INFLUX OF IMMIGRANTS.

MORE THAN THIRTY THOUSAND COMING THIS WEEK—LIKELY TO BE A RECORD YEAR.

This week will be a busy one for the immigration officials on Ellis Island, as more than twenty thousand immigrants are expected to arrive here. Nine steamers will reach here from Italian ports with 10,582 on board, and the others will come by way of Southampton, Liverpool, Hamburg and Bremen in nearly as many vessels. The officials have been obliged to work harder this year than for many years, owing to the increase in immigration. At the rate they have entered this port since January 1, 600,000, in round numbers, will have been admitted by the end of the year. The annual immigration to the United States has exceeded this total only four times since immigration statistics have been collected. In the year 1881 there arrived in this country 669,431; in 1882, 788,992; in 1883, 603,322, and in 1892, when the good times of the Harrison administration were at their height, 623,084. Since January 1 this year there have arrived here in round numbers 235,000, as compared with 168,000 for the corresponding period last year.

This great influx of immigrants at this time, which is ascribed to the demand for unskilled labor to carry on the immense building operations going on in this country, is likely to add to its problems. "Thirty years ago," said an immigration official a day or two ago, "the immigration was largely from the northwestern countries of Europe. We may term these as 'desirable,' as compared with those from southeastern Europe, which may be considered 'undesirable.' In 1868 the 'desirable' constituted 73 per cent of the total immigration, while the 'undesirable' amounted to but nine-tenths of 1 per cent. Then a large proportion of the immigrants went to the Northwest and settled in agricultural sections. In 1898, or thirty years later, the 'desirable' had sunk to 33 per cent, and the 'undesirable' had become 53 per cent of the whole. The destination of the 'undesirable' is oftener the city than the country."

Those classed as "undesirable" are the Italians from Southern Italy, the Greeks, Rumanians, Slavs, etc. The percentage of illiterates—that is, those who cannot read or write in any language—is increasing yearly. Last year, out of the 388,931 immigrants who entered by this port, 27.6 per cent, or 107,323, were of this class. Of the 74,255 who came in April of this year, 22,236 could neither read nor write. More than half of those who immigrated from Southern Italy last year were illiterates, and the total number was 111,298. Of the 17,985 who came from this section of Europe in March, 5,496 were of the illiterate class. Portugal sent in April 1,070, of which 600 were illiterates. Unfortunately, Italy is encouraging immigration by legislation. Commissioner Williams is drawing a firm line, and as a consequence the percentage of deportations has increased since he has been in office.

In speaking of the immigration problem a day or two ago a well known architect said that it would work a hardship in this country to do anything to shut out illiterates at the present time, "as this country was in need of unskilled labor. The reason everything is so high," he said, "is because of the scarcity of labor. Americans won't do the class of work that the Italians will; this work can be done by the illiterate under the supervision of the skilled American. Of course, if there should come a period of depression the large numbers of illiterates who could be thrown out of employment might become a dangerous element in the situation."

At the present time there are six or seven steamship lines employed in bringing immigrants from Italy—two flying the Italian flag, the Hamburg-American, the North German Lloyd, the Prince and the Anchor. Two of these, the Hamburg-American and one of the Italian lines, have entered the Italian immigrant business within a year. The Italian lines have been obliged to send out extra vessels to accommodate the large numbers swarming in this direction, and the French line has also had more business than it could handle with its regular steamers, and has made several special trips this spring.

ATTACKS "AUTO" SPEEDERS.

DR. LORIMER SAYS THAT EVERY LIFE SACRIFICED BY THEM OUGHT TO BE PAID FOR IN ELECTRIC CHAIR.

The Rev. Dr. George C. Lorimer preached the annual sermon for the American Tract Society yesterday at the Madison Avenue Baptist Church. The Rev. Dr. George L. Shearer, one of the secretaries of the society, made a preliminary statement describing the work of the organization. In the year ended March 31, seventy-five new publications were added to the society's list. The number of publications issued by the society, exclusive of periodicals, is 8,411. In the seventy-seven years of its history the society has issued over 32,000,000 volumes, over 440,000,000 tracts and over 261,000,000 copies of periodicals.

Dr. Lorimer's sermon was on "Literature and Religion."

"The men who ride down people in automobiles are generally rich men," said the doctor incidentally. "They are likely to be persons of cultivation, and personally their feelings toward the poor are doubtless amiable enough. But when it is a matter of interfering with their amusements the life of a poor man counts for nothing with them. Every life that is sacrificed in that way ought to be paid for in the electric chair."

BUFFALO BILL'S SHOW HERE AGAIN.

WILD WEST EXHIBITION TO BE GIVEN THIS WEEK IN OLYMPIAN FIELD.

Buffalo Bill and his big show reached New-York yesterday morning, after a short absence from the city. All this week the show that pleased so many thousands at the Madison Square Garden will be given at Olympian Field, Lenox-ave. and One-hundred-and-thirty-fifth-st., and after that a tour of the States will be made. In November the big show will sail for Europe.

