



TERROR ON ST. VINCENT.

LA SOUFRIERE VOLCANO IS AGAIN ACTIVE.

THIRTY DEAD ON THE ISLAND—APPALLING NATURAL PHENOMENA.

Castries, St. Lucia, May 10.—The volcano of the island of St. Vincent, La Soufrière, has burst out in sympathetic eruption. A steamer which returned from there last night reports that the northern third of the island was in flames, and cut off from assistance by a continuous stream of burning lava, ashes falling in heavy showers as far as one hundred and fifty miles away. Kingston, the capital of St. Vincent, is safe, but people here are very anxious as to the fate of that island.

Dominica and St. Lucia have very active geysers, but they show no departure from normal conditions as yet.

Foodstuffs of all kinds are urgently wanted.

Pointe-à-Pitre, Guadeloupe, May 10.—A message from the island of St. Vincent says:

"The Soufrière has been in a state of eruption for nine consecutive mornings. On Thursday morning the day broke with heavy thunder and lightning, which soon changed into a continuous, tremendous roar. Vast columns of smoke rose over the mountain, becoming denser and denser, and scoriae like hail, changing later to fine dust, fell upon all the adjacent estates, destroying a vast amount of property. At Chateau Belair the ashes were two feet deep in the street. In Kingston they were fully an inch deep, and many large stones fell in the parish of Georgetown. The earth shook violently, and at 4 o'clock in the afternoon a midnight darkness spread over the country. Thirty people are known to have been killed, and the damage to property in the Windward district was very heavy.

"The storm roared about Soufrière all night without cessation, but on the following morning it became intermittent and fainter.

"A report from Barbados says that on the 7th the sky was heavily overcast, the heat was excessive and there was a distant sound of thunder. Later, early in the afternoon, dense darkness set in, and a great quantity of vivid dust fell, and continued falling until a late hour. No damage is reported."

The morning of May 5 Guadeloupe learned that the Mont Pelée volcano, in Martinique, had been in a state of eruption since Saturday, May 3, throwing out ashes. The same day violent thunderstorms began here. On Tuesday a very heavy storm occurred and loud detonations were heard. At noon came a rumor that lava was flowing from Mont Pelée, and that three hundred lives had been lost at St. Pierre. All that day were heard here loud noises, like the discharge of heavy artillery far off. It is now known that these noises were from the Martinique volcano. In the afternoon the cable connections with Martinique all disappeared. A very heavy thunderstorm then broke over Guadeloupe and lasted for a considerable time, and rumors were current that the Soufrière volcano in Guadeloupe was more active. The earth was trembling at Basse Terre and volcanic rumblings were heard.

News of the disaster in Martinique reached here by the French war vessel Suchet Friday morning. Nearly every one here has relatives in Martinique, and intense sorrow prevails. All the stores here are closed and the flags are flying at halfmast. The mountains of Guadeloupe are shrouded in thick clouds and frequent heavy storms continue. The people are on edge with anxiety, fearing La Soufrière. A light earthquake shock or a slight increase in the usual smoking of La Soufrière would precipitate a panic here. It is believed, however, that there is no local danger.

London, May 10.—Thirty deaths are reported to have occurred at the island of St. Vincent, according to a telegram received at the Colonial Office this morning from Governor Llewellyn, forwarded from St. Lucia yesterday evening. The Governor adds:

Information incomplete. Eruption continues. I am endeavoring to get back to St. Vincent.

REPORT FROM RODDAM'S AGENTS. Steel, Young & Co., of this city, owners of the British steamer Roddam, which escaped from St. Pierre to St. Lucia, received this morning the first news from their agents at St. Lucia, as follows:

Terrible volcanic eruption at Martinique. Roddam returned. One anchor and chain slipped. Tarpsails and running gear burned. Machinery intact. Captain in hospital. Two mates, chief engineer and eight of crew dead. Ten in hospital. Second and third engineers aboard. Campbell, supercargo, dead. Communication between here and Barbados interrupted.

The following cable dispatch was received this morning at the Colonial Office from Governor Sir Frederick Mitchell Hodgson of Barbados:

The Soufrière volcano, on St. Vincent, B. W. I., erupted violently yesterday. Loud reports, resembling artillery fire, were heard at Barbados at 3 o'clock in the afternoon. At 5 o'clock there came darkness and thunder, accompanied by a strong downpour of dust, which continued until eight. Barbados is covered several inches deep with dust this morning. Have telegraphed Sir Robert B. Llewellyn, Governor of the Windward Islands, offering him all assistance.

