Amusements.

AMERICAN THEATRE—2—8:15—Rip Van Winkle.
CASINO—8:15—A Chinese Honeymoon.
DALY'S THEATRE—8:15—King Dodo.
EDEN MUSEE—Day and Evening—World in Wax.
HERALD SQUARE THEATRE—8:15—Dolly Varden.
KEITH'S—11 to 10:30—Continuous Performance.
KNICKERBOCKER THEATRE—8:15—The Wild Rose.
MANHATTAN THEATRE—8:20—Divorcons and Little Italy.
MURRAY HILL THEATRE—2—8—Why Smith Left Home.
NEW-YORK THEATRE—8:15—Chaperons.
PARADISE ROOF GARDENS—8—Vaudeville.
PASTOR'S—Continuous Performance.
TERRACE GARDEN—8—Boccaccio.
THE ST. NICHOLAS—8:15—Duse—Concert.
WALLACK'S THEATRE—8:20—The Show Girl.

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New-York Daily Tribune.

TUESDAY, JUNE 10, 1902.

THE NEWS THIS MORNING.

CONGRESS.—Senate: Mr. Harris, of Kansas, spoke in favor of the Nicaragua Canal route; Mr. Simmons, of North Carolina, advocated the proposed Appalachian forest reserve; consideration of the Naval Appropriation bill was begun. House: The Anti-Anarchy bill was passed by a vote of 175 to 38.

FOREIGN.—The English polo team defeated the American team in the second of the series of contests at Hurlingham by 6 goals to 1; the final and decisive match will be played on June 14. At a fire in the heart of London nine girls were burned to death and fifteen persons were injured; the fatal results were largely due to the inefficiency of the Fire Department. The North German Lloyd steamship Kronprinz Wilhelm made a record run from this port to Eddystone Light in 5 days, 11 hours and 32 minutes. Whitelaw Reid, Special Ambassador from the United States to the coronation of King Edward, will go to Cambridge to-day to receive the degree of Doctor of Laws from the university. Edmond Rostand makes a sarcastic statement in regard to the Chicago accusation of plagiarism in the play of "Cyrano de Bergerac." The stories to the effect that J. P. Morgan's health is bad are declared to be without foundation. Several persons have been drowned and much damage done to sugar planters in Porto Rico. President Palma signed the Amnesty bill giving Americans in Cuban prisons or under trial in that country their liberty; President Palma is expected to appoint General Maximo Gomez commander in chief of the Cuban army. The Pope, at a consistory, bestowed the red hat on three prelates, one of them being Cardinal Martinelli; Governor Taft and the members of his party witnessed the ceremony in the Sistine Chapel of the Vatican; the Pope will send President Roosevelt mosaics from the Vatican as a present. The American scientists in St. Vincent last Saturday made a second ascent of the Souffrière volcano, but were unable to see within the crater on account of the steam and smoke.

DOMESTIC.—The hospital of St. Luke's Society, in Chicago, was burned, and thirteen patients and one doctor were killed. Two prisoners in an Oregon jail, in a successful effort to escape, killed three guards and wounded another prisoner who tried to stop them. A small army of men under an ex-United States officer is guarding the mines in the anthracite region; there was no indication of a riotous spirit on the part of the striking miners. The opening exercises of the centennial anniversary of West Point were held yesterday; the old academy was thronged with graduates, and Generals Schofield and Alexander, Major McClernand and others made stirring addresses. A short but severe fire in Saratoga resulted in the death of five persons and a property loss of $300,000. Governor Odell named the commission which is to inquire into the causes of the law's delay. Governor Odell appointed Ernest Hall a Supreme Court justice to succeed the late Miles Beach, and named H. H. Bender as Fiscal Supervisor of State charities. President Roosevelt nominated two major generals and six brigadier generals in the regular army, including successors to Generals Brooke and Wheaton and Surgeon General Sternberg.

CITY.—Stocks were dull and strong. It was announced that William C. Whitney and his associates in the big traction syndicate had secured control of the Stanley Electric Manufacturing Company, at Pittsfield, Mass. President Mitchell of the United Mine Workers conferred with Carroll D. Wright, United States Commissioner of Labor. Two members of the firm of A. S. Rosenthal & Co. were arrested and arraigned on three complaints, charging them with defrauding the government of customs duties on importations of Japanese silks. Professor Woodrow Wilson succeeded Dr. Francis L. Patton as president of Princeton University. Twenty-seven police officials were transferred, and seven new captains were made by Commissioner Partridge. District Attorney Jerome, much to the disgust of the counsel for the defence, refused to put Inspector Cross on the witness stand at the trial of Sergeant Churchill. It was said that Michael J. Dady was preparing a vigorous fight on the reform movement among Kings County Republicans, led by Charles A. Schieren.

