

The Eagle.

THE DIRECTION OF SOUND.

Those who read the accounts of collisions at sea have doubtless observed the frequent cases where pilots have heard the sound of whistles or bells on other vessels, but have been unable to determine from which direction the sound came, or in which direction those vessels were going, and rushed into disaster in spite of the warning which was intended to be given.

There is reason to question whether the direction from which a sound comes, or its distance, or if the instrument making the sound is in motion what direction it is taking, can be definitely known by hearing.

A recent occurrence which came to our knowledge illustrates this difficulty more strikingly than anything else that we remember ever to have heard, and is worthy of record, not only for its curiosity, but as a fact bearing upon a very important scientific question.

Two young men started from this city to make an automobile tour, and as they were coming up the post road on this side of the Hudson River, not far from Tarrytown, they were startled by a loud sound, like an explosion, apparently produced by the machine on which they were riding.

WHAT IT WILL DO.

The subway in New York is approaching completion and the engineers are beginning to calculate what it will be able to do. They say that new cars are being received rapidly. Some of them have already been put on the track and run experimentally, so that everything may be in readiness to handle a large business when the road is thrown open to the public.

The newly incorporated company, now known as the Interborough Rapid Transit Company, which is already in charge of the elevated railways, and of most, if not all, of the surface roads in Manhattan, Brooklyn and Bronx, has also leased the underground railways,

so that the entire business of transporting passengers in the Metropolis will be in its hands. In one sense this will be a very decided change from the purpose with which the underground railways were planned.

"WOZ Y GIL."—A great many of the newspapers seem to find something funny or otherwise attractive to their paragraphs in the name of the leader who has recently been involved in trouble in San Domingo.

In ancient times each man had a single name. He was called Abraham or Isaac, or Jacob, or John, as the case might be. After a while, in order to distinguish, the name of the father was added, so that if John had a son named Samuel, he came to be called Samuel John's son, or Johnson.

We speak of this because of the almost universal custom of our newspapers to give the President of Cuba a name which does not belong to him.

Woz y Gil is a man of very small consequence; Tomas Estrada-Palma is a man of much more consequence. His name, if written in full, would be Tomas Estrada y Palma, that is to say, his father's name was Estrada, his mother's name was Palma.

When Mr. Estrada-Palma lived in Orange County, he used to say sometimes to his friends that if he continued to live in this country, he supposed he would have to submit to the American usage and by and by would come to be known as Mr. Palma, but when he went back to Cuba, he would have no more trouble on this score, for the people there would understand, and he would be known as Mr. Palma.

THOSE WATER EXPENSES.—In the Eagle of Tuesday we published some figures about the pay of commissioners who are fixing values on land taken for the water supply in New York. These figures were taken from a report of the Merchants' Association of that city, which has since been sub-

mitted to Mr. Rives, the corporation council, and he makes further explanations, declaring that he is not responsible, but that the costs were swelled by the commissioners themselves. He says when he took office he found each commission had its own clerk, drawing from \$100 to \$300 monthly, and that in his opinion "there is no more need for each commission to have its own clerk than there is for a cat to have two pocketbooks."

But Mr. Rives says the worst abuse of all is in the fees of the commissioners. "When I investigated, I found that the condemnation commissioners were receiving pay for every day in the year save Sundays and legal holidays. \* \* \* This sort of thing naturally placed a premium on delay, because the longer the job lasted the longer the pay lasted and the better satisfied were the commissioners."

A NEW CANDIDATE.—The Highland Democrat, published at Peekskill, proposes Hon. Cornelius A. Pursley as the Democratic candidate for Governor. We do not know how much backing this proposition may have, but Mr. Pursley is one of the Democrats whom we esteem very highly, and we agree fully with the Newburgh Daily News in saying that he is "undoubtedly one of the best men that the Democrats could name."

We see that the people along the line of the Champlain Canal and on Lake Champlain have just held a meeting to look after the interests of that canal and see that in carrying into effect the recent barge canal bill the money shall not be diverted to the useless Erie Canal, while the valuable Champlain Canal is left out. The idea is a good one and there is reason for it.

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opinion, if a ship canal is ever built, the proper route for it will be down the St. Lawrence to some point near the outlet of Lake Champlain, and thence by canal and lake to the upper Hudson. It is true to-day that if two boats, or fleets of boats, start from the wharf at Buffalo, carrying the same load and using the same power, one coming through the Erie Canal, and the other going through the Welland Canal, Lake Ontario, down the St. Lawrence, using the Canadian Canals, through the Chamby Canal to Lake Champlain, and thence by the Champlain Canal to the Hudson, the latter will reach Albany first and at smaller cost.

We do not believe in the principle of supporting any traffic or any business by bounty from the state treasury, but the Champlain Canal is the only one in the State of New York which can make adequate return for such outlay, and if any canal is to be enlarged, it is the one that should have the money expended on it.

At a previous meeting of the Republican National Committee, when Christopher L. Magee was alive, Pittsburg was an applicant for the convention. The voting time came. When Magee's name was called he voted for Chicago. A minute later he realized what he had done and went over to a friend and said:

"For heaven's sake vote for Pittsburg. I forgot it."

