THOUSANDS SEE PARADE.

Continued from first page.

bers of the Road Drivers' Association and their guests in the quaint white clubhouse nestled among the trees, and then the brushing began.

The principal one of the day brought together E. E. Smathers's fleet little bay mare Queen Wilkes, the acknowledged queen of the Speedway, and Clarence Ware's fourteen-year-old Mount Vernon trotter Belmont Prince, 2:17¼, that dazed the wise men last Monday by defeating David Lamair's young mare Teto in a match race at the Empire track for $1,000 stakes.

Wonderful stories were afloat as to the speed of the suburban stepper, and the most ardent admirers of Queen Wilkes were prepared to see her vanquished in decisive style. But the Mount Vernon phenomenon exploded when it came to the test. Trotting with the purest action imaginable, and at a clip which must have been as fast as a 2:10 gait, Queen Wilkes took the lead and gave the dust to the stranger from the first turn of the wheels. She was well in front as they flashed into view under the granite archway of High Bridge, and she kept up her stroke to the finish, stepping down the slight decline to the winning post at a rate of speed which thrilled all beholders.

A length of daylight separated her from Belmont Prince at the finish of their first brush, and the margin was still greater at the second trial. The beautiful little animal got a warm reception after her winning brushes.

Another fine feature of the day's sport was a series of brushes between those old rivals, Swift, 2:15¾, driven by President John F. Cockerill, and Sally Simpson, 2:11½, driven by David Lamar. On the upper stretch, where the speeding usually takes place, Swift has been defeating the mare with almost uninterrupted regularity this spring, but Sally turned the tables on him yesterday in their sprinting matches over the downhill course. She was hooked too close to the wagon at the first trial, and Swift won under a pull, Mr. Lamar's fleet mare floundering about in the rear.

Balanced and rigged more perfectly for the return battle, Sally Simpson fairly outtrotted Swift in the prettiest contest of the day, winning by a neck only in a stirring drive. She beat him more decisively the next time, and her owner was easily the happiest and proudest man in all the great throng.

Mr. Lamar had a great day with his horses. After winning with Sally Simpson he drove his pacer Nathan Straus, 2:09¼, to the front in two brushes with Dr. H. D. Gill's Jack, 2:12½, F. W. Darrin's Bell Boy, 2:07¼, and James A. Murphy's Wesley R., 2:10½, beating them easily. Then he took up the reins over Teto, 2:14¼, and defeated George W. Grote's Theresa B., 2:16¼; Mr. Darrin's Red Line, 2:26, and Albert De Cernea's Spinaway, 2:14¼, winding up the day by winning with his bay trotter King, 2:13¼, a neck and neck race with A. E. Thompson's Too Soon, 2:24½.

There were many other pretty contests of lesser note, some of which were not on the programme. Joseph E. Meyer's gray pacing mare Bicycle Girl, 2:20¾, spread eagled a lot of fast ones, among them being Dr. Gill's Parkville Prince, 2:13¼; Patrick Kennedy's Ambidexter, 2:11¼, and Henry Freeman's Blizzard, 2:09¼. E. J. O'Flynn's Brooklyn trotter, Cosette A., 2:14¼, defeated Spinaway; Too Soon took the measure of De Witt C. Flanagan's Kingwood, 2:17¼; Alexander Newburger's Smilax, 2:21¼, defeated L. J. Kahn's Bonnie Kirkland, 2:17¼, and George H. Huber's Altara, and Leopold Meyer's David Muscovito, 2:17flt, showed his heels to half a dozen fast ones.

ORDER OF PARADE.

The order of parade was as follows:

Grand Marshal—Colonel Alexander Newburger, driving Smilax, 2:21¼.

Officers—President, John F. Cockerill, driving Swift, 2:15¾; first vice-president, Charles C. Lloyd, driving Malzour, 2:15¾; second vice-president, Frederick Dietz, driving Miss Overton, 2:26¼; third vice-president, W. C. Floyd Jones, driving Knoxena, 2:28¼; secretary-treasurer, Alfred Reeves, driving Velma.

Executive Committee and Board of Directors—David Lamar, driving Nathan Straus, 2:09¾; A. E. Perren, driving Rosalet, 2:12¼; F. G. Schmidt, driving Mercury Wilkes, 2:14½, and Excellence, 2:18¼; William Clark, driving Exile, 2:15¼; George W. Grote, driving Theresa B., 2:16¼; N. L. Ely, driving Fred Proctor, 2:17¼; George A. Coleman, driving Kingwood, 2:17¼; M. L. Simon, driving Futurity, 2:19; A. L. Kerker, driving Ataleka; Thomas F. Russell, driving Princess Sprague; E. E. Smathers, driving Queen Wilkes; Dr. F. H. Flagge, driving Girlie, and George T. Putney, driving Quarterview, 2:29, and Jim.

