

GREEKS IN AMERICA.

THOUSANDS ARE SEEKING THEIR FORTUNES AMONG US.

They Have Largely Supplanted Italians as Fruit Sellers—Some Greeks Who Have Won Success in the United States.

(New York Letter.)

URING the last fifteen years the number of Greeks in this country has been increased from 2,000 to 12,000 or 15,000, who are distributed as follows: Chicago, 2,500; New York and San Francisco, 1,500 each, and smaller numbers in Lowell, Mass., Pittsburg, Philadelphia, Boston, Baltimore, Savannah and Galveston. The majority of the Greeks in this and other large cities are engaged in the fruit, flower, and confectionery business. Next come those employed in the manufacture of cigarettes and the importation of sponges, and most of them make a comfortable living. There are a few whose social and commercial standing is equal to that of men of any nationality. But the majority are men of small means, and are engaged as flower and fruit peddlers, in which capacity they have largely supplanted the sons of sunny Italy.

As a rule, the Greeks are a prudent, economical, industrious, and good-hearted lot of people, and while they often deprive themselves even of the necessities of life in order to save a little money, they never fail to provide for the old folks at home with promptness and liberality.

In this way hundreds of mortgages of the old people have been paid off, sisters and daughters made comfortable for life, and money in various other ways has poured into Greek villages and towns. The same spirit which the Greek exhibits in the performance of his filial duties he also manifests toward his commonwealth. It is not strange, therefore, to find that many of the churches and schools and other charitable institutions recently put up in the towns and villages of Greece have been paid for by money contributed by the Greeks in America, who, six or eight years ago, started business here with a push cart.

The Greeks engaged in the manufacture of Turkish cigarettes, although hampered by want of capital, have succeeded fairly well, owing mainly to the purity of the article which they put on the market. It has been often said that the American people like sometimes to be humbugged. If that be so then the frequenters of some fashionable clubs are never so much humbugged as when they pay a ridiculously high price for a package of "imported Egyptian cigarettes," making themselves believe that there is nothing like the imported article. It is impossible to tell how a "Canadian cigarette" would commend itself to the average American smoker, but an invitation to smoke an "Egyptian cigarette" would bring a smile to the lips of the natives of the land of the Pharaohs, because there is no such thing as Egyptian tobacco. The brand of tobacco which Egyptians import for the manufacture of "Egyptian cigarettes," generally from certain districts in Asia Minor and Macedonia, is also used by the Greeks in New York in the manufacture of their "Turkish cigarettes," the only difference being that one has to pay 45 cents for a package of "imported Egyptian cigarettes," whereas for half that price one can have the same article and much fresher as manufactured in this city. An important advantage enjoyed by the Greek cigarette manufacturers is that they are masters of their trade. They are not novices in the business. They have pursued this line of business since their infancy. With their friends and relatives in the tobacco-raising countries in Turkey they have all the facilities for supplying themselves with the best brands of tobacco. The same may be said also as regards the Greeks engaged in the

and liberally recompensed. It is true that a few Greeks have started life in this country as waiters in some of the fashionable restaurants, but they have only followed that occupation for the purpose of acquiring a knowledge of the language and to familiarize themselves with American customs and habits, which experience they turn to advantage in the future. Thus equipped, after a couple of years' service, plus a thousand or more dollars of savings, with a light heart and a pleasant smile they bid their employer an affectionate adieu and start out to seek their fortunes, which they seldom fail to find.

There is nothing more comforting to a Greek fruit or flower peddler after his day's work is over than to go and spend the early part of the night in one of these restaurants, to partake of a plate of "Greek dish" and discuss home politics over a quiet game of casino. The average Greek always takes a deep interest in all matters relating to home politics, no matter how far off he may be from old Hellas.