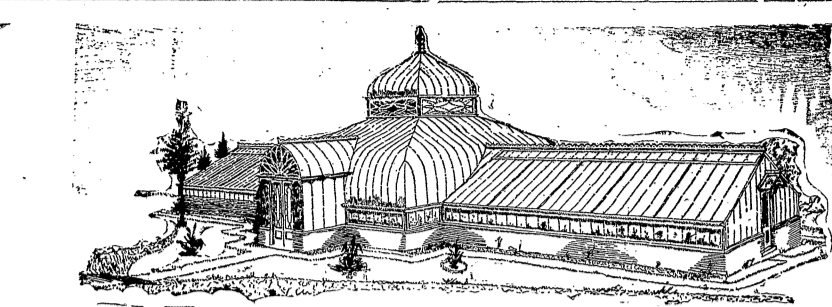
We Can Match This. It would be remembered that a few years ago, when the editor of the Eagle was in the Assembly, the question of extending the charter of the Poughkeepsie Bridge another year was the most important of the local measures in the Legislature. The bridge was being constructed, but it was manifestly impossible to complete it within the limit of the charter, and to extend this year without subjecting it to impossible conditions was essential to the whole enterprise.

The other day a speaker in a meeting representing employers made a remark indicative of disrespect to the American flag, because people under it were afraid to assert their rights and were not sufficiently protected by it. Commenting upon this the Albany Evening Journal says:

Obviously, if employers have been afraid to assert their rights, the matter is with them, not with the flag. The Stars and Stripes cannot create either physical or moral courage where neither exists. The flag cannot protect men from the effects of their own cowardice. No individual living under the American flag, no association of individuals legally existing on ground over which it waves, will ever have just reason to complain that he or it is not protected in maintaining rights which are fairly asserted.

The latest proposition about the liquor laws in New York City is that the city officials shall be permitted to decide whether any saloons shall be permitted to open on Sunday and if so, in what parts of the city. An objection to this is that it would "make a patchwork of the liquor laws."

Holton, Mo., with a population of 7,500, has seventeen churches.



The College Hill Greenhouse.

In 1896 the government of Japan started on the business of fostering her merchant marine, and she did so by following the example of other nations in granting subsidies to her ships. She had practically to create a foreign marine, but as a result of only seven years progress her citizens and corporations now own 5,415 ships.

Secretary Root has declined to permit the extension of the piers along the North River further into the channel, and now we are told that the Trans-Atlantic steamship lines are threatening to seek another port, and that a panic is imminent among New Yorkers over "a prospective loss of their city's commercial supremacy."

The opinion of Attorney General Cuneen, on the question of the payment by an incorporated village, of a share of the fifteen per cent tax assessed against a town for the construction of a state road, does not meet with the approval of the authorities in incorporated villages of the county.

Tally one for that little woman down in Rahway, N. J., Mrs. Branney, who when she was awakened in the middle of the night by finding a burglar in her room rifling the bureau drawers, jumped up so quietly and suddenly that he did not know it until she grabbed him by the shoulders and threw him over on his back. He was so much surprised that he jumped up and made for the doorway, and she ran after him, giving him another push at the right moment when he was on the top step, which sent him head first to the bottom. Unfortunately, he did not have any bones broken and was able to get up and get away, but if all burglars could meet women like that and be treated in that fashion, the trade would become unpopular.

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The Syracuse Journal comes to us with a picture and description of the wedding march was beautifully rendered by Mrs. Robert Marshall. After hearty congratulations all were served with refreshments, and then the bridal couple left in a handsomely trimmed carriage which was highly appreciated by them. The bride was dressed in her traveling suit of gray cloth and hat to match, and carried white carnations. The bridesmaid wore castor colored cloth and carried pink carnations. The bride and groom were the recipients of many beautiful and useful presents.

The above is a fine picture of the College Hill Park flower house, the latest gift of William W. Smith to the city, which is being erected at a cost of \$8,150. It is being constructed by Charles Mitchell, the well known flower house builder. The above is a correct representation of the building, as it will appear when completed next spring. It will be an ornament to the park and a credit to the builder.

The entire building will be 100 feet long. The center section or flower house is thirty feet square, and as will be seen will make a fine appearance. The plant houses, which run north and south from the center section are each 35 feet long and 25 feet wide. About the entire material for the building, which has been gotten out at Mr. Mitchell's factory on Winkeke Avenue, has been made up and is ready to be put up.

In view of the fact that it has been taken for granted for a long time past that President Roosevelt would be nominated to succeed himself, and that so far there is no other candidate in sight at all, it seems to us that there is altogether too much protesting of loyalty to him and insisting that he will receive support. That which is not disputed does not require proof.

HIGHWAY IMPROVEMENTS.

The opinion of Attorney General Cuneen, on the question of the payment by an incorporated village, of a share of the fifteen per cent tax assessed against a town for the construction of a state road, does not meet with the approval of the authorities in incorporated villages of the county.

