Amusements.

ACADEMY OF MUSIC—8:15—Arizona.
CASINO—8:15—Floradora.
CRITERION THEATRE—8:20—A Royal Rival.
CHERRY BLOSSOM GROVE—8:30—Vaudeville.
EDEN MUSEE—Day and Evening—World in Wax.
FOURTEENTH STREET THEATRE—8—The Mormon Wife.
GARRICK THEATRE—8:30—Are You a Mason?
KOSTER'S—Continuous Performance.
KNICKERBOCKER THEATRE—8:15—The Strollers.
MANHATTAN BEACH—3:30—Sousa and His Band.—8—Pain's Carnival of Fire.—9—A Royal Rogue.
PARADISE GARDENS—8:15 to 12—Vaudeville.
PASTOR'S—Day and Night—Continuous Show.
PROCTOR'S FIFTH AVENUE—1:30 to 10:30—Widow Bedott.
PROCTOR'S TWENTY-THIRD STREET—1:30 to 10:30—Incog and Meadow Sweet.
PROCTOR'S 125TH STREET—1:30 to 10:30—Young Mrs. Winthrop.

Index to Advertisements.

	Page.	Col.		Page.	Col.
Amusements	14	6	Law Schools	12	6
Announcements	14	5	Lost & Found	12	5
Bankers & Brokers	11	2-3	Marriages & Deaths	9	6
Board & Rooms	12	4	Ocean Steamers	13	5-6
Books	12	4	Public Notices	11	4
Brooklyn Property to Let	12	2	Railroads	11	5-6
City Hotels	13	5	Real Estate	12	2
Dividend Notices	11	1	Real Estate Wanted	12	2
Dom. Sits Wanted	12	6-7	School Agencies	12	6
Dressmaking	12	4	Special Notices	9	6
Employ. Agencies	12	5	Steamboats	13	6
Excursions	11	2-3	Storage	12	4
Financial Meetings	11	2	Surrogate's Notices	11	2
Financial	13	5	Summer Resorts	11	4-5
Financial	11	1	Teachers	12	6
Financial	10	6	Tribune Sub. Rates	9	6
Foreclosure Sales	11	4	Trust Companies	11	1
Furnished Rooms to Let	12	2	To Let for Business Purposes	12	2
Help Wanted	12	5	Unfurnished Apartments to Let	12	2
Instruction	12	2-6	Work Wanted	12	5-6

New-York Daily Tribune.

THURSDAY, AUGUST 29, 1901.

THE NEWS THIS MORNING.

FOREIGN.—Lord Kitchener sent a dispatch alleging that more prisoners had been shot by Boers; orders were sent to him to treat such cases with prompt punishment. ═══ The French flag was hauled down at the embassy at Constantinople. ═══ Mr. Reid, of St. John's, had prepared plans by which he will found a limited liability company in Newfoundland. ═══ The British and American Ministers at Peking objected to the terms of the imperial edict, but finally accepted most of its provisions. ═══ General Gaselee arrived at San Francisco on the Empress of China. ═══ A serious insurrection is reported in Manchuria. ═══ In a heavy typhoon in the Chinese seas many vessels were lost. ═══ The engagement of Miss Helen Morton, daughter of the ex-Governor, to Count Boson de Périgord, was announced. ═══ The late Empress Dowager of Germany left 1,000,000 marks to each of her six children.

DOMESTIC.—Seven persons were killed and more than twenty injured by the blowing up of the steamboat City of Trenton, in the Delaware River, near Philadelphia. ═══ Officials of the Steel Corporation in Pittsburg again refused to treat with strikers as a body; the number of men at work in the mills was increased; President Shaffer said that the strike was making satisfactory progress. ═══ Transactions in the stock of the Republic Iron and Steel Company gave rise to the belief that Morgan interests were seeking control of the company. ═══ The Navy Department made public its list of witnesses for the Schley court of inquiry, headed by the name of Admiral Sampson. ═══ The Wabash Railroad will push work on its extension to Pittsburg, the courts having refused to grant an injunction restraining the building of a necessary bridge. ═══ A posse of 500 men is seeking a negro murderer and assailant near Columbus, Mo., with the intention of lynching him. ═══ The President appointed W. R. Bigham, of Kansas, Consul-General at Cape Town, South Africa. ═══ John R. Thomas, a prominent architect, of New-York City, died suddenly of heart failure in the Thousand Islands. ═══ Governor Odell starts to-morrow on his tour of inspection of the canals of New-York State.

