SOCIETY'S HAPPENINGS.

The week at the resorts began gayly at Bar Harbor with golf. Vardon was the attraction yesterday, and will be again to-day at the Kebo Valley Club. This afternoon the famous Pot and Kettle Club will have an opening. The entertainment promises to be unique in many particulars. The men will do the cooking and the serving of the viands. To-morrow evening the regular hop at the Malvern will take place. Last evening was given the performance of the Monday Evening Club, which was enjoyed by a large audience.

On Sunday Newport was overrun with transient visitors. The day was extremely warm, and there was little entertaining. There were a few dinners given in the evening, and among those who entertained were Mrs. A. Cass Canfield and Mrs. Elbridge T. Gerry. Last evening there were many dinners, among the entertainers being Mrs. Elbridge T. Gerry and Mrs. H. Mortimer Brooks.

This evening the ball given by Mrs. Ogden Goelet will take place. It promises to be one of the memorable entertainments not only of this season, but in the social history of Newport. There has been much said already of the beauty of the favors, and as Mrs. Goelet has given carte blanche for the decorations they will be very elaborate. Elisha Dyer, jr., and Miss May Goelet will lead the cotillion.

To-morrow evening Mrs. William P. Thompson will give a large dinner in honor of her sister, Miss Atherton Blight. This will be the first entertainment given by Mrs. Thompson in some years, as she has been in mourning. To-day Admiral and Mrs. Dewey are expected to arrive at Newport, and they will be entertained by several of the cottagers.

Southampton will have the first day of its great golf match this afternoon. Every cottage is crowded, and there are a number of house parties. This week ends officially the Southampton season. The cottagers, however, will remain some time longer. The wedding of Marshall Dodge and Miss Pinkie Barnes will take place next week.

It is stated that Mrs. Nicholas Brown will visit Biltmore, and that there will be a family gathering to see the new Vanderbilt baby. Mrs. Vanderbilt will later go to Newport.

Mrs. Brockholst Cutting is expected at Newport for the middle of September. Mrs. J. A. Bostwick, who has leased her cottage Wee Bush, will go abroad. Mrs. Cutting and her son, William Cutting, have been at Homburg this summer, and more recently were in Paris. They are booked to sail on Wednesday next.

Mr. and Mrs. William D. Sloane have left the Thousand Islands, and are due at Lenox. Miss Lila Sloane did not go with them, but Miss French went to Lenox, and visited her in the last week. Mr. and Mrs. Hammond are at Lenox visiting Elm Court. Miss Elsie French is going to Bar Harbor for a short visit.

Alfred G. Vanderbilt and his coaching party reached Newport at 7 o'clock last night, after starting from Boston at 7 o'clock in the morning. The party comprises W. F. Whitehouse, jr., B. B. Moore, William Stackpole and Bradish Johnson. While at Oakland, the Vanderbilt farm, six miles out from Newport, they were joined by Miss Elsie French, who drove back with them. No records were broken on the trip, the weather being far too hot.

There are to be automobile races after all, it seems, but they will not be held at Newport. The place chosen is the old Middletown Fair Grounds and the races will follow the Horse Show. William K. Vanderbilt, jr., has charge of the affair, but the arrangements have not yet been perfected. Another entertainment of the future will be the dance to be given by Mrs. Arthur Kems for her sister, Miss Kathleen Neilson, in September. It will be a piazza dance. Elisha Dyer, jr., and Miss Kathleen Neilson will lead the cotillon. This will be the young lady's debut. It was thought that Mrs. Neilson would not let her come out until year after next, as she is very young.

There is no truth in the report that to Cora Lady Strafford will be offered the first vacancy in the Queen's household as lady in waiting, and at no time in the history of the English Court has an American held such a position, although the Queen has had an intimate American friend in the Baroness Van der Weyer. The Byng family, to which Lady Strafford belongs by her marriage, has served the Royal Household for years. Mme. de Mauny-Talvande, stepdaughter of Lady Strafford, was a *maid of honor* to the Queen up to the time of her marriage. There has not been the best of feeling between the house of Byng and the widowed American countess. The late Earl of Strafford was a great favorite at Court, but his brother, the present Earl, formerly known as Canon "Poodle" Byng, does not enjoy the same favor.

Miss Daisy Leiter has been visiting Lord and Lady Lonsdale at Lowther Castle. Miss Wetmore is one of the players at the golf tournament at Homburg. Mrs. Frederick W. Rhinelander sailed on Saturday for this country.

Mrs. Anson Phelps Stokes has been at the Hot Springs of Virginia. C. Albert Stevens, who was there last week, has returned and is at Newport.

Mr. and Mrs. Oliver Harriman, jr., are visiting Mr. and Mrs. George B. De Forest at Newport. E. J. Berwind, who sails for Europe this week, gave a stag luncheon recently at the Casino, Narragansett Pier. Thomas B. Reed is also expected at Newport this week.

CLOAKMAKERS MAY NOT STRIKE.

FOR FIRST TIME IN YEARS THE UNION'S DEMAND IS LIKELY TO BE MET WITHOUT TROUBLE.

