SCOTCH TEMPERANCE.

THE PUBLIC HOUSE TRUST IN GLASGOW—MODIFICATIONS OF THE GOTHENBURG SYSTEM WITHOUT MUNICIPALIZATION OF THE LIQUOR TRAFFIC.

London, May 8.

The laurels of Gothenburg do not suffer Glasgow to sleep. If the municipalization of the drink traffic has not been undertaken by the Town Council, a Public House Trust has been formed by a large body of influential temperance reformers for the purpose of promoting sobriety by public management of the retail liquor traffic. The Town Council after appointing a special committee to consider the practicability of the introduction of the Gothenburg system in a modified form has hung up the report and declined to experiment with this new variant of municipal socialism. Extreme temperance men were unwilling to lend municipal support to a trade which they considered ought to be prohibited by law, and shrank from the responsibility of enriching ratepayers at the expense of drunkards. The Public House Trust, however, remains in the field and is appealing to the licensing authorities for power to open saloons which can be managed on the Gothenburg principles. Sir John Stirling Maxwell, Sir James King, Sir John Cuthbertson, Professor William Smart and some of the most influential temperance men in Glasgow are trustees, directors and shareholders in this enterprise, and are making strenuous efforts to obtain licenses for a reformed class of public houses.

The practical operation of the Swedish system greatly interested me when I visited Gothenburg a few years ago; and consequently I was impelled during a recent visit in Glasgow to make careful inquiries respecting the Scotch project for regulating the drink traffic. The object of the Gothenburg system is to minimize the evil effects of drink by protecting those in the habit of frequenting saloons against the ordinary influences and temptations of public houses. The managers of the Gothenburg drinking places are salaried officials of the Bolag, or licensing company, and they have no pecuniary interest in increasing the sale of intoxicating liquor. The principle underlying the methods of the Public House Trust in Glasgow is substantially the same. It is the elimination of private profit from the sale of liquor. The managers of the trust public houses will be paid fixed salaries and will not be allowed to receive commissions on sales. As with the Gothenburg saloonkeepers, their private gains will be derived from the sale of food, mineral waters, non-intoxicants and other refreshments. Self-interest will require orderly conduct of the saloons and repression of excessive drinking. They will have no motive for cheating customers in the quality of liquor, or for inducing them to drink more than they ought to. Drinking on credit and pawn tickets will be prohibited. The sale of intoxicants will be a secondary consideration, and the drink seller will be an advocate of moderate in place of excessive drinking.

NO MODEL SALOONS YET OPEN.

The model Scotch saloon conducted on these Swedish principles has not yet been opened, for the twelve magistrates responsible for the regulation of the liquor traffic have not licensed one. The virtues of the institution are extolled in prospectuses of the limited liability company, and the same phrases are used which I heard in Gothenburg when the officials were conducting me through their orderly saloons and wholesome restaurants. The drink sellers in these model saloons are on the side of temperance; they are co-operating heartily with the police for the good of the community; self-interest is overshadowed by their sense of public obligation; and the surplus profits of the liquor traffic after the shareholders have received a return of 4 per cent are administered as a public trust. These are the stock phrases of the Swedish reformers, with a single variation in the percentage reserved for the shareholders of the licensing company, which is 6 in Gothenburg, the remaining profits, approximately $181,000, being divided between the town and state treasuries and the agricultural society. The Glasgow company agrees to pay the surplus earnings, after 4 per cent has been reserved, to trustees to be expended for the public benefit, "with special regard to fostering counter attractions to the public house and encouraging rational recreation and entertainment." The trustees will be debarred from applying any of the surplus to the direct relief of the rates; but they will be empowered to pay over a part or the whole of the profits into the national exchequer if they deem it expedient.

As the Town Council has shrunk from municipalizing the drink traffic on broad lines, as has been done in Gothenburg, the public house reformers have appealed directly to the magistrates for permission to take up and manage licenses old or new. This arrays against them the public house interest, which has become under restricted licensing a rich and powerful monopoly. During the last twenty years the number of public houses has declined, and restriction has imparted immense value to the licenses which are annually renewed. The liquor interest is compactly organized, and every license is a valuable property controlled by the trade. There is an appeal from the licensing court of town magistrates to a larger body of county magistrates; but the privilege of selling liquor has become a publican's monopoly and a great source of wealth to a small group of saloon owners. The prevention of habits of intemperance is not brought about by the creation of a gigantic combination for the control of the trade and the enrichment of publicans. The reformers contend that restriction of licensing has not diminished drunkenness, and that higher licenses would provide saloonkeepers with a fresh incentive for pushing the sale and consumption of drink. They have singled out one or two districts and asked the authorities to grant licenses to them which can be managed as a public trust; and they offer to hold the profits, with the exception of 4 per cent, at the disposal of trustees to be expended for public purposes and to surrender the licenses at any time without demanding, like the publicans, enormous compensation. They stand ready either to build new public houses or to carry on the business in saloons already licensed, and to reform the existing methods of conducting the drink traffic. They have not succeeded in obtaining a foothold in any district, but the opposition to the publicans' monopoly is so strong throughout the city that it is probable that the experiment of reforming the public houses in this practical way will be tried in two or three districts.

OPPOSED BY RADICALS.