The grounds in Lenox-ave. were made ready for the big Wild West contingent, which arrived in Harlem about 11 o'clock. Hundreds of the curious hung around Olympian Field all day watching the work of putting up tents, etc. The attractions yesterday afternoon were a dog fight, the escape of a frisky bronco and the apparent ugliness of one of the Indians, who was put out of temper by a score of youngsters who didn't seem to realize the fierceness of his war paint. He had an ugly looking axe in his hand, and had to drive the boys off by lifting it over his head and pretending to throw it.

To-day and every day this week all of the regular features of the show will be given, and some new ones, too. The parade this morning will leave the grounds at 9 o'clock, and will pass over the following route: One-hundred-and-thirty-fifth-st. to Seventh-ave., to One-hundred-and-twenty-fifth st., to Amsterdam-ave., to Fifty-ninth-st., to Lexington-ave., to One-hundred-and-twenty-fifth-st., to Lenox-ave., to the lot.

MIAMI CLUB FESTIVAL.

The Miami Club, the Tammany organization of the XXXIId Assembly District, of which James J. Frawley is leader, will hold its second annual summer night's festival at Sulzer's Harlem River Park to-night. Invitations have been sent to all the prominent Democrats of Tammany, and a majority have accepted.

TENT SERVICES RESUMED.

The meetings which are to be conducted in the tent at Broadway at Fifty-sixth-st. were begun for the season yesterday at 4 p. m. A number of the commissioners to the Presbyterian General Assembly were present, and one of them, the Rev. Dr. Samuel C. Palmer, of St. Louis, made the opening prayer. The Rev. Dr. J. Wilbur Chapman preached. The tent now in use is to go to Princeton next week, but a larger tent has been ordered, which will accommodate nearly nine hundred people. It is expected that the services will be continued for twenty weeks this year. The work is under the direction of an interdenominational committee of young business men. Services will be held Sunday afternoons and every week-day evening except Saturday.

DOLPHIN DISAPPOINTS CROWD.

The gunboat Dolphin arrived here from Annapolis yesterday and anchored off Thirty-sixth-st., in the North River. A rumor that the President and Mrs. Roosevelt were on board caused a small crowd to collect at the end of the pier until it was learned that the gunboat was on its way to West Point.

The Dolphin will start for West Point this morning, and on Tuesday will bring the Rochambeau party to this city. It was said on board the gunboat that Mrs. Roosevelt, and possibly the President, would arrive here on the Dolphin later in the season, on their way to Oyster Bay.

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INTERNAL COMMERCE.

CHANGE IN THE FLOUR TRADE—INCREASE OF LAKE TONNAGE—COTTON RECEIPTS.

Washington, May 25 (Special).—The latest report on internal commerce, from the Treasury Bureau of Statistics, shows no substantial loss in receipts of live stock at five Western markets for the first third of this year. For the first four months of 1902, 10,076,373 head were received at these centres compared with 10,106,495 head in 1901 and 9,735,324 head for the corresponding period of 1900. April receipts of cattle at these markets were considerably higher than those of April, 1900, but somewhat below those of April, 1901. Receipts of calves continued to exceed the arrivals of the two preceding years, but hogs and sheep both fell below the figures of 1900 and 1901. At Chicago the demand for live stock for city use and consumption for the month of April shows a shrinkage of 5 per cent in all kinds of stock; but for the four months ending with April there was an increase of 11.69 per cent, over the requirements of 1901. April receipts at this point, however, fell off 3,232 carloads compared with those of April last year. For the four months ending with April receipts gained 3,019 carloads. This contraction in numbers during April is noticeable also at Kansas City and St. Louis in both receipts and shipments, while at Omaha and St. Joseph the first third of the year shows a gain in receipts and shipments.

The flour trade in the Northwest is best measured by Minneapolis shipments. The total shipments for the first 18 weeks of this year were 5,413,154 barrels; 4,874,538 barrels in 1901, and 5,713,848 barrels in 1900. For export the average weekly shipments were lower by one-half in 1902 than those of the first 18 weeks of 1901, and less than half of the total export shipments for the corresponding period in 1900. Foreign trade in flour has evidently undergone radical change.

Receipts of wheat at eight leading markets in both spring and winter wheat sections to May 1 for the current year amounted to 204,081,866 bushels compared with 194,736,822 bushels for the corresponding portion of the last crop year. The average weekly shipments of flour from Chicago and points eastward since January 1 were 152,523 barrels, compared with 187,735 barrels in 1901; and 1,642,000 bushels of grain thus far this year compared with 2,594,000 bushels in 1901. The provision traffic eastward from Chicago has averaged thus far this year 25,879 tons per week, compared with 21,600 tons in 1901, being an increase of 19.8 per cent.

