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Permit no substitution. Insist upon having CARL H. SCHULTZ'S pure and correct mineral waters.

New-York Daily Tribune.

SUNDAY, AUGUST 5, 1900.

THE NEWS THIS MORNING.

FOREIGN.—General Chaffee sent a dispatch to the War Department that the American, British and Japanese forces had started for Peking, the other forces remaining at Tien-Tsin. ==== A dispatch from Sir Claude M. Macdonald said that provisions were scant and that the Ministers had refused to leave Peking under the escort of Chinese troops. ==== It is expected that a battle between General Ma's forces and those of the allies will be fought to-day. ==== Lord Roberts sent a dispatch to the War Office saying that Commandant Olivier had escaped and that General Rundle was following the Dutch force. ==== A train was thrown from the track by Boers on Thursday; all British prisoners except two were released on request of Mr. Stowe, who was among the passengers. ==== The funeral of King Humbert will be held on August 9; Lieutenant Bresci, brother of the assassin, has resigned his place in the army. ==== Troops were ordered from the Provinces of Pinar del Rio and Havana to concentrate in the capital; more cases of yellow fever were reported. ==== G. P. Way was killed and his son was seriously injured in ascending a mountain in the Engadine. ==== The funeral of the Duke of Saxe-Coburg and Gotha took place at Coburg; the German Emperor was present; a memorial service was also held at London.

DOMESTIC.—The State Department issued a statement regarding the genuineness and date of the first message from Minister Conger. ==== The text of the new reciprocity agreement with Germany was made public in Washington. ==== The positive announcement was made that Charles A. Towne would withdraw as a candidate for the Vice-Presidency with Bryan. ==== Ex-Governor Jacob D. Cox of Ohio died at Magnolia, Mass. ==== Great damage was done to crops and many people were injured by a tornado in North Dakota. ==== The draft of Bryan's speech of acceptance has been prepared and is ready to be given out. ==== Lack of wind prevented the American challenger winning the second race of the Seawanhaka Cup series on Lake St. Louis. ==== Democratic politicians began assembling at Saratoga and discussing various booms for State offices.

CITY.—Stocks improved in price. ==== Sir Fitzhugh, Kenilworth, Musette, Ethelbert, Tower of Candles and The Chamberlain won the Brighton races. ==== Richard Harding Davis, the well known correspondent, returned on the New-York and talked of the Boer war. ==== It was said that many applications for the American allotment of the new British war loan were being received. ==== Developments indicated that there would be a lively struggle over the Governorship nomination at the Democratic State Convention; Tammanyites were wondering if Croker would accept Coler. ==== Senator Scott and John W. Yerkes spoke hopefully of the prospects in Kentucky. ==== Russell Sage was eighty-four years old yesterday; he spent the day attending to business, as usual. ==== Sing Sing village seized the property of the Ossining Electric Railroad Company for taxes.

THE WEATHER.—Forecast for to-day: Fair; moderate temperature. The temperature yesterday: Highest, 78 degrees; lowest, 63; average, 69¼.

The DAILY *and* SUNDAY TRIBUNE, *$1.00 a month, except to a foreign address.*

Americans in Paris will always find THE TRIBUNE *at M. Louis Vuitton's, 1 Rue Scribe, even if the kiosques and hotels have sold their supplies.*

The Presidential campaign has caused a prompt increase in sales of THE TRIBUNE. *Any newsdealer will serve the paper regularly upon receiving an order to that effect.*

NEW STAGE ROUTES.

A great many persons have reason to feel a strong interest in the plans of the Fifth Avenue Coach Company, successor to the old concern whose decrepit stages still crawl up and down the avenue at infrequent intervals, but will soon give place to vehicles propelled by electricity. The company having obtained the necessary authority from the last Legislature has now received from the Railroad Commissioners permission to extend its present line to One-hundred-and-thirty-fifth-st. and to establish new routes in the northern and northwestern parts of the city. The equipment for the whole system is in process of construction, and is expected to be in service before the beginning of winter. This development of the transportation business in New-York should command in advance a large measure of public goodwill, not merely because of the additional facilities which it promises to furnish, but because also of the fact that it involves no disruption of the streets. The most patient citizen, however clear his recognition of the requirements of metropolitan traffic and however firm his faith in the utility of the improvements which the surface railroads are introducing and the underground enterprise guarantees, cannot contemplate without distress and some degree of irritation the chaos which now reigns in many important thoroughfares and will continue to afflict some of them for years to come. When, therefore, a transportation company whose operations make necessary no such sacrifice on the part of its prospective patrons enters the field there is a natural disposition to give it a cordial welcome.

The new routes of the Fifth Avenue company will for the most part serve comparatively remote sections of the city, yet the population whose patronage they will solicit is large, and there is no reason to doubt that the returns will be satisfactory. But a great many persons would be disappointed if they supposed that the company's plans were not of wider scope. It was generally reported when the legislation which had been quietly sought at Albany last winter was secured that the company intended to put automobile stages on a number of streets nearer the shopping and theatrical centre of the city and gradually to establish a pretty extensive system, with transfers over all parts of it. Of course, a service of that magnitude would not be created out of hand, but would have to grow from modest beginnings, and we hope that the company is looking forward to such a future.

