TURKEY'S TERRIBLE PORTENT

IT WAS THAT THE MONARCHS OF EUROPE DISCUSSED.

Resurrection of Ancient Race Spirit of Tremendous Import to Germany and England—Plain Talk From Goldwin Smith—The Fad of Ambidexterity.

Special Cable Despatch to THE SUN.

LONDON, Aug. 15.—The meetings of King Edward and the Emperors of Germany and Austria this week have been of far greater importance than usually attaches to consultations between monarchs. It is known that the principal topic at both interviews was the Turkish revolution.

It will be readily agreed that from the point of view of Turkey herself and in its broader aspect of human progress this greatest of modern political surprises is to be heartily welcomed. Germany, however, finds it a serious blow to her policy and ambitions, while for the British Empire it makes an imminent political peril of the first magnitude. Something of its first effects upon British interests in Egypt was indicated in these despatches a week ago.

It is India, however, which gives occasion for the gravest anxiety. Readers of this correspondence are familiar with the situation of great unrest that has prevailed in that vast dependency for two years. Hopes have been entertained for the last few months that the crisis would be passed without a violent outbreak of sedition. The constitutional movement in Persia has not been particularly encouraging to Indian malcontents. The political miracle in Turkey is far different in its portent for the vast Mussulman population under British rule in India.

Far seeing statesmen in this and other countries understand full well that the western world is face to face with a great and momentous political resurrection of the oldest and most numerous races of the earth. Great changes are inevitable in the not distant future, and the three monarchs who met this week had before them the most vital problem in human destiny that this generation will have to solve.

The news from Constantinople and all the Turkish dominions this week continues to record that same strange fraternity of races and faiths which from the first has amazed diplomatists and students alike. The same moderation and restraint have characterized every move of the wise committee of revolutionists. The terrified official thieves are surrendering their plunder and Turkey and the Turks are coming into their own without a struggle.

It is too early to consider that the danger of a reaction has passed. Abdul has still to be reckoned with, and it is not to be imagined that he is idle. Private reports from Constantinople continue to affirm that abdication is not far off, either voluntary or compulsory. The Young Turk party undoubtedly has provided for every contingency and its plans have been made in full detail. But it would be useless to speculate upon any action it may contemplate.

COMMON SENSE FROM GOLDWIN SMITH.

It is refreshing amid the parlous situation in which both political parties in this country find themselves to receive this luminous bit of common sense contained in a letter by Goldwin Smith to the *Spectator*.

"The exhibition of political trepidation by members of Parliament who have shrunk from voting against measures which they believe would be wrong from fear of their constituents is surely serious. It betokens a loss of legislative independence. With the upper house reduced to a shadow and the lower house reduced to a set of political telephones where will you be? Greatly, it would seem, at the mercy of local agitation.

"The House of Lords seems to have dealt weakly with the pension bill. Surely they should have refused to pass it until it had been submitted to the country. However, you have now got on the right issue in your conflict with the revolutionist party, an issue which, it seems, ought to have been welcomed and pressed as soon as it had been raised by Sir Henry Campbell-Bannerman—that of an effective upper house. If a majority of the nation in number and influence is still anti-revolutionist, as it surely must be, this is a broad and vital issue on which it can be rallied."

AMBIDEXTERITY CALLED AN IDIOTIC FAD.

Dr. Sir James Crichton Browne, lecturing at Cambridge on ambidexterity, said that in the present movement in favor thereof he fancied he detected the old taint of faddism. Ambidexterity on a large scale, he declared, was impossible and undesirable. It was by the right hand man gained a victory. To try to undo his dextral preeminence was to fly in the face of evolution.

The lecturer then exposed a trick practised at Eton, where ambidexterity is being inculcated by an ordinance that all boys who for their transgressions are called upon to write lines shall write them with their left hands. He asked an Eton boy recently how he managed to perform the task and received the reply:

"Oh, it's quite simple. We take a pen in the fingers of the left hand and work it with the right."

Sir James concluded by declaring that ambidexterity was common only among idiots. To endeavor to insure its general cultivation, as its ardent apostles desired, would simply mean the enlargement of the already overgrown lunatic asylums.

AMERICAN MONETARY COMMISSION GETS WHAT IT WANTED.