One of the best-known Greeks in this city is Consul-General D. N. Botassi. For thirty-five years he has represented Greece in the United States. As a linguist Consul Botassi has few equals. His long researches into the origin of Albanians, the topography, history and language of their country have rendered him almost an exclusive authority on matters relating to that country. Consul Botassi is 69 years of age, a native of the heroic island of Spezzia, and a direct descendant of the hero who did so much for the liberation of Greece during the struggle for independence. In his manners Consul Botassi is noticeably unassuming, and though of a very nervous temperament, is extremely agreeable to those around him, and has the faculty of making strangers feel at home either at his offices or at his residence. Most of his evenings the Consul spends in his li-



CONSUL GENERAL BOTASSI.

brary. He is a regular attendant at the Sunday services at the Greek chapel, and often takes a leading part in the choir, when his tenor voice lends additional melody to that of the Byzantine style of singing.

The Greeks in the city worship at the Greek chapel, Holy Trinity, in the basement of a German Presbyterian Church at 354 West Fifty-third street. It was the first Greek Orthodox church organized in this city, about five years ago, by the Greek society, Athena. Its first priest was the beloved Father Ferendinos, who, after serving two years, was obliged by falling health to retreat to his mother monastery, on the island of Patmos, followed by the good wishes of his congregation. His successor is materially assisted in caring for his flock by Mr. Livierato, a gentleman of culture and means, a merchant and superintendent of the Greek Sunday school. The Greeks of Chicago are talking of building a temple of their own, and it is more than probable that they will succeed, thanks to the tireless efforts of their pastor, the Rev. Father Flamboll.

Another prominent Greek figure in the mercantile circle of this city is Mr. Solon J. Vlasto. He is the husband of an American wife, and with their son, a robust young man, 19 years old, they live at the Gerlach. Mr. Vlasto is also the owner of a weekly Greek paper, the Atlantis, published in this city, and the only one of its kind published in the United States. Mr. Vlasto launched the Atlantis as an experiment, for the purpose of advocating the introduction of the modern Greek pronunciation in American schools and colleges, but it seemed to have supplied a need, and the demand for the paper has steadily increased during the three years of its existence. An amusing incident occurred in the office of Atlantis during the last Presidential campaign, which goes to show to what extent political factional hatred is carried by the descendants of Pericles. The Atlantis espoused McKinley's cause, and the proprietor handed the chief compositor, a young Athenian, an article to be set up. The Greek compositor, though only three years in this country, was an ardent admirer of Mr. Bryan. Upon perusing the copy, he handed it over to one of his assistants, remarking that he was a Bryan man himself, and under no account would he lift a finger to help set up an article that spoke against Bryan. The article was set up by his assistant, who had been a few months in this country, and his political preferences were still undeveloped. On election night the grief and disappointment of the Athenian foreman were painful to witness as the returns told the story of the defeat of his candidate, and several days elapsed before he regained his usual equanimity.

Mrs. Shallow—What a queer name for a fish—"smelt." I wonder where they come from? Mr. Shallow—I can't say for a certainty, but I think they are of German origin and come from the Oder.—Boston Courier.

ON COLLEGE SPORTS.

SEVEN UNIVERSITIES HAVE AGREED TO CHICAGO RULES.

Michigan Was the First to Take the Initiative—The Rules Take a Long Step in Advance—The Games at Worcester Next May—Other Gossip.



