majesty."

The JACOB RIISES are not all on one side.

The Millennium League.

The Hon. CHARLES V. BARTON of the Government Printing Office has founded the Millennium League. If he is not deceived, the Golden Age will come and the lion and lamb lie down side by side as on the "Millenium Plate," in 1905. Quick realization of a dream that possessed the world so long, and scant time to order your ascension robe.

The millennial year is always coming. Somewhere always there are faithful, enthusiastic souls longing and waiting for it. What makes Mr. BARTON'S Millennium League interesting is its distinct appeal to the Hon. WILLIAM JENNINGS BRYAN.

"What is the greatest want of the age?" asks Millennium BARTON. "Prophets," he answers.

Mr. BRYAN is one of our most celebrated prophets.

"The greatest evil in the world," cries Millennium BARTON, "is the concentration of money."

Mr. BRYAN cries so, too.

As president of the Millennium League, Mr. BRYAN may have a future of activity before him.

Upon what platform will the Hon. WILLIAM JENNINGS BRYAN conduct his campaign for the seat in the United States Senate now occupied by the vindicated CHARLES HENRY DIETRICH of Nebraska? Will he construct it out of that timber with which in St. Louis he pounded to death DAVID'S money plank?

"Be Ye Perfect" Called by a Catholic Priest a Poor Translation.

TO THE EDITOR OF THE SUN—*Sir:* The Greek word is *teleioi*. A school boy looking in an abridged dictionary and finding the meaning "perfect" will translate it "perfect" in every case. A good translator will translate it by whatever word best expresses its meaning in each case.

In I. Corinthians, xiv., 20, we read: "In malice be children, but in understanding be *teleioi*." We may render the word here, "be *perfect*," but the translators of the Authorized Protestant version made the meaning clearer by translating it, "be *men*." In other places the word is translated "full grown," "of full age." (I. Corinthians ii.; 6; Ephesians iv., 13; Hebrews v., 14.)

In Matthew v., 48, since the completeness or perfection spoken of is perfection in the extent of our love, the best translation so far offered, is:

"Be ye therefore catholic (in your love) as your Heavenly Father is catholic (in His)."

POCANTICO HILLS, July 11. J. F. SHEAHAN.

Railway Without Stations.

From the London Daily Mail.

The Hamps and Manifold Light Railway, opened yesterday, has no stations, except those at the two termini. Elsewhere on the route, which traverses northeast Staffordshire, a district rich in archæological interest, picnic parties will be taken up and set down at any place. One of the main objects of the line is to enable farmers to transmit their goods cheaply to the market, and the Treasury made a grant of £15,000 to the scheme.

Lawyers in Legislation.

From Law Notes.

The membership of our House of Representatives has 286 lawyers out of a total of 357. The House of Commons, on the other hand, has only 129 lawyers in a total of 670, while the French Chamber shows an attendance of 139 lawyers in a total of 584.

In the Swim.

How these Democrats love water!
Grover's on a fishin' trip,
When they nominate Judge Parker,
Parker's at his morning dip.

Sweet their lives this dogday weather!
While the Bryans bray their wrath
Cleveland strings his fish together;
Parker smiles and takes a bath.

When the fall frosts chill the river
Grover'll still have lines to trim.
But of Parker—will he shiver?
Will he still be—in the swim?

EDWARD BRODERICK.

WILLIAM AND DAVID.

The Only Victory of Bryan at St. Louis and How He Won It.

TO THE EDITOR OF THE SUN—*Sir:* Bryan's victory over Hill in the Democratic convention committee on resolutions—the only victory won by the Nebraska man from the day of his arrival here—was due entirely to Bryan's superior political strategy. He went into the committee loaded down with resolutions which he intended to use as the bases of compromises. He knew that the convention was against him, but he knew also that the old line leaders were anxious not to make a martyr of him and that they would endeavor in everything to treat him in such a manner that neither he nor his friends could ever say that he had been harshly or ungenerously used.