ALL SAFE AT DOMINICA.

Another cable dispatch received from Administrator Bell, of the island of Dominica, is as follows:

A terrible eruption has occurred of a volcano at Martinique. Great distress prevails there. I am sending provisions immediately. All safe in Dominica.

CONDITIONS WORSE ON MARTINIQUE. SHIPS AFRAID TO GO NEAR THE ISLAND.—ERUPTIONS CONTINUE.

London, May 10.—Private dispatches received late this afternoon from the West Indies say the eruption at Martinique is decidedly worse. The French Cable Company received cable dispatches this morning announcing that the

Continued on fourth page.

Read Kitchoff's special article on the Steel Situation in Monday's Morning Telegraph.—Adv.



SCENES ON THE SPEEDWAY YESTERDAY NEAR HIGH BRIDGE.

TIDAL WAVE AND VOLCANO

IT OVERWHELMED THE SHIPPING AT ST. PIERRE—STORY OF AN EYEWITNESS.

Pointe-à-Pitre, Guadeloupe, May 10.—The Quebec Line steamship Korona arrived at the island of Dominica yesterday, bringing a number of survivors from her sister ship, the Roraima. The captain of the Korona says the eruption at St. Pierre was apparently from a new crater, and that accompanying the eruption there seemed to be a tidal wave, which overwhelmed the shipping.

The first mate of the Roraima thus describes the disaster at St. Pierre:

"Between 6:30 and 7 o'clock in the morning on Thursday, without warning, there came a sort of whirlwind of steam, boiling mud and fire, which suddenly swept the city and the roadstead. There were some eighteen vessels anchored in the harbor, including the Roraima, the French sailing ship Tamaya, four larger sailing ships and others. All of the vessels immediately canted over and began to burn. The Tamaya was a bark from Nantes, Captain Maurice, and was on her way to Pointe-à-Pitre. All the boats except the Roraima sank instantly and at the same moment."

Every house ashore was utterly destroyed and apparently buried under the ashes and burning lava. An officer who was sent ashore penetrated but a short distance into the city. He found only a few walls standing, and the streets literally paved with corpses. The Governor of the island, who had arrived only a few hours before the catastrophe, was killed. Both the English and American consuls, with their families, were reported to have perished. It is certain that no more than forty out of more than twenty-five thousand could have escaped.

The cruiser Suchet was here yesterday buying provisions for the survivors in the outlying districts. She sailed for Fort de France last night with a large quantity of stores, which were immediately put under military guard. Negroes are flocking in vast numbers into Fort de France from the surrounding country, demanding food.

A telegram from Fort de France says that hot mud and cinders have been falling all night throughout the island and still continue doing great damage, and that when the final reports are received it will be found that many people have been killed or injured in other parts of Martinique.

NEWS DIRECT FROM MARTINIQUE. FORT DE FRANCE THINKS MORE HAVE BEEN SAVED THAN WAS AT FIRST THOUGHT.

Fort de France, Martinique, May 10, 1:46 p. m.—The earthquakes have ceased, but the volcanic eruptions continue.

Hopes are raised that more of the population of St. Pierre than indicated in the earlier dispatches have been saved. It is believed that a number of people were rescued from the stricken town by steamers running to Fort de France.

The work of clearing away the debris in the city of St. Pierre will be begun as soon as it is possible to enter the smoking ruins. Until some semblance of order has been restored and the ruins have been partially cleared away, it has been agreed by the municipal and other authorities to burn all corpses found in the streets. The authorities of Fort de France are sending all procurable necessities for the sufferers, with medical aid for the injured, the food supplies of St. Pierre being all destroyed. The cruiser Suchet is re-entraining Martinique from Guadeloupe.

MORNE-ROUGE WAS SPARED. A RESORT LYING UNDER MONT PELEE THAT ESCAPED DESTRUCTION.

Paris, May 10.—The "Patrie" says the wife of Senator Knight, President of the legislature of Martinique, has received a cable dispatch from her husband, dated Fort de France, Martinique, at 3 p. m. yesterday, saying: "Well. Property safe."

The cable dispatch from Senator Knight also said that Morne-Rouge was spared.