The American Monetary Commission has been holding daily sessions at the Hotel Metropole, taking evidence regarding the British monetary situation. Its inquiries have dealt chiefly with the banking and reserve system of England and Scotland. The commission's methods have been to invite experts to give information, and in every case the commission met with a willing response, various prominent British authorities having appeared before it. Among those who have entertained the Commissioners are Sir Alfred E. Bateman and Sir Robert Giffen. Senator Hale and Congressman Burton will sail for home on August 22. The other members of the commision will go to the Continent, where they will continue their financial studies as individuals.

CONGRESS OF NIHILISTS IN LONDON.

London is more cosmopolitan than ever this month. Foreigners have chosen this time for visiting the Franco-British exhibition. To-day 45,000 French people are expected, as it is a holiday in Paris. Many crossed the Channel last night, and more came to-day for a week end trip to the exhibition. A greater number of American tourists are visible than could be seen earlier in the season.

Perhaps the most interesting visitors are Russian Nihilists who in a secluded hall in a quiet part of the town are holding meetings daily. They number about eighty men and women. At first it was given out that they were merely an excursion party to see the exhibition. When Russian residents of London tried to gain admission to the meetings they were refused entrance. Newspaper men also tried vainly to discover the purpose of the meetings, but without the countersign entrance was impossible. A prominent Russian said yesterday:

"There is no doubt this congress is a revolutionary parliament of an advanced type for the discussion of Russian politics, but it is certain that the Russian Government knows all about the delegates despite their precautions, and among the eighty there are sure to be at least ten Russian police spies gaining admission as members."

DRAMATIC CENSOR PROTECTS SOPHOCLES.

The grievances against the dramatic censor have been strired up again, this time by W. L. Courtney, the well known critic. Mr. Courtney prepared for Martin Harvey an English version of Sophocles's tragedy "Œdipus." When the play was half completed he sent a full account of the proposed drama to the censor, pointing out that the character of *Jocasta*, who might give offence, was kept in the background, while other changes had been made to bring the ancient tragedy into relation with modern thought as far as possible. The censor, however, refused to sanction the idea and the play cannot be produced. Messrs. Courtney and Harvey feel that they have been unfairly treated. It is doubtful whether Sophocles would feel more bitterly against the censor for forbidding his play on the ground of immorality than against Mr. Courtney for Anglicizing and modernizing his great tragedy.

EPISTOLARY HUMORISTS RULED OUT.

The Postmaster-General's new regulation regarding puzzle addresses is winning him the gratitude of post office officials all over England. He has decided that in the future no attempt will be made to deliver letters or post cards obviously addressed in such fashion as to mystify the postmen. They will be returned where possible to the senders. In a case where a letter is badly or insufficiently addressed every effort will be made at delivery.

It is considered a great joke to send a letter with a puzzle address to the post office and then await its receipt. The last case was of two persons who sent and resent each other a post card to see how many addresses could be squeezed on it.

GYPSYING SUFFRAGETTES' PROGRESS.

Caravans filled with ardent suffragettes are having a rather mixed reception throughout the country. At Blackpool an attempt to address a crowd on the beach resulted in the entire routing of the female orators, who had sand thrown into their faces and only escaped more serious treatment by ignominious flight. The driver of the caravan was badly handled also.

THE QUEEN OF SPAIN'S VISIT.

The young Queen of Spain arrived in London last night. She went to the Isle of Wight to-day to visit her mother, Princess Henry of Battenberg. Contrary to the expectation of the waiting crowd at the railway station she had not brought her infant sons with her. King Alfonso will join her later, but it is evident that Spain will not tolerate the absence of the King and the heir apparent at the same time.

Still another woman's club, the Imperial and Colonial, will have its formal opening next week. Americans are eligible for membership, but so far few have availed themselves of the opportunity.

The number of Americans taking cures continues to increase. Lady Lower, formerly Alice Blight of Philadelphia, is at Marienbad. William K. Vanderbilt, Jr., Mr. and Mrs. John Drexel, John Delacour and Mr. and Mrs. J. Van Alen have arrived at Aix.

Consuelo, Duchess of Manchester, has selected Cautarets, in the Pyrenees, as a quiet place to take the waters.

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START FOR THE SOUTH POLE.

Charcot Expedition Sails From Havre on the Good Ship Why Not.

Special Cable Despatch to THE SUN.

HAVRE, Aug. 15.—The Charcot Antarctic expedition sailed at noon to-day aboard the steamship Pourquoi Pas.

