HAMBURG EN FETE.

Continued from First Page.

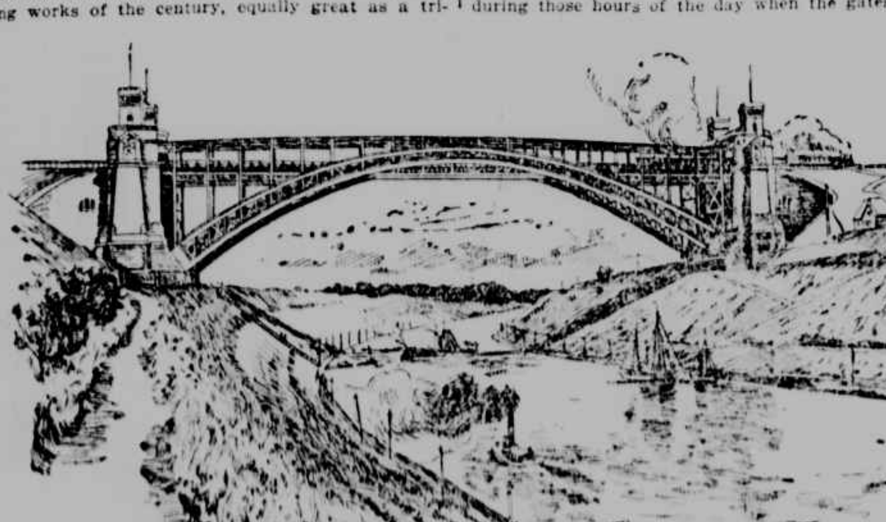
his men to accept, stating that none of the French crews would be permitted to land during the festival.

THE NEW WATERWAY.

HOW THE WORK WAS PLANNED AND EXECUTED.

IT IS THE THIRD CANAL WHICH HAS BEEN CUT ACROSS THE PENINSULA OF JUTLAND—THE TONNAGE TO BE DIVERTED FROM THE SOUND PASSAGE IS ESTIMATED AT 11,000,000 TONS.

Eight years ago the venerable Kaiser William I turned the first sod for the construction of the Nord-ost-see Canal, his grandson, Prince William of Prussia, standing by his side. To-day that grandson, now Kaiser William II, will lay the keystone of the completed work in the presence of the greatest gathering ever seen of the navies of the world. Eight years have sufficed for the construction and finishing of one of the greatest engineering works of the century, equally great as a triumph of mechanical skill, as a highway of peaceful commerce, and as an aid to the German Fatherland in time of foreign war. Since the cutting of the Suez Canal many such enterprises have been planned, through Nicaragua and the Isthmus of Panama and across Cape Cod, across the Isthmus of Corinth and across Southern France from the Bay of Biscay to the Mediterranean; even from the British Channel to the city of Paris, to make the latter a seaport, just as one has been constructed from the Mersey to Manchester. Among all these there is scarcely one greater in importance than this, which unites the waters of the Baltic Sea with those of the German ocean.



ELEVATED BRIDGE AT LEVENSAU.

Like the Suez Canal, this latest achievement is merely the enlarged fulfilment of an ancient project. Nearly six hundred years ago there was a waterway between the two seas. This was made in 1398, and was known as the Stecknitz Canal. It was narrow, shallow and crooked, a mere ditch following the beds of brooks and creeks. Yet it carried much commerce between Lubeck and Hamburg and played an important part in the trade of the Hanseatic League. It actually remained in use down to the date of the construction of this greater canal, which cuts the course of its predecessor at several points. During the six centuries many plans were formed for improving the old canal, in some of which such men as Wallenstein and Cromwell were actively interested. But nothing came of them until 1784, when the Eider Canal was cut. This extends from Kiel on the Baltic, to Toenning, on the North Sea, following for much of the way the winding course of the River Eider. It is very long, 108 miles; narrow, only 95 feet wide, and shallow, only 7 feet deep. It has, moreover, six locks, with a total rise of 23 feet. None but small craft can therefore pass through it. Yet it has been much used, no less than 4,000 vessels passing through it yearly, to avoid the longer and dangerous passage around Denmark and through the Sound.