Board of Directors—John W. Cornish, driving David B., 2:09¼; Dr. John F. Moore, driving Page, 2:09¾; Charles N. Riley, driving Mahlon, 2:13¾; Isaac A. Hopper, driving Lucre, 2:15½; Homer Davenport, driving Carilion, 2:16¼; Ackley C. Schuyler, driving Moorzouk, 2:20¼; M. L. Reid, driving William E., 2:22¼; William G. Leland, driving Diablo and Angelo; William E. Parsons, jr., driving La Belle Rosa; A. C. Fiske, driving Joe; W. R. Janvier, driving Already, and J. W. Smith, sergeant-at-arms, driving James L., 2:09½.

BRUSH DIVISION.

Marshal, George A. Coleman, driving Kingwood, 2:17¼; F. W. Darrin, driving Bell Boy, 2:07¼; Claus Bohling, driving Kingmond, 2:09; H. Freeman, driving Blizzard, 2:09¼; James A. Murphy, driving Rotha J., 2:10½, and Lotus; "Sam" Wolf, driving T. N. B., 2:10½; David Lamar, driving Sally Simpson, 2:11¼; Patrick Kennedy, driving Ambidexter, 2:11¼; John Hallahan, driving Elsinora, 2:12¼; John Irving, driving Chance, 2:12¼; Luke A. Burke, driving West Wilkes, 2:13¼; Dr. H. D. Gill, driving Parkville Prince, 2:13½; Elmer Stevens, driving Tony M., 2:14¼; "Jack" Curry, driving Teto, 2:14¼; A. Cone, driving Alice Drake, 2:14¼; E. J. O'Flynn, driving Cosette A., 2:14¼; F. W. Harrison, driving Axtello, 2:15; John J. Hannon, driving Allietta, 2:15½; Wilson Main, driving Miss Meander, 2:16¼; James C. Beebe, driving Major Lambert, 2:16¼; Thomas B. Leahy, driving Smiler Colfax, 2:16½; D. Goodman, driving Freeland, 2:17¼; Clarence Ware, driving Belmont Prince, 2:17¼; Dr. David W. Cochran, driving Mark Twain, 2:17¼; Leopold Meyer, driving David Muscovite, 2:17½; Louis J. Kahn, driving George Wallace, 2:17¾; C. Hackett, driving King Tom, 2:19¾c; W. F. Kilpatrick, driving Royal Rene, 2:20; Hugh Reilly, driving Wilkes, 2:20; Joseph E. Meyer, driving Bicycle Girl, 2:20½; George L. Buckman, driving Trixie, 2:20¾; A. Alexander, driving Palatina, 2:21; Homer Davenport, driving Edward W., 2:21¼, and James Kennedy, driving N. T. B., 2:21¼; Louis S. Kahn, driving Bonnie Kirland, 2:23¾; S. Bloch, driving Jim the Penman, 2:23¾; D. O. Wright, driving Brockport, 2:24¼; John W. Gurnette's Hattie Mack, 2:24¼; A. E. Thomson, driving Too Soon, 2:24¼; Charles O. Sullivan, driving Cecelia G., 2:25; Captain Martin Payne, driving Katie Gay, 2:25; William Virtue, driving Florence Martin (formerly Ada S.), 2:26¼; A. R. Meyers, driving Peter H., 2:26¼; John T. Timmins, driving Harry Davis, 2:26½; L. Schlosser, driving Miss Eunis, 2:27¼; F. T. Radiker, driving Ding Dong, 2:27½; C. A. Koelsch, driving Titania, 2:29½; J. Edward Master, driving Quarterdeck, 2:30¾; Edward Duryea, driving Monetto, 2:34¼; Arthur Lape, driving Hazel F.); John Pirung, driving Alice B.; J. H. Patten, driving Elsie P.; Charles G. Banks, driving Bud Rumor; William Scott, driving Nellie R.; Dr. Beringer, driving Ammond; Henry Maibrunn, driving Lemington Wilkes; John Kerr, driving Baron Stamboul; William F. Brittain, driving Wainwright; Theodore F. Maxfield, driving Nimrod, 2:16¼, and George H. Huber, driving Altara.

GUESTS' DIVISION.