The expedition is headed by Dr. Charcot, the French explorer who has already passed two years in the Antarctic Ocean. His object this time is not to search for the South Pole but to explore the Antarctic continent, which he believes to be as large as the whole of Continental Europe.

The expedition is under the auspices of the French Academy of Sciences. It will cost $160,000. The Government has given $60,000 toward this amount, the academy raising the balance by private subscription. Dr. Charcot expected to be gone for two years.

The ship on which he sailed was built for the expedition. It is of 800 tons and has engines of 500 horse-power, giving it a speed of eight knots. The crew comprises thirty men all told, most of whom took part in Dr. Charcot's former expedition.

Dr. Charcot expects to make important fossil discoveries bearing out the theory of Prof. Gaudry, based on the study of Patagonian fossils, that the progress of evolution was dissimilar in the two hemispheres.

THE C. P. R. WANTS MEN.

Will Open Recruiting Offices for Strike Breaking Railroaders This Week.

OTTAWA, Ont., Aug. 15.—The strike of the Canadian Pacific machinists, boilermakers, blacksmiths and car men will have lasted two weeks on Tuesday. The company announced to-day that on Tuesday it will engage skilled labor to fill the vacancies and that offices will be opened in all Canadian cities for that purpose.

WINNIPEG, Man., Aug. 15.—J. T. McVey, strike manager for the western Canadian Pacific Railroad mechanics, left for Montreal to-day. It is said that he will confer there with Sir Thos. Shaughnessy of the railroad.

The Weather.

The cool weather promised the first of the week is likely to arrive to-day; an area of high pressure was moving southeastward over the Lake regions from Manitoba, where the temperature at Minnedosa was down to 38 degrees yesterday morning; in the Lake Superior region and Canada it was from 4 to 10 degrees cooler.

In the central States and in the corn and wheat sections the weather was cloudy and warm, with general showers extending from Montana south to Arkansas. Showers also prevailed in Minnesota and Michigan; in all other places the weather was fair.

In this city it was slightly warmer in the morning and a trifle cooler in the afternoon; the humidity was less; average, 51 per cent.; wind, fresh southwest to northwest; barometer, corrected to read to sea level, at 8 A. M., 30.08; 3 P. M., 30.12.

The temperature yesterday, as recorded by the official thermometer, is shown in the annexed table:

	1908.	1907.		1908.	1907.
9 A. M.	79°	68°	6 P. M.	82°	74°
12 M.	84°	74°	9 P. M.	82°	71°
3 P. M.	83°	76°	12 Mid.	82°	67°

Highest temperature, 86°, at 3 P. M.

TURKEY TO HAVE AN EMBASSY

WISHES TO HAVE A MORE IMPORTANT OFFICE AT WASHINGTON.

Expectation That Hassien Kiazim Bey Will Be New Ambassador—Believed That Turkey Thinks American Influence in the East Would Be Beneficial to Her.

WASHINGTON, Aug. 15.—Turkey will send Hassien Kiazim Bey to represent the empire at Washington and it will make him an Ambassador. The rise of Mundji Bey from the Consulate at New York to Chargé d'Affaires, just one step from the landing of a first class mission, was not to be for long, and Mahmed Ali Bey, the deposed Turkish Minister, Mundji Bey's proverbial enemy, is probably swinging in his chair to-day and crooning softly to himself.

The State Department regards the change as good as ordered since the Turkish Government has sent a communication which was received to-day at the State Department asking if Hassien Kiazim Bey, who is now Turkish Minister at Bucharest, would be an acceptable envoy to the United States. The message added that the Sultan desired to raise the legation to an embassy.

Nothing is known at the State Department of Kiazim Bey, which is equivalent to being favorably known, and the reply of the United States will doubtless be that the Government will be glad to receive the new Ambassador.

For one reason and another the American Legation at Constantinople was advanced to an Embassy about a year and a half ago. The Sublime Ruler of the Turks is noted for his indifferennce to such little attentions on the part of nations and he did not respond. When any nation sees fit to send the United States an Ambassador instead of a Minister the United States invariably takes action in kind. So with all other Powers, but not so hertofore with Abdul Hamid, who had ways of his own.

It was commonly said that the Sultan was suspicious. Claims enough were laid against his Government to give him reason for thinking that possibly some Government some time would try to collect them. A Minister could only present his case to the Minister of Foreign Affairs. It has also been said that Abdul Hamid only allowed his Ministers to say to him what it pleased him to hear. Debts were never a pleasant subject. Ambassadors the Sultan was obliged to hear himself, when they wished it, and thus the raising of foreign legations to embassies in the Turkish Empire may have caused his Majesty to look upon the honors with a keen eye.