Before the end of the week ten thousand cloakmakers hope to have their wages increased. Some time ago the union to which they belong drew up a new form of annual agreement to submit to the bosses. It was feared that the cloakmakers would have to go on their accustomed yearly strike to win their demand. Their leaders were agreeably disappointed, however, by the attitude of the bosses. The latter not only showed an inclination to avoid trouble, but also a desire to better the conditions of their employes wherever possible. The consequence is that shop meetings and conferences are being held, and there is a prospect that a strike of the cloakmakers will be lacking this year.

The hope that a satisfactory agreement will be reached by the bosses and employes is based largely on the prosperous outlook for the trade. The busy season will soon begin, and it is said that all the manufacturers have large orders on hand.

EMPIRE THEATRE—"BROTHER OFFICERS."

People are found who are willing to go to the theatre even on such nights as these, and a respectable number of them gathered in the Empire Theatre last evening to see a performance of "Brother Officers," the play by Leo Trevor which occupied the better part of last season at that house. The performance was a repetition of the one which was then made familiar, all the principal actors being the same. Edwin Stevens repeated his finished performance of the villain of the piece, and William Faversham again made the hero attractive. Joseph Wheelock, jr., Mrs. Thomas Whiffen and Miss Margaret Anglin were again welcomed. The play is a light and agreeable one, and, being competently acted, provides a popular entertainment, and one which can be observed with entire satisfaction. It will remain on the stage for two weeks, after which John Drew will begin his annual engagement at this house.

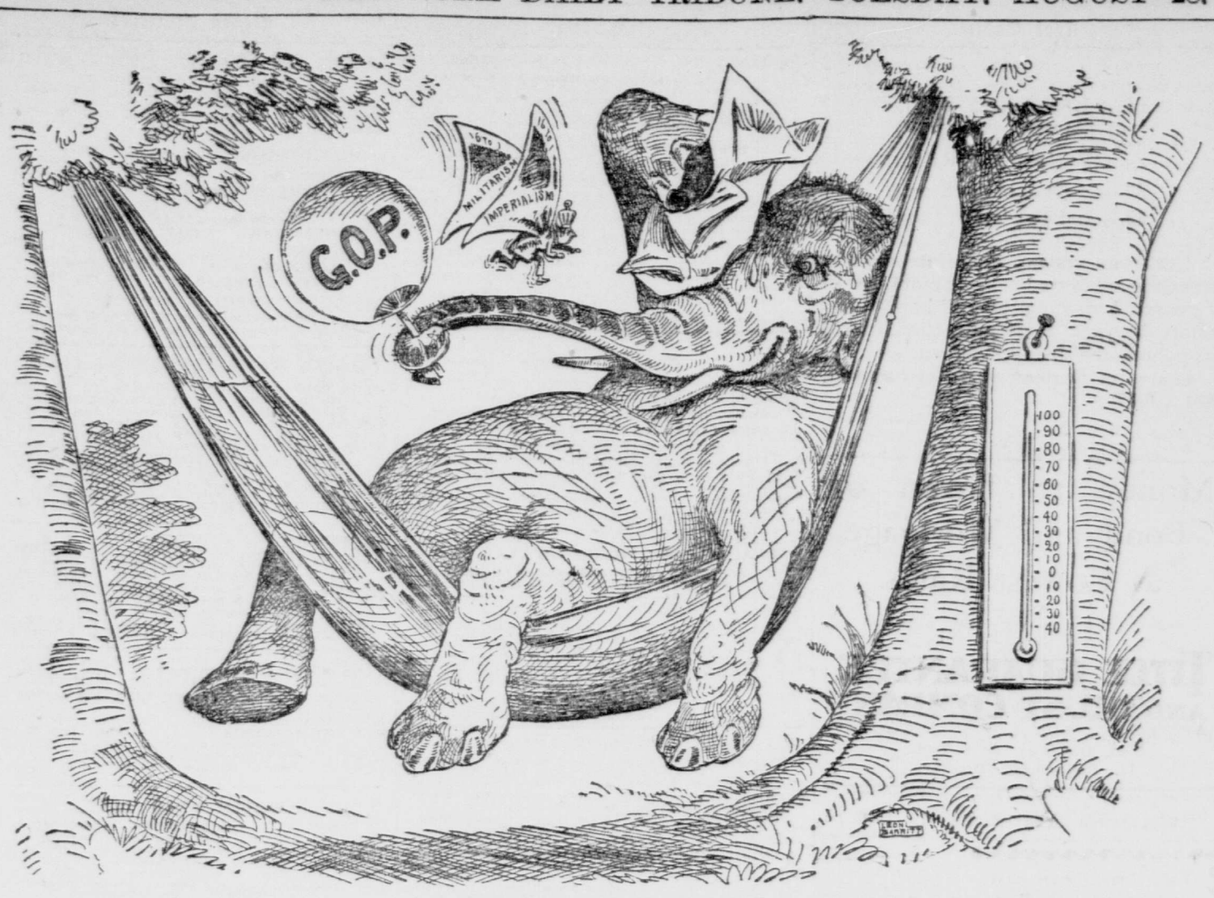
ROLAND REED OPENS BOSTON MUSEUM.