With the formation of the new German Empire it was generally felt that something more was needed, both for the development of German commerce and for facilitating the work of coast defence in time of war. Prince Bismarck was one of the earliest and most earnest promoters of the present great waterway, and the old Kaiser entered into the project with enthusiasm. Indeed, as far back as February, 1865, Prince Bismarck had such a work definitely in mind. He at that time presented to Frederick of Augustenberg a plan for the settlement of the Schleswig-Holstein dispute, a leading feature of which was the concession of a strip of land for the construction of a canal from the Baltic to the North Sea. Some attempts were made to form a private company for the execution of the scheme, but they failed. Finally it was heartily decided that the work should be done at the cost of the State, and toward the total cost—$39,000,000—Prussia readily agreed to contribute $12,500,000, the remaining $26,500,000 being paid out of the Imperial exchequer. It is hoped that the interest, at least, on this outlay will be secured from the dues to be paid by the merchant ships passing through the canal, but although there is a natural desire to secure as substantial a return as possible on so large an outlay, the question of profit is not so important a consideration as it would be in the case of a purely commercial enterprise.

ONE OF THE GREAT LOCKS.

THE ROUTE OF THE WATERWAY.

The canal extends from Holtenau, on Kiel Bay, to Brunsbüttel, near the mouth of the Elbe, a distance of sixty-one miles. Nearly half the way from Holtenau—that is, as far as Rendsburg—it follows in the main the course of the old Eider Canal, though it makes short cuts across its many curves and windings, and thus considerably shortens the distance. At Rendsburg it curves, and thence on to the Elbe it runs southwest through a country never before traversed by a waterway. The land is generally level, so that nowhere is a cutting of more than ninety-five feet necessary. It is to be remembered that the canal is constructed at tide-water level. It has no locks along its course. There is a lock at each end. That at Holtenau will never be used except in times of extraordinary storms, which might drive too much water into the canal, for there is no perceptible tide in the Baltic Sea. At the Brunsbüttel end there is, of course, a considerable tide. The lock there will therefore be closed at ebb tide to prevent the draining of the canal. But for at least six hours in every day the gate will be open, and access to the canal will be as easy as to a river. At ebb tide, when the lock is closed, vessels will be able to pass through, subject only to the ordinary delay of lockage. The lock at Brunsbüttel cost no less than $3,850,000. It is shielded from the powerful current of the Elbe by two moles, the heads of which are 1,247 feet apart, thus allowing a good space for entrance into the outer harbor, which has a breadth of 328 feet and a length of 1,312 feet. Here the vessels that may have to wait their turn before passing through the river will be accommodated. The lock itself is double, the one division lying parallel with the other, separated by some massive masonry, under which are several tunnels for the hydraulic machinery to be used for opening or closing the gates and other purposes. The width of each division is 82 feet, the depth 30 feet, and the available length, when the gates are closed at each end, is 492 feet—dimensions adequate to allow of the passing through the lock at any state of the tide of the largest iron-clads now possessed by Germany, while vessels the length of which exceeds that of the lock will still be able to pass through during those hours of the day when the gates are all open. It is estimated, however, that four steamers or nine sailing ships of ordinary measurements can find room in each division at one time, so that the period of detention ought not to be very great. As the canal will be lighted with electricity along the whole of its length, vessels will be able to pass through by night as well as by day. On leaving the lock a ship coming from the Elbe will enter the inner harbor, which has a length of 1,640 feet and a breadth of 656 feet. Here the vessels from the Baltic will await their turn to enter the lock, and here, too, there will be a coaling station, accommodation for men-of-war and a small harbor on the northern side for vessels used in connection with the working and maintenance of the canal. Outside the inner harbor the waterway tapers off to its normal dimensions.

The canal proper is at no point less than twenty-nine feet six inches deep. That is sufficient to permit the passage of the largest ships in the German Navy. An iron-clad of 10,000 tons would have many inches of water underneath her keel. The width of the canal at the bottom is seventy-two feet two inches and at the surface of the water 197 feet. It is, therefore, wide enough for a man-of-war and a first-class merchant steamer to meet and pass each other at any point. There are, moreover, six "bays" or enlargements of the channel, distributed along the route. At these points, for a length of 820 feet, the canal is 197 feet wide at the bottom and 328 feet at the surface of the water. Two of the largest ships of any kind could there pass each other without danger of rubbing sides.

ENGINEERING FEATURES.