There were some American matters slow of adjustment about the time that John J. Leishman of Pittsburg was made Ambassador at Constantinople. The exigencies of the hour permitted Senator Knox to give his close friend Leishman a lift by having inserted in the diplomatic and consular appropriation bill a provision which changed the Turkish mission from a legation to an embassy and made an appropriation of $150,000 for a building for the purpose. Yet Abdul Hamid did not seem flattered.

What is regarded now as a desire to have closer diplomatic relations with the United States is thought to be expressed in the statement that Turkey desires to send an Ambassador here. There is also a presumption that the simple change in the form of representation here is significant in suggesting that new blood of the dominant new party in Turkey is guiding the mind of the throne now.

In that more significance is found. It is that the new Turkey desires to cultivate the friendship of the United States, believing its influence is pacific in Eastern disputes. The rising statesmen of the Liberal party anticipate the good offices of the United States might be as grateful to Turkey as they have been to China in stilling the aggression of other Powers which have accounts to settle by insisting on the principle of the open door.

ARTISTIC ELEVATED ROAD.

If There Is One Built in Brooklyn It Will Be on Style of Berlin System.

The Public Service Commission will begin to hold public meetings next Thursday on the application of the Brooklyn Elevated Railroad Company to construct an elevated railroad over the Flatbush avenue extension from Fulton street, Brooklyn, to the new Manhattan Bridge. It is understood that the commission will not oppose the building of an elevated structure, but it will not permit the building of any elevated roads on the plan of those here.

Commissioner McCarroll and Chief Engineer Henry B. Seaman, who have just returned from a trip of inspection of the subway and elevated railroad systems of Europe, will recommend that if any more elevated roads are built in this city they shall be patterned after the Berlin system. Mr. McCarroll and Mr. Seaman have reported to the commission that the elevated lines of Berlin instead of being an eyesore are made as attractive as possible. The space underneath the structure is covered with grass plots and gravel paths bordered with shrubbery and trees. Whenever a bridge is necessary, as in crossing canals or streets, that bridge is built according to an architectural design with as much ornamentation as it is possible to give to such a structure and keep within the bounds of reasonable expense.

There is no hard and fast uniform design for stations, but they are adapted to their locations, and the result is a series of station structures pleasing to the eye and appropriate to their immediate surroundings. Instead of ugly iron pillars to support the elevated structure, such as are seen in New York, the Berlin roads are supported by ornamental columns and gracefully carved standards which harmonize with the general design of the structure.

Leaking of water or dripping of oil from the Berlin elevated road is impossible, for the roadbed is built as a solid floor and no moisture or oil can seep through it. Another result of this solid construction is the minimizing of the noise made by the operation of trains, which is so much less than the rattle and roar of the New York elevateds as to instantly attract the attention of visiting Americans. The trains roll by with so little noise that it is scarcely noticeable.

COLUMBIA SUMMER SCHOOL

Most Successful Since It Was Opened—Closed Yesterday.

North Dakota, Nevada and Wyoming and the District of Columbia, Hawaii and Porto Rico were not represented in the ninth annual summer session of Columbia University, which closed yesterday, but it was the most successful session since its establishment, the actual number of students who finished the courses being 1,532. In addition there were eight students from Canada, six from China, and others from Australia, Chile, Cuba, Costa Rica, England, Ireland, Japan, Mexico and Russia.

Of the total number of students at the university this summer there were 654 who were matriculated in the following schools, the others taking courses without matriculating for a degree: Columbia college, 87; Barnard, 25; schools of engineering, 125; fine arts, 3; political science, 22; philosophy, 188; pure science, 57; teachers' college, 145; and physicians and surgeons, 2. The number of men and women was practically equal, there being 761 men and 771 women. New students numbered 871 and old students 661.

New York State led the list of students with 732, of which 572 were from the greater city. Next in point of number was New Jersey, 129; Pennsylvania with 76, Maryland, 51; Ohio, 45; Indiana and Massachusetts, 32 each; Georgia, 31; Connecticut and Illinois, 25 each; North Carolina, 23; South Carolina and Virginia 20 each; District of Columbia, 19; Michigan, 18; Kentucky and Missouri, 15 each; Alabama, 14; California, 12; Texas and Florida, 11 each; Iowa and Nebraska, 10 each; Tennessee and West Virginia, 9 each, and Minnesota and Washington, 8 each.