Boston, Aug. 27 (Special).—Roland Reed opened the season at the Boston Museum to-night before a house which was well filled, considering the heat. The play was Sydney Rosenfeld's "A Modern Robinson Crusoe," an adaptation of a German problem play, whose theme is the worthlessness of wealth as a criterion of a man. The millionaire's discharged typewriter takes service in the engine room of his yacht, and when the party is wrecked on a desert island takes general charge. It becomes a good farce, with many bright lines, in the adaptation. The occasion was made the début of Miss Carolyn Whyte, a daughter of Isadore Rush, in the ingenue role.

The performance marked the fourteenth year in which Roland Reed has opened the Museum's season, and when he was called upon for a speech at the close of the third act he received a fine silver loving cup. Miss Whyte was nearly smothered with flowers. Mr. Reed referred humorously to his experience with the reporter in New-York, whose paper had printed a notice of the death of the actor and then refused to retract it, but offered a birth notice.

WOMAN BANKRUPT DRAWS OWN PAPERS.

The first case on record of a woman filing a petition in bankruptcy in the United States District Court here without the help of an attorney occurred yesterday. The woman is Marie Mott Gago, of No. 121 East Eighty-second-st. Her petition states that she was sometimes known as Mary E. Gage and as the Gage Drug and Chemical Company, of No. 867 Park-ave. The liabilities are placed at $3,068 and the assets none. Nearly all the liabilities are for advertising in magazines and daily newspapers, contracted for in Chicago from 1892 to 1896.



GENERAL APATHY IN THE G. O. P. CAMP.

G. O. P.—Just wait till this hot wave is over and I'll 'tend to your case, Mr. Buzzer.

LETTERS TO THE EDITOR.

PEOPLE WHO CAN'T SING "AMERICA."

To the Editor of The Tribune.

Sir: Two letters you published in July were especially timely. The first, on the 4th, by Margaret MacDonald, was supplemented by another on the 25th, signed "One of the Least." Both emphasized an urgent need and imperative duty. The writer can confirm by the experience of several voyages the utter inefficiency of an attempt by Americans on board ship to sing "America," or even the first verse of it! Last September, in the saloon of the Germanic, we had a love feast, as usual, nearing port. We Americans held our heads high. The chairman, in words paternally tender, closed his function by giving out the English and American anthems. "God Save the Queen" was sung with an unction stimulating to pride. With American throats in preponderance to give it voice "America" started with spirit, faltered at the second line, was an incoherent jumble at the third and at the last was a collapse inarticulate. An English clergyman said, "You Americans don't seem to know your lines," and we didn't.

Taking up this matter in a serious spirit, I addressed the chiefs of the offices of the Cunard and White Star lines at Liverpool, from each of whom I have just received replies to a request that on the menus of the dinner just preceding the concert they would print the words of the English and American anthems. The former, "with thanks for bringing the matter before them," have already arranged for it; the latter, equally obliged, say "the matter will receive attention"—ready assent I am sure of. For this function, of course, "America" must be used as the setting of the two requires it. With such an incentive to wake the echoes, the standing reproach that we cannot sing our National anthem at sight should no longer lie against us. In fact, in every cabin, upon every sea Americans traverse—and where do they not in this day?—"The Star Spangled Banner" and "My Country, 'Tis of Thee" should rise to the lips as household words.

J. M. B. MACNARY.

Brooklyn, Aug. 26, 1900.

APPRECIATION OF NORTHFIELD REPORTS.

To the Editor of The Tribune.

Sir: I feel that I wish to express my personal appreciation of the reports which you have given of the Northfield Conference. It is unusual that a large daily paper should give so full and good reports of a religious gathering like the one just closed at Northfield, and I wish to thank you for your kind attitude toward the work which has been intrusted to us at Northfield, and to assure you, also, of our appreciation of the work so satisfactorily accomplished from our standpoint by your representative.

I trust that the reports which have gone all over the country, and from which we are continually hearing from friends who have followed the meetings through your columns, may accomplish much good.

W. R. MOODY.

East Northfield, Mass., Aug. 24, 1900.

INFLUENCE OF THE MOODY CONFERENCE.

To the Editor of The Tribune.

Sir: As one interested in the Northfield Conferences and their work, permit me to express appreciation of the careful and complete reports which your paper has furnished. Through them, without doubt, the influence of the Northfield meetings has been widely extended.

E. A. HILDRETH.

Brattleboro, Vt., Aug. 25, 1900.

ENJOYING THE NORTHFIELD MEETINGS.

To the Editor of The Tribune.

Sir: I feel it my duty to tell you how I have enjoyed your reports of the Northfield Conference. I could not arrange to go this year, but by the aid of your most full and excellent reports I have kept pretty well in touch with the work as it advanced from day to day.

Your correspondent seems to have been especially happy in selecting the characteristic sermons and addresses well suited to give an outline of the teaching of the entire conference. As a reader of The Tribune, I want to thank you for these excellent reports of a great Christian gathering which means much for our country and cannot have too wide a circulation. I wish The Tribune all success.