Marshal, Albert De Cernea, driving Spinaway, 2:14¼; Frank Bower, Philadelphia, Penn., driving George, 2:26¼; C. F. Figge, Hempstead, Long Island, driving Utility, 2:13; Mrs. James E. Souder, Jersey City, driving Davy Crockett, 2:16¼; William B. Demsey, Brooklyn, driving Miss Woolsey, 2:22; E. B. Rice, Boston, Mass., driving Eben L., 2:22½; Charles E. Griffith, jr., Port Richmond, driving Red Willow, 2:24½; Henry A. Heidt, Jersey City, driving P. P. M., 2:25; Mrs. C. E. Griffith, Port Richmond, driving Black Pick; H. D. Hanway, Baltimore, driving Belle and Sadie; William K. Moore, Astoria, driving Kadmus, jr.; James L. Magee, Jersey City, driving Bessie M.; and Sister Lou, 2:27; J. J. Worrell, New-Brighton, driving Bear, 2:25; Howard Avery, New-Brighton, driving Author, 2:21¼; H. M. Rose, Dobbs Ferry, driving C. M. Molley, 2:18; J. R. Pierce, Paterson, N. J., driving Kitty Van, 2:13¾; F. Fussell, Flushing, N. Y., driving Prince David and Bessie R.

HUDSON COUNTY DIVISION.

Hudson County Road Drivers' Association, of New-Jersey—M. F. Connolly, president, driving Princess and Molly G.; E. J. Schroeder, driving Planet, 2:08¾; George Doneldson, driving Stella W., 2:15¼; Dr. T. E. Smith, driving Black Diamond; Charles Burdsell, driving Stella M.; Charles Hoffman, driving Dick Turpin and Mate; John R. Tone, driving Harry B.; Captain F. P. Trainor, driving Relyea; Edward Carroll, driving Beef Trust; William J. Davis, driving Black Joe; James E. Souder, driving Kensington; William Symes, driving Hector; F. W. Flagler, driving Satin Slippers; Dr. J. C. Peterson, driving Luke Merghe; "Chris" Interman, driving Black Prince; Dr. J. Farrell, driving Whirl Wilkes, and Edward Cahill, driving Killarney.

PLEASURE DRIVERS' ASSOCIATION.

Brooklyn Horsemen—E. R. Parker's Berkshire Courier, 2:10, and Bancroft, 2:26; Nat Ward's Quarterstake, 2:16; Dr. H. W. Kornobis's Bob, 2:17; John W. Auer's Wire Nails, 2:19¼; A. Mowbray's Kentucky Prince, 2:30; A. W. Warren's Bill of Expense, 2:22¼; Robert B. Bach's Eli, 2:26; George W. Meyer's Ackron, 2:26; Henry O. Mangel's Benjamin, 2:28; R. E. Boland's Viola, 2:28¼; J. C. Buckley's Archie B., 2:30; W. C. Ballagh's John Y., 2:35; William F. Bertsch's Dan, 2:40; Nat Ward's Strangil, Charles F. Fisher's Charlie, William Kenyon's Lady H.; J. W. Hewlett's Whartonian, L. T. Wilson's Dan, Charles B. Schellenberg's Prince, Dr. William Feeley's Byron and Burns, Dr. William Feeley's Billy and Cliff Thistle, Dr. William Feeley's Murph, E. Hochenadt's Maggie B., William E. Perrett's Lucy, I. S. Remsen's Regatta and Agitator and J. Schratweiser's Bob.

FIRST DIVISION.

Single horses to one-man wagons.—A. L. Kerker, marshal, driving Ataleka; Moth Miller, 2:07, driven by Mr. Oppenheim; A. Bauman, driving Fremont, 2:10; John McGuire, driving Con Withers, 2:12¼; Andrew Crawford, driving Angelus, 2:12½; Augustus Noll, driving L. B., 2:12¾; I. Blackburn Miller, driving Siva, 2:13¾; M. C. Boyton, driving Dufour, 2:13¾; B. T. Kearns, driving Drex, 2:16¼; Frank Felch, driving Xis Brother, 2:16¼; Max F. Greenbaum, driving Marka, 2:16¼; A. Krahmer, W. S., driving McShedd, 2:17; Charles Schroeder, driving Mariana, 2:19; George Floyd Jones, driving Santos, 2:21¼; J. F. Carroll, driving Jennie C., 2:19¼; W. E. Tunis, driving Tomo Colo, 2:19½; William G. Gallagher, driving Flash, 2:26¾; John Glackner, driving Sixteen, 2:26¾; H. H. Brockway, driving Jack Cutler, 2:21½; W. J. Hiscox, driving Baby Bernice, 2:26¼; H. Mensterer, driving Dunbar, 2:26¼; R. E. Boland, driving Viola, 2:28¼; Charles M. Cohen, driving Tray, 2:23½; John M. Tracy, driving Billy To, 2:36; W. Schildwachter, driving Ball Bearing, 2:40; Samuel Newburger, driving Better Luck; George W. Young, driving Dandy; A. H. Combs, driving Albert C.; William Gallagher, driving Dinmea; Charles Griffith Moses, driving Nero; Joseph E. Meyer, driving Happy Heart; J. Monheimer, driving Rex; Moise Geismann, driving Kate Bradley; P. T. Radiker, driving Kitty G.; C. L. Mulord, drving Forest Boy; William Ochse, driving Trilby; William F. Brittain, driving Sallie Du Pee; Thomas Kenneally, driving Honest John; Dr. W. R. Barrett, driving Maybelle; A. E. Parry, driving Porto Rico; William P. Durando, driving Clarence A.