HE University of Michigan is receiving well-deserved commendation for committing her athletic interests without reserve to the excellent rules adopted at the Chicago conference in November last. It will be remembered that these rules, although agreed upon by the representatives of the seven universities in interest, required ratification by their respective athletic associations before becoming effective. Purdue and the University of Illinois, both of which had been contending vigorously for the adoption of an undergraduate rule, accepted the rules without hesitation; but as these institutions have practically no professional schools, this step was for them a comparatively easy matter. The first of the larger universities to make the plunge, so to speak, was the University of Michigan. In January she approved and adopted the new rules without qualification, and her courageous and altogether commendable act has been followed by the Universities of Minnesota, Wisconsin and Chicago. Northwestern University is the only one of the seven which has thus far failed to adopt the rules. Her reason is stated to be a wish to preserve from ineligibility Van Doozer, her famous half-back and captain. But she would not be any worse off than Wisconsin, where Captain Atkinson has been shelved, nor Chicago, which will sacrifice from her "Varsity teams at least Roby, Gale, Jones and Nichols; nor would her losses equal those of Michigan, the latter being deprived of the services of Captain Ferbert, ex-Captain Henninger and Carr. The question is, however, one of principle and not expediency. Northwestern could make no greater mistake than to refuse to co-operate with her sister colleges. This would be true, not only in the loss of public respect and confidence, but it is hardly probable that the other colleges would be willing to compete with Northwestern under such unequal conditions. The rules themselves are admirable and mark a great step in advance. If they are faithfully enforced—and there seems no reason to doubt that they will be—there will no longer be occasion to criticize the athletic conditions of the universities whose representatives have subscribed to them.

encouragement hockey at Princeton would obtain a strong hold. The present season is eminently the one in which to learn the game. Any college which defers the matter until next winter will have reason to regret its action. Its players will be struggling along with first principles, while the teams of its rivals will have become more or less expert. Now is the time to take it up, as all the colleges are occupying the position of learners.

New England Association.
At the annual meeting of the New England Intercollegiate Athletic Association, held recently in Boston, Worcester was selected as the scene of the annual battle in May. The most important action of the gathering was the abolition of the 1-mile walk. This is a most welcome and refreshing announcement, and we are glad that the New England Association has shown the courage necessary for the change. It is to be hoped that the Intercollegiate Association and the managers of the various dual contests will follow this excellent example. At this writing it is difficult to see how Dartmouth can make good the loss of those fifteen points which the redoubtable Stephen Chase has been in the habit of contributing to her score for the last two or three years. To turn out a winning team again will tax the ability and resources of Captain Bolser more than any Dartmouth captain in several years. Meantime Brown and Amherst are coming up with a rush. Both of them have new men of unusual promise, and the outlook is more uncertain than it has been in a number of years. Wesleyan, too, has reason to expect a better showing at Worcester, the presence of young Jesse Hurlbut



CAPT. GOODRICH OF HARVARD.

and several other promising new men having imparted new life to this hitherto neglected branch of sport at Middletown.
Back in the A. A. U.
The New York Athletic club takes its place once more in the ranks of the Amateur Athletic Union with good wishes on the part of those who have upheld the general organization throughout the recent crisis. When two men or bodies of men who have been estranged are prepared to admit the possibility that the other side may not have been in all respects wrong a gigantic obstacle in the way of reconciliation has been removed. It was in bringing about this spirit of concession and moderation that Mr. Mills' services were of greatest value. Mr. Mills, being a many-sided man, had more than one string to his bow. This he employed with admirable judgment.

At times he was as pacific and conciliatory as Phillips Brooks, but on occasion could be as vigorously denunciatory as Dr. Parkhurst.—Illustrated American.

Basket Ball Down East.
In the east, the game of basketball has thus far found its most skillful exponents among Young Men's Christian association athletes, a condition easily accounted for by their longer experience with it. Five teams seem to stand out above all others. They are found in the associations in New Britain, Connecticut; Trenton, New Jersey; Twenty-third Street, New York, and the Eastern District and Central (Fulton street) branches in Brooklyn. None of the college or athletic club teams have been able to cope with these, although the colleges, with their greater opportunities for practice, should be able to surpass them in about one more year.

