Amusements.

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 BEACH—8:30—Shannon's 23d Regiment Band.
NEW-YORK THEATRE—8:15—Chaperons.
PARADISE ROOF GARDENS—8—Vaudeville.
PASTOR'S—Continuous Performance.
TERRACE GARDEN—8—Martha.
THE ST. NICHOLAS—8:15—Duss—Concert.
WALLACK'S THEATRE—8:20—The Show Girl.

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New-York Daily Tribune.

MONDAY, JUNE 16, 1902.

THE NEWS THIS MORNING.

FOREIGN.—King Edward is suffering from an attack of lumbago. ═══ Builders of stands along the route of the coronation procession are not receiving so many applications for seats as were expected. ═══ Markets in the last week in both London and Berlin were dull. ═══ More than twenty-five hundred burghers have surrendered in South Africa since June 13. ═══ General Delarey, with eight hundred men, has surrendered at Lichtenburg. ═══ It was reported that five Americans from the 5th Cavalry, taken prisoners by the Filipinos, have been massacred. ═══ The Grand Prix de Paris, worth 200,000 francs, was won by Kizil-Kourgan. ═══ More than sixteen thousand Boers have surrendered in the last few days.

DOMESTIC.—Thirteen thousand persons attended the annual communion services of the Christian Scientists in Boston. ═══ Dr. Selden H. Talcott, superintendent of the State Hospital for the Insane at Middletown, N. Y., died. ═══ The Naval General Board has been called to meet in Washington on Tuesday to perfect plans for a strong auxiliary fleet for service in case of war. ═══ The Rev. Dr. Anson Judd Upson, chancellor of the University of the State of New-York, died in Glens Falls, N. Y. ═══ A great crowd of friends of the 14th and 23d regiments visited them in the State Camp. ═══ A statement by an official of the United Mine Workers of America indicates that the striking anthracite miners are waiting for the mines to cave in, expecting that then the capitalists will yield. ═══ The New-York Central's flyer between here and Chicago made excellent time to Buffalo. ═══ Rioting broke out afresh in Pawtucket, R. I., and it was said that more troops would have to be called out. ═══ Senators Elisworth and Higgins had a narrow escape from injury in a trolley collision. ═══ Cuba passed over it. ═══ A bicycle policeman received injuries that may cripple him for life in stopping a runaway.

CITY.—Over a thousand passengers on the steamer Cygnus were thrown into a panic when the vessel ran into the steamer H. F. Dimock; women tried to jump from the battered decks, but were prevented by the men; the General Slocum ran aground at Far Rockaway in avoiding a collision with a yacht. ═══ It was said that a conference between representatives of the Greater New-York Democracy and the Republican organization would be held as soon as President Morris returned, looking to a fusion on the judgeship ticket this fall. ═══ The Central Federated Union decided to employ a lawyer to try to get an injunction preventing the Manhattan Railway Company from using soft coal. ═══ The "Marquis de Cordova," who was found bound to a railroad track, was discharged by Magistrate Flammer, the police having held him as a suspicious person. ═══ An unknown man jumped from the Brooklyn Bridge; the body was not recovered. ═══ The Oak-st. precint was closed tight by Captain O'Reilly. ═══ There was an explosion in a manhole, and a panic followed among the passengers of a Thirty-fourth-st. crosstown car which had just

THE WEATHER.—Indications for to-day: Showers and cooler. The temperature yesterday: Highest, 78 degrees; lowest, 64.

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THE FOODY INDICTMENT.

It is difficult to understand just what District Attorney Jerome expects to accomplish by the criminal prosecution of Captain Foody, with whose punishment for neglect of duty by the Police Commissioner he is dissatisfied. If he were really the stern prosecutor intent solely on bringing to trial every person violating any law his action might be considered simply as conscientious performance of duty. It is impossible to believe, however, that personal feelings and considerations of political policy have not had more weight with Mr. Jerome than desire to enforce with strictness and impartiality the criminal law. If Commissioner Partridge had inflicted a heavy fine upon Captain Foody or dismissed him from the force it is not probable that the District Attorney would have felt obliged to follow the police trial with a criminal indictment. He considered—perhaps justly—that the Commissioner's sentence was inadequate, he openly expressed his disgust and threatened to use the power of his office to achieve a different result.