CITY.—Stocks were firm and generally higher. ═══ Friends of District-Attorney Philbin said that he would not accept a nomination for District-Attorney this fall, but would accept the nomination for Mayor on the anti-Tammany ticket if it were offered to him. ═══ Police Captain Hardy perfunctorily closed one of the Maspeth, Long Island, poolrooms, but it promptly reopened half a mile away and did business as usual. ═══ A soldier who had twice deserted and who had been sentenced for his last offence, after he had surrendered, escaped from Governor's Island by leaping into Buttermilk Channel; he was picked up and landed by a tug. ═══ Mrs. Carrie Nation gave Commissioner Murphy a bad quarter of an hour; she called him father, told him the city was full of rum holes and murder dens, which he did not try to suppress, and asked him if a little "hatchetation" was not needed here. ═══ Surrogate Fitzgerald sustained the will of Helen C. Brush, which gives about $90,000 to the First Church of Christ, Scientist. ═══ A special meeting of Tripler Liquid Air Company directors was called to consider charges of bad faith in issuing stock. ═══ The Shamrock took a spin for the purpose of stretching her canvas; Sir Thomas Lipton entertained members of the Friendly Sons of St. Patrick and the Catholic Club on the Erin. ═══ Vice-President Roosevelt, it was announced, would start for Springfield, Ill., to-day; his two children left Roosevelt Hospital for the home of Douglas Robinson. ═══ Assistant District-Attorney Gans, in arguing against further delay in the case of Captain Diamond, declared that Justice Dykman would not have granted the stay in the proceedings if he had not been ill.

THE WEATHER.—Forecast for to-day: Fair. The temperature yesterday: Highest, 80 degrees; lowest, 69 degrees; average, 74 degrees.

Before you leave the city for your summer outing, be sure to subscribe for THE TRIBUNE. *You will feel lost without it. The address will be changed as often as desired.*

NEGRO COLONIZATION.

Bishop Turner, of the African Methodist Episcopal Church, has long and zealously advocated the deportation of the negro as the only practicable solution of the race problem in this country. In an interview, published yesterday, he urges with renewed energy the project he has had for many years at heart—the return of the black race to its native continent. "I am as much convinced as ever," the veteran negro leader declared, "that African emigration would "be best for the negro and best for the white "man; for there is an irresistible conflict be-"tween whites and blacks which nothing but "separation can reconcile and put an end to." The bishop also predicted that if the negroes now burned and shot in the South for crimes against women were cropped of their ears and turned over to him for banishment, he would make them the pioneers in Africa of "a new Rome or a new Australia." If a highway were once opened to the Dark Continent, he argued, millions of the black race now in America would follow it, and the South would be rid without friction of an element of population now a mere dead weight on its political and industrial progress.

Bishop Turner's plans for "a new Rome or a new Australia" in Equatorial Africa have, of course, only a shadowy prospect of realization. His vision of a negro exodus across the Atlantic invests with curious interest, however, an experiment in colonization now in progress in Togoland, one of the German West African protectorates. A year or more ago the German authorities decided to introduce the cultivation of cotton into that dependency, and through an agent in the United States secured the services of four well known Tuskegee graduates, who were to direct the natives in planting and ginning the cotton crop. "The State," of Columbia, S. C., recently published some extracts from letters written in May last by two of these Tuskegee experts, showing the favorable progress of the work they had undertaken. The natural conditions of life, they reported, do not vary greatly from those in the Gulf States, and, as one of them said: "If I did not know that I "am in Africa I could easily believe myself in "Alabama. The natives do not differ very much "from the uneducated negro in the black belt "in the South." Togoland, therefore, seems to offer the Southern negro a congenial climate and congenial associations, with a chance to earn a living at a familiar form of agriculture and to shake from his shoulders the weight of ceaseless competition with a superior race.

Deportation has presented few attractions heretofore to the American negro, because he has been led to think of a return to Africa as a practical lapse to semi-barbarism. Should he be convinced that in Western Africa conditions of life may easily be brought to the level to which he is accustomed here, he might be induced to show some active interest in colonization schemes. Ten years or more ago Senator Butler, of South Carolina, introduced and pushed a bill in Congress appropriating several million dollars for the encouragement of negro emigration. The obvious rejoinder was made then that no new home could be offered the blacks living in this country sufficiently attractive to start a voluntary exodus. That such a home may be offered within the next generation or two is possible. Meanwhile increasing public interest is likely to follow Bishop Turner's efforts to keep alive the idea that some day conditions may arrive which will make a solution of the Southern race problem easy and certain—conditions which will warrant the free return of at least a portion of the blacks now here to the continent from which their progenitors were kidnapped into slavery.

THE RIGHT KIND OF STREET SIGN.

The movement for a street sign system in this city is making progress. The Municipal Art Society has reported to the Municipal Assembly the draft of a proposed ordinance upon the subject, and the Aldermanic Committee on Streets and Highways will meet to-morrow afternoon to consider it, with hopes of being able to report fully to the board on Tuesday next. All possible expedition is desirable, since every day of the present chaotic state of affairs is a reproach to the city. At the same time it is supremely desirable to make no mistake, but to adopt and erect signs which will in the most perfect manner serve the purpose of their being.