Hockey Between Yale and Princeton.
The Yale-Princeton hockey series has been indefinitely postponed. The reason therefor is twofold: the men who proposed giving the cup have failed thus far to come to time, and the Princeton faculty, or at least some of its members, is not sure that it wants the students to organize another "Varsity team."
It is believed that the faculty will sanction the development of hockey at Princeton when the beauties of the game are better understood. It is an eminently desirable addition to the list of college sports, and many a collegian will endorse the opinion of R. D. Wrenn, expert in tennis, football, baseball and many other games. He declares hockey to be the finest game he ever played. The Princeton hockey team has improved wonderfully within three weeks, as its victory over the greatly strengthened Brooklyn Skating Club team and its plucky fight against the strong All-Baltimores have shown. With proper regulation and reasonable



CAPT. BAILEY OF YALE.

encouragement hockey at Princeton would obtain a strong hold. The present season is eminently the one in which to learn the game. Any college which defers the matter until next winter will have reason to regret its action. Its players will be struggling along with first principles, while the teams of its rivals will have become more or less expert. Now is the time to take it up, as all the colleges are occupying the position of learners.

Death of Sorrel John.
Mr. W. Balhatchet reports the death of the well-known local road horse Sorrel John, formerly owned by Arthur N. Eason, and a member of the side-drive fast feet. He was a very bushy horse and fast for a ways, but hit his knees terrifically and, too, had had too much bruising work in the years gone before. Last season he was trained a month or so at Thornton and stepped a mile in his work in 2:19. It was intended to race him over the "fair circuit," but that idea was abandoned and he had been on the road all fall and winter. He was a breezy looking chap and some say had taken the word under various names and was charged with a record of 2:15, but of that I could never satisfy myself, although I partially traced him once or twice. "Samp" Wilson had him awhile and drove him miles in 16 1/2 and around that notch. On the snow when good he was among our fastest local horses, but unreliable unless exactly at himself.

Second-Hand Wheels.
In referring to the numerous advertisements now appearing in the "For sale" columns of the daily newspapers of bicycles as "good as new, to be sold for mere songs," one authority says: "Now is the season of the year when the wily wheelman speculates in a 25-cent bottle of enamel and a dollar's worth of nickel plating, applies them to his old wheel and then draws up an artfully worded advertisement regarding his antediluvian bike, in which he lauds it in such glowing adjectives that the cautious buyer wonders why the owner of such a magnificent machine should be anxious to sell it at such a nominal figure. After carefully studying a number of these advertisements I have come to the conclusion that the writers can scarcely claim descent from the immortal George Washington, who was unable to tell a lie."

Horse Talk.
Mr. D. W. Brennan tells me he has contracted to handle, in connection with his string of Anderson Wilkes stock from his farm, that fast mare Prentoria Wilkes, 2:17 1/2, which was sold at auction last week. Her new owner likes the mare and considers that she is a bargain at \$600 and Mr. Brennan thinks there are winning races in her class along the line enough to pay to race the prettily gaited chestnut mare. She should surely reach 2:12. The Anderson Wilkes family push to the front each year. George West has a green pacer by him owned by a local roadster which has stepped quite easily a mile in 2:15. If his underrunning holds good he is apt to get a very fast record.

PRIVATE OWNERSHIP.

QUITE A FAD AS APPLIED TO FREIGHT CARS.

Scarcely a Manufacturing Concern of Magnitude That Don't Possess Them—Inventors Bringing Out New Ideas in Their Construction.