This means that the District Attorney has constituted himself the administrator of the Police Department. In effect he says to Commissioner Partridge: "If you don't run the department according to my ideas and punish police derelictions as I wish, I will take the matter of police discipline out of your hands and determine the police policy myself." It may be that the police policy is unwise and that Mr. Jerome could work reforms more rapidly than Mr. Low and Colonel Partridge, but it happens that they were lawfully chosen to deal with the police problem and he was not. He can, of course, defend his activity in police prosecution as an exercise of his proper function, but by word and deed he makes it perfectly clear that his thoughts are centred not on the exercise of those functions as an end in itself, but on the use of his power to direct the government of the city of New-York and ultimately secure legislation in harmony with his own views. That comes very near to a distinct misuse of his authority. Statesmanship is no part of his business.

The police problem is an exceedingly difficult one, and a satisfactory solution of it is yet to be found. There is no logic in the studied moderation of the administration on the subject of excise law enforcement, but nobody has yet come forward with a clear cut, logically perfect plan which did not on the face of it mean the utter breakdown of the attempt to give this city decent government. There is no question but that conditions are gradually improving, and that the administration has taken a course which greatly troubled the forces of corruption. That is evident from the energy with which the well known champions of vice have been complaining at what they called the lack of a positive stand for virtue. What they wanted is just what Mr. Jerome wants, though for a different motive. They wanted a lot of removals that would be set aside by the Court of Appeals, and some hard and fast instructions which vicious policemen might quote as authority for extravagant and oppressive law enforcement which would discredit the administration with all sensible people. Mr. Jerome wants extreme enforcement, not to discredit reform, but to discredit State laws. He ought to realize the hopelessness of securing repeal in that way, at least unaccompanied by local option, which he himself believes, or has believed, would result in a vote for the very Sunday laws which he is working to abolish. Whether he realizes it or not is, however, a matter of indifference. He was not elected District Attorney to use the machinery of criminal prosecution to promote any policy of statesmanship or to rebuke Colonel Partridge.

THE TRIBUNE FRESH AIR FUND.

It is our custom at this season to recall to the minds of our readers the work of The Tribune Fresh Air Fund during previous years and to ask for a renewal of the generous support which it has received heretofore. From the last season's operations there was brought over the sum of $48.91, showing that the amount to be contributed had been pretty accurately foreseen and that it was practically all utilized. This narrow margin also suggests that if more money had been received it could have been used, for the management is always careful not to undertake more than its prospective resources will enable it to carry out. Last year was successful in all respects. There were sent into the country for two weeks 9,175 children, gathered through 121 city organizations for the relief of the poor, which indicates the breadth of the field cultivated in New-York. These children went in separate parties to 354 towns in Vermont, Massachusetts, Rhode Island, Connecticut, New-York, New-Jersey and Pennsylvania, which reveals the range of country hospitality. The total mileage covered was 3,002,100, and there was not a single accident, from which an idea may be obtained of the precautions taken to insure safety.

The amount expended last season was $27,103, or an average of $2.97 for each child, which corresponds closely to the cost per capita during a long period of years. Truly this is a small price for so much pleasure and lasting benefit to body and spirit. We have often alluded to the economy with which the fund does its work, and we desire to make the fact conspicuous again at the beginning of a new season. Those who now, perhaps for the first time, are inclined to co-operate may rest assured that for every gift of $3 a city child will be enabled to spend two weeks in the country. There is no charge on the fund for the machinery of administration. Every dollar received is directly and wholly devoted to the accomplishment of the giver's purpose.

The preparatory work for this summer has been begun, and contributions are needed at once in order that a forecast of the season's resources may be made at an early date. There is never any lack of households willing to receive the children. If every invitation could be accepted the work would be largely extended. The desire always is to decline as few offers of hospitality as possible, but it is obviously desirable to avoid making engagements which cannot be fulfilled, inasmuch as a different policy would lead to confusion, to a waste of effort and to a disappointment of generous intentions. The amount of work accomplished depends on the amount of cash received. We are in the habit, therefore, of printing on this page a specially earnest request for contributions as soon as the country canvass begins, but thereafter for the most part letting the current record of receipts and activities make its own suggestion and appeal. As its old supporters know, The Tribune Fresh Air Fund employs no solicitors and gives no entertainments to procure money, but relies wholly on such voluntary gifts as knowledge of its operations may bring to this office. We hope the stream will begin to flow soon and in even greater volume than usual.