THE WEATHER.—Forecast for to-day: Partly cloudy and warmer. The temperature yesterday: Highest, 72 degrees; lowest, 51 degrees; average, 61 degrees.

The Tribune will be sent by mail to any address in this country or abroad, and address changed as often as desired. Subscriptions may be given to your regular dealer before leaving, or, if more convenient, hand them in at The Tribune office. See opposite page for subscription rates.

THE SUBWAY EXTENSION PROBLEM.

Mr. Greatsinger may be right in saying that "there are nine men who go to Manhattan from "Brooklyn and return daily to one who comes "from Manhattan to Brooklyn and returns." That is no sufficient argument, however, to justify wrenching the Broadway-Brooklyn subway extension from the rest of the system and making it into a mere passageway for the Brooklyn Rapid Transit trolley cars to the City Hall Park. Any such assumption is based on a narrow and partial view of the traffic problem, and a shortsighted view at that. Granted that the bulk of the interborough traffic is a Brooklyn traffic. Mr. Greatsinger's figures do not show what proportion of this Brooklyn traffic would change cars at the City Hall and go uptown in Manhattan. Neither do they show what proportion lives in Brooklyn near enough to the tunnel or possible direct extensions to use it without resort to trolley cars.

Certainly a vast multitude now come to the bridge by elevated and surface cars in Manhattan. If one fare will take them from uptown to Brooklyn, leaving them to make the change to trolley cars there—if necessary—instead of at the City Hall, they are as well served. Those of them who will thus be landed near their homes will be better off. A study of the population of Brooklyn by wards will show that the question is by no means a "nine to one proposition" in favor of making the subway a Brooklyn Rapid Transit stub, as Mr. Greatsinger thinks. There are in round numbers a million people in Brooklyn. Over two hundred and fifty thousand of them live in the Eastern District, will be served by the New East River bridge, and will not use the tunnel whether it is a part of the rapid transit subway system or merely a tube for Brooklyn trolleys. Within half a mile of the tunnel on either side are over one hundred thousand people. Within the same distance of Atlantic-ave., and thus subject to service by subway trains if they should be run on over the Long Island tracks, are one hundred and thirty thousand more. A similar traffic arrangement for trains to go over other lines of this road would accommodate as many of the two hundred thousand people in the new wards which were once Flatbush, Flatlands, Gravesend and New-Utrecht as would be benefited by existing trolley lines running only to the City Hall. About "the Hill" region of Brooklyn there are one hundred and sixty thousand people who, if they wish only to go to the City Hall, will find the bridge nearer than the tunnel. With relief of the bridge through the new bridge—which is calculated to serve 40 per cent of those now using the old—and the tunnel these persons will find the bridge route the best.

It is seen that by proper arrangements through trains over the Long Island lines, which certainly ought to be made in case the McDonald system is extended to Brooklyn, about three hundred and thirty thousand people would be carried to the City Hall, as cheaply as by trolley and more rapidly, and if they went beyond the City Hall, as thousands of them would, they would be carried more cheaply. There remain about two hundred and fifty thousand people in Brooklyn to be considered. Probably fifty thousand live along the waterfront, like those near the navy yard, and would take ferries anyhow. The other two hundred thousand might find a trolley ride necessary to get home from a tunnel terminus in Brooklyn. Many of these live along the Park Slope, and their natural route is the Fifth-ave. elevated line, and when the bridge traffic is relieved by the other bridge and tunnel they should find perfect comfort either on the elevated trains or the parallel surface lines over the bridge.

It is not reasonable to expect the tunnel to accommodate all who use the bridge. It is desirable to separate the traffic, leaving the bridge for those who find it the direct line and the tunnel for others. The tunnel extension was planned for rapid transit. It will not give it if it is merely made a tube for Brooklyn streetcars. Trains are a necessity, but trains through the tunnel mean a change at the terminal, for trains cannot run through the streets. It is easy to see why the Brooklyn Rapid Transit Company objects to a rival in its field, carrying passengers from outer Brooklyn to upper Manhattan without change, and prefers to retain a monopoly of the borough and dump its inhabitants in a heap at the City Hall. But that through system will benefit Brooklyn. It will draw population there which remains crowded in Manhattan. It will be the beginning of a system honeycombing Brooklyn and eventually reaching to Staten Island, so that all parts of the outer boroughs will be in direct connection with the centre of the city. Some temporary failure of a through system to provide for everybody is of slight consequence compared to the ultimate benefit, and it would be extremely shortsighted to make tunnel unification impossible by diverting the extension from its proper function as a part of the great rapid transit system to serve as a mere crossing of the East River.

ATMOSPHERIC ELECTRICITY.