Hill, sly and cunning as he is reputed to be, went to the contest with no preparation other than the feeble gold plank he was expected to nail to the platform. Against this was arrayed Bryan's battalion of propositions. When Bryan gave way in a compromise he had but to fall back on another proposition. His stock was so large that he could abandon one proposition after another all day long and still be well within the limits of his resources.

But Hill had only the gold plank, and each time he conceded something in a compromise his slender stock of material was reduced appreciably. Thus Bryan wore away the sole resource of Hill and achieved what he was most anxious to obtain—the defeat of a proposition to repudiate the silver issue as framed by him.

Bryan outgeneraled and outmanœuvred Hill. He proved himself to be the more far sighted and more shrewd political manager of the two. It was this, and this alone, that gave him his one and short lived victory in this convention. OBSERVER.

ST. LOUIS, July 10.

LIBRARIES FOR BROOKLYN.

Grout and Littleton Want to Provide for More Than the 20 Allotted to That Borough.

Comptroller Grout and Borough President Littleton, the sub-committee appointed by the Board of Estimate to select the sites for the twenty Carnegie libraries which were apportioned to Brooklyn, will recommend at the meeting of the board on Friday the purchase of four additional sites. This makes twelve decided on. Messrs. Grout and Littleton will report that Brooklyn needs more than the twenty libraries allotted to that borough, and that in order to provide for more than the twenty it will be advisable that the remaining sites to be purchased shall be of smaller dimensions. By this means, the committee will report, it will be possible to build more than twenty libraries in Brooklyn. The four sites the committee will recommend to the board on Friday are:

No. 1. North side of Arlington avenue, between Warwick and Ashford streets, a plot 195x100. This will be acquired by condemnation, the owner having asked first $10,000 and then $16,000, which the committee declined to pay on the ground that it is excessive.

No. 2. Northeast corner of Lewis avenue and Macon street, a plot 100x100, to be acquired at private sale for $22,000.

No. 3. At Fort Hamilton, northeast corner of Fourth avenue and Ninety-fifth street, a plot 108x86¼x100x124½, to be acquired by condemnation.

No. 4. East side of Sixth avenue, between Eighth and Ninth streets, a plot 200x100, to be privately purchased for $35,000.

SHIFTING THE SANITARIANS.

Dr. Darlington Says He Will Shake Up Deputies Every Week.

Another transfer of the Assistant Sanitary Superintendents was made by Health Commissioner Darlington yesterday. The Commissioner said that from now on transfers will occur about once a week.

"The move is purely for the good of the department," he explained, "and this time I let two of the superintendents choose their own boroughs.

"The idea is to give each man an opportunity to work in each borough."

Dr. P. J. Murray, who went from Brooklyn to Queens, giving rise to the rumor that the Murphy-McCarren controversy was at the bottom of these transfers, this time goes to the borough of Richmond of his own volition. Dr. John Moore, formerly of Queens, who was sent to Richmond, returns to Queens; Dr. J. Sprague comes to Manhattan from The Bronx and is succeeded there by Dr. Gerald Shiel. Dr. Walter Bensall will remain in Brooklyn another week.

Both Candidates at Work.

From the Denver Republican.

Two of the candidates in the recent primary election for Governor of Florida, Robert W. Davis, now a Congressman, and Napoleon B. Broward, who won fame by his filibustering exploits just prior to the Spanish-American War, made a house to house campaign through the rural districts of the State.

One hot day Capt. Broward drove up to a peaceful farmhouse, and found a woman strenuously chopping wood in the front yard.

The gallant captain alighted, bowed to the woman, and said: "Madam, excuse me, but I cannot stand idly by and see a lady doing such hard work. Permit me." And, taking the axe, the candidate labored for thirty minutes until the last stick had been cut.

"Now, madam," he said, as he mopped the perspiration from his brow, "if you have a husband you may tell him that Capt. Broward called to see him and that I would appreciate his vote for Governor of Florida."