SECOND DIVISION.

Single horse to wagon, two persons, Joseph T. Meyer, marshal, driving Bicycle Girl, 2:20¾; George A. Corwin, driving Imp, 2:19¼; L. H. Hurd, driving Nell Gwynne, 2:10½; Charles King, driving South Bend Girl, 2:15; J. B. Palmer, driving Benny H., 2:16¼; Alfred Hoefler, driving Onland, 2:17; H. O. Heuer, driving Ned, 2:18; F. F. Newmans, driving Clipper, 2:19¾; Eole Pearsall, driving, Taylor, 2:19¼; John Reid, driving Buck, 2:20¼; M. C. Gasker, driving Anteonare, 2:21½; Herman Fromme, driving Bella, 2:22; William Koster, jr., driving Billy Mack, 2:24; J. H. Thorn, driving Georgia, 2:24½; John J. Timmons, driving Victoria Alban, 2:26½; W. B. Carroll, driving Jersey Wood, 2:27¼; John C. Bremen, driving Admiral Dewey, 2:31½; "Al" McCone, driving Nellie B., 2:32½; James Everett, driving Dolly E., 2:35; John Ryan, driving Molly, 2:35; Dr. W. C. Gilday, driving Pet; Adam Engel, driving Tom Fields; Dr. J. S. Scott, driving Bermuda Boy; H. D. Mix, driving Belle Backman; P. W. Schildwachter, driving Gray Billy; J. J. Sullivan, driving Edna; C. H. Drake, driving Colonel D.; Harry C. Flogel, driving Tioga; W. J. Sutherland, driving George; Dr. Joseph Kuhn, driving Jet; M. Gayley, driving Pelletel; Charles Egler, driving Elsie; J. Bergman, driving Patrick; John H. Patrick, driving Jerry Simpson; Dr. A. E. Parry, driving Wild Boy; Fred Hulberg, driving Midget; J. Harry Riker, driving Nataline; Charles W. Bogg, driving Belle V.; Frank S. York, driving Sport; John J. Fritz, driving Dick; John Dreyer, driving Flashlight; Fred Egler, jr., driving Flirt; W. J. Russell, driving Jeannette; J. Reeber, driving Margaret A.; W. E. Royley, driving Rob Roy, and Miss N. Stoddard, driving Felax.

THIRD DIVISION.

Teams—George W. Grote, marshal, driving Theresa B., 2:16¼; John Hallahan, driving Calypso, 2:10½, and Hopeful, 2:21; Morris Jones, driving Delphia, 2:22, and Content, 2:22¼; William McHugh, driving Daisy Sheldon, 2:13¼, and Water Lily, 2:19; C. T. Canfield, driving Harry C., 2:31, and Nellie F., 2:40; John W. Smith, driving Maggie Nelson, 2:26¾, and Ogden Smith; James J. Burke, driving Maine Boy, 2:28, and Huldah; C. A. Courtant, driving Maud and Little Coon; Louis L. Todd, driving Marlborough and Vendome; Fred Ohmeis, driving Joe and Frank; J. Dobbins, driving Nashville and Topsey; E. M. Fisher, driving Hazel and Daisy, 2:50; Gabe Case, driving Tom and Jerry; Martin Lyons, driving Honest John and Patsey Bolivar; W. E. Thorn, driving H. W. Beecher and Phyllis; W. H. Graley, driving Bonny Brook and Pendergras; N. B. Day, driving Lady Alice and King Dick; Edward De Cernea, driving Edward C. and Albert C.; A. M. Gregory, driving Omicron and Waldo H.; C. H. McDonald, driving Lily Dwyer and Belle C.; H. H. McAllister, driving Snow Flake and Tony.

FOURTH DIVISION.

Surreys and All Light Traps—M. J. Monheimer, marshal, driving Martin; F. W. Hard, driving Charlotte W., 2:22, and J. R. P., 2:15¼; Robert Timmons, driving Jim T.; D. A. Skinnell, driving Prince and Major; Joseph E. Wright, driving Dandy Andy.

BROOKLYN WHIP CLUB MEETING.

The spring meeting of the Whip Club of Brooklyn was held yesterday afternoon, the members starting from the Riding and Driving Club at 3 o'clock and driving through Prospect Park to Bader's, where a stop was made. The meeting was for tandems, and was led by Hamilton H. Salmon and his guest, C. A. O'Donohue, with Lady Mine and Flashlight.