We are by no means sure that the ordinance as drafted is calculated to provide the city with the best system of signs that can be devised. It provides for a multiplicity of designs, whereas, as we have frequently pointed out, uniformity is strongly to be desired. The proposed ordinance would have one style of sign for the thinly settled parts of the city and another for the crowded regions. The latter class would again be divided into two styles, one for general information and one for passengers in streetcars. And, finally, in some cases the signs would be on corner buildings and in some on posts. Thus there would be no fewer than eight or ten different kinds or styles of signs in at least three different classes of places—to wit, on corner buildings, on posts on corner lots and on posts on street corners. The result would be that one would not always know where to look for a sign, and would not always know what the sign would look like when he found it.

Such a varied system would not serve the public need in the best possible way. The signs should be uniform in style, so as to be recognized at a glance—just as United States letter boxes are and the business signs of telegraph and telephone companies. They should be uniformly placed, so that one will know instinctively and unerringly just where to look for them. And they should be made as legible by night as by day—fully so, as they easily can be, and not merely "as far as practicable." The signs erected on some streets by the Strong administration five years ago, of which a few specimens have escaped the destroying hand of Mr. Kearny and still exist, were uniform in design and in place, and were legible by night as well as by day. They were not perfect, but they were good, and the new system which is to be adopted should certainly show no falling off from their standard. We believe it can be made to improve upon their standard, if some of the suggestions which have hitherto appeared in these columns are followed. At any rate, the new signs should fulfil the requirements of being accurate in designation, uniform in style and place, and legible at all times.

NO RACING ON THE ROADS.

A substantial gain for good government and public rights is promised in the stopping of the proposed automobile road races at Newport and between Buffalo and Erie. Public spirited citizens of Newport have secured an injunction, which yesterday was made practically permanent, forbidding the use of a public street for racing purposes, and the races are accordingly to be held on a racetrack instead of the highway. It is also reported that the proposed races on the Buffalo-Erie road have been abandoned, or at least are to be transferred to some other course. It is to be hoped this latter report is true, and that the races will be held, if at all, on some private ground.

In this opposition to public road racing there is no antagonism to automobiles; for some of the most resolute of the opponents are themselves enthusiastic motormen, nor is there in it any mere kill-joy spirit. It arises simply from a clear perception of the fact that the public roads belong to the public for public uses, and that the private monopolization of them for racing purposes is a perversion of use and an infringement upon public rights. It is not merely a question of safety for the time being. No doubt it would be possible, by excluding the public from the road during the racing hours, to conduct the races as safely as though they were on a private course. But it is wrong thus to exclude the public from its own property. Moreover, there is the important question of example and precedent. If a certain road at Newport or at Buffalo may thus be taken for racing purposes, why may not any other piece of road? And if certain persons may race at high speed along public thoroughfares, why may not any others?

It would be a mischievous and perilous example to set, apart from the direct and immediate injustice involved. The only proper and safe plan is to use the public roads as public roads, and to confine racing, whether with motors or with horses, to the racetracks.

AUSTRIA AND MEXICO.

The arrival in this city a few days ago of Count Gilbert Hohenwart-Gerlachstein on his way to Mexico as Austro-Hungarian Minister makes timely the translation, which we print upon another page of to-day's Tribune, of an article in the "Journal des Débats," of Paris, relating the train of incidents which led to the renewal of diplomatic relations between Austria and Mexico after an interval of more than a third of a century. The article is from the pen of one who was an army officer under Maximilian, and who has since been a civil officer under President Diaz. He therefore writes with a certain degree of sympathy with both sides in that unhappy conflict, and presumably with the authoritative knowledge to be expected of one who participated in the incidents which he records.

It is to be inferred from the narrative that while both the Austrian and Mexican governments long ago made themselves as amenable as possible to reconciliatory influences, neither would make any direct advance, but finally the slight impulse needed to effect an approachment was given by Austria. This was probably done largely by the venerable Kaiser himself, who has so often played the beneficent part of a deus ex machina in political and diplomatic affairs. He seems to have been moved to renew friendly relations with the land which took his beloved brother's life partly because of the softening influences of time and of further personal bereavement and partly because of his knowledge that Mexico, under the wise direction of President Diaz, has become a nation worthy of recognition even by the oldest and proudest of lands. Of a truth there is a vast contrast between the Mexico of Benito Juarez in 1867 and that of Porfirio Diaz in 1901—a difference which Hapsburg and peon alike must appreciate. The Austrian Emperor might have only contempt and detestation for a ragged band of halfbreeds putting to death a prince of the blood—for such the followers of Juarez seemed to the imperialists. He has due respect for a populous nation rising through sheer force of native genius to a state of high civilization and of political stability and responsibility comparable with that of all other lands.

The incident of reconciliation is an important one in diplomatic history. It is a creditable one in a high degree to both parties concerned. (There does not seem to have been a third acting as intermediary.) We can add with confidence that it will prove satisfactory and gratifying to both. Austria will find in Mexico a nation worthy of her recognition and of her friendship, and Mexico will find in Austrian recognition the last finishing touch to her own vindication and full habilitation in a sentimental sense, as she has long had it in a material sense. Thus ends the long estrangement, and thus it is brought to pass that there is now alienation between no two important nations of the world.