Radical temperance men have opposed this movement almost as strenuously as the publicans themselves They have asserted that there must be no compromise with the drink traffic, and that the only practical method of reforming a public house is to close it altogether. They have protested strongly against the policy of enriching taxpayers at the expense of drunkards and have denounced social reformers for proposing to participate in an unclean trade and to make it a municipal institution. They are reminded by reformers in reply that local taxation throughout the United Kingdom is relieved by revenues drawn by the Chancellor of the Exchequer from the liquor traffic, and that the Public House Trust and the advocates of municipal saloons are merely proposing an extension of a principle to which extreme temperance men have not offered objection. The main resource of the public house reformers in influencing local opinion in favor of constructive work in connection with the temperance cause, when restricted licensing has utterly failed to diminish drunkenness in Glasgow, is the experience of Gothenburg; and the local press is well supplied with treatises and essays on the subject. These would be more convincing if the results of the Gothenburg system were less mixed than practical investigators have invariably found them.

The Swedish temperance reformers were fighting a battle against intemperance and pauperism when the country was flooded with cheap brandy and when farmers found it more profitable to convert their rye, corn and potatoes into spirits than to take them into market. They secured the enactment of measures against the manufacture and sale of spirits, but did not impose any restrictions upon the sale of wine or beer. The farm distilleries of raw spirits reeking with fusel oil were suppressed; taxation upon distilling was increased, and the business restricted to large towns; a local option law for the regulation of public houses was passed, and finally town and provincial councils were empowered to hand over to respectable licensing companies the exclusive privilege of selling spirits. Half a century of temperance work is crudely condensed in the last sentence. Neither beer nor wine was subject either to local option or to the operation of the Gothenburg licensing system; but the regulation of the spirits traffic was systematized and reformed. The old-time publican has disappeared from Gothenburg, the number of public houses has been greatly reduced, and the quantity of spirits consumed has been materially diminished. The licensing company serves meals at eighteen public houses, maintains four cheap restaurants and five reading rooms, and has converted the spirits traffic into a considerable source of revenue to the state and to the town. Intemperance, however, has not been stamped out, as is clearly shown by the police returns for arrests for drunkenness. While there are not more than forty drinking places in the city where spirits can be purchased, there are nearly nine hundred gardens and shops where beer and wine can be had. Gothenburg, instead of being deluged with cheap fusel oil brandy, as it was fifty years ago, is now flooded with cheap beer and wine, over which the licensing system exercises no restrictions.

THE PRESENT SALOON MONOPOLY.

The Scotch temperance problem is essentially different from the one which the Swedish reformers undertook to solve thirty or even fifty years ago. Scotch whiskey cannot be compared with the old-time Swedish bränvin, with its 44 per cent of alcohol; and while it is the chief intoxicating drink, wine, beer and ale are sold in the public houses on a large scale. The failure of restricted licensing as a temperance policy in Glasgow is as conspicuous as the inefficiency of the Gothenburg system as an expedient for lessening the evils of intemperance in the Swedish port, where swarms of sailors have privileges on shore after long voyages. What rational Scotch reformers clearly perceive is the necessity for dislodging the public house trade, which is more strongly intrenched and more thoroughly organized than it was fifty years ago; and they are seeking to meet it on its own ground, to disinfect the drinking places by practical reforms and to divert from publicans to public uses a considerable portion of the profits of liquor selling. Restricted licensing has created and enriched a monopoly, which instead of being controlled by the state is almost supreme in its control over the municipality. The reformers who have taken shares in the Public House Trust are convinced that they must break up this monopoly and reduce its profits in the liquor trade before they can hope to accomplish any substantial temperance work. They aim at fighting the monopoly by reducing the inflated valuations of licenses and by diverting the profits of liquor selling to public objects. They lack courage and are almost too sensitive to the charge of converting intemperance into a source of public revenue. When Sir John Gorst, in introducing the new Education bill, admits that the London County Council has a whiskey income of $1,000,000 available for public purposes, and that over $4,020,000 is supplied to the County Councils from the same source, municipal reformers in Glasgow ought not to have any qualms over using the profits of liquor selling for promoting the welfare of the local community in accordance with the Gothenburg system. I. N. F.

FUNERAL OF MRS. LYMAN J. GAGE.

Washington, May 20.—Funeral services over the body of Mrs. Lyman J. Gage were held this morning at the Secretary's home in Massachusetts-ave., and were conducted by the Rev. Dr. Hillis, of Plymouth Church, Brooklyn. Dr. Hillis read passages from the Scriptures, and then "Rock of Ages" was sung, after which there was prayer and a sermon. Dr. Hillis paid a tribute to the life and character of Mrs. Gage, whom he had known for many years. The services closed with a hymn followed by the benediction. Among those present were Senator and Mrs. Cullom, Attorney-General Knox, ex-Postmaster-General Gary and his wife and daughter, Mrs. Garret A. Hobart and her son, the British and German ambassadors, the Chinese and Japanese ministers and other members of the diplomatic corps, with a number of officials of the Treasury Department.

At 10 o'clock the body, in a black broadcloth covered coffin, was placed on the Pennsylvania limited train for transportation to Chicago. Secretary Gage, his daughter, Mrs. Pierce, and Mrs. Gage's sister, Mrs. Hendee, of Yonkers, N. Y., accompanied it, and Dr. Hillis went with the party. Dr. Hillis made a hurried trip from Rumford Falls, Me., in order to perform the service.

The funeral party will reach Chicago at 9 o'clock to-morrow morning, and the body will be transferred to the Northwestern road and taken to Evanston, Ill., where it will be placed in a vault in Rose Hill Cemetery and buried on Wednesday, with services at the grave conducted by Dr. Hillis. The flowers were numerous and beautiful, among them being a wreath of pink orchids sent by the President.