The common understanding is, we believe, that the automobile stage fare is to be ten cents. When this proposition was first announced we heard some allusions to excessive privileges and an odious monopoly, but the protests were brief and rather feeble. Inasmuch as it was a new experiment that was about to be made, reason suggested, even to habitual fault finders, the propriety of waiting to see whether or not a ten cent fare was unduly remunerative. Moreover, another consideration had weight. To a multitude of persons the conditions which they are compelled to encounter in streetcars are wellnigh intolerable, and to women of refined sensibilities the ordeal is humiliating as well as physically distressful. We venture to say that tens of thousands of residents of New-York have hailed with profound gratitude the prospect of being able to ride about the city in comfort and with self-respect by the payment of an additional five cents. So far as they are concerned, this has seemed to them to promise at least a partial solution of the transportation problem. Whether or not that problem is possible of solution for the millions time may show. The experience of the Metropolitan Street Railway Company has furnished an impressive proof of the proposition that facilities breed traffic. Its cars run swiftly, but those who use them ride less comfortably than passengers rode in the old horsecars; nor is it to be expected that existing evils will diminish, at least until the underground system shall have been developed far beyond present calculations.

It is a fact perhaps not often thought of by ordinary observers that the traffic of the swift trolley lines, with their nearly universal transfers, is to a great extent artificial—that is to say, a large proportion of their passengers have no particular destination in view, but ride about town for pleasure. We shall not deny that this cheap means of diversion is a boon to many who find in a crowded streetcar actual relief from worse conditions in and around their homes, and attractive to others who like the rush and roar and do not particularly mind the trampling. But the legitimate traffic—to use the word loosely for the sake of discrimination—is subjected to unwelcome conditions in consequence, and will continue to be, indefinitely and perhaps increasingly, so far as we can see. If, then, on stage lines which in the common view are a luxury rather than a necessity a ten-cent fare will procure a fair degree of comfort, there would seem to be a sufficient reason not merely for tolerating but for approving the additional charge.

RELATIONS WITH CUBA.

The anti-expansionists are terribly exercised because the United States authorities in their call for the Cuban constitutional convention state that one of the duties of that convention will be "to provide for and agree with the "Government of the United States upon the "relations to exist between that Government "and the Government of Cuba."

Why shouldn't it be? How else are the relations which must exist to be determined? The United States is in possession of the island. It means to relinquish that possession, but it can no more do it without negotiation with some properly constituted responsible body than it could enter into possession after the signing of the protocol without negotiation with the Spanish Government in occupation. The time and method of departure must be settled; complicated financial questions require consideration. This country has been the guardian of Cuba, has spent money for her, is responsible for her peace and safety, and has many adjustments of accounts to make. Moreover, it has not only a right but a duty to secure adequate guarantees that the work done in Cuba shall not be thrown away. Take the mere question of sanitation. Havana was a constant menace to our people. The danger from that plague spot at our door was one of the reasons urged why we should take control for our own protection and end the disorder and maladministration of Spanish rule. We have a right to assure ourselves of the safety of our ports, even to the point of asking the Cuban Government to allow us to help secure it.

Cuba is bound in the nature of things to have relations with the United States, and no nation in the world situated as we are would set up an independent government there without some understanding of what those relations are to be. Any American Administration which ignored the policy of this country through three-quarters of a century, from the time of John Quincy Adams, and after taking possession of the island turned it adrift to be the prey of domestic disorder or European intrigue, would be false to the country. The United States in setting Cuba free practically enters into treaty relations with the constitutional convention, and the matters of common interest must be arranged and defined. If anybody thinks there are votes in urging that Cuba should be abandoned unconditionally, without assurance that legitimate American interests in the island will be respected, he is welcome to make the most of the issue.

INDEPENDENCE AND MUNICIPAL REFORM.

In 1897 the candidate of the Citizens Union received more than one hundred and fifty thousand votes for Mayor; the candidate of the Republicans received more than one hundred thousand, and it was seen at once that through the blunder or worse of the Republican machine leaders, whereby a union of the anti-Tammany forces was prevented, the city had been needlessly turned over to maladministration and loot.

Though the disastrous results of this blunder were to continue for four years, the magnificent vote for Mr. Low and other hopeful conditions gave promise that the lost ground could be regained and the permanent liberation of the city from corrupt rule finally attained. There was reason to believe that the great body of citizens who voted for Mr. Low could be held together in an organization based upon the principle that municipal administration is business, not politics; business in which men who differ radically in their views on National and State issues may properly work together in the interest of needed reform. It was perfectly obvious that no such co-operation would ever be possible if the organization did not confine its activities to the local field. Nevertheless some of the leaders, totally disregarding the consequences at home, attempted in 1898 to involve the Citizens Union in an absurd third ticket nomination for Governor. They were not, it is true, permitted to make use of the Citizens Union name or emblem, but the public never fully acquitted the Citizens Union of participation in the ridiculous enterprise, and the result was that the strength of the organization quickly disappeared. Since then it has been slowly and laboriously working its way back toward public confidence. Some of the disturbers and marplots have left the organization, and many of its old supporters, convinced that its future activities are to be confined to its legitimate field, have returned to its support.