HONI SOIT QUI MAL Y PENSE.

Police Captain Hardy, who rules over Newtown, Maspeth and way stations, is a good man, and we think we owe him some reparation for the reprehensible conduct of one of our reporters who in excess of zeal has risked bringing the blush of shame to his maiden innocence. We always like to stand by our reporters, but we do not mean them to contaminate the virtuous or under any pretext introduce the unsophisticated to a knowledge of vice and crime. Happily the reporter in question, though he did force shameful things upon the eyes of this officer, did not succeed in demoralizing him; for so great is his innocence and so pure his mind that he sees no evil in what might offend more worldly natures. "Honi soit qui mal y pense" is his motto.

Our reporter went down to Maspeth the other day and found two poolrooms in full blast and people going in and out in masses, like the crowds thronging a circus tent. They were betting openly in plain sight from the street, and the attendants boasted that after having been closed up for two days recently they had been steadily running every day. The reporter then went to Captain Hardy, who told him there were no poolrooms at Maspeth. The reporter said there were, and rashly and without regard for decency sought to initiate the blameless captain into the mysteries of gambling by showing betting cards obtained there. True to his motto, however, Captain Hardy did not know a betting card when he saw one. He examined it as innocently as ever one of Edward III's knights looked at a garter, said he did not know what it was, and the corrupting reporter had to tell him. True, the captain did then go over to Maspeth to see what this strange thing known as a poolroom might be; but, happy man, it did him no harm. His soul is pure and white as ever. The worldly minded reporter was there the same day and saw the game running, with hundreds of men betting, but Captain Hardy went in and out among them unspotted from the world. All he saw was two seventeen-year-old boys and a sweet, bucolic picnic. The mind sees what the mind carries, and in spite of the virus of the reporter's inoculation Captain Hardy still saw only the blithe and innocent sights about him. The rest he saw not, any more than big, staring baby eyes see the phenomena of a world which the infant mind does not comprehend. Honi soit qui mal y pense.

Can it be that this is a state of mind, a height of character, more common among policemen than has been supposed? We have been blaming them for letting vice and crime flourish in this city, have thought them corrupt and conscious protectors of evil. Possibly they have been treated unjustly. Maybe they are all like Captain Hardy, clothed on with perfect innocence, and so able to go through vile places, come in contact with the vicious, do them favors and take their money in return, without ever dreaming they are not in the midst of Arcadian simplicity. Perhaps the trouble with our police force is that from Devery down its members are too good to know or think evil. How appropriate it would have been if Colonel Murphy, when ordering those new buttons, had adopted the motto, "Honi soit qui mal y pense"! It would also have been a graceful tribute to Squire Croker of Wantage to use on the livery of his servants here a symbol of the royalty of his adopted home.

NOT IN THE SADDLE.

Of all the successful jockeys celebrated on the turf in any country Tod Sloan was the most original and inventive. He upset the old methods of riding. When he first went to England his peculiar style of perching himself almost on the neck of a horse, and crouching until his head was nearly over the animal's ears, was hailed with derision and contempt. Now even the most stubborn of British veterans acknowledges that Sloan could get more speed out of a thoroughbred racer than even Archer could in the days of his highest renown.

Unfortunately Sloan incurred the displeasure of the stewards of the English Jockey Club, and therefore he has no racecourse license this season. Hence he has plenty of spare time on his hands, and he has taken a violent fancy to self-motors. It is a pity that so smart a jockey, undoubtedly the champion rider of the world, is under a ban for the present. Such skill in the saddle should not be wasted in idleness for long. As the pilot of great horses Sloan will be remembered for many a year. As a chauffeur on an automobile his light will be hidden under a bushel.

JUDICIAL PATRONAGE.

The endeavors of Mr. Michael J. Dady to assist the justices of the Supreme Court in the Second Department in the discharge of their duty have been called to public attention. But on that account nobody need consider Mr. Dady as a peculiar personage or unique in the character of his activities. His colaborers in the work of providing a supply of referees for the courts have merely been more successful in not letting their right hands know for publication what their left hands did without concealment. The sin of making referee lists for submission to judges of suitable political affiliations apparently consists, in the opinion of New-York citizens and lawyers, in being so thoroughly found out as to be commented upon.

It is perfectly well known that the referee list has been an institution in both parties, and in the First as well as in the Second Department. Mr. Quigg had such a list when he was chairman of the Republican Committee of New-York County. We do not know the system pursued by Tammany or the McLaughlin Democracy in this matter, but the results are the same. Men who establish political claims to court patronage get it. Commonly a decent veil of silence covers the relation of the judiciary to political organizations. There is abroad a feeling that it is a matter not to be talked about, and when something like the Dady letter becomes public people put on a pained look, as if some enfant terrible had made a "break" in polite conversation. But the polite people are under no illusions about the subject, and do not really need to appear scandalized. Judges do not all accept any of the hints of the politicians, and few of them accept all the hints of politicians, yet there is enough regular political patronage handed out by judges to keep young lawyers looking to party leaders for pickings in their profession, and there is not a practising lawyer in the city who does not know it, and know that the system has been in operation in one form or another for years.