There were not many notable engineering features connected with the execution of the work. Of such as there were, perhaps the most interesting was the partial draining of the Flemhuder Lake. This was a body of water nearly six hundred acres in extent, one of the series of lakes through which the Eider passes before reaching Rendsburg. The level of this lake was twenty-three feet higher than that of the new canal, and to have so extensive a body of water as this, and one, too, nearly one hundred feet deep in parts, close to the new canal, into which the Eider, flowing from the lake, would still have to find an outlet, was, of course, undesirable. Hence the water of the lake was made to run off into the canal until equality was established between the two, an opening then being cut in the canal banks wide enough to allow a vessel to pass direct from the canal to any part of the lake. The immediate result of this partial drainage of the lake was that large tracts of land were laid dry, though in order not to interfere unduly with the water supply of the locality a ring canal was made, by means of dams, around what were formerly the extreme limits of the lake, hence on the same level. The Eider itself still flows into the Flemhuder Lake on the south side, but it now has a fall of twenty-three feet, and it is of some importance in the efficient working of the canal, as its waters will help to maintain a steady current from east to west, decreasing the possibility of the canal being frozen in winter, and increasing the volume of water which, flowing straight through the Brunsbüttel lock at ebb tide, is to help in keeping the North Sea entrance clear of obstruction.

Some trouble was also had in cutting through the swamps around the Meckels Lake, near Rendsburg, and the Kuden Lake, near Brunsbüttel. To do this some light bridges were first built, little by little, in parallel lines across the bog, and along them were pushed small wagons containing sand, which was thrown down on the bog in such a way that the supports of the bridge were gradually covered by it. Then larger wagons of sand were sent along, and so in course of time a solid mass was obtained, the sand either pressing into the bog by its own weight, or being worked in by the men employed. In this way a firm double dam was eventually formed, capable of resisting both the pressure of the canal water on the one side and of possible inundations on the other. Then the intervening space between the parallel dams was dug out to the required depth, and a firm foundation for the canal, with its sides of stone and cement, was eventually secured. With the exception of these stretches of bog land, the course of the canal mostly passes through sandy or clayey soil, and, though no blasting operations were necessary, a good deal of the same was of so loose a character that much trouble resulted at times from landslides, and special precautions were necessary for strengthening the sides of the canal in those parts where the soil is of this description.

There are several noteworthy bridges over the canal, which is crossed by four railroads. Two of the railroads, one at Grenthal and one at Levensau, near Kiel, have fixed bridges, of such height that full-masted ships can pass underneath without obstruction or delay, and with only the lowering of the royal mast, the clear space between canal and bridge being 137 feet 9¾ inches. These two bridges have the widest span in Germany, the arch being 511 feet in length. The Levensau bridge was formally opened by the Emperor on December 2, 1894. The two other railways, one at Rendsburg and one near Brunsbüttel, are carried across the canal by means of swing bridges, the pivots of which are on the embankment of the canal, while each line has two separate bridges, each carrying a single set of rails, so that in case of one bridge becoming unworkable for a time the traffic could still be carried on by means of the other. There is, too, at Rendsburg still a third swing bridge for the purposes of ordinary traffic. These bridges are said to be the largest of their kind yet constructed, their length being 328 feet, while they stretch across a clear breadth of 164 feet of water. Yet, notwithstanding their massive proportions, they can be turned completely round by means of hydraulic power, so as to leave a clear course for high-masted vessels, within the time of two minutes. The railway swing bridges will be in position only when trains are expected, remaining at other times parallel with the canal, though the bridge for pedestrians and vehicles will remain in position, being drawn aside only when necessary for the passing of vessels along the canal.

CONSIDERATIONS OF TIME AND SAFETY.

The canal is lined throughout with stone, and is so large and strong that it will be safe for vessels to pass through it at the rate of more than six miles an hour. In fact, the average time of transit for steamers will be not more than twelve hours. This will mean a saving of fully forty hours between Hamburg and the Baltic and at least twenty-four hours between all English ports south of Harwich and the Baltic. Equally important will be the gain in safety. There is no strip of water in the world that is the scene of more shipwrecks than the Sound, the Cattegat and the Skager Rack. The Skaw is literally a monument of ruin. At least 225 vessels are wrecked in these waters every year. How much traffic will seek the canal route is a matter of speculation, but it seems reasonable to reckon that it will include most of the commerce of the Baltic. The vessels now passing through the Sound number more than 30,000 a year, with a registered tonnage of more than 18,000,000 tons. August Sartori, president of the Kiel Chamber of Commerce, and one of the leading authorities in Germany on shipping affairs, has ascertained that during the month of October, 1891, no fewer than 2,199 vessels, of 1,557,709 registered tonnage, passed between the Baltic and the North Sea. Of these 1,488 ships, of 1,091,085 tons, might have passed through the canal with advantage, had it then been open. It is reckoned, therefore, that the tonnage passing through the canal will be at least 11,000,000 tons a year. The dues for ships using the canal, including lock charges at both ends, have been fixed at 60 pfennings for the first 600 tons, in the case of a ship with cargo, and 40 for every ton above that limit, and at 40 pfennings a ton in the cases of vessels without cargo, and with or without ballast, and of coasting vessels up to fifty tons. The minimum fee is 10 marks. Sailing ships with cargo will pay 40 pfennings a ton, over and above for the first 200 tons, and 30 beyond that limit, for the use of the regular tugs; if without cargo 25 and 20 pfennings respectively. The managing officials will fix the charges for tugs according to their size and the period of hire. In other respects the fees will be raised 25 per cent from the beginning of October to the end of March.

