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THE EMPEROR OF GERMANY.

On June 15, the Emperor of Germany, Frederick III., passed away. On March 9, three months and six days before his own death, his father, William I., died, leaving his son and heir-apparent suffering with cancer, an incurable disease that threatened his death at any moment.

He served in the army with much distinction through the campaigns of 1866 and 1870-71. Though apparently a born soldier, and acting no perfunctory part when in the field, he is said to have been greatly opposed to war, not recognizing in it a path to glory, but a painful necessity.

He had been troubled for some years with his throat, when, in 1887, the cancerous symptoms developed that have been the premonitors of his death. Attended by the best physicians, he was an invalid at San Remo when the news of his father's death reached him. He at once returned to Berlin and was crowned Emperor. Thus he secured the imperial status for life of his wife, which, had he never been Emperor, might have been endangered.

THE INTERNATIONAL CONGRESS OF ANTHROPOLOGY.

On Monday, June 4, the International Congress of Anthropology began to hold its first annual meeting. Columbia College was the scene of the initial gathering. The congress is the outgrowth of the New York Academy of Anthropology, an organization that has been in existence four or five years.

The discovery of America before Columbus was the subject of a paper by Mr. James Phinney Baxter. He presented the latest grounds for the claim of the Norsemen to the discovery. Prince Roland Bonaparte, in discussing the paper, claimed an earlier discovery by the Chinese.

APPARATUS FOR COOLING AIR IN THEATERS.

An apparatus has been introduced in the Standard Theater, of this city, which in a very simple way is designed to solve the problem of securing a cool auditorium in summer. A fan is placed in the basement which draws air from outside the building and delivers it through the furnace pipes and registers to various parts of the auditorium.

"ARE FAST OR SLOW STEAMERS THE SAFEST?"

In the current number of the North American Review, the masters of the Atlantic "greyhounds" respond over their signatures to the question: "Are fast or slow steamers the safest?" and, as might be expected of seamen, every one of them engaged in an attempt to shorten the voyage, devote themselves with unanimity to commending high speed.

We don't have to go to the mariner to learn whether or no fast ships are safe. The record shows beyond peradventure that they are, when they are run in clear weather. But the record doesn't say how many slow vessels have been run down by fast ones during thick weather, or how soon we may expect to hear of a dreadful accident as the direct result of the wanton violation of the international sailing directions.

Here is the gist of what the masters of the fast boats say:

Captain Brooks, of the Guion steamer Arizona: "If you have a danger to encounter, the sooner you get over it the better; and if one steamer takes seven and another ten days to cross the Atlantic, it is evident that you have three more days of risk on the slow ship."

This is all very well for the Arizona, but not so well for smaller vessels that may be in her track; and what is likely to be the consequence when she may happen to strike a ship of her own weight running at the same rate, or a lighter one that has a still greater momentum?

Captain Perry, of the White Star steamer Britannic, says that, after forty years' experience, he has concluded that, in a collision between two ships at sea, he'd liever be on the faster one; but in striking ice or rock he would prefer to be going slow.

Captain Murray, of the Guion steamer Alaska, says you can run out of a storm quicker with a fast ship than a slow one, and mayhap save a daylight or a tide in entering port by the difference of time between a fast ship and a slow one.

The master of a ship that had been running slow through the fog might very reasonably respond to this that he was as likely to strike daylight or a high tide, on sighting port, as if he'd been running faster.

Captain McMickan, of the Cunarder Umbria, says he believes in slowing down in thick weather. A glance at his uninterrupted series of fast trips shows, however, that he doesn't practice what he preaches, or else that there is never any thick weather at sea when he's afloat.

Captain Lewis, of the Inman line City of Chester, says: "A steamer that goes nine knots in fine weather would find it hard to keep her head up to the gale in boisterous weather, especially if lightly loaded, and would be in danger of falling into the trough."

But if she were capable of making 18 knots, and with full head of steam on could only then eat into the gale, she would not be "going fast in thick weather," and consequently not be endangering human life so far as reckless speed was concerned.

Captain Kennedy, of the White Star steamer Germanic, deplores the fact that while speed on the ocean has increased, the science of sound signaling, so important in preventing collision, has not advanced, and he thinks that if a good system of sound signaling was in use, there would not have been any collision between the Britannic and Celtic.

Captain Frangeul, of the French line steamer La Bourgogne, says: "My opinion is that while extremely fast ships lessen the duration of dangers, they augment their number."

This is the most striking remark in the whole series of interviews, and it is obviously true.