The woman, who had been admiring the candidate's ability as a wood chopper, shook her head dubiously and replied:

"Well, I dunno about his votin' for you, 'cause Bob Davis is in the back yard a-milkin' the cow."

Daughters of Revolutionary Soldiers.

From the Boston Record.

There are no Revolutionary soldiers now alive, nor are there any survivors of the War of 1812, the last veteran of the 1812 fracas, a resident of New York State, having died some years ago. Daughters of Revolutionary soldiers draw a pension under a special act of Congress. Hannah Barrett, daughter of Private Noah Harrod of Capt. Webb's company of Col. Shepard's regiment of Massachusetts troops, was one of these pensioners. She lived at 425 Massachusetts avenue, and died last December. The only other surviving daughter paid by the Boston pension office is Rhoda Thompson, daughter of Thaddeus Thompson, a private in Capt. Thomas's company of Col. Lamb's regiment of New York Artillery. She resides at Woodbury, Conn. The Boston office does not cover all of New England, as payments are also made at Augusta, Me., and Concord, N. H. There are about 2,000 widows of soldiers of 1812 still alive, and of this number 100 are paid pensions through the Boston office.

A Suggestion to Judge Parker.

TO THE EDITOR OF THE SUN—*Sir:* Like many others of your readers, I was greatly pleased by the aptness of your quotation of last Saturday, from II. Samuel, xvi., 10; in reference to Mr. Hill's weakness in yielding to Mr. Bryan's demand for the omission of the gold plank from the Democratic platform.

Judge Parker is stronger to-day than he would be had that plank been accepted by the committee and adopted by the convention, for in that case, of course, his telegram would not have been sent. So, to go to the Bible again: Might not Judge Parker address to Mr. Hill the words found in Genesis, l., 20? O. K. H.

NEW YORK, July 11.

Stanley's Fortune From His Books.

From the London Chronicle.

The large fortune of nearly £150,000 left by Sir H. M. Stanley suggests that Dark Continents, no less than dark clouds, have silver linings. Very often might the intrepid traveller be seen hansoming along Fleet street, eastward; and we now know that he did not go to the city for nothing. His books, of course, brought him great returns, especially "How I Found Livingstone"—a double "find."

A Twister.

Said the Democratic Gold Plank,
In the watches of the night,
"I'm the hole inside the doughnut
If you think it out aright.

"For you surely can't deny it
When you get right down to biz,
It's the presence of my absence
Makes the platform what it is."

MCLANDBURGH WILSON.

BIG AMERICAN FLEET ABROAD.

The Largest Naval Squadron on Record Is Now at Trieste, Austria.

WASHINGTON, July 12—The largest American naval fleet that has ever visited a European port is now at Trieste. A cable message received at the Navy Department this morning announced the arrival at the Austrian port of nine United States warships. It is expected that in addition to these the battleship Illinois will arrive at Trieste to-night or to-morrow morning.

The fleet now in port consists of the battleships Kearsarge, Alabama, Maine, Iowa and Missouri and the cruisers Olympia, Baltimore, Cleveland and Mayflower. The fleet will probably remain at Trieste two or three weeks and then will proceed leisurely through the Mediterranean to Gibraltar.

SUIT FOR 50,000,000 BOLIVARS.

President Castro Wants Asphalt Company to Pay for Aiding Revolution.

WASHINGTON, July 12.—A demand has been made on the New York and Bermudez Company for 50,000,000 bolivars by President Castro of Venezuela, and he has given notice of his intention to sue through the Venezuelan courts to obtain the money. The claim is based on the allegation that the asphalt company gave material aid to the recent revolutionary movement. The State Department will watch developments with interest and if necessary measures will be taken to see that the American company obtains full justice.

The New York and Bermudez Company is now inoperative under that name. It was owned by the National Asphalt Company, which absorbed the American Asphalt Company and which went into the hands of receivers in 1901 and was sold to a reorganization committee, acting on behalf of the General Asphalt Company, the present corporation organized in March, 1903. A year ago the Audit Company of New York reported to the reorganizers that "the troubles of the New York and Bermudez Company in Venezuela are in a fair way to be settled." John M. Mack of Philadelphia is president of the General Asphalt Company, capital, $31,000,000. A bolivar is a little less than 20 cents.