ADMINISTRATION OF THE CANAL.

The administration of the canal will consist of a board of three managers, one of whom will act as president, with three building inspectors and two harbor masters at their disposal. The canal will be guarded by Prussian Customs House officials. Eight canal masters, two master dredgers, two steersmen, two engineers and two assistants for the two steam dredgers and ten skippers and ten engineers for the official steamers will be appointed. A telegraph inspector and eleven other officials will take charge of the telegraphic service and the lighting of the canal; thirty-one officials will manage the locks, thirteen the bridges, and sixteen the water supply. Besides these, there will be two master pilots, forty first-class and twenty second-class pilots, twenty-three skippers, fourteen steersmen, twenty-three engineers, fourteen assistants, four telegraph clerks, twelve lockkeepers, forty-three stokers, forty-two sailors and forty-six ferrymen. The duties of the Canal Office are to keep the canal and the works connected with it in repair, to regulate the traffic and to conduct all legal business connected with the waterway.

The fleet now assembled in Kiel Bay in honor of the opening of the canal is by far the most powerful ever gathered in one place. Great Britain sends ten vessels, with 171 officers, 4,399 men and 78,600 tons, under Vice-Admiral Fitzroy; Austria-Hungary four, with fifty-two officers, 1,212 men, and 13,891 tons, under Rear-Admiral the Archduke Charles Stephen; Russia three, with 79 officers, 1,935 men and 20,872 tons, under Rear-Admiral Skrydloff; Italy nine, with 180 officers, 3,300 men and 13,850 tons, under the Duke of Genoa, Vice-Admiral Accini and Rear-Admiral Yranville; France three, with 60 officers, 1,360 men and 18,800 tons; Scandinavia five, with 55 officers, 675 men and 8,594 tons, under Rear-Admiral Klinteberg; Spain three, with 56 officers, 1,222 men and 17,856 tons; Denmark six, with 32 officers, 1,370 men and 2,860 tons; Holland two, with 25 officers, 413 men and 4,575 tons; Rumania two, with 23 officers, 400 men and 1,650 tons; Turkey one cruiser-corvette, with 15 officers, 300 men and 1,960 tons, and the United States four cruisers, with 65 officers, 1,497 men and 21,747 tons, under Rear-Admiral Kirkland.

MISS WILLARD SPEAKS.

AN ENCOURAGING ADDRESS AT THE BIENNIAL COUNCIL OF THE W. W. C. T. U.

London, June 19.—The third biennial council of the World's Woman's Christian Temperance Union began in Queen's Hall this morning. The principal feature was the presidential address by Miss Frances E. Willard. She said in part:

We used to say intemperance was the cause of poverty, now we have completed the circle of truth by saying poverty causes intemperance, and that the under-paid, under-sheltered, wage-earning teetotaller deserves a thousand times more credit than the teetotaller who is well paid, well fed and well sheltered.

In the slums they drink to forget; we would make life something they would gladly remember—so would you. Our objects are the same; let us clasp hands in the unity of spirit and the bond of peace.

It is now proposed, after presenting the polyglot petition to the British Government, to go to Norway for the purpose of studying the Norwegian system of handling the liquor traffic and of presenting the petition to the King of Sweden. It may also be deemed best to accompany Dr. Lunn's Mediterranean excursion, which would afford the opportunity of carrying the petition to several other capitals.

One of the very best suggestions for the betterment of the unemployed has already been put into practice in Detroit, in New-York City and vicinity, and in other American cities. Owners of vacant lots and idle land have been requested to allow these spaces to be utilized for gardening purposes, and arrangements have been made to dispose of the product for the benefit of those who till the ground. In some cases the proprietor has himself agreed to pay wages to unemployed men, who thus develop the value of ground heretofore useless.

The fittest has survived. Food holds its place as a necessity; intoxicating drinks are relegated to pernicious luxuries, and from great numbers of the most highly developed communities they have been banished altogether.

In the afternoon session Walter S. B. McLaren, M. P., delivered an address, urging the convention to place the question of female suffrage at the head and front of their programme.