Then in the order given followed Jay F. Carlisle, with Janice and a new horse called No Name; Alexander McElwee and Orlando Marine, his guest, with Sergeant and Maybelle; E. F. Luckenbach and guest, J. F. Jahn, driving Prince Charming and Queen; C. F. Hubbs and guest, C. F. Fabre, with Grey Locks and Harry; Lawrence E. Abrahams and guest, Dr. N. T. Beers, jr., with Dolly and Yankee, and G. Herbert Potter and guest, C. L. Coleman, with Loki and Robin Hood. The party returned about 6:30 o'clock and took dinner at the Montauk Club.

SERVICE FOR 47TH REGIMENT.

The Rev. J. F. Carson, chaplain of the 47th Regiment, will deliver his annual sermon to the regiment this evening in the Central Presbyterian Church, Jefferson and Marcy aves., Brooklyn. The regiment will assemble at the armory and march to the church, arriving at 8 o'clock. The exercises will begin at 7:45 with a song service in which will be sunk Buck's "The God of Abraham Praise," Handel's "Let Thine Hand Help Me" and Shelley's "Saviour, When Night Involves the Skies." As the regiment enters the church the chorus of thirty-six voices will sing the processional hymn, "God Bless Our Native Land," by Abram Ray Tyler. The subject of Dr. Carson's sermon will be "Habits—Their Mastery and Their Use." A special musical programme will be rendered.

THE REAL THING

in bargains may be found in the "Little Advertisements of the People" in the narrow columns.

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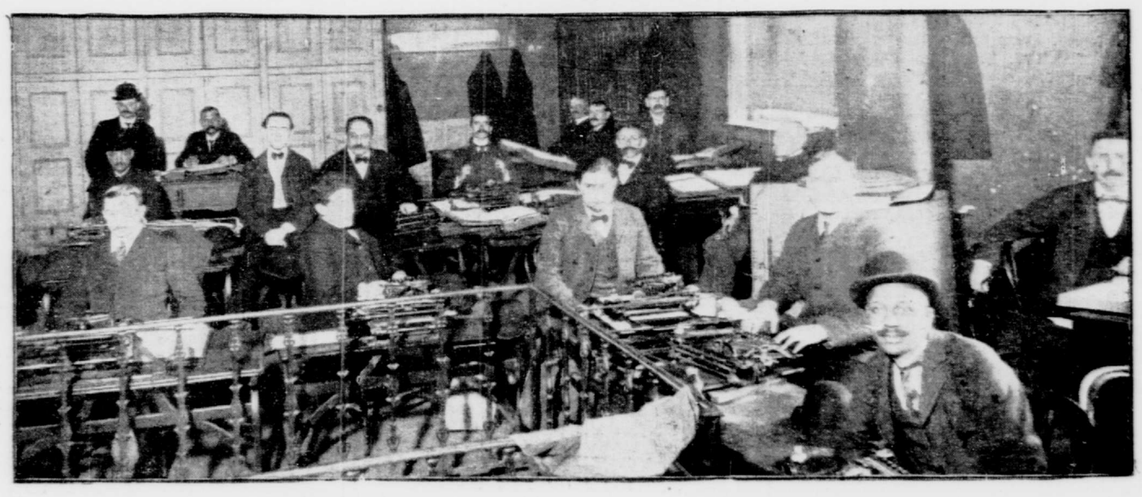

THE INTERIOR OF THE REGISTER'S OFFICE.

Owing to the bad ventilation, seven employes have died in thirteen months.

NEW TREASURY GOLD RECORD.

AT THE CLOSE OF BUSINESS YESTERDAY $549,958,177 WAS IN THE GOVERNMENT'S VAULTS.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, May 10.—Ellis H. Roberts, the Treasurer of the United States, this afternoon recorded the highest figure for the gross gold held by this nation which was ever known in the history of the country. It was $549,958,177. This sum is in the vaults in the main building here and in the sub-treasuries throughout the country. It includes $150,000,000, the legal cash reserve; $344,164,089, the amount held against gold certificates, and $55,794,028, the amount in the Treasury's general fund. From recent tables showing the entire gold holdings of other nations, it will be seen that America is far in the lead. In France, Russia and England, the next strongest countries, there are sums amounting to $497,142,000, $361,103,000 and $171,693,000, respectively.

The new record for the United States gold supply breaks the last high water mark established in the early part of February by over $1,500,000. At that time $7,000,000 in gold was exported from New-York. That loss has since been regained, with more in addition. The supply in the American Treasury will probably continue to increase until July 1, when the war revenue act is repealed.