W. F. WHITTEKER.

St. John's Lutheran Church, Ancram, N. Y.

GIRL SHIRT WAIST MAKERS FIGHT.

NON-UNION WORKERS ATTACKED AT LUNCHEON HOUR FOR TAKING STRIKERS' PLACES.

The liveliest luncheon hour ever experienced at the shirt waist factory of M. J. Nathan, at Nos. 113 and 115 Spring-st., was probably that of yesterday. The girls employed at the factory recently went on strike, and the proprietor has been seeking to replace them with non-union girls. A number of these were working in the factory yesterday, and when the noon hour came they filed out of the hot rooms in search of fresh air and luncheon. The girls from the neighboring factories, where there are no strikes, quickly gathered around the non-union girls in a threatening manner. They called them "scabs," and indulged in other demonstrations that caused the non-union girls to seek safety in flight. The pugnacious union girls made a rush, however, and everything before them went down. Hair was pulled, hats were destroyed and much other damage was wrought before Superintendent Lederer of the factory came running out to learn the cause of the disturbance. He quickly took in the scene and exerted himself to rescue his employes. This he finally succeeded in doing, and the frightened girls went back into the factory.

Several girls were minus their hats, among them Lizzie Stern, who had been in the thickest of the fray, and who had been considerably jostled and knocked about.

"If you go up into that factory your beau will leave you," was the parting shot she got from the attacking forces. Her fear of this misfortune was evidently not so strong a factor with her as the fear of bodily harm, and she ran into the factory. Sadie Milch was said to have been one of the most active of the union girls in their rush.

A committee of the Central Federated Union called at the headquarters of the striking shirt waist makers in the afternoon to proffer its assistance in seeking a settlement of the strike. Later the committee decided to go to the police station near by and ask the police not to interfere with the girl pickets on duty about the Nathan factory.

BROKE RECORD FROM NEW-ORLEANS.

Captain E. V. Gager, commander of the new steamship Proteus and commodore of the Cromwell Line of steamships, was entertained at luncheon at the Café Savarin yesterday by a party of friends and steamship skippers to celebrate his having broken the record between New-Orleans and New-York. The Proteus cleared South Pass, at the mouth of the Mississippi River, at 3:30 o'clock last Wednesday and reached Sandy Hook at 1:40 o'clock Sunday, covering the distance of 1,490 miles in four days, four hours and twenty-eight minutes, allowing one hour for the difference in time, between the two points. The best day's work was logging 442 knots between noon on Thursday and noon on Friday. The record was formerly held by the Morgan Line steamship El Rio, which made the run in four days, four hours and thirty-seven minutes.

BROADWAY ALMOST CHANGED

TRACKS WILL SOON BE READY FOR ELECTRIC CARS, WHICH WILL BEGIN TO RUN IN THE SPRING.

The surface disturbance in Broadway consequent upon the proposed conversion of the Metropolitan Street Railway Company's line from a cable into an electric system will come to an end within three weeks, according to President H. H. Vreeland. Surface work in that part of Broadway north of the City Hall, where the great bulk of the wholesale teaming traffic is centred, will be finished in eight or ten days, only two small portions remaining unfinished. Double crews work night and day on the section between the Astor House and the Battery, which is now being torn up.

The section in upper Broadway between Twenty-third and Twenty-eighth sts. will be finished this week. There is one small section between Eighteenth and Houston sts. which will be finished in a day or two. The other unfinished section is between Houston and Leonard sts. The surface work between Fifty-ninth and Forty-second sts. was begun early in the spring, and has been finished for some time. The section from Leonard-st. south to Chambers-st. has just been repaved. New granite trap blocks are used in repaving in every case.

The surface work which necessitated tearing up the street consisted chiefly in replacing the 82 pound rails, formerly used, with new steel rails weighing 105 pounds to the yard. The heavier rails necessitated heavier brace bars, and the weight of the new bars is double that of the old. The electric system requires manholes at closer intervals, and in consequence repaving is made more difficult.

The officers of the Metropolitan company say that traffic will not be interfered with in the least during the underground work which will follow. This consists of putting in conductor bars and lead sheet cables, with the necessary insulation. The conductor bars are shaped like "T" rails, and must be placed at frequent intervals. An electric plough runs in the slot between the rails and picks up the current from the bars on one side. This current runs through the motor and out the other side.

In their ordinary position the conductor bars would be in the way of the cable which now pulls the cars along. The question which confronted the engineers was how to put the bars in place before the conversion in such a way that they would not be torn out by the grips of the cable cars. After trying several plans a successful one was finally found. It consists of placing the conductor bars at an angle which will keep them out of the way of the cable and holding them there by the use of a small steel plug. When the road is ready for conversion the plugs will be quickly pulled out, as the cable is withdrawn, and the bars will spring into their proper places.

Although nearly all of the work of conversion, both above and below the surface, will be completed before the summer is over, electric cars will not be seen in Broadway until next spring. The actual change will be made some morning between 2 and 5 o'clock, and so thoroughly will everything be prepared that the officials of the road do not anticipate the slightest hitch.