Miss Willard moved that the convention record the opposition of the Union to all forms of lawless punishment, especially torturing and lynching, pledging its utmost efforts to cause such barbarous acts to cease everywhere.

VIOLENCE IN THE ITALIAN CHAMBER

SIGNOR CRISPI FIERCELY INTERRUPTED AND DEPUTIES COME TO BLOWS.

Rome, June 19.—A stormy incident occurred in the Chamber of Deputies to-day during the debate on the address in reply to the King's speech. A Radical Deputy spoke in favor of amnesty to political and other offenders, whereupon Premier Crispi declared that the Government would propose that the King's mercy should extend to peasants and others who had been misled, but certainly not to the leaders of revolt. The utterance was vociferously applauded by the majority.

When the applause had subsided Signor Crispi attempted to continue his remarks, but was interrupted by cries of all sorts from the Radicals. Some members of the majority reproached the Radicals for their conduct, and for a time there was a violent exchange of invectives. A number of Deputies descended to the centre of the Chamber, which soon became packed. A struggle followed, in which there were many blows struck and the sitting had to be suspended.

The President ordered the galleries cleared and everybody to be excluded from the Chamber who were not connected therewith. A deafening uproar followed, which was continued for fifteen minutes. Finally order was restored, and the sitting was resumed. The President severely rebuked the disorderly Deputies and announced that he would enforce rigorous measures if such unseemly conduct were again indulged in.

The address to the King's speech was carried by a large majority.

The violent scenes enacted in the Italian Chamber are in keeping with those recently witnessed in the German, French, Hungarian and Belgian Parliaments. They seem to indicate that, in Continental Europe, political parties are bent to impose their theories of Government by other means than by quiet discussions. This is not due purely to the sudden accession of Radicals and Socialists to legislative halls, but to the discontent of people at seeing that their Governments are turning in the same circles as before, and not accomplishing any of the serious reforms demanded by public opinion. In Italy, as well as in other European countries, the Radical and Socialist Deputies are not sufficiently numerous to block the wheels of the parliamentary cart for a long while, but they can embarrass its progress and keep the whole country in a state of excitement. Premier Crispi, for instance, who could rely upon 336 Ministerial Deputies, against an Opposition of 172 members, was not allowed to finish the speech which he was delivering, at the first important sitting of the Montecitorio Chamber. This is a bad omen for him, although the address answering the Throne's speech was voted finally by a large majority. In 1890, Crispi, who could rely upon the support of 372 Deputies against 136 in the Chamber, elected under his auspices and through a Governmental pressure not so strong as that used in the last election, was overthrown by that Chamber two months after its opening. His system of Government is still more disliked at present than it has ever been, and this on account of the financial and political scandals in which his name was implicated, as those relative to the Roman Bank, the honorary decoration asked by the famous Dr. Cornelius Herr, and the arbitrary imprisonment of some Deputies. But Crispi is an obstinate old man, and, in trying to maintain himself in power, he may not care to run the risk of justifying what was said of him by Mazzini, that "he will be the last Minister of the House of Savoy."

NO CABINET FOR NORWAY.

Stockholm, June 19.—Late to-night ex-Minister Jach Bonnevie, whom the King had intrusted with the task of forming a Ministry, informed His Majesty that he found it impossible to form a Cabinet, the Radicals refusing to co-operate with him.

NO AID FOR INSURGENTS.

SECRETARY OLNEY'S VIEW OF THE PROPER ATTITUDE OF AMERICANS.

IT IS A BREACH OF THE NATION'S PLIGHTED FAITH, HE SAYS, TO GIVE AID OR ENCOURAGEMENT TO THE CUBAN REVOLUTIONISTS.

Washington, June 19.—Secretary Olney has practically defined the attitude American citizens should assume toward the Cuban insurrection in a letter to the cashier of the Farmers and Merchants' National Bank of Waco, Texas, who asked for advice with regard to receiving contributions for the insurgents' cause as deposits at the institution with which he is connected. The cashier wrote as follows:

I have been approached by alleged agents of the Cuban insurgents with the view of securing this bank's consent to act as depository for contributions from sympathizers in the United States, but have withheld consent until such time as I could hear from your Department as to whether we would by so doing lay ourselves liable to prosecution under the neutrality laws. This we desire to avoid, not only technically but morally as well, for we are all too loyal to our own country to seek to overturn in any sense her laws. I myself am in entire sympathy with the cause of Cuban independence, and I attribute the singling out of this bank to the fact of being known to a few who are identified with the cause in that country. It is needless to say that from a business standpoint it would result in great advantage to this bank, and I hope you will see your way clear to allowing us to publish acceptance of the trust to the world.