It is not an ideal system. From some points of view it is a scandalous system, but it is not a scandal that can be laid at the door of any one judge, department, politician or party. It is an abuse of long standing, tolerated with knowledge by good men, and it will not be corrected so long as the people are ready to pretend they do not see it when they do see it perfectly well, and are only horrified when somebody compels them to talk about it.

TEN CENT COTTON?

It has been officially announced by a Southern association that its members intend to hold all their new crop cotton until 10 cents a pound is offered. It is by just such artificial stimulation of prices that both cotton growing and manufacturing have been disturbed and retarded in the past. Last week the congestion at Fall River was relieved by heavy purchases of print cloths, in itself an artificial remedy of a situation resulting from excessive inflation of prices for raw material and overproduction of goods for which markets could not be found. Both in New-England and at the South the increase in number of spindles has been more rapid than was warranted by the requirements of domestic consumption, and thus far the foreign markets secured by American manufacturers of cotton goods are of only nominal value. In China an opening wedge has been inserted, but our competition throughout the Far East is not yet seriously alarming British or Continental traders.

Attempts to secure fancy prices are encouraged by the latest government reports of weather conditions, but the local market had fully discounted an unfavorable return by the advance from 8 to 8¾ cents, which is a long way from 10 cents on plantations. There is no longer room for doubt regarding the injury in Texas, which will considerably reduce the yield of that State. But it is a reduction from prospects which were favorable for an unusually heavy crop. Moreover, there has not been the customary ruin from overflow of the Mississippi this year, and in the Eastern States the acreage planted was phenomenally large. Picking proceeds rapidly at many points, and, despite the fact that the crop averages about three weeks later than usual, the new cotton will be moving freely in a short time. While prices are about a cent lower than they were a year ago, it must not be forgotten that a short crop had just been gathered, whereas the current yield is in excess of all others except the two high record crops, when quotations declined to 5½ cents at this city.

It is not difficult to sustain wheat at a fair figure, despite an enormous yield this year, partly because of the corn shortage, but more through unprecedented requirements abroad. There is no such help for cotton, however, and growers should be content to find buyers at the current level, which yields a reasonable margin of profit. Reports from Germany are most unfavorable, and British mills are not turning out goods at a high rate. In fact, the idle spinning machinery is such as to cause some uneasiness. There was some improvement noticeable in recent weeks, but the season as a whole has been anything but satisfactory. Purchases of raw material by Northern mills for the crop year just ending will be about 200,000 bales less than the average in the three preceding years, and on September 1 the visible supply of American cotton in the United States, abroad and afloat, will be about one million bales instead of the famine conditions predicted earlier in the season by interested individuals. Sales at 12 cents were secured in January, owing to these estimates, which The Tribune showed were only an effort to manipulate the market. Such operations in a staple commodity are to be deplored, since they are injurious to the grower as well as the consumer, especially when foreign markets are sacrificed.

Evidently this is going to be a record breaking year for the naval lawyer.

Constitution or Columbia? Is it yet certain that either can outspeed the second Shamrock? The tests of the two Yankee yachts so far need not drive Sir Thomas Lipton to despair or even dishearten him. Fine boats those two—Constitution and Columbia. But not miracles inevitably invincible. And the second Shamrock has a gait of her own. Uncle Sam and Brother Jonathan may well stick to a modest humility until they know where they are at. They should not chuckle prematurely. John Bull has sent over a neat craft this time. Last laughs are best.

Senator Tillman said the other day that the trouble with Pennsylvania politics was that the party divisions there were too one sided. Yet in South Carolina last year, according to the official returns, the Republican Presidential electors received only 3,579 votes, against 47,236 for the Democratic electors. It is a wise prophet whose prophecies hold good in his own household.

Were a vote taken throughout the United States as to our national fruit, the result would be a foregone conclusion. The apple would head the poll by a prodigious majority. Authentic reports from the orchards cause widespread regret, because it is now certain the apple crop this year will be deplorably scanty. Many a false alarm about peaches has been industriously circulated in order to affect prices, but, alas! there seems to be no room for doubt concerning apples in 1901. Peaches this summer are fairly abundant. There's some little consolation in that. But peaches, unless they are canned or preserved, do not abide with us in the winter months. Apples do, and nothing can take their place.

Out in Seattle the Sheriff has just hanged a man who committed a murder almost ten years ago. Why didn't he let him die of old age? The law's delays are rarely cut short in our courts, except in New-Jersey. That commonwealth sets an example to all her sister States. But in most instances the model is not copied as it should be.