THE STEAMBOAT PROBLEM.

The Views of a Master and Pilot Concerning Construction and Inspection.

TO THE EDITOR OF THE SUN—*Sir:* As a master and pilot let me discuss the question of the Slocum disaster from a point of view widely removed from that of the great bulk of criticism upon it—a criticism instigated mainly by the sense of horror at the awful nature of the calamity, but not based on any real knowledge of the conditions and limitations that hindered some of the men blamed by the Coroner's jury.

First of all, I must explain that there is nothing in the examination for a pilot's license that requires a knowledge of the best places to beach a steamer in case of fire.

The examination relates to a knowledge of the aids to navigation, courses and distances in the channels, depths on shoals and in channels, and the pilot rules.

But suppose that on the Slocum the captain had all the information given on the latest chart, could he have done any better by heading the vessel anywhere between Sunken Meadows and 134th street?

Nine out of ten pilots will answer, No.

Suppose she had been successfully beached on the Sunken Meadows, the flames would have blown from the ship to the shore, in all probability forcing the people to jump off on the deep water side of the vessel, where the strong current would probably have swept them away—and again, there was nobody on Sunken Meadows to aid in the work of rescue.

Nothing could be more cruel than to add to the bitterness of the bereaved by instituting the idea that their loved ones perished through the improper handling of the steamer at the time of the disaster.

I am firmly convinced that nothing could have been gained by any different line of action, and that, granted the conditions, the gingerbread character of the vessel, the crowd of panicstricken passengers, the state of the life saving and fire apparatus, and the position of the ship at the time, the loss of life was unavoidable.

The captain, however did his whole duty. He investigated the report of the fire; he immediately directed his pilots to beach the vessel at a point which she reached in less than four minutes; he stayed at his post while the shoes on his feet scorched and his cap charred, while at any moment he might be plunged through a burnt up deck to a hell below. When the vessel was fast ashore, when it was a question of *sauve qui peut*, when he could accomplish nothing by staying on the ship, he jumped overboard.

The captain has been blamed for not "staying by the ship," and there is a very general notion that captains should be the last to leave their ships and in case of disaster should go down with them—and there have been heroic souls that carried out this high ideal of their duty. But did any one ever hear of the captain's widow receiving a pension?

The plain fact of the matter is that being a captain is a business, and a captain to retain his place must please his employers. Suppose that Van Schaik at the beginning of the summer had reported that the fire hose was rotten, that the life preservers were too old, that the crew ought to be more skilful—all of which would mean higher pay—does any one conversant with the steamboat business imagine that any change would have been made?

A captain starting out on that basis would probably lose his place, and the public may rest assured that when a choice must be made between duty, as enumerated in antiquated and impossible laws that are not lived up to by the very inspectors paid to have them enforced, and duty to wife and children, most captains will prefer to be less critical and retain their employment.

The steamboat inspectors are in a somewhat similar position. For years a perfunctory examination of the life saving equipment of vessels is all that has been made. If an inspector had made a real inspection, the time consumed would have called forth a reprimand from his superior and the steamship people would probably have exerted sufficient political influence to have him removed. Thus again we see public duty opposed to private interest, with the absolute certainty that, until human nature changes, public duty must suffer.

The owners, of course, "put it up to" the captain and the inspectors, and now where is the responsibility?

It seems to me that the rational answer is that conditions of long standing, inherent in the steamship business as well as the inspection service, as at present conducted, have resulted in a type of vessel, a state of equipment and a lack of thorough inspection that make an awful loss of life not only probable, but almost certain, in case of fire, when the conditions are similar to those in which the Slocum was placed.

Naturally there is a demand that steps be taken to prevent accidents of this nature in the future. There is a cry for fireproof steamers; yet the problem of fireproof construction on shore is much simpler, and fireproof structures continually burn up.