The Citizens Union movement is now threatened, however, with a danger similar to that into which it fell so disastrously in 1898. Some of the members of its Central Committee are among those who are clamoring for a third ticket nomination, and with a disregard of the consequences similar to that of 1898 they are intent upon involving the Citizens Union indirectly in their project. Their opportunity to do this they find in the XIXth Assembly District. The leaders of the Citizens Union had determined not to participate in the canvass this year, for reasons obvious and creditable. But now from the XIXth District comes a request for the calling of a Citizens Union convention for the naming of an independent candidate there. This is the district where a union with Tammany Hall was made a year ago. A glance at the names of the third ticket advocates tells the rest of the story. There is a great and important work for all the forces opposed to Tammany Hall, independents and Republicans alike, to do next year. Perhaps it will be a sacrifice for some of the independents to refrain from attempting to involve the Citizens Union in a third ticket movement this year; but perhaps, also, those who are really devoted to the municipal principles which they advocate will be willing for the sake of these to make the sacrifice. It scarcely seems possible that, remembering 1898, they will be drawn again into action so absurd, to be followed by consequences as unfortunate.

"THE TWOPENNY TUBE."

The opponents of underground rapid transit for New-York were never weary through all their long campaign to retard progress of pointing to the London subways and telling us that they were a failure so far as comfort and convenience went. We wonder what they would now be saying if opposition to the tunnel project had not before this been silenced and their alarms been discredited. Our London correspondent this morning tells of the opening of the new electric underground railroad line in London, the first there to abolish the steam locomotive, with its stifling smoke. The new tunnel is smokeless, dustless, light and clean as the New-York subway will be, and its success forecasts in a small measure what may be expected here.

Only a comparatively short section of "The Twopenny Tube" has been put in operation yet, but it is already carrying ninety thousand passengers a day, and the 'buses and tramways of the limited section which it accommodates testify by their empty seats to its popularity. It is interesting to note that the comfort of underground transit is particularly appreciated on wet days. We do not rely so much on two story omnibuses as the Londoners do, but with our open surface cars and exposed elevated stairs and platforms rainy day travel in New-York has decided discomforts. The possibility of getting up and down town on a wet day without having dripping umbrellas, leaky ventilators or saturated streetcar curtains and wet seats to deal with is most attractive.

The long battle waged by politicians and capitalists interested in making New-York endure its present inadequate transit facilities robbed this city of the honor of first initiating the system of electric underground railways, which it was a pioneer in projecting. The only comfort to be taken in the delay is the thought that the actual test in London may enable our engineers to perfect still further the devices by which they are finally to give us rapid transit.

OPENING THE SOUDAN.

The engineer led the way for the army, and the engineer follows the army to complete its work. That is the record of the Soudan, and it is by no means unprecedented in this Age of the Engineer. The world is already familiar with the wonderful story of railroad building and other engineering works which made possible Lord Kitchener's advance for the redemption of Khartoum and the whole Egyptian Soudan from the fire and sword and unspeakable cruelty and vileness of Mahdism. In that manner not only a military road, but a great highway of commerce was created where the chariots of Cambyses once drove and were overwhelmed. But that was not enough. It was desirable that the great natural highway of travel and commerce in Northeastern Africa, long blocked through the indolence and malice of Dervish savagery, should be reopened, and work upon that stupendous task was begun almost before the guns at Khartoum grew cool.

The blocking of the Nile with "sudd," or half floating islands of vegetation and mould, is an ancient phenomenon. We have record of it in the days of Nero, when it prevented the passage of a Roman expedition up the river. Sir Samuel Baker first showed the modern world how to deal with it, and since his exploits and achievements it has been recognized as possible to keep the river clear. But a few years of neglect inevitably results in complete blockade. So the party that went up nearly a year ago to cut the "sudd" barrier found the river as fully closed to navigation as though a passage had never been made. Months of weary toil followed, cutting a channel for the river across what seemed a boundless plain; for the river had for miles practically disappeared and was flowing here and there in devious channels underneath the great masses of "sudd." At length the way was opened, and then the stream itself began to assist in the work of widening the channel.

At the present time, therefore, there is free navigation from the Mediterranean Sea up to the region of the great lakes. That is a most practical opening of the Soudan. It can, of course, be kept open, partly by simply keeping steamers passing up and down the river and partly by clearing out at once any collections of vegetation that may form in the water. But the problem of so overcoming natural conditions that there will be no tendency toward the formation of "sudd" is yet to be solved. The most promising proposition is to define and protect the channel of the river by planting willows and other suitable trees along its banks. Thus it is thought the river may in time be made narrower and deeper and its current may be made swifter, in which circumstances there would be less danger of the collection of "sudd." In this way, too, the loss of water by evaporation will be lessened, and thus the flow of water for the maintenance of navigation and for the irrigation of Lower Egypt will be increased. It is a work of stupendous magnitude, and the successful completion of it will deserve far to outrank the military exploits of the River War.