Receipts of flour and grain at the Atlantic seaboard continue to emphasize the loss of trade on account of conditions prevailing at the interior. During April, New-York received 8,615,525 bushels of grain, including flour reduced to bushels, compared with 8,655,819 bushels in April, 1901. The total receipts last year to the end of April at Boston, New-York, Philadelphia and Baltimore from seaboard sources and interior centres were 107,452,234 bushels, compared with 63,023,198 bushels for the corresponding period of 1902.

On the Great Lakes the month of April made an extraordinary advance over that of the preceding year. A total freight tonnage of 3,282,841 tons received, and 4,151,090 tons shipped is reported in contrast with last April's movement of 338,135 tons received and 545,709 tons shipped. This difference between shipments and receipts represents in a general way the amount of freight shipped during the last several days of the month, the arrivals of which occurred in the following month. The registered tonnage passing through the Sault Ste. Marie Canal in April was 2,322,879 tons, compared with 10,121 tons in 1901, and 529,191 tons in 1900. The Portage Lake Ship canals show a registered tonnage of 88,665 tons.

In Southern territory the cotton receipts in sight to the first day of May were 9,624,352 bales, of which 2,892,342 bales, or 30 per cent of the total receipts, were derived from what is known as Texas territory; 3,066,270 bales, or 32.2 per cent from the other Gulf States, and 3,635,740 bales, or 37.8 per cent from the Atlantic States. At New-Orleans the grain shipments for ten months of the current fiscal year were 19,276,659 bushels, against 34,121,381 bushels for the corresponding period of last year. At Galveston the amounts were 9,451,113 bushels and 12,656,434 bushels, respectively.

The iron trade for the first four months of this year furnished a tonnage of 657,670 tons in contrast with 529,181 tons for the corresponding period of 1901. The home demand for pig iron from this quarter has almost extinguished exports. Out of a total shipment of 145,561 tons of pig iron in April, only 149 tons were credited to export from Southern iron territory.

On the Pacific Coast lumber shipments from the redwood regions of Upper California were in round numbers eleven millions of feet ahead of those of 1900, and three million feet greater than 1901. Everett, Wash., shipped 18,500,000 feet of lumber in April alone. At the port of Tacoma the outward freight tonnage for the first four months of 1902 was 345,689 tons, and the inward tonnage 42,488 tons. Of the 1,233,554 barrels flour for the Orient, Portland contributed 517,476 barrels, Tacoma 450,520 barrels, and Seattle 315,556 barrels.

The coal trade since January 1 has generally exceeded that of the corresponding period of last year. Cincinnati gained 42.5 per cent, St. Louis shows an increase of 13 per cent. The Chesapeake and Ohio coal tonnage for nine months ending with March was 4,299,000 tons, compared with 3,918,172 tons last year. The coal and coke tonnage over the Pennsylvania lines east of Pittsburg and Erie reached a total of 11,837,998 tons to April 26 of this year, compared with 10,930,812 tons last year. Connelsville coke shipments this year averaged 10,747 cars per week, compared with 10,549 cars per week last year. Coal shipments to domestic ports on the lakes, mainly from lower lake ports, were 936,096 tons this April, compared with 55,653 tons last April, while coastwise and foreign shipments for the first four months of the year amounted to 2,527,673 tons, of which 693,921 tons were hard coal, and 1,833,752 tons soft coal. The iron ore shipments of 1,774,652 tons bring the tonnage of these two chief articles in Lake trade to a total of 4,302,325 tons for the first third of the year. Coal receipts at Boston were 1,562,765 tons, compared with 1,559,313 tons last year. Coal and coke traffic over the Norfolk and Western Railway to the end of March increased 13 per cent over last year, and the Baltimore and Ohio's traffic for April increased 28.8 per cent above April, 1901.

YALE COMMENCEMENT.

PROGRAMME FOR THE CEREMONIES ATTENDANT UPON THE YEAR'S CLOSE.

New-Haven, Conn., May 25 (Special).—The Yale commencement programme was announced to-day by the secretary of the university. There will be no changes this year other than the transferrence of the annual alumni banquet on Wednesday afternoon from Alumni Hall to the new university dining hall, where the usual crush will be avoided. President Hadley will deliver, as usual, the baccalaureate address on Sunday in Battell Chapel.

Previous to the programme detailed below will come the annual exercises at the Yale Art School, on Friday, May 30. The address will this year be given by William A. Coffin on "The Fine Arts in the United States." The award of the William Wirt Winchester Fellowship will be announced by President Hadley, the jury of award consisting of Augustus St. Gaudens, William A. Coffin and John W. Alexander. This year the Art School prize competition has been carried on at large, instead of "en loge," the usual European method. The subject selected has been "And a sower went forth to sow," the contestants being A. H. Pierce, of South Britain, Conn.; A. H. Wetmore, of Winsted, Conn.; F. V. Sykes, of Suffield, Conn., and A. Spaekenkuch, of New-Haven.

The commencement programme is as follows:

Friday, June 20.—De Forest prize speaking in Battell Chapel.