$7,500 JOB FOR HOLCOMBE.

Panama Puts Former Canal Engineer in Charge of Public Works.

Special Cable Despatch to THE SUN.

PANAMA, Aug. 15.—J. Holcombe, formerly division engineer for the Canal commission, who had charge of the sanitation of the water works of the Isthmian cities and the Canal Zone, and who was also consulting engineer in the Philippines, has signed a two years contract with the Panama Government as Engineer and Director of Public Works.

It is evidently the policy of the Government to facilitate the development of the country's rich resources. Convict labor will be used in making roads in the interior.

Mr. Holcombe will receive a salary of $7,500 gold annually and his expenses. The contract has been approved by President Amador and President-elect Obaldia.

GERMANY'S STRIKE ENDED.

8,000 Shipyard Riveters to Resume Work—No General Lockout.

Special Cable Despatch to THE SUN.

STETTIN, Germany, Aug. 15.—The 8,000 riveters who have been on strike in the Vulcan shipyard here for shorter hours and higher wages have decided to return to work on Monday. Thus is averted the general lockout threatened by the Associated Metal Industrialists of Germany, which would have thrown 60,000 men out of work and interfered with the Government's naval programme.

TELEPHONE WITHOUT WIRES.

French Navy Officers Talk Through 100 Miles of Air.

Special Cable Despatch to THE SUN.

PARIS, Aug. 15.—Three officers of the navy have telephoned without wire. With new apparatus on August 6 they conducted a series of experiments between Paris and Dieppe, a distance of 150 kilometers, about 100 miles, with perfect results. Songs and conversations between the two points were distinctly heard.

WIND CLUTCHES AN AERO.

Upsets the Dirigible II., Which England Is Trying Out.

Special Cable Despatch to THE SUN.

LONDON, Aug. 15.—The military balloon Dirigible II., which made a successful half hour trip yesterday afternoon at Aldershot under the guidance of Col. Capper, chief of the aerostatic service, made another ascent this morning, and manœuvred for half an hour.

When it was descending a strong breeze blew the airship over. The envelope was torn and the propeller somewhat damaged. The repairs will take two or three days.

LA SAVOIE CRIPPLED.

Reaches Havre Two Days Late With Shaft Broke and Propeller Gone.

Special Cable Despatch to THE SUN.

HAVRE, Aug. 15.—The steamship La Savoie, which left New York on August 5, has arrived here with a broken shaft and one propeller gone. She was two days late.

French Excursion Train Wrecked.

Special Cable Despatch to THE SUN.

PARIS, Aug. 15.—The boiler of a locomotive of a Boulogne excursion train exploded to-day on the road between Louvre and Chantilly. The driver was killed. Among the injured are the fireman, guard and twenty passengers. Every coach on the train was derailed.

"HENNESSY'S MEN" LEAVE CAMP.

Battery E, Third Artillery, Have Been Teaching New Jersey Guardsmen.

SEA GIRT, N. J., Aug. 15.—"Hennessy's men," as they were known to the members of the New Jersey National Guard, left camp here this morning after a four week's visit, which interested not only the natives hereabouts but a good many of the city visitors from nearby resorts. They were the members of Battery E, Third Field Artillery, U. S. A., and they came here originally for a week to instruct the New Jersey batteries how real soldiers conduct themselves. Capt. F. B. Hennessy, commandant of the battery, has gained a reputation as a "daredevil" which will not be forgotten for some time.

Accompanying the battery, which will go by way of Toms River and Tuckerton to Atlantic City, were Assistant Attorney-General of New Jersey Nelson B. Gaskill and E. Yarde Breese of Trenton. These two men are officers in the New Jersey National Guard, Gaskill being a lieutenant and battalion adjutant in the Third Regiment and Breese occupying a similar post in the Second.

Last night as a final show Capt. Hennessy took his men and guns to the beach and had them fire at a target anchored out at sea, the light of the moon being the only illumination. The target was hit several times, as was proved when it was towed in this morning.

The battery when it came to camp had about one hundred men in it. Since it arrival here a large number of country boys have been impressed with the life of the soldiers and when they marched out this morning there was a complete enlistment of 133 men, three commissioned officers, a doctor and a veterinary. Camp will be made to-night at Toms River.