Changes in denomination of national bank notes outstanding between March 14, 1900, and April 30, 1902, are shown by the following table:

Denomination.	Increase.	Decrease.
One dollar	——	$1,903
Two dollars	——	1,296
Five dollars	——	23,455,370
Ten dollars	$63,917,840	——
Twenty dollars	47,811,820	——
Fifty dollars	4,328,950	——
One hundred dollars	9,791,700	——
Five hundred dollars	——	1,500
One thousand dollars	——	2,000
Fractional	2,428	——

MR. RONNER'S TELEPHONE KEPT BUSY.

INTEREST EXCITED IN THE OLD HALL OF RECORDS BY THE TRIBUNE'S ARTICLE.

Register Ronner's telephone was busy yesterday with inquiries concerning the announcement in The Tribune that seven employes of the office had died in the last thirteen months, their deaths being due in part to the unsanitary condition of the building—the old Hall of Records—which was used in Revolutionary days as a British prison.

"I told all inquirers," said Mr. Ronner, "that the names of those who had died were correctly given in The Tribune and that any one could draw his own conclusions. I am having the causes of the deaths of all the men looked up."

Pictures of the interiors of the various departments were taken the other day, and the collection affords an interesting exhibit. In some of the rooms there is scarcely space for the men to stand. Register Ronner has a considerable part of the work done at night, so that the clerks can work with greater speed.

ACCIDENT TO THE PILGRIM.

STEAMER DISABLED ON WAY TO THIS CITY—NO LOSS OF LIFE.

New-London, Conn., May 10.—The steamer Pilgrim, of the Providence Line, broke her piston, piston rod and main cylinder this morning while off Watch Hill on her way from Providence to New-York. She was towed to this city by the freight steamers Pequot and City of Brockton, and her five hundred passengers were sent to New-York by train. The accident caused no confusion among the passengers. The steamer Priscilla, of the Fall River Line, stood by the Pilgrim for half an hour until the other steamers came up.

This is the most serious accident that has happened the Pilgrim since her launching, and the cost of repairs will amount to several thousand dollars. The steamer is owned by the New-York, New-Haven and Hartford Railroad Company.

GRAHAM ARRESTED AGAIN.

WAS DISCHARGED ONCE AFTER BEING CHARGED WITH COMPLICITY IN BOAT PLANS THEFT.

Detective Sergeants Pepperted and O'Connell went to the Hotel Rossmore yesterday and again arrested John Graham, of San Francisco, who was taken into custody last Wednesday, when Joseph H. Peters was made a prisoner on the charge of stealing the plans of the submarine boat Holland. Graham was arrested and discharged at that time. Yesterday he was accused in Jefferson Market Court of bringing stolen property into the State and held by Magistrate Crane in $1,000 for examination to-morrow.

SUNDAY SCHOOL ANNIVERSARY BUTTONS.

A. D. Matthews' Sons, one of the leading dry-goods houses in Brooklyn, have got up an attractive button in colors to commemorate the anniversary walk of the Brooklyn Sunday School Union, which is to take place soon. It may be had free by Tribune readers if they will fill out the coupon which appears in their advertisement in to-day's paper. Address envelope simply A. D. Matthews' Sons, Brooklyn, N. Y.

DUSS AND HIS BAND COMING.

John S. Duss, the American composer and orchestral leader, who begins on May 26 a season of sixteen weeks of nightly concerts at the St. Nicholas, will introduce his orchestra to New-York on Sunday evening, May 25, at the Metropolitan Opera House. Many of his musicians, as well as he himself, are members of the community at Economy, Penn., about fifty miles from Pittsburg. The Duss Orchestra has a large library of band music, embracing both classic and popular works.

At the St. Nicholas, by the cold air system, the management guarantees a temperature twenty degrees cooler than the atmosphere outside. Refreshments and other features will help to make the St. Nicholas a pleasant resort in hot weather.

STUDIO NOTES.

The following pupils of the American School of Opera have been engaged for the coming summer season: Cecelia Quinn, by the Morrissey Opera Company, at the Grand Opera House, and Sinclair Core, by the same organization; Walter Wheatley, as leading tenor by Terrace Garden; Zetti Kennedy, by the Robinson Opera Company, at the New Star Theatre; Andreas Schneider, basso, and Freda Busing, by the William G. Stewart Opera Company, at the Providence Opera House, Providence, R. I.; Madison Smith, by the Castle Square Opera Company, at the Boston Music Hall, and Edna Stern, as leading contralto by the Grand Opera House.

Miss Jennie Slatro gave a students' musical at her studios on Wednesday. Miss Slatro played the accompaniments to songs by Dvorak, Hildach, Von Tielitz, Brahms, Lassen, Arditi, MacDowell, Strauss, Alltsen, Tosti, Grieg and Taubert.