H. D. Macdona, attorney for the Metropolitan company, speaking for President Vreeland, said yesterday to a Tribune reporter:

So the public is getting impatient about the surface disturbance in Broadway! Well, they will not have long to fret, for the end is in sight. The work will be finished above the City Hall within eight or ten days, and the section below will take about as much longer. We hope to be able to work during the night on this lower section, and the conversion will go on rapidly if we are allowed to do so. With the exception of one or two hotels there are practically no sleeping rooms along lower Broadway, and I can see no objection to having the work go on during the whole twenty-four hours. The company has made every effort to rush this work, but the enormous traffic during some hours of the day, necessitating as many as twelve cars a minute, has proven a sad handicap.

It is strange that public opinion always waits until the last minute before coming out on matters of this kind. Now that the work is practically done a great cry has arisen about the torn-up streets. It was the same way in regard to "Dead Man's Curve," as the one at Fourteenth-st. and Broadway, was called. Our engineers worked for years to find some way of eliminating the danger at this turn. At last they hit upon the device which is now being used so successfully. It was being applied to the cars when the newspapers took up the war against the curve with renewed interest. The Board of Health took action against the company. Within a few hours the change had been made, and "Dead Man's Curve" was dangerous no longer. To this day some minds hold this as an instance of the wonderful power of the Board of Health, which brought about a change in twenty-four hours which the company's engineers had been working for years to effect.

There seems to be a misapprehension in many quarters as to the purpose of this conversion from cable to electric motive power. Many people think that there will be a material increase of speed, and that they will be able to "whiz" down Broadway as they do on side street electric lines. As a matter of fact, the speed will not be any greater under the electric system. Speed of cars in Broadway is almost entirely determined by the traffic. When a few trucks get in between cars, as they always do, it is impossible to go faster than the trucks. Uniformity is the end for which we are working. When the conversion takes place there will be nothing but electric and horse cars in operation in this city. We can then use cars from any electric line in Broadway, and in case of a blockade will be able to slip around it.

It is likely that the present work in Broadway will result in a new city ordinance regulating the number of blocks of street which can be torn up at one time and placing a time limit on the disturbance. The proposed ordinance will curtail the power of the Commissioner of Highways in the matter of granting permits for opening streets. It is said that it will be brought to the attention of the Municipal Assembly, when that body resumes its sessions next month. Acting Mayor Guggenheimer and several Assemblymen are looking into the matter.

The city law books used to hold an ordinance of this nature.

GRANDFATHER OF MOLINEUX DEAD.

Middletown, N. Y., Aug. 27.—George T. Clark, grandfather of Roland B. Molineux, died to-day, aged eighty-four. He was a firm believer in the innocence of his grandson.

MR. VANDERBILT'S SUCCESSFUL DRIVE.

MISS FRENCH SURPRISES THE PARTY AND RIDES BESIDE THE DRIVER.

Newport, R. I., Aug. 27 (Special).—A few minutes after 7:30 o'clock this evening Alfred C. Vanderbilt and his coaching party of four friends arrived at Rocky Hall, his Bellevue residence, on the return trip from Boston. Mr. Vanderbilt held the reins over the four horses, but there was one more passenger than on the outward trip. This was Miss Elsie French, who gave the party a surprise by driving out to Oakland, Mr. Vanderbilt's farm, about six miles from town, and joining them for the finish of the long homeward journey. She had the box seat beside Mr. Vanderbilt.

It was not quite 6 o'clock when the brake crossed the Stone Bridge from the mainland to the island of Rhode Island, and soon afterward an extra horse from Oakland farm met the party, and was added to the team for the hard pull across the sand flats and up Quaker Hill. The groom was mounted on the extra horse in postilion fashion, man and horse being dropped at the farm, the road this side of that point being down grade and in good condition. Except for the intense heat, the drive home was a pleasant one, as, indeed, was the outward journey Saturday.

One of the party is the authority for the statement that nothing was said when the excursion was planned about lowering the record on the run to Boston, and that easy stages were laid out for a day of ordinary temperature. Had speed been the primary requisite, said he, more relays would have been arranged and a better day awaited before making the attempt. As a matter of fact, the trip was intended simply as a pleasure drive, and not as a record breaking event. Unfortunately, the two days selected proved to be among the hottest of the summer. In spite of this inconvenience, the party enjoyed the journey so well that it is not improbable that it will be repeated later in the season, when the weather is cooler.

Mr. Vanderbilt's guests on the drive were W. F. Whitehouse, jr., B. B. Moore, William Stackpole 2d, and Braddis G. Johnson. The start for the return was made from the Hotel Touraine, Boston, at 7 o'clock this morning, and the drive was over the same route as on Saturday, taking up the relays of horses at the points where they were left on the outward trip.

To-day the first announcement of a cottage rental for the season of 1901 was made. As usual, it was to J. De Forest Danielson, who for several years has been almost invariably the first to take a house for the following summer. As usual, also, Mr. Danielson has rented the Sheriff cottage, at Bellevue and Wheatland aves., which he has now occupied continuously for several seasons.