Morne-Rouge is a beautiful resort situated between the city of St. Pierre and the crater of Mont Pelée. During the hot summer weather it is inhabited by the people of Martinique as a place of recreation, and during the height of the season there are generally several thousand persons at Morne-Rouge. At this period of the year the residents number about eight hundred souls.

DECK COVERED WITH VOLCANIC ASHES.

Willemstad, Island of Curaçao, May 10.—The Italian steamer Pedamonta, which arrived this morning at La Guayra, reports that while passing near the island of St. Vincent on Thursday night her deck was covered to a depth of two inches with ashes, and her passengers were nearly suffocated with the smell of sulphur.

During Thursday all along the coast, especially in the gulf of Paria, subterranean noises were heard. The Indians were terrorized.

PELEE'S AWFUL WORK.

How the Volcano Destroyed St. Pierre, Martinique.

SURVIVORS TELL OF THE CATACLYSM

Castries, St. Lucia, B. W. I., May 10.—Mont Pelée, a volcanic mountain some ten miles north of St. Pierre, the commercial capital of Martinique, is the mountain which made a faint show of eruption fifty years ago. On May 3 last it began to throw out dense clouds of smoke. At midnight the same day flames, accompanied with rumbling noises, lighted the sky over an immense area, causing widespread terror. May 4 hot ashes covered the whole city quarter of St. Pierre an inch thick, and made Mont Pelée invisible.

At noon May 5 a stream of burning lava rushed 4,400 feet down the mountain side, following the dry bed of a torrent and reaching the sea, five miles from the mountain, in three minutes. In its rush the fiery flood swept from its path plantations, buildings, factories, cattle and human beings over a breadth of about half a mile. At the rear of the mouth of the Riviere Blanche stood the large Guerin sugar factory, one of the finest in the island. It is now completely entombed in lava. The tall chimney alone is visible. One hundred and fifty persons are estimated to have perished there, including the owner's son.

As the lava rushed into the sea the latter receded three hundred feet all along the west coast, returning with great strength. A big wave covered the whole seafloor of St. Pierre, but doing little damage ashore or afloat.

Terrible detonations, heard hundreds of miles northward, followed at short, irregular intervals, and continued at night. In the intense darkness the electric light failed, but the town was lit up by lurid flashes of flame from the mountain. The terror-stricken inhabitants rushed for the hills in their night clothes, screaming, shouting and wailing—mad with terror.

Thirty-five persons, mostly women and children, arrived here in the forenoon of the 6th, and furnished the above details. The men remained at Martinique. The same afternoon later telegraphic communication was interrupted with both the islands of Martinique and St. Vincent. During the afternoon of the 8th the British steamer Roddam, which had left St. Lucia at midnight on the 7th for Martinique, crawled slowly into the Castries Harbor, unrecognizable, gray with ashes, her rigging dismantled and sails and awning, hanging about, torn and charred.

Captain Whatter reported that having just cast anchor off St. Pierre at 8 a. m. in fine weather, succeeding an awful thunderstorm during the night, he was talking to the ship's agent, Joseph Plisson, who was in a boat alongside, when he saw a tremendous cloud of smoke and cinders rushing with terrific rapidity over the town and port, completely, in an instant, enveloping the former in a sheet of flame and raining fire on board. The agent had just time to climb on board when his boat disappeared. Several of the crew of the Roddam were quickly scorched to death. By superhuman efforts, having steam up, the cable was slipped, and the steamer backed away from the shore, and, nine hours later, managed to reach Castries. Ten of the Roddam's men were lying dead, contorted and burned out of human semblance, among the black cinders which covered the ship's deck to a depth of six inches. Two more of the crew have since died.

The survivors of the Roddam's crew were loud in their praises of the heroic conduct of their captain in steering his vessel out of danger with his own hands, which were badly burned by the rain of fire which kept falling on the ship for miles after she got under way. Beyond burns all over his body, the captain is safe, as is also the ship's agent, though he is badly scorched. Mr. Plisson is believed here to be the sole survivor of the forty thousand inhabitants of St. Pierre who remained there, for the town and all the shipping in port have been utterly destroyed, the West Indian and Panama Telegraph Company's repairing steamer Grappler going first, then the Quebec liner Roraima, Captain Muggah, of the latter, waving his hand in farewell to the Roddam as his vessel sank with a terrific explosion.