Sunday, June 22.—Baccalaureate Sunday. Address to the senior classes in Battell Chapel by President Hadley.

Monday, June 23.—At 10:30 a. m., class day exercises of the Scientific School; 11 a. m., presentation day exercises of the Academic Class in Battell Chapel, with the class oration and poem; 1 to 2:30 p. m., Yale Law School anniversary with alumni dinner in Hendrie Hall; 2 p. m., Senior Academic Class day exercises on campus, with reading of class histories; 3 p. m., Law School commencement in Hendrie Hall, with address by Senator Henry Cabot Lodge, LL.D., on "Oliver Ellsworth"; 5 p. m., planting of class ivy on campus by senior class; 8:15 p. m., Glee Club concert in Hyperion Theatre; 10 p. m., promenade concert of senior class in Alumni Hall.

Tuesday, June 24.—At 9:30 a. m., general alumni meeting in old Alumni Hall; 10 a. m. to 1 p. m., election by ballot of graduates of member of Corporation; 12 m., Medical School commencement, College Street Hall, with address by Dr. Roswell Park, director of the New-York State Pathological Institute of Buffalo; 3 p. m., commencement Yale-Harvard baseball game, Yale Field; 6 p. m., class dinners.

Wednesday, June 25.—Commencement. At 10 a. m., procession of corporation, faculties, invited guests, candidates for honorary degrees, graduating classes, etc., on campus and green; 10:30 a. m., commencement exercises in Battell Chapel; 2 p. m., annual alumni dinner in the new University Dining Hall (Commons), with speeches by recipients of honorary degrees, and announcements by the president; 9 to 11 p. m., reception by President Hadley to alumni in Art School.

Thursday, June 26.—Annual Yale-Harvard regatta at New-London.

MOB LYNCHES A NEGRO.

Paris, Mo., May 25.—A mob broke into the jail here to-day, and after a desperate fight, in which the sheriff and deputies were injured, secured "Abe" Withrop, the negro who killed young William Grow last month, and lynched him.

MISS STONE SPEAKS IN BROOKLYN.

Miss Ellen M. Stone, the American missionary, who recently returned to this country, after a trying experience with Bulgarian brigands, by whom she was kidnapped, spoke in Plymouth Church, Brooklyn, yesterday afternoon. She said that the baby born to her companion in captivity was one of the things that softened the hearts of the brigands, and made their position more bearable.

HUMBERTS NOT ON UMBRIA

DETECTIVES EXAMINED ALL PASSENGERS—AN EMBEZZLER BROUGHT BACK.

The Cunard line pier was crowded with detectives when the Umbria arrived yesterday morning, who were watching for the much wanted Humbert family, accused of swindling many bankers in Paris. They did not appear, however, and it is not now believed that they will come to this city.

A revenue cutter moored alongside the steamship at Quarantine, and four Central Office detectives climbed up her side. Each man disappeared in a different direction, and an hour later, when the ship tied up at her pier, each passenger had undergone, unknowingly, a close examination. At the foot of the gangplank Detective Sergeants Moody and Leeson were waiting to arrest the suspects if they should have, by any chance, escaped the notice of the police on board, but the Humberts were not on the ship, and the detectives returned to headquarters without making any arrests.

There was one detective on the Umbria, however, who brought a prisoner, but of another kind. He was Detective Cooney, and his prisoner is Carl Robitsek, alias Edward Mayer, who is charged with embezzling over $1,000 from Graff Brothers, dealers in hair, at No. 812 Broadway.

On March 21 Robitsek, who was employed as cashier, obtained a few days' leave of absence. His books were examined, and the shortage discovered. The cashier was tracked to Boston, where he had taken passage for Queenstown. He was arrested there, extradition papers were made out and Cooney was sent to bring him back. Cooney says the cashier confessed to stealing the money.

The steamship had a rough trip, meeting with wind and rain storms nearly every day of the voyage. Among the passengers who arrived on her were Colonel H. J. Bass, T. S. Beaumonts, Lieutenant Shinohara, of the Imperial Japanese Navy; C. P. Sparks and Frederick Whiteside.

GEORGE M'ANENY RESIGNS.

SECRETARY OF THE MUNICIPAL CIVIL SERVICE COMMISSION TO GIVE UP HIS PLACE SOON—GOING TO LAKE GEORGE.

Colonel Willis L. Ogden, head of the Municipal Civil Service Commission, said yesterday that George McAneny, secretary of the commission, had offered his resignation and desired that it should be accepted as soon as possible. Although Mr. Ogden would not say so, it was inferred that Mr. McAneny's resignation might have been caused through a dispute between himself and the members of the commission as to the length of a leave of absence. "Mr. McAneny wanted a four months' leave of absence," said Mr. Ogden. "He has been working very hard and feels that he is in need of a long rest."

"Does that mean that he will be away for four months and then return to his old place?" was asked.

"Oh, no. He will not return," was the reply. "He has sent in his resignation."