A WAGONLOAD OF GOODS

Found by Post Office Inspectors in Room of Accused Mail Wagon Driver.

Post Office Inspectors Jacobs and James seized a vanload of goods yesterday in the room of Amos C. Nolan, the driver of a mail wagon, who was held Friday in $3,000 bail. The room looked like a variety store. In it the inspectors found several gold watches, many silver watches, silver plate, silver spoons and forks, a sword, a rifle, a soldier's uniform, pictures, clocks, articles of jewelry, brushes, combs, photographs, cameras, trinkets and other articles.

The goods were piled into a van and taken to the Post Office Building. Nolan was remanded to the Tombs prison in default of bail. He protested his innocence.

Jailed for Being Disrespectful to Mexican Minister.

MEXICO CITY, Aug. 15.—Col Adolfo Manuel Obregon, a retired officer of the Mexican army and noted military writer, has been arrested and placed in prison. He is charged with having shown disrespect to the Minister of War in an article which he recently wrote and had published in a Spanish newspaper here.

WRIGHT THE MASTER AVIATOR

FRENCHMEN ADMIT THEIR AEROPLANES ARE BEATEN.

"They're Little Children Beside the American," a Newspaper Says of the Native Inventors—But They Want a Flying Machine That Any Person Can Work.

Special Cable Despatch to THE SUN.

PARIS, Aug. 15.—The conquest of the air is unquestionably the topic of the day not only in France but throughout Europe. The public is somewhat appalled by the awful perils of the new born science as demonstrated in London, Stuttgart and other places in the course of the last few days, but there will be no check in the search, however great may be the price of knowledge.

Here in France prejudice and incredulity have disappeared in the face of the wonderful achievements of Wilbur Wright at Le Mans. It is not only "le bluffeur Wright" who has disappeared but the bearlike unapproachable hermit with claims to being the inventor of a flying machine. Wright now cordially welcomes all who speak to him and gives them all the information and explanations they ask, on condition that none of the special features of his machine be described in print.

The genial, hearty way in which he does this proves that it is no pose, but his true nature. His treatment of the French Captain who insisted upon taking a photograph of the aeroplane was no arbitrary act. This officer visited him a month ago and everything was shown to him. Two weeks later the machine, then practically completed, was shown to him on the usual understanding that nothing about it was to be printed. Nevertheless a detailed description, of which the Captain was the author, appeared in a newspaper.

When Wright appeared from the shed at Le Mans and saw the Captain preparing to take a snapshot of the machine he ran to him and forbade him to make any picture of it. Wright's back was scarcely turned when the officer snapped twice. It was only natural that the inventor should show some resentment.

The long delay in making a start with the aeroplane on Monday was not due to sulkiness over the photographers. Wright merely was waiting for favorable weather conditions. It is true that Wright dislikes the presence of a crowd. He is at Le Mans for practice with a machine with which he is not yet at home, while the crowd is there for entertainment.

The French press has now whole heartedly recognized the superiority of Wright's machine over the Farman and Delagrange aeroplanes. The *Figaro* says the latter are ingenious instruments, doubtless, but they are rudimentary and at the same time complicated as compared with Wright's. The *Petit Parisien's* expert said:

"I have seen Farman, Berliot and Delagrange. They are quite little children beside the American. They are still undergraduates. He long ago took his degree as an aeroplane pilot."

This is only one of many similar tributes. It must be remembered that while Wright has not yet beaten Farman's record for time, height or distance, or Delagrange's Rome record for length of flight, there is a confident belief that he can beat them when he is ready to do so.

Wright's talk shows that he works from scientific knowledge, not empirically. He explained wind currents and how they behaved at various heights to the correspondent of THE SUN in a way that showed he had made a thorough study of the subject. His conversation is not that of a man whose ambition is to make money, except as a means to a greater end, nor is aviation the only subject to which he has given attention. He already has his eye on another world to conquer when victory over the air is gained.

The week has been a bonanza for the hotels at Le Mans, most of which have been compelled to turn away guests. It took the hosts a day or two to realize that something was going on. Then rates jumped up. As one man said: "The higher Wright flies the higher the prices go."