ALTERNATING CURRENT TRACTION.

The Whitney syndicate's purchase of a controlling interest in a factory for producing electric railway equipment is in several ways an exceedingly important development. Perhaps the feature which will prove the most revolutionary in its effects, though, is the alliance concluded with the great engineering firm of Budapest, Ganz & Co. That house has developed a system of electric traction unknown in America, but about which the world is likely to hear a good deal in the future. For that matter, London did hear a good deal about it last year, for there was a formidable movement on foot to secure the adoption of the Ganz system on the Metropolitan and District (underground) roads in that city. Mr. Yerkes strenuously opposed the proposition, and the board of arbitration which disposed of the controversy finally decided against the Budapest plan, on the ground that it was too great an innovation. With about half a dozen exceptions, all the electric roads in the world are operated by a direct current, while Ganz & Co. use the alternating current. The line in Northern Italy on which the latter has been introduced, though sixty-six miles long, had not been in operation long enough to satisfy the London arbitrators. The Berlin-Zossen experiments, which also used the alternating current, were yet incomplete, and the few other ventures thus far made therewith were on small Swiss roads, where the results were rather inconclusive. But when men of such sagacity and foresight as Mr. Whitney and his business associates exhibit confidence in the Ganz system their policy becomes prophetic.

The great virtue of the alternating current is its fitness for long distance work. This results from two facts in combination. It is more economical to send electricity over a line of given length at a high voltage than at a low one, and the voltage of an alternating current can be easily raised for transmission and then lowered for application to service. If, however, traction work is to be done in accordance with the present fashion one more change must be made. The alternating current must be altered into a direct current, thus calling for one additional bit of apparatus and involving a slight loss of energy. Thus, the Manhattan Elevated Railway Company generates its current at 11,000 volts, sends it at that pressure to its sub-stations, and there, after transforming it down, converts it into a direct current at 625 volts. This is the pressure at which the current enters the motive machinery under the cars. If alternating current motors were used, some reduction of voltage would still be necessary, but converters could be dispensed with. Less plant would be needed for the operation of a road.

Many signs point to an extensive substitution of electricity for steam on existing railways in America within the next few years. This will undoubtedly take place at first chiefly on trains engaged in suburban service, and running not more than twenty, thirty or forty miles. Eventually, no doubt, there will also be electric expresses, covering distances ten times as great. For both classes of work the alternating current is admirably adapted, since it calls for less mechanism and fewer power houses, and has a longer range. Whether it will ever be deemed practicable to transmit current two hundred miles from the dynamos in the East, as is now done in California, is uncertain. It also remains to be seen how much of a reduction of voltage is necessary after transmission. On the Lake Como line the motors take the current at 3,000 volts. Still another question is whether it is better to have three overhead wires or only two, in the latter case using one set of rails for a conductor. These, however, are minor problems. Whatever be the solution reached, the peculiar fitness of the alternating current for long distance work will remain unaffected.

UNPAID AND HUNGRY SOLDIERS.

A Turkish garrison in Macedonia has mutinied because the paymaster has not been seen or heard of for months. It may be perplexing to some people that the hardy and patient Mussulmans who serve the Sultan in uniform should rebel because their pockets are empty. But it is probable there are hollow voids in their stomachs also. It is a well known article of faith among the followers of Mahomet that the pious warrior who dies in battle goes straight to his longed for heaven. But the Koran has nothing to say concerning the future happiness of soldiers who are on the edge of starvation in peaceful times, and even the muezzin's call to prayer as it sounds from the slender minaret may fail to appease the gnawings of appetites made ravenous by days and nights of enforced fasting outside the month of Ramadan.

To draw the waistbelt tighter, to say "kismet," and try to be stoical, may keep the rebellious spirit in check for a brief season; but if the Sublime Porte does not increase its supplies of food in some of its garrisons, and does not dole out a pittance of long overdue wages now and then, the throne of the Caliphate may totter. For many a year it has been propped up by bayonets. Were any large part of the army to be disaffected to the extent of an outbreak, that support might be so weakened that the map of Eastern Europe and Western Asia would need recasting.

RACING HAPS AND MISHAPS.