Franklin discovered that the lightning flash was caused by electricity. Since his day it has been observed that in calm weather as well as in stormy there is a difference in electrical pressure between the earth and the upper air. In a certain sense the atmosphere is a natural storage battery. Scores of scientific men, therefore, have been tempted by the idea of tapping that reservoir and drawing off a supply for industrial purposes. Alexander MacAdie, an American, is one of them. Señor Figueras, an electrical engineer, who lives in the Canary Islands, is another. The latter expert thinks that he has worked out a plan for doing so. If he has succeeded he has done a clever thing. Until details are forthcoming, though, it will be well to regard his claims with caution.

The task is much more complicated than one might suppose. With a voltage continually varying, and with only a small quantity of electricity available through a single conductor, a system of terrestrial storage and a multiplicity of wires leading the current down would seem to be necessary. These would probably cost so much, compared with the actual output of electricity, that the apparatus would be far more expensive than a steam or gas engine and a dynamo. The thing can unquestionably be done, but unless it can be done cheaply the operation will be of no value to civilization. The idea affords a close parallel to the tide motor and wave motor. A genius may do something with them some day, but just now they are not economical devices.

WORK AT THE HAGUE.

That is an agreeable announcement, that the United States and Mexico have agreed to submit a dispute between them to the International Court of Arbitration at The Hague for settlement. It indicates the taking of one more step in the world's progress toward peace through arbitration. We do not mean that in this particular case war has thus been avoided. There was no danger of war between this country and its great republican neighbor. But every dispute referred to arbitration makes it the easier thus to refer the next dispute that may anywhere arise, and the more men's minds are thus turned toward arbitration the more they will be turned away from war. It is auspicious to observe, too, that at last the tribunal at The Hague is to have something to do. The remark was made not long ago that that tribunal was a do-nothing body; that after elaborately constituting it the nations were systematically boycotting it. Yet, as we then pointed out, even in such apparent circumstances there was no cause for discouragement or for pronouncing the Peace Congress and the resulting arbitration treaty a failure. To-day the vindication of the arbitration scheme begins to assume tangible form. There is work to be done at The Hague at last.

There is cause for satisfaction in the identity of the two powers which have thus taken the initiative in starting the machinery of international arbitration—or adjudication. They are the only two American powers which were represented at the House in the Woods, and they are two of the four republics which took part in that historic congress. Republics have long held honorable rank among the nations in both peace and war, and States of the Western Hemisphere have been the peers of those of the Eastern. Those facts are reconfirmed by the leadership which these two American republics are taking in a cause which enlisted the active sympathy and participation of twenty powers of Europe and four of Asia. Especially gratifying is it that the United States should be a party to the first case before the court, because of the conspicuous part this country has played in the promotion of international arbitration as a substitute for war. We might claim that the first practical step toward arbitration was taken in the Jay treaty of 1794, with its provision for the reference of disputes to "mixed commissions." Certainly the most impressive example of arbitration in all history was that of the Alabama claims. In the hundred or more cases of arbitration and the nearly as many settlements by mixed commissions during the last century the United States was a party more frequently than any other of the thirty-seven nations which thus made appeal to reason rather than to force; and, finally, the United States was conspicuously active and influential at The Hague in arranging for the creation of this very tribunal which is now to be set at work.

Meantime arbitration apart from the court at The Hague is proceeding with promise in various countries. The last fortnight has seen the only civil war in the world ended on eminently humane and honorable terms. In two or three countries petty insurrections maintain a tedious existence; but apart from these latter the universal peace of the world is unbroken. We might even say it is not menaced, for there really is no serious threat of war anywhere. That is not to say war is impossible. War is always possible, and often comes suddenly and unexpectedly. But without undue optimism we may regard the present time as one that in a high degree makes for the lasting maintenance of world-wide peace.

DEVERY AND DUNN.

Devery as both end men and the middle man, all three in one on the platform, the Birch, Backus and Bernard of the Tammany minstrel show and continuous performance, has made such a hit that New-York is eager to hear from him again ere long. His elephantine gambols as a public entertainer and his challenges of defiance against Richard Croker, the master who made him a power in the Police Department, have promoted the gayety of local politics in the summer season, and the outcry that he shall do another turn on the Democratic stage is vociferous.

In the old days of Harry Hill's Houston-st. resort, which was kept up for lustrums and decades just under the eaves of Police Headquarters in Mulberry-st., that odd fish, Harry Hill, as quaint and typical in his way as the David Bennett Hill of Judge Maynard fame and Wolfert's Roost schemes for a Presidential nomination, called upon the merrymakers in his little playhouse with this unvarying appeal, "Will Mr. X-and-Y please kindly oblige?" And when the audience insisted upon a repetition with clink of canakin, with boisterous shouts of approval and loud thumpings upon the sawdust covered floor, Harry Hill was wont to recall the wearer of the Olympian crown in these words, "Will Mr. X-and-Y please kindly oblige again?"