The spectators of the flights included very few English. One Englishman expressed himself as doubtful that Wright could be an American, on the ground that no Stars and Stripes were visible either on the aeroplane or wooden shed where Wright now sleeps beside his idol. Doubtless the War Offices of European Powers sent agents to watch the performances, although none but the Russian and French agents were identified. One of the latter gave his impressions to the correspondent of THE SUN. He said:

"I have such confidence in Wright's machine that I asked him to allow me to accompany him on a flight, but he refused. A wonderful thing about the machine is the simple method by which he twists the planes. That is his real discovery, which gives the apparatus the graceful appearance of a great white bird.

"From a military point of view I see two immediate uses for the machine, first for scouting, replacing cavalry patrols, in which flights, given the height that is attainable, there will be no necessity to go so far ahead as cavalry; and secondly, for carrying information or orders from one place to another. As the machine is capable of travelling thirty-six miles an hour we have means of communication as practicable as the telephone. The fifty yards of plant necessary for the starting sail can be rapidly placed in position anywhere by a few men. The facility of starting is therefore unquestionable."

Delagrange, writing in *l'Illustration*, says:

"Wright has a mentality we Frenchmen cannot understand. His camp in a shed on the race course should be seen and the box which he has fashioned into a bedstead, his trunk and the little spirit stove on which he cooks his meals. One must see him walking slowly and methodically, with his cap placed on the back of his head, making a sort of frame for his birdlike profile.

"Let those who doubted him, and assuredly I can prove I was not one of these, bow low and make open apology. He kept an anxious and impatient public waiting twelve hours until he had the calm weather he wanted. I confess that in his place, proud of my invention and at the risk of smashing everything, I should have flown over the pines and gone to strike wonder into the minds of the peaceable inhabitants of Le Mans.

"His complete aparatus weighs 1,088 pounds, and the engine is of 25 horse-power. Its two screws, cut in a rudimentary fashion from a single piece of wood, give infinitely less results than mine, for at two yards distance they cannot be distinguished from the wide brimmed hat of a workman, while mine at the same distance will almost blow a man over."

After further comparisons, in which Delagrange claims some advantages for the French machines, particularly in regard to the method of working the rudders, the French expert sums up:

"Are we beaten? Must we confess it? By no means. Quite the contrary. On many points we are much in advance. For myself I know an aviator who will not easily allow the distance record he is proud to hold to be easily taken from him. Before three months I shall have flown my hundred kilometers. Nobody shall get them from me, or else I will fly 150."

Yesterday brought out the first serious criticisms of Wright's machine. It is argued that an important defect is its inability to start without extraneous aid. All the French aeroplanes which are manufactured by the Voisin brothers take their flight from any open place by means of wheels. It is also asserted that Wright's device contains nothing in the way of provision for automatic stability, which will be essential in the future.

"Any sportsman," say the Voisins, "can fly with one of our machines after an hour's drill, whereas it takes months of practice to enable a man to pilot Wright's machine. Long practice with the latter can never more than approximate in delicacy and rapidity the automatic relations between a bird's brain and its muscles and nerves."

Wright's mishap on Thursday, as he himself explained it, was due to his pulling a lever the wrong way, and he added: "I want a great deal of practice yet."

These points to a certain extent are confirmed by Signor Calderara, an Italian naval officer, who came to France to make inquiries into aviation. He points out that the imperfections in Wright's machine are made up for by the astonishing nerve of Wright in manœuvring it, but in the opinion of this officer French inventors have made just as great strides as the American, the former having sought to invent a machine that any one can work and to make it possible to start from any point.

Both Calderara and the Voisin brothers Signor Calderara said, made a careful study of the Wright brothers' aeroplane in 1904, and they have been striving to find something to correct its essential instability.

The ideal of the French school is an aeroplane in which balance will be maintained automatically. Signor Calderara believes in the triumph of the French school, which will, he thinks, ultimately evolve a machine that will secure its balance by its very form and will not require the devices for imitation of birds which are peculiar to the Wright aeroplane.

More British Diplomatic Shifts.

Special Cable Despatch to THE SUN.

LONDON, Aug. 15.—Sir Alan Johnstone, now British Minister at Copenhagen, will succeed at Vienna Sir William Goschen, who goes to Berlin. Ralph Spencer Paget, who has been Minister at Bankok, Siam, since 1904, will replace Minister Sir Gerard Lowther at Tangier, Morocco.

WAS JESUS CHRIST A JEW?

PROF. HAUPT'S "NO" STIRS THE GERMAN SCHOLARS.