The British royal mail steamer Esk, which called off Martinique at 10 p. m. last night, reports standing offshore five miles, sounding her whistle and sending up rockets. She received no answer. The whole seafloor was blazing for miles. The Esk sent a boat ashore, but it could not land on account of the terrific heat, which was accompanied by loud explosions. Not a living soul appeared ashore after the boat had waited for two hours. Fire and ashes fell all over the steamer.

In the afternoon a French coasting steamer arrived here from Fort de France, seeking assistance, as all the country was burned up, the stock was dying, all the plantations were charred, the country people were flocking into the towns and famine was feared. The steamer was loaded with food of all sorts, and was sent back to Martinique at 7 p. m. The captain of this vessel reported that some thirty people left St. Pierre by the 6 o'clock boat Thursday morning for Fort de France, and, consequently were saved.

All attempts to get to St. Pierre are barred by fire. The closest observation possible showed houses still blazing and streets strewn with charred bodies. It is certain that the whole town and neighboring country for miles were utterly destroyed, and it is feared here that few, if any, of the inhabitants escaped.

GROUND NEAR CRATER HOT.

J. S. BELLEVUE SAYS IT SCORCHED HIS FEET WHEN HE CLIMBED THE MOUNTAIN ABOUT CHRISTMAS.

Atlantic City, N. J., May 10 (Special).—Professor J. Stoddard Bellevue, principal of the high school of Salt Lake City, Utah, is at the Hotel Rudolf here, having just returned from St. Pierre, Martinique. Speaking to-day of the volcanic eruptions there, he said:

"I can hardly believe it possible that St. Pierre was destroyed. I arrived in sight of the island of Martinique a few days before Christmas. At that time the flowers were blooming in all their beauty, for the island is situated almost at the equator. We reached St. Pierre about 7 o'clock in the morning, and the thing that at once struck me was the activity that I saw as I passed along the little, narrow streets

to my hotel. I learned from one of the natives that it was customary for all the people, from the lowest to the highest, to be out of their beds by 6:30 o'clock.

"I climbed Mont Pelée before I came away. My observations at the time caused me to think that an eruption of the volcano would not be the last thing in the world one might expect, as the ground around the crater, which had a box-like appearance, was hot enough to penetrate the soles of my shoes and scorch my feet.

"From my station near the summit I could see for miles around. To the north lay Prescheur, with its twelve thousand inhabitants, while in the east nestled the hamlet of Basse Pointe. If the eruption was general, these two towns were surely destroyed."

THE TAGE ORDERED TO MARTINIQUE.

New-Orleans, May 10 (Special).—The French cruiser Tage, now here, has been ordered to Martinique with all possible speed. She only recently arrived here from St. Pierre.

THOUSANDS SEE PARADE.

SPEEDWAY TROTTERS AND DRIVERS AT THEIR BEST.

PARTRIDGE PINS MEDAL ON BRAVE POLICEMAN—QUEEN WILKES WINS PRINCIPAL BRUSH OF THE DAY.

There were about four hundred light harness equipages in line yesterday afternoon at the annual parade of the Road Drivers' Association. The meeting of the men who drive fast trotting and pacers was at Seventh-ave. and One-hundred-and-tenth-st., the various divisions forming in the side streets near the entrance to Central Park, and awaiting the command of the grand marshal of the occasion, Alexander Newburger, to fall in line and start for the Speedway, which was their objective point.

Headed by a platoon of mounted police to clear the way along Seventh-ave., the glittering procession of feet, mettlesome horses, hooked to light pneumatic road wagons, moved gaily away soon after 2 o'clock, and reached the reviewing stand at the road drivers' clubhouse, on the Speedway, at One-hundred-and-sixty-fifth-st., about half an hour later.

After traversing the length of the soft earth road and countermarching back from Dyckman-st. to the entrance, the parade was disbanded and the prearranged brushes began.

All along the line of march, four miles or more, thousands of spectators were gathered to see the passing show. They stood four deep at the curbline skirting Seventh-ave., just above the Park, and they grouped themselves everywhere on the rocks and ridges and cliffs of the picturesque hillside overlooking the speeding ground. The reviewing stand below the clubhouse was packed with invited guests and city officials, and all about it the rocks were black with people who like to look at the fast horses, although they own none.