To this the Secretary of State replied:

Whether the bank or it officers could be criminally prosecuted under the neutrality laws of the United States because the bank had knowingly made itself a depository of funds contributed by sympathizers in the United States in support of the present Cuban insurrection is a question as to which opinions may differ, and which can be satisfactorily settled only by the adjudication of the proper court. Should a bank engage in such a transaction, and, as you suggest, publish its acceptance of such a trust to the world, it would be my duty to call upon the Department of Justice to test the question whether or not the proceeding was a crime against the United States. It might also be my duty to suggest whether a bank holding a United States charter does not abuse its franchises and furnish ground for their forfeiture by acts in aid of hostilities against a Nation with which the United States is at peace.

I do not anticipate, however, that anything done by your bank or its officers is likely to promote the solution of the interesting legal question your letter presents. You ask me not merely as to your technical legal liability, but also as to your moral obligations, adding "for we are all too loyal to our own country to seek to overthrow in any sense her laws." I heartily commend the sentiment of the quotation, and am in a position to say that your moral duty in the premises does not admit of the least question. It has been expounded by no less an authority than the Supreme Court of the United States in the following language: "The intercourse of this country with foreign nations and its policy in regard to them are placed by the Constitution of the United States in the hands of the Government, and its decisions upon these subjects are obligatory upon every citizen of the Union. He is bound to be at war with the nation against which the war-making power has declared war, and equally bound to commit no act of hostility against a nation with which the Government is in amity and friendship. This principle is universally acknowledged by the laws of nations. It lies at the foundation of all government, as there could be no social order or peaceful relations between the citizens of different countries without it.

"It is, however, more emphatically true in relation to citizens of the United States. For as the sovereignty resides in the people, every citizen is a portion of it, and is himself personally bound by the laws which the representatives of the sovereignty may pass, or the treaties into which they may enter, within the scope of their delegated authority. And when that authority has plighted its faith to another nation that there shall be peace and friendship between the citizens of the two countries, every citizen of the United States is equally and personally pledged. The compact is made by the department of the Government upon which he himself has agreed to confer the power. It is his own personal compact as a portion of the sovereignty in whose behalf it is made. And he can do no act nor enter into any agreement to promote or encourage revolt or hostilities against the territories of a country with which our Government is pledged by treaty to be at peace, without a breach of his duty as a citizen, and the breach of the faith pledged to the foreign nation."

The Raleigh arrived at Key West this morning to begin her patrol duty.

MORE ASSOCIATED PRESS "NEWS."

Jacksonville, Fla., June 19.—A dispatch from Fernandina, Fla., says: Dispatches were sent out from here last night by the Chicago Associated Press alleging that Lieutenant Flugar, commander of the revenue cutter Boutwell, now in this port, visited vessels in the harbor here for the purpose of searching for contraband of war destined for Cuban insurgents. When Lieutenant Flugar learned of this report to-day he was indignant and denounced it as absolutely false. The lieutenant this afternoon furnished the following statement:

I visited the vessels for the usual inspection, such as is always made at all ports. There was not a captain or an officer but who received me with the customary cordiality and civility. No Englishman was disconcerted or demanded my authority. All knew the purpose of the boarding was the customary one, and statements to the contrary are false and misleading.

CASE OF THE SHIP ARNO DECIDED.

London, June 19.—The Board of Trade has concluded its inquiry into the case of the British ship Arno, Captain Newnham, which was abandoned at sea while on a voyage from New-York for Liverpool, and subsequently taken into port by a prize crew from the steamer Merrimac. The Board found that the grain cargo had been stowed neither according to the rules of the Board of Trade nor the rules of grain stowage.

JOHN CURTIN COMING HERE.

London, June 19.—John Curtin, the dynamiter, who is confined in the Portland Prison, will sail for the United States shortly after his release, which will take place in a few days.

John Curtin, or John Curtin Kent, as he is usually called, who has been serving a life sentence as a dynamiter, was a resident of Brooklyn. He was convicted more than eight years ago of complicity with Dr. Gallagher, also of Brooklyn, in an attempt to blow up British warships by dynamite. The evidence against him was largely circumstantial. His release is granted on the ground of ill-health, supplemented by the fact of the weakness of the Government's case against him. Ambassador Bayard has been untiring in his efforts to secure his release. Curtin has many warm friends in Brooklyn, who are preparing to give him a reception on his arrival.

FRANCE AWAITS CANADIAN TIMBER.