A LONDON EXAMPLE.

A curious incident in municipal administration is reported from London. Three inspectors of the Metropolitan Fire Brigade were reported to have received and used complimentary tickets or passes to a place of public entertainment. An investigation was immediately ordered, and the report was confirmed by the confession of the three inspectors themselves. They admitted that they had asked for the passes, which had been unhesitatingly given to them by the manager of the place. They had done so, however—and there seemed to be no reason for doubting this—for the purpose of facilitating their entrance on official business. It was explained that while their official commissions were sufficient to give them entrance, these latter were recognized at only one certain door and by only one certain agent, while the passes would assure them instant entrance at any door and at any time. The inspectors added that they had asked and had received no other favors of any kind from the manager. This latter declaration was not challenged, and it did not appear that their official attitude and conduct toward the place had been in the least degree affected by their receipt of the passes. Nevertheless, immediately upon the ascertainment of these facts in the case the chief of the department suspended the three inspectors from duty, although they were men of long and thitherto flawless service, and both official and popular sentiment heartily sustained him in so doing.

We have spoken of this as a curious incident. That is, from the New-York, and not from the London, point of view. Over there the suspension of these men was universally recognized as fit and proper—indeed, as necessary. But imagine such a thing under the benign domination of Tammany Hall! Imagine a Tammany office holder being punished, or even called to account, for accepting, or for soliciting, or for demanding outright, any perquisites he might desire! From the policeman who helps himself to peanuts and bananas as the price of the pushcart pedler's immunity from being clubbed to the Mayor who—well—"acquires" large blocks of Ice Trust stock in interesting proximity to his favorable action upon public measures involving the trust's welfare, perquisites and tribute are the badges of the tribe. In such things is to be found the key to the immeasurable contrast between the administration of municipal affairs in Great Britain and in the United States. The sense of honor in the former seems to the latter exaggerated and overstrained. So the grand and petty peculations in the latter seem to the former all but incomprehensible.

THE RESPONSIBILITY FOR UNBELIEF.

One of the most common arguments against the liberal movement in the churches is that it inevitably tends to alienate people from the Church. When Christians cease to believe the old traditional dogmas of Christianity, it is said, or even when they come to accept a less rigorous interpretation of them, they soon lose all interest in organized religion and drift away from the Church. This view seems so plausible, indeed, that many liberals tacitly admit its truth and seek in different ways to break its force.

Now, if such really is the tendency of liberalism the Church organizations are entirely justified in opposing the liberal movement. For it is the fundamental right of every society to antagonize views and theories that tend to disintegrate or destroy it. Only thus, in fact, can it hope to live. While every organization must allow a certain latitude of opinion in regard to many questions relating to the organization, it must stand for its fundamental principles and oppose those of its members who minimize or deny them. But just here Christianity is facing a difficulty to-day. What are its fundamental principles? Are they to be found in the conception of the faith enshrined in the traditional theology undiluted by modern thought, or in the restatement of Christian belief and practice which liberalism is striving in various ways to make? This is the broad general question before the churches. As we have said, the conservatives assume that they are the true defenders of the faith, and they seek to fasten on the liberals the responsibility for the religious declension that nearly all denominations are admitting to-day.

But it seems not to have occurred to them that there is a plausible a priori argument for the theory that conservatism is responsible for religious defection. From the point of view of Roman Catholicism, for instance, the Reformation was a great religious apostasy; yet the Reformation was born in the Church, and all its leaders were Churchmen. How came it that this tremendous revolt from Catholicism could take place if it is only in liberalism, as we are told, that such a revolt can occur? For before the Reformation the Church sternly suppressed every form of heterodoxy and insisted on an unquestioning belief in all its dogmas. Moreover, it had the physical power to enforce its policy. It dominates not only the sphere of religion, but of politics and social life. Nevertheless millions of its members shook off its allegiance for the very reason that it did dominate the whole of life and assumed to hold them to an unquestioning belief in the old theology. So we see it was conservatism and not liberalism that produced the Reformation.

Or we may take a more modern case in point. At a recent Presbyterian gathering in Edinburgh a speaker declared that there are in Scotland to-day no less than 1,600,000 people who do not go to church. While we cannot vouch for these figures, it is a fact that in recent years there has been a serious defection from the old time standards of Scottish orthodoxy. Yet for centuries Scottish Presbyterianism, the synonyme for the most unrelenting strictness of belief and practice, has had everything its own way in Scotland. It is true that in recent years a strong liberal movement has sprung into existence, but it has grown into being within the pale of Presbyterianism. The liberal movement may or may not be responsible for the decline in church attendance. On that point we can pronounce no opinion. But there can be no doubt that Scottish liberalism was caused by the unbending rigidity of Scottish Presbyterianism. Liberalism may be directly responsible for lax views in regard to church membership and attendance. But in the first instance conservatism is responsible for liberalism. "Drive out every one who questions "the least jot or tittle of the traditional faith "and the Church will grow strong!" exclaims the conservative. But he fails to see that it is this policy which inevitably tends to make liberals. And as a rule he utterly refuses to consider the question whether the movement from Christianity might not be largely arrested were the old theology to admit that as to some of its positions there is room for an honest difference of opinion.