Devery in himself is a three rings circus under a single tent, while joke loving, good natured, popular ex-Sheriff Dunn, for years a close Tammany friend and associate of Devery, as a Fourteenth Street political tumbler and acrobat cannot be surpassed. Weeks of hot weather are in store for New-Yorkers. They are already dry and dusty in their hunger and thirst for amusement in local politics. Will the great twin brothers of Tammany, Devery and Dunn, please kindly oblige again?

EXTENDING LIBRARY FUNCTIONS.

Public libraries, thanks to Mr. Carnegie, are now so readily obtainable that if any town is without one it may be said to be its own fault. With all the multiplication of books and of the opportunities to read them it may be questioned whether the popular appreciation of them as a means of culture is keeping pace with municipal pride and private philanthropy. One hears frequent pessimistic references to the aimlessness and unprofitableness of library reading as compared with the thoroughness with which our forefathers assimilated the scanty stores of knowledge they found on their fathers' bookshelves.

Librarians have long been striving to teach their readers how to use a library, but in most cases they have found difficulty in catching those readers young enough. It was to furnish this necessary early education that the officers of the Boston Public Library in April, 1901, asked the co-operation of the school authorities in working out a plan of which the following are the chief features:

The library sends once a year to each grammar and high school an employe who receives applications for cards from pupils, the library engaging to place in each school fifty or more volumes for topical reference or for miscellaneous reading. The teachers aid, of course, in making proper selections. As far as possible, books are also reserved for pupils at branch stations of the library; catalogues are placed in the schools and the pupils are invited to come to the library and examine its art collections.

The library officials report that very satisfactory progress has been made under this system. At the end of ten months the number of schools having permanent book depots had increased from 21 to 44, the collections varying from 50 to 100 books in the grammar schools and from 100 to 200 in the high schools; 7,000 children had been supplied with library cards for the first time; 4,661 volumes on various subjects had been reserved at the branches for the use of pupils, and hundreds of books had been bought in duplicate for school uses. Much attention had been given at the branches to aiding children in courses of reading bearing upon their studies; classes coming with their teachers had received instruction in the use of catalogues and reference books; 89 portfolios of pictures had been sent to the schools, and exhibitions of pictures had been held at the branches especially for the benefit of pupils.

A somewhat similar, though much less ambitious, experiment was made in this city a year or two ago, but it was discontinued after a few months for lack of funds. Perhaps it would be impracticable to revive it before the new central library building and the Carnegie branches are finished; but in view of the pitiably small proportion of readers who now make real use of the public library facilities, New-York will continue to observe with interest the progress of the Boston plan and hope for the day when its great foundation may undertake a similar work of popular education.

BAGGAGE SMASHING.

Among the railroad reforms much approved and applauded by travellers is the issue of orders by several corporations of prominence forbidding the banging about of railroad luggage in the riotous manner which has been the habit all over the United States. It is no exaggeration to say that in countless cases men employed by the railroads have displayed a perverted ambition to excel one another as "baggage smashers," eager to show the strength of their muscles and bent upon surpassing their rivals in wanton destruction of private property.

It was high time for a radical change in the handling of baggage on all our railroads. Passengers on American railways pay rates of fare sufficient to entitle them to the decent protection of their baggage. In the face of the orders recently sent out by railroad managers, no apologist for railroad employes can deny that there has been too much baggage smashing from Maine to Mexico. For this wrong there was never a shadow of extenuation. It was always an outrage, and it is time it was stopped.

The seventeen-year locust still tarries and has delayed his invasion of our city parks. Possibly he thinks New-York has troubles enough already.

Tammany's only chance is to take the car ahead.

In their glorious leafage of June Central Park and Prospect Park are pleasure grounds which afford unbounded enjoyment and delight to every one who passes through the gates or even looks upon them from the outside. Among the precious possessions of Manhattan and Brooklyn they are unsurpassed, and they never looked more inviting than now.

The overhasty running of open cars kept the doctors busy with cases of influenza and pneumonia this year, as in other years. But in these genial days and nights of early summer we cannot have enough of these unshut cars. The time was not ripe for them in March and April and fledgling May. But now even the children cry for them, although these cars were so clumsily designed by some enemy of public comfort that climbing into a seat is like unto the painful ascent of a precipice. Who was it that raised the floors of these open cars to such a height that only a mountaineering expert of the class of Tyndall or Huxley, of Whymper or Conway, can scale the peaks of the average wind swept trolley chariot without puffing or gasping? What strange, inexplicable gain was made in hoisting the seats so far above the level?

The death rate of autos and airships has gone beyond reason.