Mr. Ogden would not say whether or not the commission refused to grant Mr. McAneny's request for a leave of absence, but spoke highly of him. "We shall be very sorry to lose our secretary," added Mr. Ogden. "He has been a hard worker and is a capable man. Nobody realizes the amount of work that he has had to do. I understand that he feels that he must take a rest."

Mr. McAneny was seen yesterday afternoon at his home, No. 19 East Forty-seventh-st. "I have not as yet resigned formally, but intend to do so. The office of secretary as at present constituted has proved a difficult one, and though I regret giving up the work it has been my purpose for some time past to do so as soon as I might be relieved. This I anticipate will be early in June." Mr. McAneny added that his relations with the members of the commission were harmonious.

It was learned from a trustworthy source yesterday that Mr. McAneny hopes to be able to leave the city on June 8 to go to his summer home at Lake George, where he intends to stay a considerable time. After he has had a long rest he will devote himself to the study of several subjects, which will occupy him for about two years. He told Mayor Low some time ago that he might remain as secretary to the commission until July 1 if necessary. The question as to the best available person to succeed Mr. McAneny has already been discussed by some members of the commission, and it is thought that at the next meeting of the commission his successor may be named.

E. R. THOMAS IN COURT.

HIS WIFE ABLE TO BE OUT—ONE OF THEIR ASSAILANTS ARRAIGNED.

Edward R. Thomas, the son of General Samuel Thomas and the president of the Seventh National Bank at the time of its failure, who, with his wife, his brother-in-law, Mr. Otter, and a chauffeur, was attacked in his automobile on Saturday night by hoodlums, appeared in the Yorkville Court yesterday against the leader of the gang, James Pollock, of No. 208 East Forty-fourth-st.

Mr. Thomas told Magistrate Brann of the onslaught by the crowd of young roughs as the automobile was passing through Forty-seventh-st., between Second and Third aves.

Magistrate Brann asked Pollock if he had anything to say, and he shook his head. He was sent to the Catholic Reformatory for three months in default of $100 bail.

Mrs. Thomas, who was severely cut on the back of the head by a pan hurled by one of the gang, was able to be out yesterday, and with her husband went to Dobbs Ferry in the afternoon.

LOW ADMINISTRATION ATTACKED.

CENTRAL FEDERATED UNION HAS A BATCH OF COMPLAINTS.

The reform administration was again criticised at yesterday's meeting of the Central Federated Union by several of the delegates, who allege that the ante-election promises of the city officials have not been kept. The matter came up on a report of the arbitration committee of the Central Federated Union, in which it was charged that Canavan, a contractor, who has been doing excavating for the city, has not observed the labor laws and pays less than the prevailing rate of wages.

"By the terms of the contract he could afford to pay the prevailing rate of wages," said Delegate McConville, of the Safety Association of Engineers.

Delegate McMahon, of the Eccentric Association, who has charged several times that the rate of wages of city mechanics was cut by the present city administration, reiterated his charges. He insisted that in spite of all that had been said to the contrary, wages had been reduced.

Henry Meisel, of the arbitration committee, said that there was no use in appealing to Buildings Superintendent Stewart about the matter.

"He's like every one else in the present reform administration," Meisel added.

Delegate Daly, of the Dock Builders' Union, said:

"I want to remind you that the Mayor made plenty of promises before election, but did nothing after election. That's what you get by electing reformers. The city is the only concern which employs non-union men."

A resolution was finally carried to write to Mayor Low and Superintendent Stewart, calling their attention to the labor laws.

Eugene A. Johnson, of Local 41 of the American Federation of Musicians, said he had also a crow to pick with the present city administration.

"You bought a gold brick when you elected the present city administration," he continued. "Tammany was denounced before the election, yet you could see the Tammany Mayor if you had any complaints to make. Now you can get no nearer to the Mayor than his secretary."

Johnson declared that his union did not get fair play in the assignment of the contracts for the city music. It got only sixteen out of 160 weekly assignments, and the parks and recreation piers and the Musical Mutual Protective Union, a rival organization, not represented in the C. F. A., got the rest.

"It was charged by one Commissioner," he said, "that we did not furnish high class music last year. We can show by our programmes that we furnished classical music when required and high class music generally. I could get no satisfaction when I went to the dock and park commissioners about it."

After some discussion it was decided to ask the Dock and Park departments to reassign the contracts for city music for the season.

FRANCE AND OUR PRODUCTS.

AMERICAN AGRICULTURAL IMPLEMENTS DEMANDED IN PARTICULAR—CONDITIONS SHOULD BE STUDIED.

Washington, May 25 (Special).—The American trade invasion of France constitutes a significant and important chapter of the volume of "Commercial Relations" now in the press, under the direction of the Bureau of Foreign Commerce of the State Department. In their latest annual reports to be included in that publication nearly all the consular officials stationed in the French Republic speak of the gratifying increase in the importation of agricultural machinery from the United States. Consul Thackara, of Havre, says that numbers of our mowers, reapers and binders arrive weekly at that port by the steamers of the French Line. Along the Loire River our farming machines are in use everywhere, and the men who use them say that in every instance they do their work well, are much more economical than the old fashioned harvesting methods, and that the investment is a good one for the owner.