ARE THEY TRAINING FOR 1904?

J. Hamilton Lewis, who is sometimes called by his friends 'Ham Lewis,' who has represented part of the State of Washington in Congress, and who has gained more or less fame in his native mountains as a political prophet, has now publicly announced that the candidates on the Democratic Presidential ticket for 1904 will be David B. Hill, of Wolfert's Roost and Tom L. Johnson, of "Never Roost."

Mr. Lewis is confident that with a high enough gear and the best equipment of ball bearings and lubricating oil, the tandem of Hill and Johnson will win against all competitors. Mr. Lewis, however, has not built even a step on this machine for Bryan to ride. The Washington statesman believes that Bryan can best coach the racers by keeping behind the shears and pastepots of "The Commoner."

THE NICARAGUA CANAL.

A DISPASSIONATE ENGLISH VIEW OF THE QUESTION ON ITS MERITS.

From The London Spectator.

It is evident from the tenor of the telegrams from Washington that the Nicaragua Canal is once again becoming the subject of discussion between the governments of England and America. That being so, we most sincerely trust that our government will handle the problem with more care and attention than hitherto, and also with more shrewdness and common sense. If they approach it and try to solve it on conventional diplomatic lines, they are certain to make a mess of it, and to get neither credit nor influence nor material benefits for this country. The temptations to our Foreign Office to go wrong on the matter are strong, and it is greatly to be feared that they will yield to those temptations. Undoubtedly we hold all the diplomatic cards in the game, and if we care to play for a diplomatic victory we can gain a complete success of that kind with the greatest possible ease. The Senate holds the ultimate power in the negotiations, and the Senate is almost certain, if the matter is not settled before it next meets, to behave from the point of view of international law and usage in the most indiscreet and objectionable way possible. The Senate, partly because that body is jealous of Mr. McKinley's administration, partly because it is ignorant of diplomatic usage and cares little or nothing about the good faith observed between diplomatists, and partly also because it would enjoy the glory and excitement of getting up a row with Great Britain which could be made the excuse for a good deal of florid oratory about the sacred right of the United States to do anything it pleases in exactly the way it pleases, is sure to lay itself open to be "trumped" and "held" at every possible point. It will, we have no doubt, be quite ready to pass resolutions abrogating treaties it has no right to abrogate; it will tear up the most solemn obligations; it will refuse to submit to arbitration matters which clearly ought to be submitted to arbitration, and, generally, it may be expected to give itself away so completely that the diplomatic victory will be ours at every point.

But admitting fully, as we do, that we can easily permit the Senate to put the United States utterly in the wrong, while we remain entirely in the right, we want to ask whether it will be worth our while to let the question develop on these lines. We want our statesmen and their master, the nation to put all the mere diplomatic rights and wrongs aside and to consider the problem solely on its merits—to inquire not whether we have a right to stop the canal being made under the conditions on which alone Congress will sanction its construction, but whether it is worth our while to stop its construction, and, on the other hand, whether it will not be very much to our advantage to have the canal made. We want the whole subject approached as if the Clayton-Bulwer Treaty did not exist, and decided on its merits. In our belief, the decision, after an impartial inquiry, will be (1) that it is to our interests to have the canal made, and (2) that it is to our interests that America shall make the canal and be its guardian and protector, subject to the provision that the canal shall always be open to our shipping on equal terms, and that there shall be no differentiation of dues against us. If this is the true decision, then let us not stand on our technical right to exact more from the United States, but, ignoring the ill manners of the Senate, agree to let America make the canal under any financial or political conditions she chooses. As far as we are concerned, we would let her make the canal either on her own soil by buying a stretch of territory from Nicaragua, or by means of a subsidized American company, and let her fortify it as little or as much as she chooses—provided always that our shipping is free to use the canal on terms enjoyed by American vessels or by those of any other power. If those terms are secured we shall gain all we want, and shall enjoy the material advantages that must flow to the greatest of maritime nations by the increase of water facilities.

IS THE TREATY WORTH A WAR?

Let us consider for a moment what will happen if we do not adopt this view, but stand strictly on our rights under the Clayton-Bulwer Treaty. In that case is it quite evident from the tone and temper of American opinion that one of two things must happen. Either the Americans will refuse further negotiations and the canal will not be dug, in which case we shall lose the great advantages which would accrue to us from the new isthmian waterway as they did from the Suez waterway, or else the Americans, contrary to all international right and usage, will tear up the Clayton-Bulwer Treaty, and will tell us that if we want to stop the construction of the canal on American terms we must do so by force. Then will arise the question whether it will be worth our while to fight. Of course, if we are prepared to fight, and do, well and good. In that case those who advise us to take a firm stand on our rights under the Clayton-Bulwer Treaty will have shown that they have a definite and consistent policy, and whether substantially right or wrong they will at least have earned the praise due to those who know their own minds. Those then who carry their opposition to an Americanized canal to the point of war, and are fully determined to fight, merit and must receive our respect. But how many of such persons are there? We believe that public opinion—i. e., the majority of the British people—would absolutely refuse to sanction war with America over the abrogation of the Clayton-Bulwer Treaty. The nation might, and no doubt would, be very angry, and a great deal of printer's ink would be flung in the face of the Americans as expressive of that anger; but we do not believe for a moment that the country would allow, much less order, the government to go to war on the question of abrogation. But if that calculation is a sound one, we stand to lose in either case. We lose a benefit if we succeed in stopping the canal. If we do not succeed because we are not prepared to back our non possumus by war, we suffer a gratuitous humiliation—though no doubt we should gain a famous diplomatic victory.