Investigations by competent experts have brought out proof that an undue proportion of the boys and girls in the public schools are troubled with one form or another of morbid irritability or inflammation of the eyes. Ophthalmia in its minor and mild manifestations is widespread. But this malady can be kept in check and even extirpated altogether by proper treatment and the exercise of due precautions. The Board of Education should be alert and should call upon the medical profession for whatever aid may be needed.

How many years have passed since the Elm-st. widening was begun? It is still no thoroughfare. Will it be ready for use at any time before the Greek Kalends?

Commissioner Woodbury shows a commendable interest in the men in the Street Cleaning Department, and is determined that they shall have ample facilities for baths after their trying and disagreeable duties are finished each day. He is doing all he can for the comfort of the faithful toilers whose names are recorded upon his payrolls, and every branch of the city government should be glad to come to his help in promoting the discipline, the efficiency and the wellbeing of the army of workers under his command.

Isn't New-York big enough and rich enough to have a baseball nine which would not disgrace a hospital for the lame, halt and blind?

"Infinite riches in a little room"—the gores and ells, the odds and ends of land, the wee bits and corners and margins of real estate on Manhattan Island just large enough to furnish sites for "flatiron" buildings and the like. Old Archimedes wanted only a fulcrum and a long lever to set the globe ajar. Present day builders are content with a few feet for the foundations of a modern business tower of Babel.

The District Attorney's office seems to strike a snag whenever it tries to prosecute "The" Allen. So long a list of failures in the case of this man, whose record is known to everybody, suggests much ground for thought.

The asphalt ring which was so successful while Mayor Van Wyck was in the City Hall in getting excessive prices for paving streets and avenues seems to have been pretty thoroughly broken up. Big rifts have been made in the old exorbitant schedules of prices for asphalt pavements, and the taxpayers will get the benefit of the better state of things.

THE TALK OF THE DAY.

"A British officer in South Africa," says "The London Chronicle," "sends an account of General De Wet's passing at his own request through the English blockhouse lines in the neighborhood of Lindley, on his way to confer with a commando. He came to the officers' mess to afternoon tea, drank coffee and ate cake. He was in the best of spirits, this leader, who is often spoken of as moody even to madness. So, too, he was when a week later he repassed the English lines, drank more coffee, and in more senses than one took the cake. For all the British who saw him were delighted by his simple and gay bearing, by the interest he took in an officer down with fever, at whose bedside he sat, and by the cordiality of his promise to extend an equal hospitality to his hosts should the fortunes of war, as he put it, ever bring them within his own lines."

Most people think, when they see a book that has the English spelling—the "u" in "honor" and "odor," the "ise" for "ize," etc.—that the types were set up and the plates made in England; but as a matter of fact, most important books that are written by English authors are set up in this country. When an important writer is to bring out a new volume an arrangement is made for its simultaneous publication on both sides of the water. The manuscript is then sent to the American publisher, who gives it to his compositors marked "English spelling," and it is set up in that manner quite as accurately here as any London compositor would do it. After the plates have been made they are sent to England. This roundabout method of simultaneous publication is due to the intricacies of the copyright law.—(Philadelphia Record.

"Mr. Harry Jones, of Rye," says "The London Chronicle," "has sprung into sudden repute by 'The Times's' report of the funeral of the late Mr. E. L. Godkin. The appearance of Mr. Harry Jones in the midst of so distinguished a gathering sends us to all the books of reference within reach. We cannot find him. Can it be that this gay and frivolous Harry is none other than a misprinted Henry James? Mr. Henry James lives at Rye. He was at the funeral. And he is certainly worth mentioning. In the interests of 'The Times' of 2002 and its reminiscent reprints, Mr. Harry Jones, of Rye, should be mended or ended."

"I wonder why the King of Spain desires to introduce horse racing as a national amusement?" "Possibly," said the man who doesn't appreciate money till it's gone, "he wants to help the treasury out by putting the Cabinet into the ring as bookmakers."—(Washington Star.

The only time Justice Gray, of the United States Supreme Court, was ever known to make a joke while seated on the bench was one day when Judson Harmon, then Attorney General, was arguing a case before him. Mr. Harmon had occasion to display a map, quite a small one, and he referred to it as a "bird's-eye view." The justice could barely see it from the bench, and after peering at it for a moment he said: "Mr. Attorney General, I regret to tell you that I'm not a bird." As Mr. Harmon folded up the tiny map, the grave and dignified justice was heard to chuckle audibly.

Subbubs—No, he isn't a suburbanite at all. What made you think he was?
Citiman—Every time I see him he has some story about his inability to get a servant girl who will stay more than a week.
Subbubs—My dear man, if he were a suburbanite he wouldn't joke about that.—(Philadelphia Press.