The turf season is now at its height, and never before was this form of sport in so much favor among Americans as now. On Saturday last fleet thoroughbreds were seen in contests of importance in New-York, Chicago and St. Louis, and so near Boston, Buffalo, Cincinnati and some other well known places in this country that big armies of spectators gathered to watch the exciting struggles. Authentic reports from the North and East, the West and South, make it clear that the prosperity and success of the racetracks this year are exceeding anything known before. Suburban Day at Sheepshead Bay has been for almost twenty years the most renowned and distinguished of American racecourse festivals, and on June 14, 1902, the previous triumphs and achievements from 1884 onward were surpassed. The attendance was in advance of earlier totals, and was remarkable in quality as well as in numbers. No rain fell, and the great throng of lookers on enjoyed every pleasure possible when hosts of people assemble to see stirring combats fought out. The racing was admirable and of the highest class. There were no falls, no jockeys and no horses were hurt, and the sourest of cynics and the most querulous of kickers among the most crabbed of habitual racegoers could discover nothing to condemn.

No one of the Suburban Handicaps from the first, which was won by General Monroe, resulted in a victory more popular and one which gave more satisfaction. Gold Heels, the victor, is a colt of splendid lineage, of stout heart, of fine speed and staying power, and of ability to carry weight. He was bred by President Cassatt of the Pennsylvania Railroad, and his sire, The Bard, a superb racehorse, and his dam, Heel-and-Toe, a fine race mare, are still living on Mr. Cassatt's breeding farm, and their owner has abundant reason for pride in them. Gold Heels was the colt best liked and most trusted by the throngs which saw the Suburban, and he was first fairly and squarely on his merits. He is owned by an honored and popular stable. At the head of this stable is General McLewee, who accomplished so many memorable feats when he was in control of the famous Ehret stable some years ago. The Ehret horses were so skilfully chosen and so well managed that they carried off a glittering array of racing prizes and honors, and when the racers were sold they brought large sums. Allen, the modest, unassuming trainer who handles Gold Heels, was the trainer of the Ehret stable, and he has no superior anywhere.

While the greatest racing day in the New World was free from even the slightest taint of scandal, there has been a great deal of unpleasant talk in England about the amazing defeat of Sceptre in the Epsom Derby. That queenly filly was an overwhelming favorite for the most famous race in the world. She ran wretchedly and was unplaced. Ard Patrick, a colt that she had absolutely romped away from in the Two Thousand Guineas, romped away from her with astounding ease in the Derby. It could not have been the rain or the condition of the course which made Sceptre fail so wofully in the Derby, because in the same week, in heavy rain, in weather similar to that of Derby Day, she cantered over the line in The Oaks the easiest of winners. The greatest turf battle in England in 1902 will always rest under a shadow of suspicion. There was no cloud, not even one no bigger than a man's hand, on America's greatest race.

MONEY AND BUSINESS.

The week opened with the smallest trading at the Stock Exchange for any full day since August 10, 1900, but subsequently there appeared a decided improvement in the volume of business and a moderate advance in the average of quotations. The better feeling was due to a general impression that neither operators nor coal miners would persist in the strike when they became fully cognizant of the extent to which the entire nation's industrial prosperity was involved. There was also a good influence from the better knowledge which followed the publication of correspondence previously withheld. The public had been very much in the dark as to the actual cause of the strike, and the uncertainty was a bad feature. The best influence, however, was exercised by the progress of agricultural products. Each day of favorable weather puts the crops further from danger, and the average condition of all vegetation is exceptionally good for this date. When this fact is considered in connection with the largely increased acreage under cultivation the outlook for continued expansion of railway earnings is most cheering. Each month's report of traffic for a number of years has shown a fair gain over earlier statements, and increased facilities will assure still further gains if the distribution of merchandise receives no check.