LITTLE REAL DIFFERENCE OF OPINION.

The public here, with so many more exciting and urgent things to think about, for the most part does not realize what a very small point separates the two countries in regard to the construction of the canal. Practically all that we now differ about are the two points of (1) the control of the canal by America in case of war, and (2) the communication of the new treaty to the powers—i. e., the making of the powers parties to the neutralization of the canal. The first point is really not a substantial one. The Americans do not now ask to be allowed to fortify the canal—though, as we have always contended, fortification is not a matter of real importance—but merely claim in effect that if they were at war with another power they must be allowed to use the canal to protect the national safety—i. e., use it themselves for their war vessels, but not allow the enemy's ships to do so. After all, that claim is very natural. The canal will have been made by American public money or by means of an American subsidy, and the Americans therefore cannot tolerate the idea of it ever being used to endanger the republic. But though we understand American feeling on the subject, it is in reality quite unnecessary to express the matter in a treaty. The canal will be worked by an American company, every one of the great locks will be worked and controlled by American engineers, every pilot will be an American. Under such circumstances, does any sane man imagine that, treaty or no treaty, a power at war with America will be able to use the canal? A hostile ship might get as far as the great Nicaraguan lake, but it would never leave it till the war was over. These being the plain facts, we cannot see why we should quarrel with America because she is, as we hold foolishly, anxious to express in words a right which we know she must be able to exercise, and will exercise in fact. To deny a man a paper right when you are bound by the nature of things to leave him a substantial right does not seem to us a very wise or businesslike proceeding. Yet that is the present attitude of our Foreign Office. They will not allow the Americans to call their spade a spade, though they are quite willing to allow them the possession and use of that agricultural implement.

The other point in dispute is the communication of the treaty to the powers, in order that their assent may be given. In our opinion, it is very absurd of the Americans to object to this, for we can assure them that they are utterly mistaken in supposing that Germany, France and Italy will be content to leave the question of the canal ignored and undiscussed. They are quite ready to lie low while we, with our usual blundering altruism, are fighting their battles, but if we are wise enough to think only of ourselves for once they are certain to make their voices heard. Germany and France never forget that they are Pacific powers. But, it will be said, we must insist on the communication of the treaty in order to get it recognized as part of the public law of the world. The treaty will become that without our fussing. We have only to make the proviso run that there is to be no differentiation of dues in favor of the vessels of America or of any other power. Then the powers can deal direct with America and secure their rights—we being secured against any undue preference by what will be virtually a "most favored nation" clause.

We shall not weary our readers with any further argument in regard to the wisdom of settling the Nicaragua Canal question, but we will point out how easy and simple it would really be to draw up a treaty which would do all the Americans ask us to do without injuring our interests in the very least. A treaty of a couple of clauses would be all that would be necessary. We do not, of course, disguise from ourselves that the Americans would find the new treaty produce many more difficulties and complications with foreign powers than the original Hay-Pauncefote treaty. The advantage of that most able and skilfully constructed instrument was that it anticipated all foreign objections, and would have been accepted by all the powers without argument or dispute. That, however, is America's affair, and not ours. If she likes to raise a hornets' nest, she can. It is clearly not our business to stop her at the risk of a quarrel. As we have said before, all we have to consider is our own interests, and to consider them in a reasonable and businesslike way. When they are secured our work is done, and we can stand aside. America is big enough and rich enough to fight her own battles.

CITY OFFICERS IN THE LIBRARY.

MAYOR SUGGESTS THAT RELIGIOUS DENOMINATIONS SHOULD ALSO HAVE PLACE IN NEW INSTITUTION'S BOARD.

At a recent meeting of the Board of Estimate and Apportionment a change in contract No. 3 for the New-York Public Library was introduced by the architects, Carrère & Hastings. The architects wished to change the marble to be used from Carrara to another kind. It was referred to Mr. Guggenheimer, who reported at the board meeting yesterday that no increase in the appropriation would be asked for. The contract was then approved.

President Feltner said he wished to place himself on record as favoring a larger representation of the city in the board of trustees of the New-York Public Library. "When the city gives any private parties a practical control of $10,000,000, it should have a large representation on the board of trustees."

"I have been in favor of increasing the number," said the Mayor. "At conferences which we have had I suggested that the number be increased and that all elements of the community should be represented. I thought that a Catholic representative, a Jewish representative and representatives of other denominations should be added. Mr. Cadwalader agreed with me, and said that the number could be increased, as the section allows for an increase."

"The bylaws could be amended without any trouble, so as to include various representatives of the city as ex officio members," said Mr. Whalen. "They should be the Mayor, if he would serve, and the Controller."

PASSENGERS ON THE LAHN.

Booked to sail on the Lahn to-day for Bremen are Edwin L. Cramer, Mrs. Aurelia Friedman, Mrs. R. B. Minturn, Miss Minturn, Mrs. Margaret Morse, Mr. and Mrs. Franz Roessler and W. N. T. Taylor.

THE WEATHER REPORT.