The crater of an extinct volcano about thirty miles from Kumamoto, Japan, is inhabited by twenty thousand people, who dwell within a pit surrounded by a vertical wall eight hundred feet high. The inhabitants rarely make a journey into the outer world, and practically form a little nation all by themselves.

Stranger (out West)—If that man you just lynched had been brought to trial he would have been found guilty and hung anyhow, wouldn't he?
Native—Yes, siree.
Stranger—Then why didn't you let the law take its course?
Native—Wall, you see, there's two or three weddin's comin' off soon, and we didn't want to raise the price of cut flowers.—(New-York Weekly.

"It is the custom of many households," says "The London Lancet," "to have the morning's post, including letters, newspapers and circulars, placed upon the breakfast table. The plan is convenient, but from a sanitary point of view it is appalling. It is undeniably a dirty practice. The sorter at the postoffice or the postman may not be as bacteriologically clean as is desirable. The dust of the road may adhere to any exposed gum, or the letters may be dropped, and the bacteriology of road dust exhibits some well known pathogenic organisms."

An Unmarried Man's Advice.—"Now prepare to greet the June bride with a sweet kiss."—(Boston Globe.

Preparations all complete.—(Cleveland Plain Dealer.

About People and Social Incidents.

AT THE WHITE HOUSE.

Washington, June 9.—Mrs. Roosevelt and her children left Washington this forenoon on the Dolphin for Oyster Bay, where the family will spend the summer. The Dolphin will stop at New-York to-morrow afternoon to enable Mrs. Roosevelt to do some shopping, and will proceed to Oyster Bay on Wednesday. Mrs. Roosevelt will remain at Oyster Bay until after July 4. She will then return to this city and remain with the President until he leaves Washington.

The President will start at midnight to-morrow over the Pennsylvania Railroad in a special train for West Point, to attend the centennial exercises. The party will include Miss Carow, Secretary Root, Postmaster General Payne, Secretary Moody, Secretary Cortelyou, General S. B. M. Young, General Leonard Wood, Colonel T. A. Bingham, Dr. Urie, a stenographer and two messengers. The President will remain at West Point Wednesday night. He will go to Oyster Bay Thursday morning, and start at noon on Friday for Washington.

Representative Tongue, of Oregon, to-day presented to the President three mounted specimens of the Mongolian pheasant, which is found in large numbers in Oregon. He invited the President to visit Oregon and hunt this bird.

President Roosevelt had among his callers General J. M. Bell, who was accompanied by Charles E. Price, of Edinburgh, Scotland. The President expressed to Mr. Price his gratification at the close of the war in South Africa and his hope that the British and Boers would rapidly amalgamate and settle down to their accustomed daily pursuits.

HAPPENINGS AT NEWPORT.

Newport, R. I., June 9 (Special).—Mr. and Mrs. Hamilton Fish Webster have arrived at their cottage, in Harrison-ave., for the summer.

P. W. Livermore, E. T. Potter and H. C. Derham are registered at the Casino.

Mrs. L. C. Ledyard is here arranging for the opening of her house for the season some time in the latter part of the present month.

Mr. and Mrs. H. B. Duryea are here for the season, and have opened their cottage in Harrison-ave.

H. F. Lippitt, of Providence, has rented the Foster cottage, in Catherine-st., for the summer.

Miss Conde, of New-Haven, is the guest of Miss Busk, at Indian Spring, Ocean-ave.

Richard Williamson, of New-York, has arrived at the Riggs cottage for the season.

Mr. and Mrs. T. M. Davies will arrive at their cottage, The Reefs, to-morrow.

Mrs. Charles Fairchild, of Boston, has arrived for the season.

Mrs. James Kernochan is expected at Boothden for the season to-morrow. Mr. Kernochan has been here for several weeks getting the place in readiness for the summer. He has erected a temporary stable for his horses, the one on the premises not being large enough.

Mr. and Mrs. A. G. Vanderbilt will arrive from Providence to-morrow, making the trip from that city in their auto. After visiting Oakland, their farm in Portsmouth, to inspect the improvements which have been made during the winter, they will visit Mrs. C. Vanderbilt at The Breakers, where they will remain until they take possession of Pinard cottage No. 5, which they have rented for the season.

NEW-YORK SOCIETY.

Columbia University is celebrating its commencement week, and may be said to have started the festivities in connection therewith last night with a successful dance, which took place in the gymnasium, which was tastefully decorated with plants, bunting and flowers. The committee in charge of the dance included Walden Pell, Lyman Rhoades, jr., Arthur Delano Weeks, jr., Lyle Mahan, son of Captain Alfred Mahan, U. S. N., and Harold Tuthill Spencer, who acted as chairman.

Mrs. H. McKay Twombly will give a large euchre party this afternoon at Florham, her place, near Madison, N. J.