Bordeaux, June 19.—Timber merchants here are beginning to get supplies from the Baltic ports owing to the delay in the ratification of the Franco-Canadian treaty, which provides for the minimum tariff on imports from Canada. Until the treaty is ratified the minimum tariff will not be extended to timber from Canada.

COUNT KILMANNSEGG AS ARBITRATOR.

Vienna, June 19.—Count Erich Kilmannsegg, Governor of Lower Austria, will undertake to preside over a temporary Cabinet of neutral construction. Count Kilmannsegg is a Protestant, and necessarily will meet with opposition, which neither he nor his colleagues could long withstand, if his administration were undertaken with any idea of its virtual permanency.

FAGMENTS OF FOREIGN NEWS.

Rome, June 19.—The American College in Rome will give a grand dinner on June 23 in honor of Cardinal Gibbons.

London, June 19.—The House of Commons, in the course of the debate on the Welsh Church Disestablishment bill to-day, accepted the amendment offered by the Opposition leaving the Church schools and public chapels under a representative body, instead of wholly disendowing them, as the bill originally proposed.

Queenstown, June 19.—The steamer Aurania, which sailed from Liverpool yesterday for New-York, reported upon her arrival here to-day that Isabella Gorley, an intermediate passenger, had committed suicide by jumping overboard. She was on her way to New-York to join her husband.

Berne, June 19.—The financing of the scheme for the construction of a railway up the Jungfrau Mountain is assured, and the work will be begun in the latter part of the present year.

NEW-YORK'S PUBLIC SCHOOLS

CII.

PRIMARY NO. 17 ORIGINALLY A HEBREW ORPHAN ASYLUM.

KINDERGARTEN AND OTHER METHODS WHICH HAVE PROVED DESIRABLE ARE USED—PLENTY OF LIGHT AND VENTILATION, BUT NO OPEN-AIR PLAYGROUNDS.

"We adopt any method of teaching that, on trial, proves to be better than what we have," said Miss Mary S. Cunningham, principal of Primary School No. 17, in Seventy-seventh-st., near Lexington-ave. With this policy Primary No. 17 has become one of the best schools in the city, and, although one of the youngest, is now one of the best-known. The school was established four years ago in a densely populated neighborhood, and draws pupils from the far East Side, along the East River, as well as from the vicinity of Lexington, Park and Madison aves. The plain democracy of this school is one of its chief recommendations. The children of the rich and the poor sit side by side in wholesome competition, and merit only is the distinction recognized by the teachers. Miss Cunningham has had charge of this school from its inception. In fact, she organized it, and it is largely owing to her untiring efforts that it has attained its present popularity.

THE KINDERGARTEN METHOD.

Not long after it was opened the attendance ran up to 1,400. The capacity of the school and this register was kept up to the high-water mark until the primary department of Grammar School No. 86, at Avenue A and Eighty-first-st., was opened last fall. Even then the attendance of No. 17 was reduced only a little, and the school now has 1,100 pupils. This probably makes it the largest primary school in the city. Miss Cunningham's system of taking all the desirable features of education wherever found and trying them in her school has been eminently successful, especially in the introduction of kindergarten methods. A few of the primary schools have a kindergarten branch, which was introduced a few years ago as an experiment. Although the experiment has proved to be a great success, it has not been introduced in all the schools. Primary No. 17 is not one of the schools in which a kindergarten branch has been established, but Miss Cunningham has studied the method and is a thorough believer in some of its plans and has introduced them into her school. The accompanying picture shows the pupils learning to add and subtract by means of little sticks of wood, a method which is used in all the lower classes.

The building is one of the most desirable for school purposes of any in the city, so far as light and ventilation are concerned, and, strange to say, it was not built for the uses of a school. It was occupied for many years by the Hebrew Orphan Asylum. In 1890 the Board of Education leased the building for thirty-three years at an annual rental of $7,000. All the rooms are well lighted and ventilated. The only fault to be found with the structure is that there are no open-air playgrounds and that some minor details in the arrangement of the rooms are necessarily imperfect.

Miss Cunningham's assistants are Miss Hattie L. Cooper, Miss Laura Morrison, Miss Sarah Peterson, Miss Laura Popper, Miss Sophie A. Thielemann, Miss Anna S. Mayer, Miss Edwina L. Evans, Miss Helen B. Froehlich, Miss Margaret C. Dugan, Miss Elizabeth A. Jacobs, Miss Matilda M. Friet, Miss Caroline M. Duryea, Mrs. Emma Etzel, Miss Matilda Gutmann, Miss Elizabeth C. Guilfoyle, Miss Florence H. Simon, Miss Henrietta Passeles, Miss Pauline Moss, Miss Mary Hunt, Miss Mary C. Ennis, Miss Margaret Morrison, Miss Ida E. Walton, Miss Loretta N. Disken and Miss Anna L. Birney.