This must be the century of the mosquito. Nothing like it was ever known before. It has been a tradition for countless generations that the stinging serenader never ventured more than a short distance out at sea, and on land never soared far above the level of the earth. Now incoming vessels report that both passengers and crews are vexed almost beyond endurance by these little imps while they are well out on the Atlantic, and the tenants of attic offices in the tallest skyscrapers are loud in their complaints of annoyance from them. The mosquito of to-day far outstrips the earlier poison bearers in enterprise. Ocean flights and adventures in upper air no longer affright these pests.

Mr. Nagle's watchful, prudent and frugal management of his enormously expensive department is shown by the fact brought out in sworn testimony that he is paying watchmen $110 a month to take a glance now and then at a couple of scows which could be made useful in the disposal of street sweepings, but which Mr. Nagle prefers to set aside in an atmosphere of inglorious ease. The grand jury should arouse Mr. Nagle from his lethargy and disregard of his duty.

Many of our Tammany officeholders own no personal property subject to taxation. At least they take oath that they owe no personal taxes. And who would doubt the sworn statement of a Tammany man who draws a salary from the municipal treasury, whether that salary is large or small, above $10,000 or less than $5,000?

It now appears that the free coinage leaders in Iowa did not win their victory in last week's Democratic convention unassisted. Colonel Bryan's personal and political representative, R. L. Metcalf, of Omaha, was on hand at Des Moines to direct and encourage the contest.

President Greatsinger of the Brooklyn Rapid Transit Company says he deems "no expense too "great which will add to any railroad or street-"car line one iota of personal safety." A noble sentiment. Fortunately men of sentiment are numerous among our trolley presidents. Joseph Surface was a man of sentiment. Were he living now, what a trolley president he might be! But noble sentiments do not seem to lessen the number of trolley accidents.

Mr. Guggenheimer, Acting Mayor, says New-York is the best governed city on earth. And he helps to govern it! How modest he is! Mayor Van Wyck said Devery was the best chief of police New-York ever had. Mayor and Acting Mayor—birds of a feather.

PERSONAL.

Ex-Governor John Lind of Minnesota, who is now practising law in Minneapolis, says that he does not want to be Governor again, but that his highest ambition is "to serve the people of Minneapolis in the City Council."

Ferrar Fenton, the writer of "The New Testament in Modern English," is crippled as the result of a "town and gown" conflict when he was a student in Lincoln.

Winfield Scott Stratton, the Bonanza King of Cripple Creek, who was working as a carpenter ten years ago, will march on Labor Day with the Colorado Springs local lodge of the Carpenters' Union.

TRANSATLANTIC TRAVELLERS.

Among the passengers who arrived yesterday on board the Cunard liner Servia from Liverpool and Queenstown were T. J. Breslin, Dr. E. J. Lederle, of the New-York Health Department; Captain Lloyd Phillips and E. W. Stevens.

Among the passengers who arrived on the Maraval from Trinidad and Grenada was Monsignor De Martini, on his way to France.

Among the passengers who will sail to-day on board the Hamburg-American steamship Fürst Bismarck are the Rev. Dr. Wilbur L. Davidson, Dr. Fritz Fichter, O. E. Hagen, D. Bradley Lee, Count Magliano de Villar S. Marco, Italian Minister to Mexico; Captain T. A. Müller, A. L. Pelldram, Imperial German Minister, resident at Port-au-Prince, Hayti, and Lieutenant Wilcke.

Those booked to sail on the North German Lloyd steamship Grosser Kurfürst to-day include Dr. Junius M. Hall, Professor J. Byron Oliver, the Rev. B. Wolf and Dr. J. F. Becker.

Among the passengers on the French liner L'Aquitaine, which sails to-day, are Prince Albert de Broglie and Prince Jacques de Broglie, C. O. L. Cooper, Count Edouard de Gramedo, Ortego Martinez and Boy de la Tour.

MR. DEPEW HOUSE HUNTING.

THE ARDSLEY CLUB IS FULL, AND HE IS TRYING TO GET A PLACE IN THE NEIGHBORHOOD.

Senator Depew, who returned from Europe last week, went up to the Ardsley Club, at Ardsley-on-Hudson, Tuesday, to engage rooms for the season, but as every room is engaged until October 1, Mr. Depew could not be accommodated. He endeavored to engage a cottage on the grounds, but again was refused. He is now trying to rent a country place. Real estate dealers are flying about trying to find a home for him.

GENERAL STEWART DANGEROUSLY ILL.

Harrisburg, Penn., Aug. 28.—The condition of Adjutant-General Stewart, who broke his left leg in a runaway accident on Sunday evening, is serious. Surgeon-General Shoemaker, of the National Guard of Pennsylvania, who was called from Philadelphia in consultation to-day, says the Adjutant-General's condition is alarming.

THE TALK OF THE DAY.