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

Washington, May 20.—The weather east of the Mississippi has been cloudy and threatening, with rain in the Gulf States, Eastern Tennessee, the Ohio Valley, and locally in the lake region, New-England and the Middle Atlantic States. Temperature continues below the seasonal average generally east of the Mississippi, the departures being as much as 10 to 16 degrees in the Gulf States. There is a weak disturbance in the Gulf of Mexico, south of the mouth of the Mississippi, which has given as yet but heavy rains and high northerly winds on the Texas coast. The weather in the Atlantic Coast districts will continue cloudy and unsettled, with occasional rains on Tuesday and Wednesday. There will also be rain in the lake region and Ohio Valley Tuesday, clearing in the eastern portion by Wednesday. The temperature will rise slowly east of the Mississippi. Brisk northeasterly winds will continue on the Atlantic Coast, shifting to westerly on the South Atlantic Coast Tuesday. On the lakes the wind will be fresh east to northeast, becoming variable.

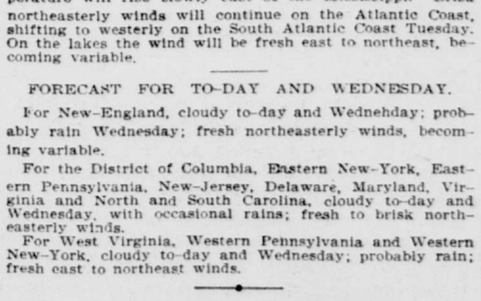
FORECAST FOR TO-DAY AND WEDNESDAY.

For New-England, cloudy to-day and Wednehday; probably rain Wednesday; fresh northeasterly winds, becoming variable.

For the District of Columbia, Eastern New-York, Eastern Pennsylvania, New-Jersey, Delaware, Maryland, Virginia and North and South Carolina, cloudy to-day and Wednesday, with occasional rains; fresh to brisk northeasterly winds.

For West Virginia, Western Pennsylvania and Western New-York, cloudy to-day and Wednesday; probably rain; fresh east to northeast 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, May 21, 1 a. m.—The weather yesterday was cloudy, with light showers. The temperature ranged between 52 and 55 degrees, the average (54) being ¼ of a degree higher than that of Sunday and 6¼ degrees lower than that of the corresponding date of last year.

The weather to-day will be cloudy, with showers.

OBITUARY.

BENJAMIN BEEKMAN HOFFMAN.

Red Hook, N. Y., May 20 (Special).—Benjamin Beekman Hoffman, of Hoffman & Co., tobacco manufacturers, and president of the Red Hook National Bank, died here yesterday. Mr. Hoffman was born in this place more than eighty years ago and had spent his life here, dying in the house in which he was born and in which his father and grandfather had lived. He was identified with church work, and was a member of the building committee of the new Methodist Episcopal church and one of the largest contributors to the building fund.

A few years ago he celebrated the golden anniversary of his marriage. Children, grandchildren and relatives attended the celebration from all parts of the State. Mrs. Hoffman, who was Miss Adeline Fancher, sister of the late Judge Enoch L. Fancher, of the Supreme Court, died soon after the anniversary. One daughter, Mrs. Joseph Roura, and two sons, Lewis Hoffman and Charles Hoffman, the latter being a member of the firm of Hoffman & Co., survive him. The funeral will be held here to-morrow afternoon at 3 o'clock.

SIR COURTENAY BOYLE.

London, May 20.—Sir Courtenay Boyle, K. C. B., permanent secretary to the Board of Trade, died suddenly yesterday morning.

Sir Courtenay Boyle was born in Jamaica in 1845, being the son of Cavendish Spencer Boyle. He was educated at Charterhouse and Christ Church, Oxford. Appointed private secretary to the Viceroy of Ireland in 1868, he became an inspector of the Local Government Board in 1873, returning again to the post of private secretary to the Viceroy of Ireland in 1882. In 1885 he was made assistant secretary to the Board of Trade, and seven years later was made permanent secretary. He was created K. C. B. in 1892. He was married to Lady Muriel Sarah Campbell, daughter of the second Earl of Cawdor.

MRS. EGBERT GUERNSEY.

Mrs. Egbert Guernsey, wife of Dr. Egbert Guernsey, died yesterday at her home, No. 180 Central Park South, from cardiac asthma, in her eighty-second year. For many years she had been active in charitable work. She was one of the founders of the Hahnemann Hospital. She built an Episcopal church in Montclair, Fla., and was identified with the relief of widows and orphans who were sufferers by the Spanish war, and the relief of crippled children of this city. She was a manager of the State Reformatory for Women at Hudson, N. Y., and was one of the oldest members of the Church of the Transfiguration.

Mrs. Guernsey had been married fifty-two years. Her father was Peter Teunis Schenck, a member of an old Dutch family, and her mother was Jane Meserole. Her great uncle was John Lefferts, who was in the Continental Congress. Three of her children died in infancy. A son, Dr. Egbert Guernsey, jr., died ten years ago. Her only surviving child is Miss Florence Guernsey. Besides her husband, Mrs. Guernsey leaves two sisters, Mrs. J. Atticus Robertson, of Scranton, Penn., and Mrs. Robert Landsberger, of Montclair, Fla.

JOEL SMITH.

Ex-Captain Joel Smith, who was the oldest Brooklyn pensioner on the rolls of the Police Department, died on Saturday at his home, No. 614 Greene-ave. For two years he had been a paralytic, but pneumonia was the immediate cause of his death. He was born in Jamaica, Long Island, in 1818. He learned the trade of a carpenter, but in 1849 was appointed police inspector of the western district in Brooklyn. Before the end of the year he was elected police captain, a place which in those days was filled at the polls. When in 1850 a regular police department was organized Captain Smith became the first captain of the force. He was placed in command of the First Precinct, which position he held for twenty-nine years. He was then transferred to the Eighth Precinct, in South Brooklyn, because a younger and more favored man wanted the First Precinct. Captain Smith served for several years in his new station, until a law was passed compelling all policemen over sixty years old to pass a physical examination, when he resigned. Then he served two terms as County Supervisor from the Fourth Ward.