If the weather of the last few days is a sample of what August proposes to give us in the dog days, why, then, long live the dog days!

All the talk about Great Britain being the "creditor nation" of the world and the United States a "debtor nation"—wherefore, Mr. Bryan used to tell us, we should cut our dollar into halves, and so "spoil the Egyptians"—must now be revised. For here is Great Britain actually placing a war loan in the United States, and thus borrowing money of us, and making herself a debtor nation and this a creditor nation. Would that have come to pass had we clipped the dollar and degraded our currency?

Victor Emmanuel III begins his reign with sound and sober words, which commend him to the favor and to the good wishes of the world.

General Wood pegs the salaries of the Cuban teachers at the old mark, and would like to see who is going to pull them down. There is now renewed composure among them, with every reason to keep the gallant General in grateful memory. If economy is necessary, the instructors cordially recognize the principle that it ought to begin somewhere else, showing a grasp of the situation which does them no end of credit.

Reference to the excellent little map of the route from Taku to Peking which The Tribune published yesterday reveals the situation of Yang-Tsun, where it is said the allied forces are likely to have an engagement with General Ma to-day. It is at the point where the railroad crosses the Pei-Ho, and is about eighteen miles from Tien-Tsin and fifty miles from Peking. Thus far the railroad and wagon road run close to the river, the one on the north and the other on the south side of it, but beyond Yang-Tsun the railroad diverges from the Pei-Ho and runs parallel with the Feng-Ho, a minor tributary of the Pei, of little value for transportation or other purposes. The wagon road, however, continues to follow the Pei, and forms the shorter route to Peking. If the Chinese have, as reported, destroyed the railroad, or shall do so, the advance of the allies will in all probability be by way of the wagon road and the Pei-Ho, which will lead them to that quarter of Peking in which the legations are situated. That road runs nearly all the way through a series of towns and villages, which may impede or may facilitate the advance.

At last! Electric trains on the elevated railroads next month! If the prophecy shall be fulfilled, much will be forgiven. Then let us have an end of the double back action jam at the City Hall station, and still more will be forgiven.

PERSONAL.

The eldest son of the Gackwar of Baroda, Prince Fatteh Sing Rao, is to enter Oxford. He holds the command of a regiment of cavalry in the army of the Baroda State. Some of the Gackwar's younger sons are also to be sent to England for their education.

Senator Vest is spending his vacation quietly in his own State at Sweet Springs. "I've tried vacations from Florida to Alaska," he says, "but I find the best place is home."

Sir Thomas McIlwraith, who recently died, was Premier of Queensland, Australia, in the early eighties. Hearing of German designs upon New-Guinea, he threw red tape to the winds and boldy annexed the great equatorial island to the British Empire upon his own responsibility. The late Lord Derby was the Colonial Secretary of the period, and he promptly disavowed the action of the Queensland Premier. Germany then swooped down and seized the northern half of the island, and Lord Derby accepted what was left.

Governor Stanley of Kansas has returned from his vacation, which he spent with his wife "roughing it" and camping out, hunting and fishing in the mountains of Colorado.

Willard S. Mattox, of the Christian Science Publication Committee for New-York State, denies the statement credited to "The Philadelphia Medical Journal," that Mrs. Eddy, the founder of Christian Science, is suffering from paralysis. He says: "Casuistry is made to account for the denials concerning Mrs. Eddy's health, which have appeared in the daily press of the country. This is a fine distinction, and is entirely misleading. When those who know Mrs. Eddy and have seen her say 'she is not sick,' it is no juggling of phrases. They mean just what they say, in the ordinary acceptation of the meaning of those words. When I assert, as I do now, that Mrs. Eddy is not sick, that assertion is to be accepted as uncompromising in its intention and effect. She has no organic disease; she is alert and active, and has complete control of her faculties; all this in the human sense of being well."

TRAVELLERS RETURNING.

Paris, Aug. 4 (Special).—Among the passengers on the St. Paul are:

Mr. and Mrs. Chauncey Blair and family.	Mr. and Mrs. James P. McKinney and family.
Captain N. M. Brooks and Mrs. Brooks.	Mr. and Mrs. J. W. Macy.
Mrs. John Jay Borland.	Mrs. M. A. Perkins.
Mr. Chauncey Borland.	Miss Grace Perkins.
Mr. Bruce Borland.	Mr. George Perkins.
Judge John Davis.	Mrs. D. A. Steward and family.
Mr. and Mrs. Thomas Carmichael.	Mr. and Mrs. Charles Schoen.
Mr. and Mrs. Atherton Clark.	Mrs. L. S. Herman.
Mr. and Mrs. Alexander Caldwell.	Mr. and Mrs. Howard Shaw.
Mr. and Mrs. Herbert Clayton.	Mr. and Mrs. John Thomson.
Mr. and Mrs. James E. Dubois and family.	Mr. and Mrs. Samuel Wallin.
Mr. and Mrs. W. D. Despard.	Mr. Richard Barker.
Mrs. J. W. Holland.	Mr. Arthur Iselin.
	Mr. Potter Palmer.
	Mr. Potter Palmer, jr.
	Mr. Frederick Jordan.
	Mr. James B. Townsend.
	Mr. Edward Zerega.
	Mr. Douglas Stewart.