Miss Grace Montagu will give a recital from Shakespeare's works at the Waldorf-Astoria on next Thursday evening.

William C. Carl will give an organ recital in the South Congregational Church, Brooklyn, on Wednesday evening, and will introduce a new organ in the Lenox Avenue Union Church, of this city, with two recitals, on Thursday and Friday evenings of this week.

LOW INSPECTS THE BRONX.

HIS OBJECT TO STUDY EAST SIDE RAPID TRANSIT POSSIBILITIES.

Mayor Low, Controller Grout and several other city officials yesterday made a tour of inspection of public works in The Bronx. The object of the trip was to study the possibilities of rapid transit on the East Side, the building of new bridges and the completion of the Grand Boulevard and Concourse. The Mayor and the other officials were the guests of President Wells of the Tax Department.

The start was made from One-hundred-and-twenty-ninth-st. and Third-ave. After inspecting the Third and Willis ave. bridges, the party was driven to the Madison-ave. bridge, at One-hundred-and-forty-ninth-st., where President Wells showed the Mayor the work on the subway and the proposed change. The trip was then resumed to the Macomb's Dam bridge and the site of the new Morrisania police court.

From there the route led through Wendover-ave., to Claremont Park, the borough buildings, Crotona Parkway, and then through Bronx Park. Luncheon was served in the home of Alderman Peck, in Sedgwick-ave., near New-York University. After luncheon the grounds of the university were inspected, and the trip was resumed to St. John's College. From there the carriages took the party to Williamsbridge, Woodlawn Heights and Wakefield.

COST OF ROADS TO THE STATE.

PROBABLE EXPENDITURE OF NOT LESS THAN $250,000 THIS YEAR.

Albany, May 10 (Special).—The interesting announcement was made to-day at the office of Controller Miller that the State had paid as its share of the cost of road repairs for the year ending December 31, 1901, the sum of $102,509 85.

In 1898 Assemblyman Fuller, of Broome County, introduced and had passed a law providing that the State should pay 25 per cent of the cost of repairing highways of all towns that adopt the money system of paying for the labor upon highways when repaired. Mr. Fuller's idea was to diminish the amount of "working out" a road tax—a wasteful system, in his opinion, and one that did not lead to real repairs. Oddly enough, Broome County towns have not availed themselves of the proffer of the State, but towns of other counties have done so. The State has expended the following amounts in road repairs since the law was passed:

1898	$34,517 73	1900	$67,655 84
1899	33,807 55	1901	102,509 85

In the present year the State has become still more generous, for an act has been passed, introduced by Assemblyman Plank, promising that the State will pay 50 per cent of the cost of repairing highways in such towns as adopt the money system. It is believed that in the present year this law, which was recently signed by Governor Odell, will take out of the State Treasury the sum of $250,000, and State Engineer Bond says that he believes that in a few years at least $700,000 yearly will be expended by the State in these road repairs.

The State also this year will expend $795,000 in road improvements and the counties an equal amount, or $1,590,000 in all.

BUYS 1,100 LOTS IN THE BRONX.

TRACT OF SIXTY-SIX ACRES NEAR MORRIS PARK RACETRACK SAID TO BE FOR PORT CHESTER RAILROAD.

A realty corporation said to be acting for the New-York and Port Chester Railroad has bought from the Neill estate eleven hundred lots, or sixty-six acres, extending along the east side of Bronx Park, adjoining the Zoological and Botanical Garden, and running for about a mile from West Farms to Boston Road. This is part of the old Delancey estate. The price paid was in the neighborhood of $400,000. This is the largest tract of land which has been sold in The Bronx since it was incorporated.

Part of the parcel almost adjoins the Morris Park racetrack. It was rumored that the realty corporation which had bought this tract had also bought the Morris Park racetrack. Alfred Hennen Morris said yesterday afternoon that the report about the sale of the racetrack was untrue.

SAYS PROTECTION IS INADEQUATE.

MAJOR TUMBRIDGE THINKS DISASTER WOULD FOLLOW FIRE IN BROOKLYN ARMORIES.

Major John W. Tumbridge, engineer on the staff of General James McLeer, commandant of the Second Brigade, N. G. N. Y., who was detailed to inspect the Brooklyn armories and learn what provisions existed to prevent loss of life and property in case of fire or other emergency, has handed in his report. He finds that such provisions are totally inadequate, and recommends many changes. Though the text of the report is couched in temperate language it is evident that Major Tumbridge believes that under present conditions a fire panic in any of the armories, when the galleries are crowded, as they are at reviews, would result in an appalling disaster.

General McLeer says that special care will be taken this summer to see that such alterations are made in the armories and such additions of fire fighting apparatus secured as will reduce to a minimum the danger to life and property in case of fire.