Money market conditions have not altered, except that a firm tone followed the first arrangements to finance the unprecedented midsummer interest payments, which will commence on July 1. This factor was prominent in the market for short time loans, but otherwise the demand for funds was light. At 5 per cent, the rate for loans on industrial collateral, there was little inquiry, and commercial borrowing was also limited. Most new commitments were in the form of call loans, which ruled at about 3 per cent. Domestic exchange on New-York at the leading cities was at a premium, and the balance on these interior transfers favored local institutions. Sub-Treasury operations continued to absorb funds, but this factor is temporary in character, as large pension and interest disbursements are approaching, and in two weeks internal revenue payments will decrease, while there will be more or less redemption of unused stamps. While the banks are holding large reserves, it is also noticed that government vaults have accumulated the unprecedented amount of $555,359,711 in gold, far surpassing the Bank of France, the nearest competitor. The net available cash balance in the treasury rose to $201,526,342 on Monday, also an exceptional figure. Foreign finances are in good condition, with all gold reserves ample and confidence increasing. Stock market settlements were concluded at London without especial pressure, and in fact rates ruled decidedly easy. Speculation in American railway shares reflected the quiet situation at New-York, while the dulness of Kaffir and kindred properties indicated that the good news from Africa had been very largely discounted. Although Paris rates on London weakened, there was no indication of arrangements for gold exports from here, the foreign exchange market being quiet and steady.

Legitimate business is still heavy, especially in the more seasonable lines, which now go freely into consumption. In many localities there had been little warm weather up to the last week, and the arrival of a few days of sustained heat brought out a vigorous distribution. Payments are satisfactory, as a rule, and bank exchanges reflect the large collections. Comparisons with clearings in the corresponding week last year are still worthless as a measure of the volume of business, because of the insignificant current stock operations. Omitting the few large Eastern cities, however, the week's record shows a good increase over last year's clearings, Louisville gaining 22.3 per cent, Minneapolis 15.9, San Francisco 12.7, St. Louis 10.9, and many other interior cities from 5 to 10 per cent. Activity is especially notable in all lines of structural material, the aggregate of building operations now in progress being very heavy. This results in high prices for lumber, bricks and all allied products.

The great staples continue to fluctuate in response to the latest crop information. Wheat traders had a most uncertain week, owing to the surprisingly low condition reported for winter wheat. Almost uniformly encouraging reports had been received during May, yet the government experts recorded a fall in condition. This was followed on Wednesday by a statement indicating that acreage estimates generally accepted by the trade were excessive. No official corn figures will be available until next month, but private dispatches were almost unanimous in promising a remarkably large yield. The closing weeks of the old crop year are not bringing out liberal receipts of either wheat or corn, but there is partial compensation in the smaller exports, which tend to keep supplies fairly steady, and fears of famine conditions have ceased. While the new season will find no burdensome stocks carried over, and prices will be easily held at a firm position, it is now evident that the extreme scarcity threatened by pessimists will not occur. Receipts of Brazil coffee have exceeded fifteen million bags, with two weeks of the season remaining, and much old coffee will come forward during the next crop year.

The best possible news is heard regarding the consumption of pig iron, which is the foundation of industrial activity. During May the output attained a new high record, at the rate of 18,800,000 tons per annum, yet furnace stocks were depleted to the extent of over 20,000 tons, and holdings on June 1 were not more than were needed for a single day's consumption. Shipments are falling behind old contracts, and high premiums are readily paid for delivery within the next few months. A few mills are planning the customary summer closing for repairs, but idle capacity will be small this season unless unreasonable demands are made by workmen. The strike at blast furnaces for shorter hours proved a failure, but some concessions as to wages were made. This interruption forced the active capacity at the opening of the month slightly below the figures for May 1, but prompt revival has probably restored the rate to a new high point, although exact figures are not available. To meet the demand for fuel Connellsville ovens are now making about 250,000 tons weekly, and shipping even more, as stocks in the yards had accumulated during the car shortage. Some paper mills and other plants dependent on coal are closing down for the summer vacation earlier than usual in order to economize fuel. Textile mills are increasing their output, while prices in all departments are well maintained. Shoe factories at the East are still limiting operations, but at other points there is no curtailment.

No offscourings of city streets will be scattered on the beaches this summer. So the public spirited head of the Street Cleaning Department assures us; and a multitudinous chorus fills the air from grateful bathers.

The rigorous military system in the dominions of King Oscar is sending to the United States this year a larger number of sober, sturdy, hard working Swedes than in previous seasons. These seekers of new fortunes are so industrious and well behaved that this republic of ours is glad to welcome them. These Swedish men—and the Swedish women are like unto them—are of sound and sterling stuff, builders of peaceful and well ordered homes, fond of the domestic hearth, and men of bone and sinew, sure to become loyal and patriotic American citizens in due time. They organize no Mafias. They carry no deadly weapons. They are not quick of quarrel, and they intend to abide with us and unite with us in promoting the public welfare. The more stalwart Swedes the venerable King Oscar can spare for the benefit of this country, the better will true Americans be pleased.