Robert Hargous has returned to town from the Hot Springs, greatly improved in health, and will sail soon for his home in Venice.

Mrs. Roosevelt is expected in town this afternoon for some shopping. She is on her way from Washington to Oyster Bay with her children, where she will arrive to-morrow for the summer.

Colonel and Mrs. Astor have deferred their departure for Newport, and will not go there until some time next month. Mrs. James P. Kernochan leaves town for Newport to-day.

Craig Wadsworth will sail for England next Saturday to take up his duties as one of the secretaries of the United States Embassy in London.

Many people left town yesterday for Boston to attend the wedding of Miss Frances Adams to George Baker Clark, of this city, which takes place to-day at the house of the parents of the bride, Mr. and Mrs. Francis J. Adams, in Commonwealth-ave. Mr. and Mrs. Adams and their daughter have for some years past been in the habit of spending a portion of the winter in New-York, making their headquarters at the Buckingham Hotel, and are well known among the fashionable set.

Another out of town wedding which takes place to-day is that of Miss Jennie Ten Eyck, daughter of Mr. and Mrs. Clinton Ten Eyck, to Samuel Henry Kellogg, at Albany. A large party of guests left town last night to attend the ceremony.

Formal notification has now been made of the engagement of Robert J. Collier to Miss Sara Van Alen, an authoritative announcement of which appeared in this column a number of weeks ago. Robert Collier, who is a Harvard graduate, a son of P. F. Collier, and a member of the Racquet, the Meadow Brook and several other well known clubs, sailed last Saturday for Europe, where Miss Sara Van Alen has been staying for some time past with her father and sister May, who is engaged to Robert R. Remington, as already announced in The Tribune. The weddings of both sisters are expected to take place at Newport some time in August or September.

Mr. and Mrs. Grenville Peters have closed their house in East Seventy-sixth-st., and are established at The Corners, their country place at East Williston, N. Y., for the season.

Mrs. Royal Phelps Carroll is staying with Mr. and Mrs. Winthrop Chanler at Newport, while her own cottage there is being prepared for her occupancy.

As soon as the Yale commencement is over, the Rev. Anson Phelps Stokes, jr., will sail for Europe, accompanied by Dr. G. H. Nettleton, and make a walking tour through Switzerland.

Mrs. Stuyvesant Fish is on her way back from Europe, and is expected either to-morrow or the next day.

Mr. and Mrs. A. Holland Forbes will spend the summer on Long Island, and will not take up their residence in their new house until the fall.

Mrs. Cameron M. Winslow has left town for Newport, and is at the Lebya cottage, in Rhode Island-ave., where she will spend the summer.

Mrs. Slater, of Washington, who was Miss Gammell, has left town and gone to Newport, where she is staying with her sister, Mrs. T. Shaw Safe.

Miss Furniss and her sister, Mrs. J. E. Zimmerman, have arranged to spend the summer at Bar Harbor, and will go there early next month. Miss Clementine Furniss sailed for Europe last week.

Mr. and Mrs. Francis S. Witherbee will leave town this week for Ledgeside, their country place at Fort Henry, N. Y.

Mrs. Brayton Ives and her daughters will leave town next week for Northeast Harbor, Me., where they will spend the summer.

H. C. Fahnestock will close his house in Madison-ave. next week and go to Elberon, N. J., for the summer.

Samuel D. Babcock and the Misses Babcock have left town for Lenox for the summer.

Colonel and Mrs. Alfred Wagstaff have closed their house in West Twenty-first-st. and are at their country place, at West Islip, for the summer.

Mrs. William P. Draper, with her son and daughter, has gone to Bar Harbor for the season.

Mr. and Mrs. Amos Tuck French will leave Tuxedo next week for Newport, where they will spend the summer, returning to the Park in the fall.

James N. Putnam and Mrs. Putnam, who was formerly Miss Eleanor J. Robinson, are at Tuxedo, staying with Mr. and Mrs. Richard Mortimer.

Mr. and Mrs. R. T. Wilson will leave town to-day for Newport, for the summer.

Mrs. John R. Drexel goes to Newport to-morrow.

Mr. and Mrs. Henry Hollins have gone to Islip, Long Island, and opened their country place there for the summer. Mr. and Mrs. E. Lyman Short and Mr. and Mrs. Lucius K. Wilmerding are likewise at Islip for the season.

Mr. and Mrs. Henry F. Dimock have left town and are at the old Dimock homestead, at South Coventry, Conn., where they will remain until the middle of next month, when they go to Bar Harbor for the remainder of the season. Mr. and Mrs. Cary Hutchinson are with them at South Coventry, and will accompany them to Bar Harbor later on.

Mr. and Mrs. Dallas Bache Pratt have closed their house in West Forty-eighth-st. and are at their country place on Premium Point, near New-Rochelle, where they will spend the summer.