La Bretagne carries:

Mason Smith and family.	Mr. H. M. Pell.
Mme. Henri Jaquet.	Mr. L. Ellis.
Bishop Doutenwill.	

The list of passengers on the Auguste Victoria, which sailed from Cherbourg yesterday, included:

Mrs. Alvan Hyde.	Mrs. H. L. Chapman.
Mrs. Charles Fox.	Miss Chapman.
The Misses Oakley.	Archbishop E. G. Gillard.
Professor and Mrs. A. C. Armstrong.	Mrs. Marion Ogden Austin.

The following persons left Paris to sail on the Etruria:

Mr. and Mrs. Joseph H. Beale.	Miss Florence Porter.
Mr. and Mrs. Edward Armstrong.	Mrs. Moncure Robinson.
Mr. and Mrs. Linn B. Porter.	Miss Robinson.
	Mr. and Mrs. Charles W. Mackay.

C. I. B.

TRANSATLANTIC TRAVELLERS.

Among the passengers on the Campania arriving yesterday were Fathers W. H. Llewellyn, P. K. McConkey, Thomas J. McGlynn, J. W. McQuirk, E. P. Fitzmaurice, J. M. Johnston and James P. Sinnott, all of whom are Roman Catholic clergymen who had been visiting Rome. There was a large number of priests on the Cunard pier to welcome them on their arrival.

Others were Clifford Perrin and Nelson Perrin, who have been making a yachting tour abroad; Mr. and Mrs. Louis Mann, Mr. and Mrs. J. Seligman, Samuel Seligman, Harry Pepper, the singer; Captain Lewis Bayly, R. N.; Dr. and Mrs. Charles H. Beard, Captain Otto Blev, Dr. and Mrs. S. I. Darrin, Mr. and Mrs. F. Halstead and the Misses Halstead, Mr. and Mrs. George B. Hopkins, Mrs. J. W. Thorne, the Rev. Isaac Jewell, Mrs. Charles Kentgen, Mr. and Mrs. George H. McFadden, Mrs. George Sackett, Frank P. Sproule, Mr. and Mrs. R. B. Swift, W. Dodge and Mrs. J. L. McIntyre.

Another passenger was N. E. Koutaynikoff, a chief constructor of the Royal Russian Navy, and his aid, C. Tennyson, who has come here to visit Cramps' shipyard and make a tour of other shipyards in this country.

Among the passengers arriving yesterday on the American liner New-York were Benjamin H. Anthony, Mr. and Mrs. R. George Buchanan, Henry M. Dunlop, Chester Griswold, jr., Robert Holmes Page, Livingston Kean, William Harper, E. L. Nelson, Mr. and Mrs. W. S. Shallenberger, Mrs. J. Vernon Whitaker, Mrs. Charles Williams and Captain F. H. Pollen.

Dr. and Mrs. James B. Trask and their children sailed on the Cunard liner Umbria yesterday for Liverpool. From there they will go to London, where it is their intention to spend six or eight weeks. Many friends saw them off. Lieutenant Robert L. Russell and Ensign Frederick R. Holman, U. S. N., accompanied the doctor and will spend their furlough in Europe.

ODELLS GO TO RICHFIELD SPRINGS.

Fishkill Landing, N. Y., Aug. 4.—B. B. Odell, jr., and his family, his parents, B. B. Odell, sr., and wife, and Captain J. M. Dickey to-day went to Richfield Springs for a stay. The Adirondack express made a special stop here to take the party on board.

THE TALK OF THE DAY.

On the Feast of St. Martin, recently, an unusual religious ceremony took place at North Lew, a village situated upon the northern fringe of Dartmoor, England, when the Bishop of Bristol, after the first evensong, and preceded by the surpliced choir and a number of local clergy in their robes, marched with banners flying from the parish church to the venerable old preaching cross in the market place, which, having fallen into a lamentable state of decay, has just been restored. The Bishop, having unveiled the structure and solemnly blessed it, mounted to the topmost of the triplet of octagon steps that go to form the base of the lichen-grown and venerable fabric, and preached an eloquent sermon to the large assembly. The cross, which was formerly one of the finest in the West Country, was originally erected by the Missioner Benedictine monks of the Abbey of St. Mary and St. Reenon, at Tavistock, and is, in the main, of thirteenth century work.

"I suppose," remarked the trite tourist, "that you follow that good rural maxim and make hay while the sun shines?"

"Well," answered the mountaineer, "we all do some hay makin'. But between you an' me there ain't near as much return from sunshine hay as there is from moonshine liquor."—(Washington Star.