The chivalric Italian tenor whose voice has vanished, and who in his declining years finds occupation for his leisure hours in the feeding of vagrant cats in his back yard, turning aside at intervals from catering to his feline colony for the sending of a challenge to some imaginary enemy, is an entertaining figure in New-York life. Who can doubt that this is a truly cosmopolitan town? Does it not contain a marvellous variety of types?

Whatever may be the legal merits of any one particular case, it is a sound general principle that unused car tracks should not be left to obstruct other traffic in the streets.

The progress of the work upon the second great bridge over the East River is watched daily with keenest interest by hundreds of thousands of observers. It may not prove to be nearly as useful as a spacious tunnel, and it will cost the taxpayers a portentous total of millions of dollars, but the new bridge is sure to be a majestic and stately structure, which will be admired for centuries.

When an irresistible force encounters an immovable body—then will the long rivalry between the gun and the armor plate be settled. As things go now, we hardly know whether the man behind the gun or the man behind the plate is better off.

Subway contractors who have carelessly permitted their men to injure the too few trees on the line of their operations should be called sharply to account. "Woodman, spare that tree!" was written long ago, but neither woodmen nor contractors have heeded that warning on Manhattan Island for many a year.

Is it seemly to call upon the justices of the Supreme Court to pass upon such petty questions as the validity of a license for a "Little Coney Island bungaloo"?

A "car ahead" victim of ill treatment on the Broadway line obtained a verdict of $5,000 damages against the Metropolitan company, and this verdict has been sustained by the Appellate Division of the Supreme Court. The worm may turn, and he may get his rights.

PERSONAL.

Speaking of Clarence Hale, a brother of Senator Eugene Hale, whom President Roosevelt has appointed to be the United States District Judge of Maine, "The Portland Argus" says: "In leaving the bar for the bench Mr. Hale, it is understood, is resigning one of the largest and most lucrative practices enjoyed by any lawyer in the State. Mr. Hale is not without experience in municipal business, having been City Solicitor of Portland for years. Afterward he became a member of the State legislature, serving from 1883 to 1885, making his mark as a strong debater and sound lawyer. But, while the law has engaged his close attention, Mr. Hale has found time to indulge somewhat his literary and scholarly tastes, more particularly in the line of historical study. He is a member of the Maine Historical Society and has one of the best private libraries in the State. Mr. Hale has maintained the most cordial relations with the bar of the State, which has favored his appointment with practical unanimity, and extends to him its cordial good wishes in entering upon the judicial career before him."

Lady Russell of Killowen has just witnessed the completion of the memorial placed upon her husband's grave in the Epsom cemetery. The cross now set in its place is reproduced from drawings Lady Russell had made after an ancient pattern still to be seen in the cemetery of the ruined Abbey of Clonmacnoise, on the banks of the Shannon. The slab of marble which covers the Epsom grave is also copied from an antique Irish gravestone, and the little wall of inclosure round the tomb is made of granite brought into Surrey from the late Lord Chief Justice's own Newry Mountains.

The Rev. Joseph S. Lord, of Laingsburg, Mich., who is believed to be the oldest graduate of Yale, recently received the following letter from President Hadley of that institution: "My Dear Sir: In behalf of Yale University I am giving myself the pleasure of sending felicitations to its oldest living graduate on the completion of his ninety-fourth year. Faithfully yours, Arthur T. Hadley." Mr. Lord entered Yale in 1827 and was graduated in 1831.

Game Commissioner C. K. Sober, of Lewisburg, Penn., known as the "Chestnut King," on account of his extensive and successful venture in the new field of raising an improved variety of chestnuts, has been engaged by the national authorities at Washington to prepare for gratuitous distribution a report to be issued on chestnut culture.

The Rev. Dr. William Howe, of the Broadway Baptist Church, of Cambridge, Mass., was ninety-six years old on Sunday, and preached to his congregation as usual. He was the first pastor of the church, and is said to be the oldest Baptist minister in the country.