WHO IS THE OLDEST GRADUATE?

SEVERAL GRADUATES FROM GRAMMAR SCHOOL NO. 7 WHO THINK THE DISTINCTION IS THEIRS.

There are several men living each of whom asserts that he is the oldest graduate of Grammar School No. 7, at Chrystie and Hester sts. This is one of the oldest and the best known of New-York's public schools, so that it is something of a distinction to be its oldest living graduate, and there has been considerable rivalry for this honor. The Tribune recently published a letter from Mr. Tooker, who asserted that Mr. Greaton was the oldest graduate of this school. Mr. Tooker has received the following letter, in which Mr. Greaton's title to the honor is disputed by John J. Anderson, of Brooklyn.

Mr. Anderson says: "Your letter in this day's Tribune, June 14, interests me, but I think your statement in relation to our friend Greaton will not hold, as I entered Grammar School No. 7 in 1826, and was a pupil and a monitor there. I passed from the 'sand class' into and through every class, graduating from the ninth class during the early part of Mr. Ketcham's administration. I am nearly seventy-four years old. Can our friend Greaton be as old? I attended the first meeting of the George T. Trimble Association, and was at one of the dinners of the association. I was also present at the opening exercises of the new No. 7, and had the pleasure of hearing your speech. I was invited to make an address at that time, but declined because of my unfortunate nervous condition. When I entered No. 7 I was put into the 'sand class,' which occupied two long desks directly in front of the awe-inspiring platform on which sat, once every year, a gathering of the notable members of the Public School Society, George T. Trimble, Robert Pardoe and others, to examine the school."

RECEPTION AT THE PSI UPSILON CLUB.

The Psi Upsilon Club last night gave a housewarming in its handsome new clubhouse, No. 64 West Thirty-ninth-st. The club moved from its former clubhouse, No. 33 Forty-second-st., to its present home on May 17, at which time there was a formal opening of the new house. Last night's housewarming was really a reception, to which had been invited all members of the Psi Upsilon fraternity. There were many members of the club and a number of guests present, and the evening they passed was a most enjoyable one.

The Executive Council of the fraternity at large met at the clubhouse early in the evening, and considered matters of interest to the fraternity. The members of the council at the meeting were F. S. Bangs, H. L. Bridgman, Benjamin H. Bayliss and Mr. Hall. During the evening Psi U. songs were sung by a quartet of club members. Later a supper was served. Dr. George H. Fox, the president of the club, made an address of welcome to the guests, and addresses were made by Messrs. Bangs, Bayliss and Bridgman. The membership of the club is now about 350, nearly 100 members having been received during the last year.

Among others present were Charles H. Shaw, W. H. Walker, B. L. Fenner, J. T. Walker, F. A. Parkhurst, Woolsey Carmalt, Arthur C. Hume, Dr. F. N. Dillingham, Dr. E. H. Cook, W. B. Larrabee, F. H. Payne, Morris Woodruff, G. S. Coleman, John W. Blair, H. E. Millholm, F. C. Avery, W. C. Cammann, W. C. French, jr., F. A. Acer, Robert L. Luce and Austin M. Poole.

SHOT HIMSELF WITHOUT APPARENT REASON

Henry Daubenschmidt, a young German, employed in C. Englehardt's bakery, at No. 1,462 Second-ave., attempted suicide early yesterday by sending a bullet into his brain. He was removed to the Presbyterian Hospital, and will probably die. Daubenschmidt is twenty-one years old, and came to this country a few years ago. He has been in Englehardt's employ as a baker about two years. He was steady and sober, and no reason whatever is known for his attempt at suicide.

MR. M'ADOO DOES SOME INSPECTING.

Fort Monroe, Va., June 19.—The Dispatch, with Assistant Secretary McAdoo on board, arrived from Baltimore this morning. Mr. McAdoo inspected the Amphitrite, now anchored here, and started this afternoon for Wilmington, N. C., to inspect the North Carolina Naval Reserves.

CIVIL ENGINEERS IN SESSION.

Boston, June 19.—Some 375 delegates were present at the opening of the annual convention of the American Society of Civil Engineers, which began at Hotel Pemberton, Hull, to-day. The sessions will continue until Saturday evening, and papers upon scientific topics will be presented by eminent members of the society. President Morrison announced that the Collingwood prize had been given to Morton L. Byers, Jun. A. M. S. C. E.

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