The naval architect must solve the problem in the future excursion steamer, but what can be done with the hundreds of firetrap steamers afloat to-day? What can be done short of ruining the men who invested their money in them in perfect good faith?

It seems to me that it would not be unreasonable to make them put in a steel deck and carry a steel casing around the engine space, to a height above the upper deck. All doors and hatches in this work should be capable of being closed from the pilot house. On the guards, on both sides around the paddle wheels, should be erected a similar steel casing; between these casings and the engine room casing, on either side, a fireproof screen could be arranged.

Then, in case of fire, the ship would be divided into zones by closing the fireproof hatches, doors and screens. A fire below decks would probably be put out quickly; in case of fire above decks in the wooden superstructure, the passengers could take refuge on the safe end of the vessel; and as there would be no necessity to beach her, the captain could manœuvre so as to keep the fire to leeward if there was any wind.

So much for the steamer; but the inspection service needs reorganization. The annual inspection is all right; but, in addition, it ought to be possible to secure an inspection any time on payment of a proper fee by an owner, charterer or passenger, always giving the owners fair notice and not interfering with the work of the vessel. As it is now, an inspection cannot be had until within ten days of the expiration of the last certificate.

Then the day's work of the inspector should be limited to reasonable hours, so that he would not have to choose between working overtime and making a perfunctory inspection.

For a while now, of course, there will be real inspections; but if some such arrangement as outlined above is not made the public will be lulled into a sense of false security, only to receive a rude awakening in the future by a repetition of the Slocum horror.

NEW YORK, July 11. MASTER AND PILOT.

FOR CARNEGIE BUILDINGS.

Architects Selected for the Engineers' Club and the United Engineering Building.

The conference committee of the three national engineering societies and of the Engineers' Club charged with the responsibility of giving effect to the gift of Mr. Andrew Carnegie of $1,500,000 for the erection of two buildings in New York city suitable for their respective purposes, has made the selection of architects for the respective structures. The successful competitor for the United Engineering Building is Herbert D. Hale of Boston, with Henry G. Morse of New York as associate architect. Mr. Hale is a grandson of Edward Everett Hale. The successful competitors for the Engineers' Club are Whitfield & King of New York. The designs of this firm were also among those favorably considered for the United Engineering Building, awarded to Mr. Hale. The successful competitors in the open class for four equal prizes of $400 each, in addition to Mr. Hale, are Trowbridge & Livingston of New York, Frank C. Roberts & Co. with Edgar V. Seeler, associate, Philadelphia, and Allen & Collins of Boston. A very large proportion of the competitive designs came from Boston, and the largest prize, namely, the award for the United Engineering Building, as well as one of the smaller money prizes, has gone to that city.

The two buildings will require for construction from $1,100,000 to $1,200,000. The United Engineering Building will occupy a plot 125 feet front by 100 feet deep in West Thirty-ninth street, while the club, with a frontage of 50 feet and a depth of 100 feet, will face on Bryant Park and the new Public Library. The United Engineering Building, aside from quarters for the American Society of Mechanical Engineers, the American Institute of Electrical Engineers and the American Institute of Mining Engineers, as well as other societies enabled to participate in the accommodations, will have several fine auditoriums and a magnificent library. The club building will be about eleven and a half stories high, with the usual accommodations of a club, and some sixty or seventy bedrooms for members. The work of tearing down the old buildings and the construction of the new is to be pushed vigorously and will begin forthwith.

BRIDGE PLANS WITHDRAWN

Just as Municipal Art Commission Was Advised That Engineer Should Be Called In

Calvin Tomkins, president of the Municipal Art Society, urged upon the Municipal Art Commission at yesterday's meeting of that body the advisability of having the new plans for the Manhattan Bridge passed upon by an engineering commission, to be appointed by the Mayor, before they are approved by the commission. Mr. Tomkins declared that the new bridge should have the same stability as a city street. Commissioner Lindenthal's plans, he said, provided for such efficiency, but he doubted if the new plans submitted by Commissioner Best accomplished this end.