In the old days the station house in the First Precinct was in Washington-st., next to the old Brooklyn Theatre, and when the latter was destroyed by fire, with a loss of 295 lives, Captain Smith distinguished himself in saving many people. At one time he was shot in the back of the head by a patrolman who had sworn to have revenge for some fancied wrong. Captain Smith was a foreman of Engine No. 3 in the old Volunteer Fire Department. He was a member of the Society of Old Brooklynites. He leaves a widow, a son and a daughter. The funeral will be held to-night at 8 o'clock.

ELIAS DURLACH.

The funeral of Elias Durlach, of No. 713 Macon-st., Brooklyn, who had a large factory in Penn-st., where he made tin toys, will be held this morning at 10 o'clock. Last Friday, while in Manhattan buying a pocketbook to give to his wife as a souvenir of their twenty-third wedding anniversary, Mr. Durlach was suddenly stricken with paralysis. He was taken to St. Vincent's Hospital, where he died the following morning. Mr. Durlach was born in New-York City in 1851, and had lived in Brooklyn for twenty-three years. For eight years he had represented his district in the Kings County Republican General Committee. He leaves a widow and two sons. The funeral will be conducted by the Rev. Dr. Leopold Wintner, of the Temple Beth-Elohim.

MISS PAULINE ASTOR'S HEALTH.

Paris, May 20.—Inquiries made here regarding a dispatch published in New-York this morning to the effect that Miss Pauline Astor, daughter of William Waldorf Astor, was at present seriously ill in Paris, elicit the information that Miss Astor was taken sick at the Hotel Meurice here at fortnight ago. Ten days ago she had improved, and left her hotel. It is believed she went to London.

SICKNESS OF GOVERNOR'S DAUGHTER.

Albany, May 20 (Special).—Governor Odell and his wife have had great anxiety for the last several days in consequence of the serious illness of their youngest daughter, Estelle Odell, who has been sick from pneumonia. To-day she was reported as gaining strength, and Governor Odell came over to the Capitol for a short period. It is hoped that the critical period of the child's sickness is passed.

DIED.

Barker, David S.	Inglis, William.
Bell, Lydia S.	Mead, Sarah E.
Bonney, Caroline H.	Moore, MacMartin N.
Burnet, Helen E.	Rae, Amelia S.
Emery Susan H.	Rollins, Maria E.
Guernsey, Sarah L. S.	Totten, Mary L.
Halsted, Sarah E.	Tyson, Effie.
Hill, Louise P.	Van Nostrand, Arthur.

BARKER—Entered into rest, at Montclair, N. J., on Sunday, May 19, 1901, David Sanford Barker, eldest son of Julia A. and the late David D. Barker.
Funeral services from the residence of his father-in-law, James H. Ogilvee, No. 137 Park-st., Montclair, N. J., on Tuesday, May 21, at 3:30 p. m.
Carriages will meet the train leaving Barclay-st. D., L. and W. R. R., at 2:10 p. m.

BELL—On Friday, May 17, at the residence of her son-in-law, John Slade, Lydia Seabury, widow of Samuel Peters Bell and daughter of the late Samuel Seabury, D. D.
Funeral services on Tuesday, May 21, at 3 o'clock, at the Chapel of the Good Shepherd, Chelsea Square, entrance No. 175 9th-ave.

BONNEY—On Sunday, May 19, 1901, Caroline Holbrook, wife of George B. Bonney.
Funeral at her late residence, No. 120 West 122d-st., New-York, on Tuesday, May 21, at 5 o'clock p. m.
Interment private.

BURNET—Entered into life, May 19, 1901, at Newark, N. J., Helen E. Burnet.
Funeral services at her late residence, No. 104 Spruce-st., on Wednesday, May 22, at 2 p. m.

EMERY—On Saturday, May 18, at her home, No. 126 East 24th-st., Susan Hilton, wife of the late Charles Emery, of Dorchester, Mass., in her 80th year.
Funeral service will be held at the Church of the Incarnation, 35th-st. and Madison-ave., on Tuesday, May 21, at 10:30 a. m.

GUERNSEY—Monday morning, May 20, Sarah Lefferts Schenck, wife of Dr. Egbert Guernsey.
Funeral Wednesday, May 22, at 3 p. m., from her late residence, the Madrid, No. 180 Central Park South.

HALSTED—On Sunday, at Mamaroneck, May 19, Sarah E., wife of William H. Halsted and daughter of the late E. C. Robinson, in her 57th year.
Funeral private.

HILL—Suddenly, on Sunday, May 19, 1901, at Ridgewood, N. J., Louise Pomeroy Hill, widow of Robert E. Hill.
Funeral on Tuesday afternoon, the 21st, upon arrival of the 1:50 p. m. train from Chambers-st., via the Erie Railroad.
Carriages will be in waiting at Ridgewood station.

INGLIS—At Dunfermline, Scotland, on the 18th inst., William Inglis, esq., senior partner of the firm of Messrs. Inglis & Co., of that city.

MEAD—At Ocean Grove, N. J., on Monday, May 20, 1901, Sarah E., widow of Henry W. Mead.
Funeral services at the Merritt Burial Company, Wednesday, May 22, at 1 p. m.