Some time ago the proprietor of one of the magazines wrote to a number of newsdealers, asking they to find out why people bought the magazine and why they didn't; what they liked and what they didn't like; and here are some of the answers he got: (1) Confederate veteran, found inaccuracy in war story. (2) Answered an advertisement on the back pages and got swindled. (3) It has too many pictures. (4) It hasn't enough pictures. (5) It contained a story that made fun of the Irish. (6) It never prints anything about New-Orleans. (7) It refused one of my jokes. (8) It comes on Friday, and am afraid it gives me bad luck. (9) Our preacher says he didn't think much of it. (10) It has too many love tales; can't get it away from the women folks. (11) Don't like the color of the cover.

Scadds—What's become of your pretty typewriter?
Trayder—She and the bookkeeper both left me very suddenly.
Scadds—For good?
Trayder—No. "For better, for worse," I believe.
—(Philadelphia Press.

Sir William Bailey, the head of the Albion works, at Salford, told this story the other day: "A certain Manchester merchant saw a mummy in Egypt and brought away a portion of the mummy cloth. This was handed to a buyer of a large Manchester warehouse, who was asked if he could tell where it was woven. After examining it carefully with his glass, he said he thought he could put his finger on the mill where it was produced if he could borrow the piece for a few days. Afterward he reported that it was made where he had thought, near Oldham, and was called by the manufacturer his 'No. 85.'"

"Oh, I've practically given up hope," said the Populist disgustedly. "I did think of running for office in our county myself, but those dastardly Republicans have put up a game that would just about make it a waste of time."

"What have they done?"

"Well, I can't be just sure, but it looks to me as if they had been out watering the crops at night just to spoil our chances."—(Chicago Post.

IN SOCIETY.

Weather conditions have naturally their effect on the efforts of society in summer. The cool wave all over the country has suggested dancing, and during the last week arrangements have been made by several Newport hostesses for elaborate entertainments of this character. The announcements have come with a rush. Mrs. Stuyvesant Fish has changed the date of her ball at the Crossways from August 21 to August 22, and Mrs. Ogden Goelet, who was to open Edgecliff with an elaborate function on that evening will choose Friday, August 24. Therefore, in one week there will be three elaborate dances, with an interval of one evening between each. Other entertainments which are being arranged for the second and third weeks of August are a dinner and after dance at Mrs. Mortimer Brooks's, on Monday, August 20, for the debut of Miss Gladys Brooks, and the housewarming of Mr. and Mrs. Elisha Dyer, jr., on August 17. Mrs. Clarence Dolan will also give a clambake the same week as the Dyer ball, and the Katt Bote Klub and Clambake will have a general jollification.

This forecast of social incidents is presented simply for the reason that all the other watering places take their cue from Newport, and the beginning of what would seem a gay season there has prompted much entertaining all along the line. Every day there comes from Bar Harbor a glowing account of luncheons and dinners and small dances, and with the advent of the two fleets, the British and the North Atlantic Squadron, in the first week of September, the climax will have been reached at the Maine resort.

Already Southampton has a schedule of entertainments to come, in which golf, of course, largely figures. The tournament at the Meadow Club this week will end in a golf cotillon on Friday. The weekly dances at the Meadow Club have been marked with a large attendance, and the numerous hostesses have given elaborate dinners preceding this function. The advent of Mrs. Jules Reynal has given a stimulus to the place, just as did Mrs. Astor's appearance at Newport. Mrs. Reynal is never so happy as when she is entertaining, and one hears rumors now of all kinds of pleasant affairs in future for the Southampton people. Mr. and Mrs. Henry G. Trevor, Mr. and Mrs. Charles Barney, Mr. and Mrs. James L. Breese, Mr. and Mrs. Henry B. Barnes, Mr. and Mrs. Frank Pendleton and Mr. and Mrs. Harry May, of Washington, are always arranging some dinner or dance or luncheon, and the young people are very much in evidence on this part of Long Island.

There is a marked difference between the amusements at the cottage and the hotel resorts. At the latter the hotel hop has the place of honor. At Narragansett this year everything seems to come from the Casino, and even the famous bathing beach is subordinate to that resort. The Casino itself is a bit glaring, and with numerous hydrangeas in tubs and the little Japanese umbrellas has somewhat of a foreign appearance. But Narragansett has become more a Brighton than a Trouville, and perhaps there has crept into the life at the Pier an element which makes it more than ever a place to which the Newport people go when they want to be slightly unconventional. The automobile has been a boon in this respect, and many who do not go over in yachts from Newport can make the excursion without being racked, as in former years, in a little steamer tossing in the ocean, or taking a disagreeable railroad journey.

The polo at Narragansett has been most attractive, and some of the Newport people have been over to watch the game. Robert L. Gerry, who is still devoted to coaching and who has not taken up the horseless carriage fad, has driven over there with a merry party several times. Miss French and Alfred G. Vanderbilt have also been present at some of the games, and one day the veteran Colonel Willie Jay, with Mrs. Jay, tooled it to the Point Judith Club. In the vicinity of Newport, which gives a varied programme of all sorts of amusements, the other watering places follow the lead, and polo was the only one of the "side shows" at Narragansett.