Agricultural implements bearing an American name are found at every county fair, says Consul Covert, of Lyons, and are highly prized. Representatives of mower and reaper and of steam engine firms in the United States have recently established a good business in that region. The importation of our rakes, ploughs, harrows, drills, and, in fact, nearly all farm implements, adds Commercial Agent Griffin, of Limoges, is a growing trade. Our manufacturers, nevertheless, would meet with even greater success if they made an attempt to study the conditions of the French trade, or to adapt their machines to French requirements. Grain and hay are cut differently in France, and the stubble is much shorter and the hay of a finer quality than in America. Another fact to be borne in mind is that oxen and cows are generally used on farms, instead of mules and horses; consequently the gearing of the machines must be adapted to the slow pace of these animals.

Consul Tourgee, of Bordeaux, notes that although there is also in that region a steady enlargement in the number of implements of American make imported, it is almost impossible to get the ordinary French laborer to operate them with that skill and efficiency which are almost instinctive with the American farmer. This is in a great measure due to the fact that every American laborer is, to a pronounced degree, a mechanic as well as a farmer. When a bolt breaks or a nut is lost, he hunts about in his tool box or workroom for something to take its place, and in a short time his team is, in most cases, doing its work again. Not so with the French laborer. He has neither the skill nor the desire to mend the tool he uses, or even to keep it in reasonable repair. That is the business of other tradesmen—the blacksmith, the cartwright, the mechanician, the painter. The French workman has no interest in labor saving devices.

In the park opposite the consulate, continues Mr. Tourgee, men are at work all summer long clipping the too luxuriant herbage. What are the implements they use? Lawn mowers? Not at all. They are scythes, the blades of which are five inches wide at one end, taper to a point at the other, are sharpened by being pounded to an edge on a small anvil, and have a snath made of the limb of a tree, with a short branch cut at a convenient length and interval for a thole pin. Seeing this outfit, one is irresistibly impelled to look it over for the trademark of "Tubal Cain & Co." There is no demand on the part of such laborers for improved implements. One American workman will do as much as four of these, and it is because of this fact that American producers can turn out work at less price than their French competitors, although wages are far higher.

American brooms and rubber shoes, adds the consul, have made their appearance in Bordeaux in such numbers during the last two years as to seem familiar. Our shoe machinery is used in the largest shoe factory in France (situated in Limoges), and $250,000 worth of American dressed kid skins were imported into that region in 1900 for the manufacture of shoes. There is a demand in France, says Mr. Thackara, for American oil-burning stoves for heating purposes. Care must be taken by our manufacturers not to attach any marks on stoves intended for use in France which might indicate that they were made there, as this is a violation of the French trademark law. Our low priced watches, which have an enviable reputation for excellence, are copied outright, and the imitations sold as American watches. Some means should be devised to overcome this competition.

The exportation of fruits from Marseilles to the United States, says Consul General Skinner, has been seriously affected of late by the increasing attention given to these products in California. In one of the smaller cities near Marseilles, where the business is centralized, factories have been closed, and other cities find their trade decreasing. Prunes, formerly shipped to New-York, are now imported from California during bad crop years.

Consul Covert mentions, among the other articles from the United States that are sold in Lyons, cash registers, fountain pens, pencils, sausage grinders, ice cream freezers, fans, egg beaters, stoves, saws, drills, planes, lathes, time recorders, electric fans, roller top desks, revolving chairs, etc. American manufactures of all sorts are highly prized. Stores have signs announcing American fabrics, and there are several so-called "American bazaars," though many of the articles are not of American manufacture.

SUNDAY TRIBUNE ON HAND EARLY.

TRAIN MADE THIRTY-NINE MILES IN FORTY MINUTES AND REACHED SARATOGA AT 6:50 A. M.

[BY TELEGRAPH TO THE TRIBUNE.]

Saratoga, N. Y., May 25.—The Sunday special newspaper train over the Delaware and Hudson road made a new record this morning, the New-York papers reaching here at the unprecedentedly early hour of 6:50 o'clock. The thirty-nine railroad miles between Albany and Saratoga Springs was covered in forty minutes, which included a brief stop at Mechanicsville. The train left Albany at 6:10, arrived here at 6:50 and reached Caldwell, on Lake George, at 7:45 o'clock.

MAY RELEASE THE JUDGES.

FAMOUS ST. CLAIR COUNTY BOND CASE IS LIKELY TO BE COMPROMISED.

Kansas City, May 25.—The famous St. Clair County bond case, for which several county judges have received jail sentences because of their refusal to order a payment of $200,000 of bonds, issued in 1868 to build a railway across that county, is to be compromised. Representatives of the bondholders, who now have a claim against the county for $1,500,000, including principal and interest for thirty-four years, and the present judges are to meet at Osceola to-morrow to consider a proposition from the bondholders, which, it is stated, will prove acceptable to the county officials and taxpayers.