MOORE—Entered into rest at Elizabeth, N. J., on Monday, May 20, 1901, MacMartin Niven Moore, son of Constance R. Tait and Thomas Moore.
Relatives and friends are invited to attend the funeral services at Trinity Church, Elizabeth, on Wednesday, May 22, 1901, at 4 o'clock.

RAE—Suddenly, on Saturday, May 18, at Worthington Farms, Worthington, N. Y., Amelia Stuart Rae, daughter of the late Henry Rossiter Worthington, of Irvington-on-Hudson.
Funeral services will be held at the Worthington Memorial Church on Tuesday, May 21, at 3:30 o'clock. A special car will be attached to the train leaving Grand Central Station, Hudson River Division, for Elmsford at 2:10 o'clock, returning to New-York at 4:59 o'clock.

ROLLINS—At her residence, No. 217 Park Place, Brooklyn, N. Y., on Monday, May 20, 1901, Maria Eliza, wife of John G. Rollins.
Notice of funeral hereafter.

DIED.

TOTTEN—On Monday, May 20, Mary Louise, daughter of Phœbe L. and the late James D. Totten.
Funeral at St. Luke's Hospital Wednesday, May 22, at 11 a. m.
Interment at Peekskill.

TYSON—Sunday, May 19, 1901, Effie Tyson, aged 18 years, only daughter of George G. Tyson.
Funeral service at her late residence, No. 33 East 73d-st., Wednesday morning, May 22, at 11 o'clock.
Interment private.

VAN NOSTRAND—At Orange, N. J., on Monday, May 20, 1901, Arthur, infant son of Charles H. and Margaret Van Nostrand.
Funeral from No. 28 Berkeley-ave., Orange, on Wednesday, the 22d inst., at 10:30 a. m.

The Woodlawn Cemetery.
Borough of Bronx, New York City.
Office 20 East 23d Street, Madison Square South.

Special Notices.

Expression of mouth restored; Dr. Deane, dental specialist; World's Fair awards; 454 Lex.-ave., cor. 45th-st.

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Postoffice Notice.

(Should be read DAILY by all interested as changes may occur at any time.)

Foreign mails for the week ending May 25, 1901, will close (promptly in all cases) at the General Postoffice as follows: Parcels Post Mails close one hour earlier than closing time shown below. Parcels-Post mails for Germany close at 5 p. m. Monday and Wednesday.

Regular and Supplementary mails close at Foreign Branch half hour later than closing time shown below.

TRANSATLANTIC MAILS.

TUESDAY—At 6:30 a. m. for Europe, per s. s. Lahn, via Southampton and Bremen (mail for Ireland must be directed "per s. s. Lahn").

WEDNESDAY—At 5:30 a. m. for Europe, per s. s. Oceanic, via Queenstown; at 8:30 a. m. for Azores Islands, per s. s. Washington (mail for Italy must be directed "per s. s. Washington"); at 10 a. m. for Belgium direct, per s. s. Pennland (mail must be directed "per s. s. Pennland").

THURSDAY—At 6:30 a. m. for Europe, per s. s. Aug. Victoria, via Plymouth and Hamburg (mail for France, Switzerland, Italy, Spain, Portugal, Turkey, Egypt, Greece, British India and Lorenzo Marquez, via Cherbourg, must be directed "per s. s. Aug. Victoria"); at 7 a. m. for France, Switzerland, Italy, Spain, Portugal, Turkey, Egypt, Greece, British India and Lorenzo Marquez, per s. s. L'Aquitaine, via Havre (mail for other parts of Europe must be directed "per s. s. L'Aquitaine").

SATURDAY—At 7 a. m. for France, Switzerland, Italy, Spain, Portugal, Turkey, Egypt, Greece, British India and Lorenzo Marquez, per s. s. La Gascogne, via Havre (mail for other parts of Europe must be directed "per s. s. La Gascogne"); at 7:30 a. m. (supplementary 9 a. m.) for Europe, per s. s. Umbria, via Queenstown; at 7:30 a. m. for Netherlands direct, per s. s. Amsterdam (mail must be directed "per s. s. Amsterdam"); at 10 a. m. for Scotland direct, per s. s. Astoria (mail must be directed "per s. s. Astoria").

*PRINTED MATTER, ETC.—This steamer takes Printed Matter, Commercial Papers, and Samples for Germany only. The same class of mail matter for other parts of Europe will not be sent by this ship unless specially directed by her.

After the closing of the Supplementary Transatlantic mails named above, additional supplementary mails are opened on the piers of the American, English, French and German steamers, and remain open until within Ten Minutes of the hour of sailing of steamer.

MAILS FOR SOUTH AND CENTRAL AMERICA, WEST INDIES, ETC.

TUESDAY—At 9:30 a. m. (supplementary 10:30 a. m.) for Central America (except Costa Rica) and South Pacific Ports, per s. s. Allianca, via Colon (mail for Guatemala must be directed "per s. s. Allianca"); at 6:30 p. m. for Jamaica, per s. s. Admiral Dewey, from Boston; at 11 p. m. for Jamaica, per s. s. Urania, from Philadelphia.