He Suggested That the Master's Birthplace Was Nazareth and His Race Aryan—But a Jew by Religion, Insisted a Teuton—Harvard's German Museum.

Special Cable Despatch to THE SUN.

BERLIN, Aug. 15.—An American delegate provided the principal theme of contention at the International Historical Congress, which has just concluded its session here. Prof. Paul Haupt of Baltimore created a storm of discussion among German theologians by his address, "The History of Galilee," this title only veiling his real subject, which was based on the question, "Was Jesus a Jew?"

Prof. Haupt answered this negatively, stating that Christ was not born in Bethlehem according to the early Christian tradition, but in Nazareth. He contended that the assessment which necessitated Joseph's journey to Bethlehem was levied eleven years after Christ's birth.

After a succession of arguments Prof. Haupt put forward his conclusion that it was improbable that Christ was a descendant of David. It was probable, on the other hand, that he was a descendant of the Aryan colonists of Galilee. Possibly if his genealogical tree could be traced far enough it would be shown that he was a descendant of Zoroaster.

It was at this point that a war of words arose between Prof. Haupt and the German professors. Prof. Haupt's arguments were attacked in detail, and perhaps because it was a question of one against numbers he did not fare well. The leading German Biblical expert present expressed the pith of the German idea when he said it was impossible to decide scientifically whether Christ was a Jew by race. The point of importance was that Christ was unquestionably a Jew by religion. Such violent dissension was produced that the chairman's efforts to calm the controversialists were for a long time ineffectual.

Adolphus Busch, the St. Louis brewer, who this week gave $55,000 to the Germanic Museum at Harvard University, hopes his gift will stand merely as a nucleus to which five other Americans will add similar amounts. Ambassador Hill was largely instrumental in inducing Mr. Busch to turn his philanthropy in this direction. In this museum Harvard can boast the ownership of the only institution in the world which attempts to trace throughout its history the development of German art.

Prof. Kuno Francke in his lecture to the historical congress dwelt upon the fact that while it might seem an anomaly that an American university should possess this distinction it was for Germany a matter of national importance that such an institution should exist in America. A majority of cultured Americans, Prof. Francke pointed out, put England in the foreground as their spiritual fatherland on grounds chiefly of a similar language and similar political thoughts and principles, but England had at all times regarded France as the classic land of good taste and had never been strongly influenced by Germany.

Hence America, notwithstanding even the great emigration from Germany, had never been imbued with any real appreciation of German art and literature. America's national mission consisted of selecting the best from all nations to create at some future time a "super" nation, containing in itself the quintessence of all other nations.

Saks & Company

Broadway at 34th Street

Have Arranged for Monday and Tuesday

The Final Sale of
Summer Skirts for Women

Dress Skirts, of white serge, white voile or black taffeta silk. Reduced from 15.00 and 19.50 to — **10.50**

Walking Skirts of Panama, cheviot or worsteds, in black and colors. Reduced from 12.50 and 15.00 to — **7.00**

Skirts of white serge, striped Panama or cheviot. Reduced from 5.00 and 8.50 to — **3.75**

Wash Skirts

Linen Skirts, plain or embroidered. Reduced from 12.00, 15.00 and 18.00 to — **6.50**

Linen and Repp Skirts, in a variety of styles. Reduced from 5.00, 6.00 and 7.00, to — **3.75**

Monday and Tuesday

A Special Sale of
Waists for Women

Blouses of French Batiste

in elaborate models. Numerous styles fashioned with combinations of Cluny and German Valenciennes laces and hand-embroidered in white and dainty colorings.

Value	5.50	7.50
At	2.98	3.95

Dutch Neck Waists of sheer batiste, prettily designed with insertions of fine lace and pin tucks. Value 2.00 — **1.00**

Monday and Tuesday

The Final Sale of
Summer Dresses for Girls & Misses

Jumper and Eton Dresses, Formerly 7.50 to 10.00, at — **2.98**

Of fine imported ginghams, polka dot or striped lawns and plain chambrays; 12 to 18 years.

Summer Dresses (5 to 14 years)

A large variety of models--white or colored fabrics.

Formerly	1.98	3.50	4.50	7.50	11.50
At	98c	1.48	1.98	2.98	3.50

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Fifth Avenue Between 26th and 27th Sts.

Clearance Sale of
Colored Top Button Boots

Dignified, dressy boots;
White, Tan or Gray Tops;
Regular $8.50 Value** {Broken Sizes} at — **$4.50

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