Judge Thomas Nevitt, who has been in jail at Maryville for a year for contempt in refusing to order payment of the bonds, will be taken to the conference by a United States marshal. Judge Nevitt has wearied of jail life, and apparently is willing to give in. S. D. Paden, another of the judges, is serving a sentence at the Warrensburg jail. Deputies have been unable to capture Judge Walker, the last of the trio, who has lived in the brush since he was elected.

SUICIDE ON SOUND STEAMER.

JAMES S. CONDIT, OF NEW-YORK, PROBABLY VICTIM OF DESPONDENCY.

Providence, R. I., May 25.—James S. Condit, a passenger on the steamer Rhode Island, of the New Line, committed suicide by shooting himself in the right temple some time Saturday night during the trip of the steamer from New-York to this city. Condit was found lying dead upon the floor of his stateroom.

Condit was about thirty years old, and had been boarding at No. 133 East Twenty-sixth-st., New-York. He leaves a widow in Harrison, N. Y. There was no money in his pockets, and it is believed that despondency led him to commit the deed. The body is being held by a local undertaker, awaiting the order of relatives.

RECREATION PIERS NOT OPENED.

Despite the fact that hundreds of people thronged the waterfronts along both the North and East rivers yesterday the public pleasure piers remained closed. At both the big piers—at Catherine-st., on the North River, and at East Twenty-fourth-st.—the iron doors leading up to the upper deck, or real pleasure part of the piers, remained locked until after the middle of the afternoon, at which time people began going home in disgust or going to the nearby squares and parks for a little fresh air.

At Catherine-st. a group of small boys took possession of some scows, stripped and spent the afternoon in swimming. The lads reported the water "mighty cold at first, but all right after youse git used to it." Baseball games were in progress in West-st., near the pier, and ball games were also underway on the sand lot near the Twenty-fourth-st. pier.

The ground floor of both these piers, which during the week are used by shiping companies as wharves, were thrown open to the children, and many went out to enjoy the river view, but there was no place to sit down and the view quickly lost its interest. Dirt and dust covered the iron doors leading to the upper decks of both piers, and, to all appearance, at least, no start has yet been made toward getting the piers ready for summer use.

TWO BIG VESSELS ASHORE.

LOADED WITH COAL, THEY STRIKE ON VASQUE SHOAL AND MAY GO TO PIECES.

Vineyard Haven, Mass., May 25.—Two of the finest vessels of the coastwise fleet, the five master Arthur Seitz, and the four master Frank A. Palmer, both of Portland, Me., while bound up the coast with heavy cargoes of coal, missed the entrance of Vineyard Sound in thick weather last night and brought up hard and fast this morning on Vasque Shoal, about five miles southwest of Muskegat Channel.

The crew of the Seitz, including Captain Nickerson, came ashore to-day, but Captain Rawding, of the Palmer, and all but three of his crew, remained on board their vessel. The three men left the ship shortly before the crew of the Seitz came ashore, but nothing has been heard from them. They may have landed on Muskegat Island.

Captain Nickerson, who came here for assistance, reports that both vessels are likely to go to pieces, as a heavy sea is making in from the southwest, and they are in a very exposed position.

The Seitz had on board 3,800 tons of coal. She was bound from Baltimore for Portsmouth, N. H. The Palmer had nearly the same amount of coal, and was on her way from Newport News for some eastern port.

The Arthur Seitz was built in Camden, Me., and was launched about a year ago. She is 273 feet long, 44 feet wide and 22 feet deep. She has a registered tonnage of 2,000. Recently she was sold by Captain John C. Crowley, who built her, to J. S. Winslow, of Portland, Me.

The Frank A. Palmer is 274 feet long, 43 feet wide and 21 feet deep, with a registered tonnage of 2,014.

97 MILES IN 88 MINUTES.

FAST TIME MADE BY A SPECIAL TRAIN FROM MONTPELIER, OHIO, TO DETROIT.

Detroit, May 25.—Engineer William Tuck, with his hand on the throttle of engine No. 611 of the Wabash Railroad, drawing four coaches, made a record breaking run from Montpelier, Ohio, to this city to-day, a distance of ninety-seven miles, in eighty-eight minutes. The train was a special, carrying a contingent of skat players and a number of Pythians from Indianapolis to Detroit.

Not only did the trip break all records between Montpelier and Detroit, but during the run in Ohio a distance of eighty-four and one-fifth miles was made in seventy-one minutes, and twenty-six miles, from Whitaker, Mich., to Oakwood, Mich., was covered in twenty-one minutes, thus maintaining the unusual speed of seventy-five miles an hour.

DRAMATIC ARTS ALUMNI DINE.