Dinners to-night were given by Mrs. E. T. Gerry, Mrs. H. Mortimer Brooks and Mrs. George Hoffman.

WATCHMAN, HURT, PRISONER IN A STORE.

ELECTRIC GLOBE BREAKS, SEVERING THE MAN'S NOSE.

George A. Gifford, seventy-three years old, of No. 612 East One-hundred-and-forty-first-st., is the night watchman for Rogers Brothers, dry goods merchants at One-hundred-and-forty-third-st. and Third-ave. When once in the building Gifford has no way of getting out, he having no key. Last evening Gifford was sweeping on the second floor when a globe on a large arc light broke. A piece struck Gifford on top of the nose, severing it.

Gifford, with the blood flowing freely, tried to summon help with the telephone, but failed. He then went to a window and called for help. Policemen of the Alexander-ave. station heard the man's calls and secured a ladder from the quarters of Hook and Ladder No. 17. Firemen then carried the man to the street. Dr. Blackmar took Gifford to Harlem Hospital.

SUNDAY SCHOOL CONGRESS PLANNED.

Buffalo, Aug. 27.—Arrangements are under way for the holding of a Sunday school congress in this city in connection with the Pan-American Exposition. Sunday school workers of National reputation have interested themselves in the proposition, which seems to have been received with general favor in all sections of the country.

THE WEATHER REPORT.

YESTERDAY'S RECORD AND TO-DAY'S FORECAST.

Washington, Aug. 27.—There is no well marked storm centre on to-night's map. A ridge of high pressure extends from the South Atlantic Coast northwestward to Manitoba. The pressure is low over the Gulf of St. Lawrence and in the middle plateau region. The rainfall during the last twenty-four hours has been light and scattering, except in Missouri and Arkansas. The temperature continues high in Tennessee, the South Atlantic States and Eastern New-England. It is 3 to 7 degrees above the seasonal average east of the Mississippi, and from 15 to 19 degrees above the normal in Eastern Massachusetts and Maine. The maximum temperatures of Monday were generally lower than those of Sunday by 4 to 6 degrees. Local rains and thunderstorms with cooler weather are indicated for New-England, the Gulf States and in portions of the Central Mississippi Valley. Moderate temperature will prevail Tuesday and Wednesday throughout the Middle Atlantic States, the lower lake region, the Ohio Valley, Maryland, the District of Columbia and Virginia. On the New-England Coast the winds will be light to fresh westerly. On the Middle Atlantic Coast light to fresh northwesterly winds will prevail. On the South Atlantic the winds will be mostly westerly.

FORECAST FOR TO-DAY AND TO-MORROW.

For New-England, local rains and cooler to-day; to-morrow fair; light southwesterly, shifting to northwesterly, winds.

For Eastern New-York, generally fair to-day and to-morrow; light northwesterly winds.

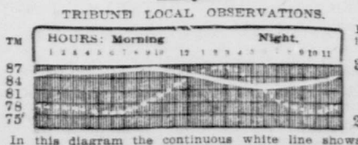
For Eastern Pennsylvania, New-Jersey and Delaware, partly cloudy to-day and to-morrow; light northwesterly winds.

For the District of Columbia, Maryland, Virginia, North Carolina and South Carolina, generally fair to-day and to-morrow, with moderate temperature; light northwesterly winds.

For Western New-York, generally fair to-day, with cooler in western portion; to-morrow fair; light southwesterly winds, shifting to northerly.

For Western Pennsylvania, generally fair to-day and to-morrow; cooler to-day; light to fresh northwesterly winds.

TRIBUNE LOCAL OBSERVATIONS.



In this diagram the continuous white line shows the changes in pressure as indicated by The Tribune's self-recording barometer. The dotted line shows the temperature as recorded at Perry's Pharmacy.

Tribune Office, Aug. 28, 1 a. m.—The weather yesterday was fair and hot. The temperature ranged between 75 and 87 degrees, the average (79½ degrees) being ¼ of a degree higher than that of Sunday and 8½ degrees higher than that of the corresponding date of last year. The weather to-day will be fair and cooler.

THE PASSING THRONG.

WHO WAS RESPONSIBLE?

"One night last winter," said B. L. Easton, of Boston, at the Fifth Avenue Hotel yesterday, "I came up from the South with two friends of mine. They occupied the stateroom and I was lodged in a section outside. They were in a hot discussion before they retired, and one of them had finally become so sleepy as to abandon the argument. I turned in finally, as did they, but the man to whom the argument had been abandoned did not seem satisfied with the victory he had won, and when I left them he was busily engaged in trying to prolong the talk with his sleepy companion. Shortly after I had fallen asleep I was awakened by some confusion in the aisle of the car. The train was at a dead stop, and then I heard the voice of the conductor angrily ask of the porter, 'Now, who in h——l pulled that bell rope?' I had a shrewd suspicion, but deemed it safe to lie quiet and say nothing. Finally the train started, and as they could not find out who had jerked the bell rope the car assumed its customary night aspect. Presently the stateroom door opened and one of my friends requested me to step in and decide a bet. It seems that he who was not sleepy was trying to tell the man who was something to which the sleepy one refused to listen, on the ground that the noise of the car wheels made it impossible for him to hear. The other man promptly rang the bell and stopped the train, as has been already told.