A minister in a Kansas town recently adopted a novel scheme for bolstering up the church collection, which had been diminishing. He informed his congregation just before the plates were passed around that the members who were in debt were not expected to contribute. The collection that day was double the usual sum.

"Yes," said Farmer Corntossel, "our boy Josiar is devotin' a good deal of time to games an' light literature jes' at present."

"Isn't that a rather unprofitable pursuit?"

"Yes. But you see all the Cabinet offices an' big diplomatic places is filled, so I reckon Josiar feels that there ain't much else fur him to do at present."—(Washington Star.

William T. Bryan, a Cincinnati electrician, says that a tough beefsteak can be made tender by running a current of electricity through it.

"What hotel did you stay at at the Pan-American?"
"At Bumster's."
"How did you like it?"
"Well, I wouldn't send my friends there, because it isn't good enough, nor my enemies, because it isn't bad enough."—(Life.

H. A. Honseal, a Baltimore engraver, is credited with a remarkable feat. On the head of a pin one-sixteenth of an inch in diameter it is said he has engraved all the letters of the alphabet. They are arranged in two circles, with the character & in the centre. All the letters are capitals.

THE WELL MEANERS.

Some very curious folk there be
Who love to warble off the key.
They like to hammer, night and noon,
On a piano out of tune.
They search the household o'er with care
To find a squeaky rocking chair.
The cards they much delight to mix,
And gayly trump their partner's tricks.
They dance in an appalling style
And say "excuse me" with a smile.
They fret us more than tongue can tell,
And yet their glee one can't dispel,
Because they mean so very well.
—(Washington Star.

Reports have been received of the discovery of several colonies of single bees in the island of Montserrat, in the West Indies. Efforts are being made to introduce them in this country, as their honey producing qualities are fully equal to those of the common variety of bee. They're a great deal pleasanter to deal with, too.

A Heart-to-Heart Talk.—"It must be nice to be sarcastic and clever," said the young woman admiringly.

"Not at all," answered Miss Cayenne. "It is an accomplishment that causes you to get rid of all your friends excepting those who are too dense to see the point of your remarks."—(Washington Star.

Christiania and Stockholm have adopted a new system of heating cars. The apparatus consists of long, perforated boxes, one under each length of seats. The boxes are filled with redhot briquettes of compressed coal, prepared so that no smoke or smell results from their consumption.

"I've got a dead sure thing on the races."
"You don't say!"
"But I do."
"How do you work it?"
"Why, I gather up all the tips my friends have, eliminate their horses and bet on the rest."—(Denver Times.

It is said that the Japanese Emperor has $2,000,000 to keep up his dignity and gratify his desire for entertainment.

"Have you sent your regrets, Dorothy?" asked mamma of her little daughter, who had decided not to go to a party to which she had been asked.

"I haven't any to send, mamma," answered Dorothy. "I don't want to go."—(Indianapolis News.

A WEDDING.

Miss Gertrude Mead, daughter of the late Robert G. Mead and Mrs. Harriet L. Mead, of Ossining, was married to George William Keates, of Boston, yesterday, the Rev. James A. McWilliams, of the Presbyterian Church, officiating. The ceremony was at the home of the bride's mother, in the Pleasantville Road, and was attended by relatives. The couple will live in Newton Centre, Mass., after their wedding tour.

IN SOCIETY.

Count Boson de Talleyrand Perigord, whose engagement to Miss Helen Morton, daughter of Levi P. Morton, is announced by cable, is the younger of the two sons of the French nobleman, who ruled masculine fashion for so many years at Paris as Prince de Sagan. Since his father's death he has borne the titles of Duke of Tallyrand, of Perigord, of Valencay and of Sagan. Count Boson's mother, one of the best known leaders of the smart set in Paris, is a sister of that Baron Raymond Seilliere who married Mrs. Livermore, and who spends a considerable part of every year with his American wife in this country—in New-York and Newport. A cousin, Maurice de Talleyrand Perigord, Duke of Dino, is married to Mrs. Frederick Stevens, of New-York, his first wife, known as the Marquise de Talleyrand Perigord, having been a Miss Bessie Curtis, of this city.

Mrs. Stuyvesant Fish will close her home at Newport week after next, and leave there for Hot Springs, Va.

Senator Chauncey M. Depew is staying in Newport with Mr. and Mrs. H. McK. Twombly. Mr. and Mrs. Cornelius Vanderbilt have Charles A. Munn as their guest at Beaulieu.

Lispenard Stewart and A. Lanfear Norrie leave Newport week after next for a hunting trip in Canada.

Mr. and Mrs. F. S. Witherbee return to their country place at Port Henry on Monday. They have been staying with Lispenard Stewart at Newport.

It is to-day that the dogs' entertainment takes place at Arleigh. Mr. and Mrs. Harry Lehr have invited all of their friends and acquaintances who have canine pets to bring them, and a special table will be set for the latter, which after dinner will be called upon to perform any tricks which they may have at their command.