The third annual dinner of the Society of the Alumni of the American Academy of the Dramatic Arts was held last evening at the Hotel Manhattan. The president of the society was toastmaster. Franklin Sargent, the president of the Academy, was the guest of honor. Preceding the dinner, a reception was held in the parlors, and following the dinner came an informal programme of speeches, recitations, music and story telling. Original poems were read by Leontine Stanfield, of the class of 1890, entitled "The Mummers," and by Miss Anna Hempstead Branch, of the class of 1896, entitled "The Theatre Curtain." Sixty-five guests were present.

NEW-JERSEY NEWS.

THREATEN TO LYNCH FARMERS.

WHEN ON DRUNKEN SPREE, THEY THROW WOMAN THROUGH RESTAURANT DOOR.

Paterson, May 25 (Special).—As a result of a fight in a restaurant in Market-st. last night, Mrs. Otto Oertles lies in a critical condition in the hospital, and Albert Wallace and Edward Osborne, farmers, who caused the trouble, are in jail awaiting the result of her injuries. The two countrymen came to Paterson on a drunken spree. They went down Market-st. smashing stands and showcases. They entered several restaurants, but were so boisterous and insulting that they were ordered out.

When they entered Otto Oertles's restaurant, at No. 33 Market-st., they gave their order without regard to price, saying they would pay for nothing, and insulted Mrs. Oertles so grossly that her husband ordered them to leave the place. A fight followed, and Mrs. Oertles, who went to the assistance of her husband, was hurled violently through the door to the sidewalk. An angry crowd, threatening to lynch the farmers, gathered about the unconscious woman. The men tried to escape, but were captured by the police as they ran into a neighboring store.

CHURCH IN MEMORY OF DAUGHTER

ST. CATHERINE'S, AT SPRING LAKE, WHICH COST $150,000, DEDICATED.

Spring Lake, May 25 (Special).—St. Catherine's Roman Catholic Church, built by Martin Maloney, of Philadelphia, in memory of his daughter, Catherine, at a cost of more than $150,000, was consecrated to-day. Admission to the service was by invitation, and many Protestants were present. Bishop McFaul, of Trenton, assisted by Fathers Burke, of Princeton, and Crean, of Trenton, officiated. Dr. J. W. Norris, chancellor of the Trenton Diocese, was master of ceremonies, and the boys' choir from the Trenton Cathedral furnished the music.

The sermon was preached by Archbishop Ryan, of Philadelphia. Before the sermon a solemn high mass was celebrated by Dr. William Kiernan, of Philadelphia, assisted by Father Burke, of Princeton, and Father McQuade, of Philadelphia. Fifteen priests took part in the mass, and solos were sung by Campanari.

The church is modelled after the Maria del Populo, in Rome. It is surmounted by a bronze dome. The altars are of marble. The body of Miss Maloney and other members of the family will be put in the crypt. A special train on the Pennsylvania Railroad brought the churchmen and a number of guests from Philadelphia.

The Wanamaker Store.

More Than Two Thousand PARASOLS
Handsomest of the Season's Styles---Under-Price

MANY are just half-price; most of the balance are a third under-price. The nucleus of the remarkable offering is the sample line of one of the largest manufacturing concerns. To this we have added hundreds of beautiful Parasols from our own stocks, including many of the most exquisite foreign parasols.

Friday and Saturday really began the Parasol season; and this superb offering, with its large savings, comes just at the moment when thousands of women must buy their parasols.

Here are some of the details:

At $1.50—Fancy All-silk Parasols, in plain pongee and colored silk with fancy stripes; worth up to $2.50.

At $1.90—Of black and colored taffeta silk with hemstitched borders; pongee with taffeta borders, and pongee embroidered edge; also white and black all-silk, with two grenadine ruffles. Worth $2.75.

At $2.50—Of plaited taffeta, border hemstitched, checked and striped silk ribbon insertion; grass linen with polka dots, lined with silk; fancy stripes in all colors, and all-white and all-black silk with two grenadine ruffles. Worth $3.50.

At $2.85—Of embroidered taffeta polka dots; plain taffeta hemstitched; Chene silk and white and black fancy stripes. Worth $3.75.

At $3.75—Of pongee, allover embroidered, with taffeta hemstitched border; Pompadour and Chene effects; allover plaited taffeta. Worth $5 and $6.

At $4.75—Of white and black silk chiffon, trimmed; and of colored silk taffeta, with wide plaited borders; white and black and colored fancy Chene silk. Worth $7.

A number of the finer sorts that were $10 to $25, reduced to $7.50 to $12.

Mourning Parasols, in wide variety, from $1.25 to $15.

Parasols for girls and children, from 50c to $4 each.

Broadway—with special showing on Main Aisle.

Newest Hats From Paris
And a Few of Our Own

WE SHOW TODAY a small, but interesting collection of the newest, choicest designs of famous Paris millinery experts for the Summer season.

Our millinery buyer, now abroad, secured from Reboux, Lewis, Suzanne Blum, Camille