In support of this assertion Mr. Tomkins laid before the commission opinions prepared by Prof. J. Burkitt Webb of Stevens Institute, Hoboken, and Prof. William H. Burr of Columbia University. Both these professors said it would be wiser to have an engineering commission determine whether or not the new bridge will have the stability and rigidity which will be required for the great amount of traffic than to trust the settlement of that matter to individual opinions.

Before the Art Commission could take up the matter yesterday, Commissioner Best withdrew his plans and said that he would submit, in the course of a week or so, a more comprehensive set, together with a series of models.

O. K. FOR STEAMER TOLCHESTER.

Inspectors Find a Few Life Preservers Need New Covers—Other Boats Inspected.

The steamboat Tolchester, owned by the Meyers Excursion and Navigation Company, 375 West street, New York, which was officially inspected on May 26 last, was reinspected in the Morris Canal basin, Jersey City, yesterday, by Assistant United States Inspectors Bowden and Molan of the New Orleans district.

The inspectors found the machinery, hull and fire fighting apparatus in good condition. They ordered new tackle for the lifeboats, and said that 350 feet of new hose would have to be recapped at the connection valves. They said also that a small number of life preservers required new covers. Some of them contained granulated cork.

The life preservers of the same company's steamboats, Neptune, Bay Queen and Long Branch, were also inspected. About 100 preservers were thrown out.

The Tolchester was built at Chester, Pa., in 1866, and rebuilt at Wilmington, Del., in 1880. She is allowed to carry 1,430 passengers in New York Bay and tributary rivers, and 1,000 outside of the harbor. She will take an excursion out to-day.

NAGLE'S BANNER LAWFUL.

Says His Arrest Will Hurt Cowan, Whom He Is Opposing for Leadership.

Ex-Street Cleaning Commissioner Percival E. Nagle, former leader of the south side of the Thirty-fourth Assembly district, who was arrested Monday night for swinging a Parker and Davis banner from the front of the Kanawha Club, at 150 East 125th street, was arraigned before Magistrate Baker in the Harlem court yesterday on the charge of violating a corporation ordinance. When Magistrate Baker heard the facts in the case he discharged Nagle. If there were any grounds for action, it was a case for the civil courts, he said. Nagle said yesterday that Cowan's action would hurt Cowan and insure his defeat at the primaries next month. Cowan said the whole thing didn't worry him, and that Nagle would be defeated just the same.

FOR COPS ON THE NEW BRIDGE.

McAdoo Will Use Temporary Station and Purchase a Site Later.

Commissioner McAdoo asked the Commissioners of the Sinking Fund for permission to lease the building at 191 Broadway, Brooklyn, for a police station for the men on duty at the Williamsburg Bridge. He got a reply yesterday suggesting that a site be purchased and a building erected.

After reading the letter Mr. McAdoo said: "Of course it would be a good plan to buy instead of renting, and that is what will be done in the end. But meanwhile we want a building, and I shall urge the commissioners to act at once."

NEW WIRELESS SERVICE.

National Electric Signal Co. to Connect Forts Wright and Schuyler.

WASHINGTON, July 12—Gen. Greely, the Chief Signal Officer of the Army, has entered into an agreement with the National Electric Signal Company by which the company is to establish a wireless telegraph system between Forts Wright and Schuyler, N. Y. The distance between these posts is 97 miles.

According to the terms of the agreement the Government will buy the system on condition that it proves satisfactory, but assumes no obligation in the event of failure or unsatisfactory service.

Westward Course of Fashion.

From the Clothier and Furnisher.

Dealers have one consolation in the fact that new designs in clothing do not spring into existence all at once throughout the country. A fashion that has its inception in the East will find its way to the South and Far West the following season. This peculiarity in working methods of Fashion enables the wholesaler to dispose of his goods that have become unfashionable in his locality, by shipping them to localities where they are fashionable. The study of Fashion in its relation to economic changes thus becomes an important element in the business of every manufacturer and wholesaler.