Miss Leary has issued invitations for a dinner party on September 4 at Newport in honor of Archbishop Corrigan.

To-morrow night Mrs. Edward Berwind gives her ball at the Elms, her new villa at Newport, by way of a housewarming. It is to be a somewhat elaborate entertainment, on a more extensive scale than anything that has taken place thus far this year at Newport. A number of dinner parties are to be given in connection therewith, the hostess in each case taking her guests afterward to the ball.

Mrs. Frederick Neilson gives a dinner party tonight followed by a dance. Mr. and Mrs. H. McK. Twombly have issued invitations for a dinner dance on Tuesday, September 3, at which Robert L. Gerry will lead the cotillon.

Miss Hazel Singer, whose engagement to Lieutenant John Ghika, of the Rumanian army, is announced by cable from Paris, is a daughter of Mr. and Mrs. Charles Singer, and a granddaughter of Isaac Singer, of sewing machine fame. Lieutenant Ghika is a son of the Rumanian envoy at Constantinople, but he is not a prince, as there are no nobiliary titles in Rumania, distinctions of this kind having not only been abolished by the Rumanian constitution, but likewise forbidden. Several members of the Ghika family held the office of Governor of Wallachia while it was a Turkish province, and, inasmuch as the Sultan did not think them worthy, as Christians, of being created pachas, they were allowed to style themselves princes. Indeed, the Christian Governor of the Turkish island of Samos to-day is invariably invested with the title of prince on his appointment. These titles are purely ex officio, and not heritable, so that Miss Singer cannot be regarded as becoming entitled to any princely coronet or status by her marriage to the young Rumanian.

The two young Princes de Broglio, nephews of the Duke de Broglio, who have been spending several months in this country and who have been extensively entertained here, sail to-day on l'Aquitaine for Havre.

Mr. and Mrs. Edmund Wetmore have left their country place at Glen Cove, Long Island, and have gone to California, where they will remain until October.

Mrs. Ernest Crosby is spending the month at Manchester-by-the-Sea, Mass., while Mrs. Philip J. Sands and Miss Sands are at York Harbor, Me.

No date has been set for the wedding of George A. Jenkins and Miss Genevieve Hecker, the golf champion, daughter of Mr. and Mrs. John V. Hecker, of Noroton, Conn. Miss Hecker has twice in succession won the woman's metropolitan golf championship.

Mr. and Mrs. David Lydig have returned to Lenox after their cruise along the Sound.

The automobile races organized by the National Automobile Association, of which William K. Vanderbilt, jr., is the president, will take place tomorrow, though not on the Ocean Drive, at Newport, as originally intended. They will be at Aquidneck Park, four miles from Newport, where a mile track will be used. This change has been made necessary by the legal obstructions which have been placed in the way of the use of any of the avenues, boulevards or public thoroughfares within the limits of Newport. Among the entries are those of William K. Vanderbilt, jr., John Jacob Astor, Butler Duncan, jr., I. Townsend Burden, jr., Louis De Forest, Reginald Vanderbilt and J. R. Livermore.

Many parties are being formed for the Futurity race at Sheepshead Bay on Saturday, which will bring a number of people back to town. Indeed, the fashionable world will be extensively represented at the racetrack on Saturday.

The Earl of Clonmel, who spent several months in this city a year or so ago, making his headquarters at the Waldorf-Astoria, and being extensively entertained, has just quietly married, at Brighton, England, Miss Rachel Berridge. He has been seriously ill since his return to England.

ROOSEVELT TO GO WEST TO-DAY.

HIS TWO CHILDREN LEAVE THE HOSPITAL FOR THE HOME OF DOUGLAS ROBINSON.

Vice-President Roosevelt, who has been in the city much of the time recently on account of the presence of his daughter Alice and son Quentin at Roosevelt Hospital, will leave town this morning at 9 o'clock for Springfield, Ill., stopping at Chicago for an hour or two. At Springfield he will be the guest of Governor Yates, and will review the Illinois State troops. On Monday and Tuesday he will be at a fair in Minneapolis and will make an address. From Minneapolis he goes to Vermont, where he will be the guest of Senator Redfield Proctor for a few days. From Vermont he will return to his home at Oyster Bay.

His two children, who have been recuperating at the hospital from operations performed on them there, left the institution yesterday, and last night were at No. 420 Madison-ave., the home of Douglas Robinson, the brother-in-law of the Vice-President, with their parents.

GEORGE H. DANIELS REPORTED DEAD.

RUMOR CONTRADICTED BY THE GENIAL GENERAL PASSENGER AGENT'S ASSISTANT.

There was a rumor in Wall Street yesterday that George H. Daniels, general passenger agent of the New-York Central and Hudson River Railroad, had dropped dead. Mr. Farmer, of the Trunk Line Association, heard the same rumor, and upon inquiring at the passenger offices of the company in the Grand Central Station by telephone, he was informed that the rumor had been heard there and that they were anxious to asc