THE STEEL MOTOR BUSINESS.

WESTINGHOUSE ELECTRIC AND MANUFACTURING COMPANY ACQUIRES THE LORAIN STEEL COMPANY'S PLANT AT JOHNSTOWN.

Johnstown, Penn., May 10.—The Westinghouse Electric and Manufacturing Company has made an agreement with the Lorain Steel Company whereby the Westinghouse Company acquires the electric railway equipment business of the Lorain Company, formerly carried on under the name of the Steel Motor Company here. The Westinghouse Company will continue to maintain the works here and sell the steel motor as an adjunct to its own electric railway business.

REVISION OF PATENT LAWS.

Washington, May 10.—The President has signed the act revising Section 4,929 of the Revised Statutes relating to design patents, as recommended by Commissioner Allen. This revision was made necessary by recent decisions of the Courts of Appeals in the Second and Sixth circuits, which held that patents could only be issued to cover designs which were ornamental. The new law changes the practice to a considerable extent.

GENERALS SNYDER AND AUMAN RETIRED.

Washington, May 10.—General Simon Snyder and William Auman, recently appointed brigadier generals, were placed on the retired list to-day, after forty years' service. Both officers are now in the Philippines. General Snyder entered the military service from Pennsylvania in April, 1862, as second lieutenant in the 5th Infantry, and served throughout the Civil War. General Auman also is a veteran of the Civil War, in which he was brevetted captain of volunteers for gallant and meritorious services before Petersburg, Va. He began his military services as a private in the 25th Pennsylvania Infantry.

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VOILE SKIRTS, with taffeta folds, at 9.75

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BLACK CREPE DE CHINE SKIRTS, with wide lace insertion over full sweep Taffeta drop, at 25.00

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W. F. KING ON CITY WASTEFULNESS

SAYS FAILURE TO UNDERSTAND DIFFERENCE BETWEEN CHEAPNESS AND ECONOMY IS THE CAUSE.

William F. King, ex-president of the Merchants' Association, yesterday made a statement regarding the subject of a revision of the system of accounting in the city departments, which has been taken up by the Merchants' Association:

I desire to express my belief that there is no public or private commercial corporation in the world which would have stood so long for the antiquated and practically useless system which has for years been fastened upon our city departments. Perhaps I should say lack of system, instead of system. If we are going to have an economical city government, we must have a system of city accounting so simple and plain, and at the same time so complete, that any official can, at notice, account for the expenditure of every penny received.

I think that if the committee having this revision in charge receives enough funds from public spirited citizens to engage a force sufficiently large to expedite this work, a plan can at least be outlined in time to obtain the necessary legislation to put it into effect before the next session of the legislature adjourns.

One of the most pressing and most practically important questions affecting the welfare of this city is that of quickly obtaining a sufficient increase of water supply. The city needs more water, in large quantity, and it needs it at the earliest possible moment, especially as to Brooklyn. It is wrongly assumed by many who are not fully informed, that the city's present supply is depleted by preventable waste, to a great extent. It is folly to rely upon the stoppage of waste as a sufficient means for meeting the city's needs. No reliable data have ever been shown to warrant the belief that the preventable waste exceeds 15 per cent of the consumption. If that waste were wholly stopped, it might provide thirty million to forty million gallons a day more than is now available. It is utterly preposterous to contend that the city's needs can be met by that means. The natural increase of consumption would entirely absorb that quantity within a couple of years.

It is the failure to understand the difference between cheapness and economy that causes the enormous wastefulness in this city's management. So far as the Water Department is concerned, Mr. Dougherty wishes to change these conditions. He has, therefore, striven to get the best engineering talent available. As a matter of course, he has not succeeded. There are many able hydraulic engineers in this country. They are not inclined to present the city of New-York with one-half or two-thirds of the income which they would sacrifice by taking an underpaid appointment. Mr. Dougherty has finally succeeded in advancing the chief engineer's salary to $10,000, which is one-half of what is necessary to secure the services of the person whom he most desires to engage. The Merchants' Association does not believe it wise economy to intrust the vast outlays necessary for a new water supply to any but the best talent, and it therefore is considering a plan by which an additional $10,000 a year for two years can be made available in order that the best talent obtainable may be secured for the benefit of this city.

NEW HOLLAND-AMERICA BOAT DUE.

The latest addition to the fleet of the Holland-America Line, the Noordam, is due here on her maiden voyage to-day. She is a twin screw vessel of seventeen knots speed, and has accommodations for 300 first class, 150 second class and 1,200 third class passengers.

CREDIT DUE TO PACH BROTHERS.

The excellent halftone picture of the graduating class of West Point cadets, which appears elsewhere in this issue of The Tribune is reproduced from a photograph by Pach Brothers.

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