VERY large shipper in these days must have his own private freight cars, says the Penny Press, and the wonderful growth of the special car idea can be demonstrated any day by watching a through freight train. It is dollars to cents there will be anywhere from one to a dozen special cars in the string, and the purposes they serve are as varied as their ownership. The dressed meat refrigerators are now so well known as to excite no interest, unless it be the vague conjecture as to how many millions of dollars are tied up therein, for the number of these traveling ice boxes is legion. Directly the opposite of the refrigerators are the heater cars, cleverly contrived to keep the contents at a fixed degree of temperature throughout the trip, and therefore invaluable for shipping fruit in cold weather. The heating is done by oil stoves. There are quite a number of special fruit car companies which own cars especially equipped for the carriage of fruit and produce in bulk, and these cars are divided into many classes, such as orange cars, cabbage cars, melon cars, and so on almost indefinitely. There is a pickle line, a coffee line, numberless beer lines, and, strangest of all, a chicken or poultry line, these latter cars being filled with permanent coops and feeding and watering facilities, intended for the safe handling of fowls of all kinds. There are furniture cars, buggy cars, chair stock cars, ice cars, plate-glass cars, crockery cars, and indeed cars for almost every known commodity manufactured in sufficient quantities to make it worth while for the producers to build their own conveyances. As to live stock cars, there are all kinds, from the palace or stable cars down to the plain every-day slatted affairs, and, unlike most of the other special vehicles, the stock cars can be used by any shipper willing to pay the owner a nominal sum for the rent of the car, over and above the usual freight charge imposed by the railroads, the advantage gained being the much better accommodations afforded by these special cars than given in the regular equipment of the railways. In tank cars there are varieties for nearly everything liquid. Petroleum, lard, cotton oil, molasses, acid, tar, cider, water and even whisky are a few of the commodities carried in tanks nowadays, says the St. Louis Evening Journal. The owners of these private cars get no direct benefit from their use. The contents must pay just the same freight charges as if carried in railway company's cars, but the one great advantage lies in the fact that a supply of cars ready to load can always be depended upon, for the special cars when empty are promptly sent home or to their point of origin, and are not used in any other trade without the owner's permission. The railroads allow the owners a trifling sum for mileage which serves to keep the cars in repair but hardly yields any great revenue to them. Of course, many of these special cars are built because of the special trade in which serves to keep the cars in repair not pay a railroad company to tie up money in furnishing the equipment necessary. As builders must conform to the rules of the master car builders, the private cars are as safe to run as those owned by the railroad companies, and indeed many are superior to the average cars in general use. A western inventor has recently brought out a new idea in a car which looks like a tank but which revolves and can be used either for an open or closed car. When the latter is desired the goods are placed inside, the tank turned half around and the opening brought to the bed of the car, when the conveyance becomes rain and burglar proof. The brilliancy of the idea has not yet brought about any overwhelming desire for a supply of the odd vehicles on the part of the railway managers.

The Bible.
There is a Bible of the spirit and a Bible of the letter; it is the latter which has been altogether too much advocated and used. The Bible of the letter has led to a blind acceptance of texts, taken without due consideration of contexts and origin.—Rev. E. A. Horton.
Beehive in a Wall.
A board on the side of a house at Forbes, Mo., was removed the other day by the owner, as it appeared warped. He found a hive in the wall, and 125 pounds of honey. The bees had entered through a knothole.
Making a Pair of Boots.
With the assistance of the latest machines a piece of leather can be transformed into a pair of boots in thirty-four minutes, in which time it passes through the hands of sixty-three people and through fifteen machines.
Novel London Mission.
A useful charity, called the London Spectacle Mission, provides spectacles for needwomen and other deserving persons dependent upon their eyesight for a living. Last year 726 applications were provided with spectacles.

FACTS ABOUT MAHOAGANY

The Beautiful Wood Brought With Much Effort to America.