The opinion is addressed to State Engineer Bond. After quoting the provisions of the law, stating that, if the road has been built upon a resolution of the Board of Supervisors without petition, 35 per cent of the cost of the construction shall be a general charge upon the county and 15 per cent a charge upon the town in which the highway is located, Mr. Cuneen says:

"If, however, the resolution shall have been upon petition, then the 15 per centum shall be assessed upon and paid by the owners of the lands benefited, and section 10, which applies only to such highways as have been improved pursuant to petition, prescribed the duty of the assessors in reference to such assessment, and directs the assessment of such 15 per centum on the lands abutting on said highways."

DECEMBER WEDDING BELLS.

MARSHALL—HAINES.

On December 12 the home of Mr. and Mrs. La Resse Haines was the scene of a very pretty wedding, when their eldest daughter, Julia, was united in marriage to Theron G. Marshall, of Crum Elbow.

Upon their return from the south they will reside in Dutchess, which will be pleasing to their many friends.

HUSBAND AND WIFE KILLED

Mr. and Mrs. Frank Scutt, of Millerton, Struck By Harlem Train and Killed

Millerton, Dec. 16, 1903.

(Special).—There was a very sorrowful accident on the Harlem Railroad at Coleman's Station, two miles south of this village shortly after nine o'clock this morning, when Mr. and Mrs. Frank Scutt were instantly killed by being struck by a fast express.

Mr. Scutt is a well known farmer in this vicinity and in company with his wife, started from his farm to drive to the White Clover Creamery, near Coleman's Station. Their seven-year-old daughter had been sent to school but a short time before, otherwise it is thought that the entire family would have been killed.

In going to the creamery Mr. Scutt had to drive across the tracks of the Harlem Railroad. He had a team of horses and because of the cold weather both he and his wife were well bundled up. In nearing the crossing it is thought that neither of the occupants of the wagon heard the warning whistle of the locomotive. The fast express struck the wagon and threw Mr. and Mrs. Scutt many feet, killing them both almost instantly. One of the horses was also instantly killed.

A MISSION YACHT.

In and around New York harbor plies a little mission yacht called the "Messenger," of which Rev. George E. Benn is the captain. He has been in this city for a day or two past soliciting help for the Mission Yacht Association, which owns her. It is now on its fourth year's work among the seamen who come to the port of New York. Last year there were 3,900 foreign ships, the crews of which aggregated 156,000 men, and the Mission Yacht Association distributed among them fifty tons of literature, consisting of Bibles, Testaments, tracts, religious papers and monthly magazines. Capt. Benn especially asks those who have magazines, illustrated or religious, or any other papers that the seamen will be interested in, and other literature to send it to him so that it can be given to the sailors to while away the tedious hours when they are at sea. As they are of various nationalities, literature in other languages is quite as acceptable as that in English. His address is P. O. Box 157, Brooklyn, N. Y.

THE NATIONAL PROHIBITION CONVENTION.

Chicago, Dec. 16.—The Prohibition National Committee met at the auditorium to-day for the purpose of settling the date and place of the next national convention of the party, and the transaction of other business. Nine proxies were accepted, making a total representation of forty-six. June 19th was set for the date of the convention. The cities in behalf of which speeches were made were Los Angeles, Kansas City, Indianapolis, Columbus, Buffalo, Baltimore and Detroit. Chairman Oliver W. Stewart presided. The report of the treasurer showed \$7,475 in the treasury for the presidential campaign of 1904. Kansas City was chosen as the convention city.

The personal estate of the late Heber R. Bishop included manuscripts on jade, which are to be published at an outlay of about \$75,000.

REVOLUTION IMMINENT.

A sure sign of approaching revolt and serious trouble in your system is nervousness, sleeplessness, or stomach upset. Electric Bitters will quickly dismember the troublesome cause. It never fails to tone the stomach, regulate the Kidneys and Bowels, stimulate the Liver, and clarify the blood. Run down systems benefit particularly and all the usual attending aches vanish under its searching and thoroughly effectiveness. Electric Bitters is only 50c, and that is returned if it don't give perfect satisfaction. Guaranteed by JOHN V. HUMPHREY, Druggist, N. Y.

Captain W. C. Watkins, of Clinton, Mo., has in his possession his own death warrant, issued by the federal authorities during the Civil War.

A FRIGHTENED HORSE.

Running like mad down the street dumping the occupants, or a hundred other accidents, are every day occurrences. It behooves everybody to have a reliable Salve handy and there's none as good as Buckley's Arnica Salve. Burns, Cuts, Sores, Eczema and Piles, disappear quickly under its soothing effect. 25c, at JOHN V. HUMPHREY'S Drug Store.

CHRISTMAS TOYS.

Dolls, Pianos, Bams, Farm Yards, Sheep, Cows, Mules, Horses, Drums, Blocks, Books, Iron Toys, Mechanical Toys, etc. Fancy Goods, Fine Neckwear, Furs, Millinery, etc., MRS. E. C. TOMPKINS, Corner Main & Academy Sts.