Mr. and Mrs. Henry G. Trevor have left town for Southampton and have opened their cottage there for the season.

R. Livingston Beeckman and Miss Beeckman have been staying with Mr. and Mrs. Theodore A. Havemeyer at the latter's country place in Hempstead.

COUNT TOLSTOY GREATLY IMPROVED.

Yalta, Crimea, June 9.—Count Leo Tolstoy has greatly improved in health, and to-day he spent a few hours out of doors.

MR. MORGAN'S HEALTH.

Brindisi, Italy, June 9.—There is no ground for the report that J. Pierpont Morgan has suffered a breakdown in health. Mr. Morgan appeared to be in excellent health at the railroad station here yesterday evening when he took the train on his way to London.

WILHELMINA'S DOCTORS DECORATED.

The Hague, June 9.—The physicians who attended Queen Wilhelmina during her recent illness have been decorated. Professor Roosenstein, the pathologist of Leyden University, has been promoted to the rank of Commander of the Order of the Lion of the Netherlands, and Drs. Konwer, Roessingh and Pot have been appointed Knights of the same order.

TRANSATLANTIC TRAVELLERS.

Some of those who arrived here yesterday on the steamer Lahn from Genoa and Naples were:

Mrs. Cooper.
Admiral John McGoman.
Mr. and Mrs. L. P. Kendall.
Mr. and Mrs. Charles H. Miller.
Mr. and Mrs. Archibald Sheffield.
Mrs. John Dickson Watson.
Colonel Wood.

The steamer Barbarossa, which arrived here from Bremen yesterday, brought among her passengers:

Dr. J. B. Chantier.
Miss Julia Francis.
Mrs. J. Lawrence.
Miss Lawrence.
Oberst von Witgleben.
Hauptmann von Muelmann.
Robert Neuhaus.
Miss Meta Thies.
Baroness von Uechtritz.
The Misses E. A. and E. J. Williams.

Booked to sail for Hamburg by way of Plymouth and Cherbourg to-day on the steamer Moltke are:

Mr. and Mrs. M. I. Arms.
The Rev. Dr. and Mrs. J. Douglas Adam.
Mr. and Mrs. C. H. Booth and family.
Mr. and Mrs. J. W. Burgess.
Professor Edward M. Bowman.
Mrs. George Burt.
Miss E. Burt.
Mrs. F. H. Southwick and family.
Mrs. M. Knowlton Young.
William W. Thomas, United States Minister to Sweden and Norway.
Professor and Mrs. F. Schweiker.
Mr. and Mrs. I. Sherwood Coffin.
Mr. and Mrs. John Young.
Richard Freyersleben.
Mrs. George Flower.
R. Bradford McGregor.
Mrs. A. M. McGregor.
Mrs. M. E. McIlvaine.
The Misses McIlvaine.

On the steamer Lombardia will sail to-day for Italy:

G. Gregory Smith.
Miss Ann May Morris.
Miss Minnie Millet.
Mr. and Mrs. W. W. Innes.
Mrs. W. A. Gamble.
Miss Margaret McGregor.
Miss Frances Penrose.
Mrs. I. Gordon R. Wright.
Miss Bailey Wright.
Mr. and Mrs. Andrew Donaldson.
Mr. and Mrs. John Esser.
William F. Gill.
Dr. M. Russel Wilcox.
Ralph E. Rogers.
B. G. Elliot.

Among those who expect to sail to-day on the steamer Prinzessin Victoria Luise for Plymouth, Cherbourg and Hamburg, are:

Miss Blanche Bayliss.
Miss Daisy Greene.
Mr. and Mrs. Charles E. Hart.
Mr. and Mrs. O. W. Mink.
F. P. Olcott.
Mr. and Mrs. Robert H. Law.
Mr. and Mrs. J. F. Zimmerman, jr.

London, June 9.—The White Star Line steamer Oceanic, which is to sail from Liverpool on Wednesday next for New-York, will have among her passengers Joseph Pulitzer, the proprietor of "The New-York World."

HOBART TOMB DEDICATED.

ONLY A FEW FRIENDS PRESENT—THE SERVICE SIMPLE.

Paterson, June 9 (Special).—The mausoleum built by Mrs. Jennie T. Hobart for her husband, Vice-President Garret A. Hobart, in Cedar Lawn Cemetery was dedicated this afternoon in the presence of a few personal friends of Mr. Hobart. His body and those of his three dead children, Fannie, who died in Italy, and two who died while babies, were placed in the mausoleum in the forenoon. The body of the Vice-President was placed in the sarcophagus on the northerly side of the centre of the tomb, and those of the daughter and babies were put in the catacombs at the sides of the tomb. A scaffolding and tackle had been rigged up inside