Men experienced in estimating the magnitude of great throngs placed the number of persons within sight of the clubhouse and reviewing stand at forty thousand, and some said there were fifty thousand in the crowd. It was easily the greatest assemblage that ever saw trotters measure strides in the vicinity of this city. How many thousands more were in the throngs that waited in Seventh-ave. and the route to the Speedway entrance it would be difficult to guess, but it is not unlikely that seventy-five thousand saw the horses at one point or another.

The parade moved in divisions, each under the command of a marshal, and at the head of the line, immediately following the mounted police, were city officials and guests of the association in surrises. Among them were ex-Mayor Thomas F. Gilroy, who suggested the site and wielded the shovel that turned the first bit of earth in the building of the Speedway; Colonel John N. Partridge, Police Commissioner; William R. Wilcox, president of the Park Department; John E. Eustis, Commissioner of Parks for the Borough of The Bronx; Jacob A. Cantor, president of the Borough of Manhattan, and John McCullagh, State Superintendent of Elections.

Arriving at the reviewing stand, the guests left their carriages and took the seats reserved for them overlooking the speeding stretch where the brushes were to take place. Before this feature of the programme began Commissioner Partridge formally presented, in behalf of the Road Drivers' Association, a beautiful gold medal and a set of resolutions to Mounted Policeman Isaac H. Weiner, of the Speedway Squad.

Weiner achieved distinction three weeks ago by a daring rescue in a runaway on the Speedway, and the Road Drivers' Association seized the opportunity their parade presented of thus showing their appreciation of the bluecoat's brave deed. Commissioner Partridge said, after reading the engrossed resolutions, that he was proud to have such men as Weiner on the force, whereas the policeman looked embarrassed and, blushing, thanked his superior officer for his kind words, saying, as he put on his helmet and started to remount:

"I did the best I could, Mr. Commissioner, but I'll try to do better the next time."

This was but one of many pleasing incidents that served to make the day delightful for every one who was fortunate enough to be there. A comedy feature was furnished by W. H. Graley's chestnut road horse Bonny Brook as the long line of paraders was passing the stand. Hearing the band play at the clubhouse, the knowing animal, which turned out to be a trick horse in disguise, suddenly shifted his gait and began to waltz in harness, keeping perfect time to the music, in a way that tickled the sightseers.

Shortly after this incident John J. Quinn, the superintendent of the Speedway, who, it is feared, is suffering from a fatal malady, came cheerily along, with the colors of Ireland streaming from the mane and from the harness of his handsome chestnut road horse. The bandmaster saw it, and in an instant changed the tune to "The Wearing of the Green," greatly pleasing the popular horseman, as well as the crowd.

There was another hearty laugh when Frederick Gerken, owner of The Monk, 2084, the fastest trotter that ever set foot on the Speedway, perhaps, rolled by in a luxurious victoria, with two servants in boots and breeches on the box and a pair of bobtailed English hackneys snapping their knees before the fashionable carriage.

Continued on seventh page.

OVERLAND MAIL ROUTE TO CUBA. Inauguration President Palma. Pullman Trains to Fort Tampa, and Miami, then short sea voyage. J. J. Farnsworth, E. F. A. Flaut System, 59 E. Broadway.—Adv.

THE NEW SPANISH KING.

TO TAKE OATH OF OFFICE THIS WEEK AT MADRID.

DELAY IN BEGINNING CELEBRATION OF HIS ASSUMPTION OF THRONE—FEELING IN CATALONIA.

(Copyright, 1902, By The Tribune Association.) (Special to The Tribune by French Cable.)

Madrid, May 10.—The Spaniards have a striking religious form for designating the boy King, who will take next week, in the presence of the Cortes, the oath as a constitutional monarch. They describe him reverently as the only child born a king since the birth of the Christ child at Bethlehem. The unique circumstances attending his birth after the death of his father have endeared him to his subjects as a romantic figure, appealing strongly to the imagination. The Spaniards, with all their faults, are tender in the treatment of children, and Velasquez, in the great collection in the Prado, has made the children of the palace, notably Don Baltasar and the little princess in the famous "Las Meninas," interesting for all time.