It will undoubtedly be news to many that the vast mahogany forests of Nicaragua are controlled in Boston. The cutting and shipping of the immense exports from that country is a great enterprise in itself, to say nothing of bringing the wood here and manufacturing it into lumber, says the Boston Transcript. One steamer piles regularly between this port and Central America engaged in this trade. Five hundred thousand to 700,000 feet is her usual cargo. While the steamer is now on her way to the lumber ports, there are somewhere on the seas bound to Boston four schooners laden with mahogany logs. Their cargoes are each about 250,000 to 300,000 feet. Employed in Nicaragua and the United States of Colombia are from 1,000 to 1,500 native workmen and lumbermen. These are under American bosses. The trees from which mahogany furniture is made vary in age and size. When cut they range in age from twenty-five to thirty years, and some of them are even seventy-five years old. They average twenty-five inches or more in diameter and run as large as forty inches or even more. For every mahogany tree that is cut two others are planted, and thus the forests are practically unexhaustible. From the time that the tree is felled to the hour that it is dumped off the steamer at the Boston docks is an eventful life for the mahogany log. The tree is cut into the proper lengths and then comes the tedious journey to the coast, where it is taken on board the vessels bound for this port. The greater part of the cutting is done during the dry season, which in the United States of Colombia begins about December 1. The natives of that country seem to make better loggers and are better adapted to lumbering than the Nicaraguans. In Nicaragua the season is more irregular and for lumbering is less to be depended upon. After the tree is cut it is hauled to the nearest waterway and rafted to the coast. The logs are hauled by teams of oxen from one to six miles in Nicaragua, but often the distance is very much greater, the journey sometimes taking two days. The roads consist of paths through the forest that are nothing less than swamps and morasses, through which the oxen and horses flounder along. Only animals trained to this kind of work would ever make any progress and American beasts would wallow about perfectly helpless.

Class-Day Scrimmage at Harvard.

Young Harvard has been stirred to the depths at the news that the corporation intended to abolish the scrimmage around the tree which has formed part of the class day exercises for more than eighty years, says Harper's Weekly. It seems that every class since the battle of Waterloo has had a scrimmage around the tree on class day except the class of 1877, which could not manage to select class-day officers and failed on that account to follow the usual programme. In that year, no provision for class day being made by the class, the corporation intervened, appointed officers of the day and, with the assistance of Prof. Lowell, who entertained the class at breakfast, and of the Harvard nine, which beat Yale in the afternoon on Jarvis field, provided a day of considerable festivity. There were no chapel exercises, no oration, no poem and, so far as is known, no regrets at the omission of these features. But successful as this class day was there is no desire to repeat it. So strong were the objections of the class of '97 to the suppression of the scrimmage that it was proposed that if the corporation was obdurate and wouldn't "listen to reason" the class-day officers would resign and no observance of the day be attempted. Happily harsh measures like these are not likely to be needed. The seniors have grown calmer, milder methods are obtaining, and the last news was that the authorities would be glad to agree to any compromise by which those features of the tree exercises which had become dangerous, through the great increase in the number both of participants and spectators, could be eliminated and the more attractive ones be retained.

Heaven.

The real heaven is a state and not a place. The heavenly character conditions the heavenly inheritance. Love to God and love to men are the essential elements of this character. Earth is a hell below without this love, and heaven would also be a hell if it were wanting.—Bishop Fallows.

Fate Claims.

A man is making a false claim for himself who calls himself a Christian while denying the supernatural element in the Bible and reserving for himself the right to reject or accept any portion of it, as would any other teaching which might be presented to him.—Rev. Walter Calley.

The Most Powerful Poison.

When snake venom is concentrated by removing the albumen substance and retaining the other two, what is left constitutes the most powerful poison known to toxicology. It has been reckoned that a single thimbleful of it suitably applied would be enough to kill 25,000.

A Domestic View.

"Mamma, what is the bicycle industry?"
"Well, it must be the way we all have to hop around and wait on your father when he takes a notion to clean his wheel."—Detroit Free Press.



MR. VLASTO.

sponge trade, some of them being practical divers who followed the business at their native islands in the Aegean Sea, and their progenitors, for generations past, were engaged in the same business.
The Greek, be he from Peloponnesus or elsewhere, is gifted with a keen aptitude for business. Be he ever so poor, his sole ambition is to become master of himself, and for this purpose he devotes the best energies of his youth. He disdains anything like servitude; he would much rather be the sole owner of a push cart selling fruit or be the owner of a corner flower stand than be bossed by others, and it is on this account that very few Greeks are employed as servants or waiters at hotels, where their tireless energy and their ability to converse in several languages would be highly appreciated