"The bet of $50 was as to who was responsible for stopping the train. The sleepy one said the wideawake one, because he had pulled the bell rope. The wideawake one said it was the sleepy one, because he had averred that he could not hear what was said to him because of the rumble of the train, which naturally led to the train being stopped. I decided in favor of the wideawake man, which effectually waked the other up also. Which would you have decided in favor of?"

BLAME PUT ON GERMANY.

Prince Hespere Oukhtomsky, a member of the personal staff of the Czar of Russia, was at the Holland House yesterday. He is on his way to China as a special Imperial Commissioner to make a report on the actual condition of affairs there. He is president of the Russo-Chinese Bank. The Boxers burned the bank's quarters in Tien-Tsin. The money had been removed. The Prince said to a reporter: "I do not believe that Russia has declared war on China. It is only a rumor." He blamed the Germans for much of the trouble in China, adding that the aggressive course pursued by Emperor William in seizing the Bay of Kiao-Chau had proved particularly exasperating to the Chinese. "Russia," he said, "wants only to protect her great frontier and be on peaceful terms with China. We lose more by these disorders than all the other Powers, and Germany's object in fomenting trouble in China is to weaken us. We could have annexed Manchuria long ago if we had desired, but the dismembership of China is not the wish of our Government. If China is dismembered insurrection will follow in every province." The Prince said that Russia entertained only friendly feelings for America. He goes hence by rail to Vancouver, where he will take a Canadian Pacific steamship for Shanghai.

HOW SKOWHEGAN GOT ITS NAME.

"Did you ever hear how the town of Skowhegan, in my State, got its name?" said John Gilman, of Waterville, Me., at the Plaza Hotel yesterday. "I know that history and popular belief attribute the name to the Indians, and, in a sense, this is true, but not exactly in the way in which it is generally supposed. Skowhegan is situated on the Kennebec River, and some most beautiful falls are there. Many years ago, in the latter days of the eighteenth century, at these falls was built a tiny frontier fort. The Indians thereabouts were friendly, and they traded with the soldiers, who treated them fairly, giving them bad tobacco and worse whiskey in return for furs and game, worth not more than a thousand times what the white men's commodities were. Occasionally the white men threw in a valuable brass button by way of squaring matters. This happy state of affairs might have continued indefinitely if it had not been for the fact that the chief possessed a most beautiful daughter, who was the apple of his eye. She had the traditional lover, a gallant young chief, to meet whom at eventide she crossed the Kennebec in her light canoe. Everything had been arranged for their marriage—they but awaited the trousseau from Paris—when the covetous eye of one of the soldiery lighted upon her. To her honest parent he paid his addresses, consisting of six brass buttons, three plugs of tobacco, two glass alleys, a broken hasped knife and a gallon of a superior brand of whiskey, made by soaking one plug of tobacco in one gallon of wood alcohol. The noble parent succumbed, but the maiden fled. To the stream she rushed, with her father and the paleface close behind. In her haste she forgot her paddle, and when she had shoved her light canoe into the swift stream she was powerless to stay its course. Over the falls she was carried before the agonized eyes of the fond parent, who was powerless to save her. 'Ugh!' said the noble redman, turning sadly from the scene. 'Squaw, she gone!'

"This memorable remark, by a natural corruption," concluded Mr. Gilman, "became the Skowhegan of to-day."

HIS KNOLL MOUNT WASHINGTON.

"I noticed the other day that some prominent New-Yorkers died from exposure on Mount Washington," said S. C. Merchant, of Denver, at the Everett House, yesterday. "This will seem queer to all residents of Colorado Springs and to most residents of Denver, for we live in an altitude approximating that in which those unfortunate men lost their lives. Just on the edge of Colorado Springs is a gentle knoll—it could hardly be dignified by the name of hill—which is called Mount Washington. It is so named because its summit is exactly the same height above the level of the sea as the summit of Mount Washington in New-Hampshire. It is the difference of climate that makes the difference in the temperature. In summer at Colorado Springs—or, for that matter, at any season of the year—such a storm as that which killed those men could not occur. I have lunched at noonday in March in the Garden of the Gods. We all sat round on the grass without wraps and were exceedingly comfortable. A luncheon there is something to remember. Above you rises the vast bulk of Pike's Peak; you are in that wonderful amphitheatre, and in whatever direction you may gaze you find your reward in a wonderful scenic picture. It is a curious fact that most people are bitterly disappointed when they first see Pike's Peak, and if they depart at once they are ever afterward inclined to think but little of that wonderful mountain. It grows upon one, however, and the more one sees of it the more one wants to. I am eager now to get home, but my eagerness is really more to see Pike's Peak again than it is to get back to Denver."

SHORT COTTON CROP.