They have taken pleasure in thinking of the pale faced boy growing up under the watchful care of the Queen Regent, and receiving special training for a career as a constitutional ruler. There have been few public glimpses of the boy, for he has been kept out of sight with his governesses and military tutors, and nothing worse has been heard of him than the report that he flinched when he saw some women the King must appear, on his sixteenth birthday, and take the oath to respect and maintain the constitution, which was enacted when the Bourbon dynasty was restored a quarter of a century ago. The event will be celebrated by a series of fêtes, which have been anticipated with pleasure by the volatile populace of Madrid.

While these rejoicings will be general throughout Spain, with the possible exception of Catalonia, they can hardly be described correctly as coronation fêtes. There will be no pageant corresponding in any degree with the splendid ritual at Westminster Abbey. The chief ceremony is analogous to that which occurred at Amsterdam when Queen Wilhelmina took the oath in the church adjoining the palace. The young King, in the presence of his royal relatives, the special ambassadors, and the members of the Cortes, will perform a similar function and relieve the Queen Regent of the cares and responsibilities of state.

The scenic setting provided by the prosaic halls of Congress, with their limited accommodation for spectators, is likely to be less impressive than the medley of artistic beauty, stately splendor and republican simplicity with which the Amsterdam ceremony was enriched. The personality of the boy King is less interesting than that of the Dutch Queen, who had lived among her subjects and was regarded by them with personal affection.

There will be characteristic public fêtes here as there were in the Dutch capital. The north-east provinces are not joining these festive scenes. The Catalans, like the Irish, have a home rule cause, and sullenly abstain from displaying the Spanish flag and ordering local celebrations while Castile and Andalusia are rejoicing. The four Catalan provinces, unlike Ireland, are the richest portion of the kingdom. Barcelona is the Spanish Manchester, where cotton goods are manufactured for all the provinces. It is also the Spanish Birmingham, where thousands of steel workers are employed. It is the centre of a strong movement in favor of local autonomy, which is justified by the fact that the four provinces, being industrious, thrifty and rich, are more heavily taxed than the other parts of Spain.

What irritates the Catalans is the system of centralized government, over which they complain they have no control. They complain that officials are sent out from Madrid to put on the screws and squeeze taxes out of them, and that they are treated as the Cubans and the Filipinos were during the colonial period. They cherish a deep rooted prejudice against the Castilian ruling class, and regard Spain almost as a foreign country, whose yoke oppresses them. What they are openly demanding is the restoration of the ancient privileges, by which they will be released from military conscription and allowed to conduct the financial administration of their own provinces. The extremists go further, and clamor for complete independence; but this is clearly impracticable, since these manufacturing sections, if separated from Spain, would lose their only market for the sale of goods.

Meanwhile, the Catalan in Barcelona protests against the Castilian or official order of the government, and is always in a state bordering upon revolt. The political agitation formed the background for the mysterious February riots, in which a general labor strike and anarchist intrigue played a subordinate part. The artisans have returned to work, and the city is quiet and orderly; the home rule movement is still in progress, but money has been withheld for the local celebration of the King's coming of age, and this week there has been a striking protest by the military officials over the absence of Spanish flags and royal emblems at a representative gathering in Barcelona.

The programme of ceremonies here has been revised at the last moment, and the dates of several functions set back, in keeping with the Spanish mañanita spirit. The ceremonies, instead of opening to-morrow, as was originally planned, all begin on Thursday with a reception to the special ambassadors and a banquet at the palace. There will be a series of investiture functions on the following day for conferring the Order of the Garter and other decorations, followed by another banquet in honor of the foreign representatives. There will be a musical function on Saturday, followed by the administration of the oath to the King in the House of Congress and the singing of the Te Deum in San Francisco Church.

The festivities will be continued for a week, and will include a gala opera night, a military review of twenty thousand troops, the opening of the exhibition of arts and industries, a battle of flowers, a bullfight of exceptional magnitude, a festival in the palace gardens and various minor functions. The two military processions and the bullfight, with the battle of flowers in the parks, offer the best promise of entertainment for the masses.

The bullfight is a concession by the Queen Regent to Spanish feeling. She has not concealed during her regency her abhorrence of this form of public recreation, taste for which is ingrained in the Spanish character. The King's subjects would regard the opening of the reign as unlucky and destined to end disastrously if the bullfight were interdicted.

The streets have not yet been decorated, and, unless all signs fail, the ceremonies will be con-

From May 18th there will be a greatly improved train service to the Pullman Division of the New York Central between 153th Street and Yorktown Heights. Ask ticket agents for particulars.—(Adv.)