To return for a last time to Newport. Many people are trying to discover a spirit there which will result in the settling of the "set" question in New-York this winter. People who live in the whirl of society are likely to forget what happens in summer when the winter season begins. There was possibly some significance attached to the selection of guests at the first dinner given by Mrs. Astor last Wednesday. The women were all conspicuous in society, and to several of them has been attributed the ambition of being "leaders," if any leadership could exist in the present social atmosphere of New-York. But people go to Mrs. Astor's as they would to a royal drawing room, and there all little family and other differences are forgotten. But it is very much to be doubted if these women will make a solid combination and absolutely constitute society. Other interests are too potent. In one case it almost looks like a determined effort at rehabilitation and one which can never succeed.

Fashionable fads have undergone a change within the last fortnight. The Count Tarnowski has introduced the midnight serenade at Newport and Harry Lehr endeavored to revive the straw ride. Mrs. Hermann Oelrichs will give the first large picnic and Mr. and Mrs. Elisha Dyer, jr., have brought the old fashioned clambake again into popularity. Mrs. Stuyvesant Fish will have a ball on metropolitan lines, with a double cotillon, led by Elisha Dyer, jr., and Harry Lehr. The English garden party, one of the most picturesque of entertainments, has also had a revival, and James J. Van Alen gave the first one of the season. Golf and tennis, which suffered somewhat in the beginning of the season, while there was still a cry for aquatics, automobiling and vaudeville, have been taken up again, and Mrs. John Jacob Astor, the Misses Ogden Mills, Miss Anna Sands, Colonel John Jacob Astor, Miss Potter, Miss Brooks, Miss Bishop, Mrs. Herman Duryea and Miss Pierson have been indefatigable this week. The thirty footer racers have had an accession in Winthrop Rutherfurd, who has recently arrived from a long sojourn abroad. Miss Leary has given the musical a standing, and has wisely chosen Thursday afternoons—a time when there is not much else going on.

Bar Harbor is greatly rejoiced at the prospect of a Casino, which will be ready for next season. The new Kebo Valley Club, which almost served that purpose before it was destroyed by fire, has been turned into a rendezvous for golfers. Of course, the tradespeople of Bar Harbor are delighted. The proposed site is in the middle of the town, on lots which were owned by the village, and where it was once planned to erect a town hall. Through the generosity of J. J. Emery, one of the wealthiest of the cottagers, who will subscribe half the amount, there is every probability of the Casino's being an actuality next season. And in the mean time Bar Harbor grows each year more like Newport and less like its old self. Rodick's and the other hotels would be impossibilities now. Those who care for the old life have gone to Sorrento, to North East Harbor, to Seal Harbor, to Grindstone and the other settlements on Mount Desert, where they are freed from the trammels of society.

The number of Americans abroad is comparatively few. There are rumors that Mr. and Mrs. George West, or Mr. and Mrs. George Cornwallis West, who were to begin their honeymoon at Aix-les Bains, will come to America, and, of course, will be at Newport. Their presence will be the sensation of the year. There have been some rumors at Newport about the advent of a most mysterious prince on a yacht, who will arrive in the latter part of August. The name of this personage is not known, but as he is vaguely referred to as Prince Henry, it is supposed that he must be Henri d'Orleans.

The London season closed rather gayly. Of course, there were few dances, as the Prince of Wales disapproved of them this year. The Prince, by the way, will go to Marienbad, after the funeral of his brother, the Duke of Saxe-Coburg-Gotha.

The death of th Deuke of Saxe-Coburg-Gotha will have its effect on the yachting season at the Isle of Wight and on many of the arrangements made for early royal visits at Scottish shootings. From the reports by cable the prospects for a good grouse season are excellent. The Americans will have several splendid places this year. At Balmacaen the house parties have already begun. Mr. and Mrs. Clarence H. Mackay have returned from Paris, and are to take possession this week of their leased deer forest and moor. William Waldorf Astor has a shooting box in Scotland, and Mr. Phipps, of Pittsburg, has also leased one of the largest shootings in Inverness.

Those who did not take the precaution to arrange for their return trips have had much difficulty in securing bookings on the ships sailing from English and French ports. The tide of travel having turned this way, every ship is crowded. Paris is practically deserted, and Trouville, Deauville and Dinard are having their seasons. The English have captured Dieppe, and there are many Americans at Lucerne and at Aix les Bains. Mrs. Cornelius Vanderbilt and her children are among those who have been at Lucerne. It has been very cold there, and the season is in full swing. There have been races on the lake and dances at the National and other hotels.

In England just at present among other Americans are Mr. and Mrs. Prescott Lawrence, Mr. and Mrs. Duncan Cameron, Miss Wetmore and Mr. and Mrs. Sidney Smith. In France were during the last fortnight Mrs. W. Storrs Wells and Miss Wells, Mr. and Mrs. Peter Moller and Miss Moller, Mr. and Mrs. Joseph Stickney, Miss Carola De Forest and Miss Callender.

Eugene Higgins, with the Varuna, is in the Baltic Sea en route for St. Petersburg, and the John R. Drexels, in the Sultana, were due at St. Peters-