COMMISSIONERS OF AGRICULTURE WILL ADOPT PLAN TO PREVENT FALSE ESTIMATES.

Raleigh, N. C., Aug. 27.—The second annual convention of the Cotton States Association of the Commissioners of Agriculture will meet here to-morrow at noon. The session promises to be most interesting and fruitful. There are many questions of vital importance to the farmers to be discussed. Probably first in importance is the perfecting of a plan, outlined at the New-Orleans convention, for the estimate of the cotton crop at all periods of the season.

Should the present plan of the association be executed, it is believed that false estimates in the future will be nearly impossible. The Commissioners have reached the conclusion that the tax receiver of each county in each State is the proper man to estimate the crop.

Every indication points to the fact that the crop will be short, as compared with last season. The figures unofficially show that a crop of 9,500,000 bales will be about what the Commissioners will declare is in sight.

MARRIED.

FERRY—WHITE—On Tuesday, August 21, 1900, at the president's house, Cornell University, Professor Ervin Sidney Ferry, of Purdue University, Lafayette, Ind., to Miss Ruth Mary, daughter of Andrew D. White.

Notices of marriages and deaths must be indorsed with full name and address.

DIED.

Adee, Frederic W.
Arnold, Mary L.
Bostwick, Adelaide.
Colton, Chester W.
Dresser, Kate A. B.
Fullerton, David.
MacCormac, James H.
Priest, Isabella N.
Reese, Albert S.
Smith, Emily.
Vermilye, Josephine W.
Whittemore, Clara.
Wray, Hannah B.

ADEE—At his residence, Edgewater, Westchester, N. Y., Saturday, August 25, after a brief illness, in the 48th year of his age, Frederic W. Adee, son of the late George Townsend Adee and Ellen Louise Henry. Funeral at St. Peter's Church, Westchester, Tuesday, August 28, at 4:30 p. m. Train on Harlem River branch, New-Haven Line, will leave station, 129th-st. and 3d-ave., at 3:45 p. m. Carriages will be in waiting on arrival of train at Westchester.

ARNOLD—At Port Chester, N. Y., at her residence, on Saturday, August 25, 1900, after a lingering illness, Mary L., widow of David P. Arnold. Funeral services at Christ Church, Rye, N. Y., on Tuesday, August 28, 1900, at a quarter past eleven a. m. Carriages will meet train leaving Grand Central Station, New-Haven Railroad, 10:04 a. m. Kindly omit flowers.

BOSTWICK—At Pottstown, Penn., on August 24, Adelaide, daughter of the late John McKinley, of Philadelphia, and widow of the late Dr. David B. Bostwick, of Litchfield, Conn., in the 70th year of her age. Interment at Litchfield.

COLTON—At Newark, N. J., on August 25, 1900, Chester Woolworth Colton, aged 70 years. Funeral services from his late residence, No. 14 Cottage-st., on Wednesday at 4 p. m. Relatives and friends are invited to attend.

DRESSER—At Springfield, Mass., August 25, Kate A. Birnie, widow of Charles A. Dresser. Funeral from the home of A. S. Bryant, No. 27 Mulberry-st., at 4 p. m., Tuesday, August 28.

DIED.

FULLERTON—Entered into rest, at Paterson, N. J., Monday, August 27, 1900, David, beloved husband of Sarah J. Fullerton, aged 69 years, 2 months and 8 days. Relatives and friends are invited to attend the funeral on Thursday, August 30, from his late residence, No. 201 River-st., Paterson, at 2 o'clock p. m. Interment at Cedar Lawn at convenience of family.

MACCORMAC—At Poughkeepsie, N. Y., on August 25, 1900, James H. MacCormac, M. D., aged 56 years. Funeral services at the late residence, Hyde Park Road, on Tuesday, August 28, 1900, at 2 o'clock p. m.

PRIEST—On Saturday, August 25, Isabella Nell, daughter of the late Frederic Dolland and Eliza Mallon Priest. Funeral from her late residence, No. 108 East 83d-st., on Tuesday, August 28, at 11 a. m.

REESE—At Innsbruck, Austria, on the 25th inst., Albert Strange Reese, in his 20th year. Notice of funeral hereafter.

SMITH—At Carlsbad, Austria, on August 25, of apoplexy, Emily, widow of the late Edmund A. Smith.

VERMILYE—At Wareham, Mass., August 26, Josephine Ward, widow of the late Rev. I. D. Vermilye, in the 84th year of her age.

WHITTEMORE—At Elizabeth, N. J., on Sunday afternoon, August 26, Clara, widow of Charles R. Whittemore. Funeral service at her late residence, No. 124 West Grand-st., Elizabeth, N. J., Wednesday, August 29, at 11 a. m. Interment at Greenwood. Boston (Mass.) papers please copy.

WRAY—At Cragsmoor, N. Y., on the 26th inst., Hannah B., widow of Joseph B. Wray. Funeral services at Friends' Meeting House, No. 144 East 20th-st., New-York, on Fourth day (Wednesday), 29th inst., at 10 a. m.

Woodlawn Cemetery,
Borough of Bronx, New York City.
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