WEDNESDAY—At 9 a. m. for Newfoundland direct, per s. s. Silvia; at 10 a. m. for Inagua and Haiti, per s. s. Lauenburg; at 10 a. m. for Grenada and Trinidad, per s. s. Maraval; at 12 m. for Cuba, Yucatan, Campeche, Tabasco and Chiapas, per s. s. Seguranca, via Havana and Progreso (mail for other parts of Mexico must be directed "per s. s. Seguranca"); at 12 m. (supplementary 12:30 p. m.) for Nassau, N. P., per s. s. Antilla (mail must be directed "per s. s. Antilla").

THURSDAY—At 7 a. m. for Bermuda, per s. s. Pretoria; at 12 m. for Haiti, per s. s. Jeanne (mail for Curacao, Venezuela, Trinidad, British and Dutch Guiana must be directed "per s. s. Jeanne"); at 12 m. (supplementary 12:30 p. m.) for Nassau, Guantanamo and Santiago, per s. s. Saratoga; at 1 p. m. for Barbadoes and Northern Brazil, per s. s. Grangense; at 6:30 p. m. for Jamaica, per s. s. Admiral Sampson, from Boston.

FRIDAY—At 12 m. for Mexico, per s. s. Matanzas, via Tampico (mail must be directed "per s. s. Matanzas").

SATURDAY—At 9 a. m. for Porto Rico, per s. s. San Juan, via San Juan; at 9 a. m. (supplementary 9:30 a. m.) for Curacao and Venezuela, per s. s. Daggry, via Curacao (mail for Savanilla and Carthagena must be directed "per s. s. Daggry"); at 9:20 a. m. (supplementary 10 a. m.) for Leeward and Windward Islands and Demerara, per s. s. Fontabelle (mail for Barbados must be directed "per s. s. Fontabelle"); at 10 a. m. for Barbados direct, per s. s. Bellaggio; at 10 a. m. for Brazil, per s. s. British Prince (mail for Northern Brazil, Argentine Republic, Uruguay and Paraguay must be directed "per s. s. British Prince"); at 10 a. m. for Cuba, per s. s. Morro Castle, via Havana; at 10 a. m. (supplementary 10:30 a. m.) for Fortune Island, Jamaica, Savanilla, Carthagena and Greytown, per s. s. Alene (mail for Costa Rica must be directed "per s. s. Alene"); at 10:30 a. m. for Argentine Republic, Uruguay and Paraguay, per s. s. Kaffir Prince.

Mails for Newfoundland, by rail to North Sydney, and thence by steamer, close at this office daily at 6:30 p. m. (connecting close here every Monday, Wednesday and Saturday). Mails for Miquelon, by rail to Boston, and thence by steamer, close at this office daily at 6:30 p. m. Mails for Cuba, by rail to Fort Tampa, Fla., and thence by steamer, close at this office daily (except Sunday and Thursday) at †6 a. m. (the connecting closes are on Monday, Wednesday and Saturday). Mails for Cuba, by rail to Miami, Fla., and thence by steamer, close at this office every Thursday and Sunday at †6 a. m. Mails for Mexico City, overland, unless specially addressed for dispatch by steamer, close at this office daily at 1:30 p. m. and 11 p. m. Mails for Costa Rica, Belize, Puerto Cortez and Guatemala, by rail to New Orleans, and thence by steamer, close at this office daily at †1:30 p. m. (connecting closes here Mondays for Belize, Puerto Cortez and Guatemala and Tuesdays for Costa Rica). †Registered mail closes at 6 p. m. previous day.

TRANSPACIFIC MAILS.

Mails for China and Japan, via Vancouver, close here daily at 6:30 p. m. up to May †21, inclusive, for dispatch per s. s. Empress of India (registered mail must be directed "via Vancouver").

Mails for Hawaii, Japan, China and Philippine Islands, via San Francisco, close here daily at 6:30 p. m. up to May 24th, inclusive, for dispatch per s. s. America Maru.

Mails for Australia (except West Australia, which is forwarded via Europe), New-Zealand, Fiji, Samoa and Hawaii, via San Francisco, close here daily at 6:30 p. m. after May †4 and up to May †25, inclusive, or on arrival of s. s. Lucania, due at New-York May †25, for dispatch per s. s. Mariposa.

Mails for Australia (except West Australia, which goes via Europe, and New-Zealand, which goes via San Francisco), and Fiji Islands, via Vancouver, close here daily at 6:30 p. m. up to May †25, inclusive, for dispatch per s. s. Warrimoo (supplementary mails, via Seattle, close at 6:30 p. m. May †26, mail must be directed "via Vancouver").

Mails for China and Japan, via Seattle, close here daily at 6:30 p. m. up to May †28, inclusive, for dispatch per s. s. Idzumi Maru (registered mail must be directed "via Seattle").

Mails for Hawaii, China, Japan and Philippines, via San Francisco, close here daily at 6:30 p. m. up to June †1, inclusive, for dispatch per s. s. Peking.

Mails for Hawaii, via San Francisco, close here daily at 6:30 p. m. up to June †3, for dispatch per s. s. Zealandia.

Transpacific mails are forwarded to port of sailing daily and schedule of closing is arranged on the presumption of their uninterrupted overland transit. †Registered mail closes at 6 p. m. previous day.

CORNELIUS VAN COTT, Postmaster.
Postoffice, New-York, N. Y., May 17, 1901.

Religious Notices.

GENERAL THEOLOGICAL SEMINARY.

The Commencement Exercises will be held in the Memorial Chapel of the Good Shepherd, Chelsea Square (Ninth Avenue, between 20th and 21st Streets), to-morrow (Wednesday), May 22nd, at 11 o'clock.

EUGENE A. HOFFMAN, Dean.