President David Starr Jordan, of Stanford University, accompanied by his wife and young son, sailed from San Francisco for Samoa on the steamer Sierra Thursday. The family will spend the summer on the island. As head of the fish commission President Jordan will make an exhaustive collection of the fishes of the South Sea Islands for later study and classification. Professor Vernon Lyman Kellogg, head of the entomology department, and Mr. Sindow, Japanese scientist and student at the university, will assist Dr. Jordan in this work.

Professor Charles Rockwell Lanman is the second American to be elected a member of the Royal Asiatic Society. He is professor of Sanscrit in Harvard University.

THE TALK OF THE DAY.

Chicago is coming to be a court of final appeal in matters literary. Not content with the fame of having settled the authorship of "Cyrano," the law courts of that city have flouted Balzac. A woman there subscribed to a set of the novelist's works, and after a number of volumes had been delivered declined to pay for them, on the ground that they were not proper reading. She protested that she had been misled into the belief that they were "juveniles"! The court held that "caveat emptor" did not apply. Moreover, this Balzac was masquerading in respectable English, and so escaped the sinister suggestion of his French array. Whatever doubts the jury had on the subject were cleared by the "Droll Tales." The twelve good men and true decided that the person who dealt in such stuff as Balzac did so at his own risk, and the woman did not have to pay for her set.

A little girl had listened during the last few weeks while her parents discussed the high price of meats and vegetables. It had been the customary topic at the table, and the child had been heard to speak about the high price to her playmates while "playing house" with them. Yesterday the mother presented the family with a bouncing baby boy, and the other child was well pleased. In telling about her new brother to a neighbor last night she exclaimed: "The doctor brought him this morning. He's awful big. Wasn't mamma good to buy such a big baby when meat is so high?"—(Boston Herald.

Congressman Littlefield, of Maine, who is one of the speakers that the House delights to listen to, and whose voice is a rare oratorical equipment, tells this story about himself:

"It was up in Buffalo, in the 1896 campaign. A local lawyer and I had been assigned to a big meeting. The local man was introduced first, and proceeded to draw from his inside pocket a manuscript, from which he started to read. At the end of an hour of the worst rot I ever heard my ambitious friend closed in what he thought was a blaze of glory.

"'Three cheers for the speaker for finishing!' some one yelled.

"The cheers were given, and then I was introduced. It was a tough proposition, but I jollied along with the crowd for some fifteen minutes, and then launched into what I thought was my best line of talk. I finished all right, and the chairman said I had made a hit. In driving to the hotel after the meeting the local speaker said to me:

"'Mr. Littlefield, if I only had your voice, with what I have to say, I would be a wonder.'"

Easy.—"How old is your boy?" asked one of the neighbors.

"Well," said the Missouri farmer, reflecting a moment, "he was born the last time we had them seventeen year locusts. You kin figger it up fur yourself."—(Chicago Tribune.

It is said that the Seri Indians are a tribe of Jekylls and Hydes. They spend a portion of the year in the neighborhood of the boundary line between Northern and Lower California, when they dedicate themselves to peaceful pursuits and evidently adopt civilized customs, frequently working as farmhands on the haciendas. When the crops are in, however, they experience a remarkable change, like any of the lower animals with a change of season. It is then they have a wild longing for a savage life, and emigrate to Tiburon Island, where they lead a barbarous existence, even indulging in cannibalism, it is averred.

Uncopyrighted Idea.—Wife (to her husband)—Arthur, love, I want you to give John a good scolding to-morrow morning.

Husband—What for? I am perfectly satisfied with the fellow.

Wife—Well, you see, he has to beat the carpets to-morrow, and he strikes ever so much harder when he's in a bad temper.—(Pearson's Weekly.

"The Boston Journal" tells a story of an actor who was accustomed to spend his summers in Wilton, Me. There he noted when, as the custom was, a farmer "killed a critter," the liver, sweetbreads, kidneys, etc., were thrown away. He offered to purchase these delicacies, but, though he got the goods, the "sturdy farmer scorned his proffered gold." Not long after he observed as he walked through the village that he was the cynosure of all eyes, and was followed by a wondering, if not admiring, crowd, chiefly of the young. "Aha," thought he, "I cannot escape my fame; my glory as an actor has followed me even to this obscure hamlet." And he was mightily puffed up till he overhead one yokel shout to another: "Bill, there goes the feller what eats innards!"

THE AUTOMOBILE.

I am impelled to succinctly state,
And I prate not in glittering platitude,
That I am abroad or early or late,
Humbly increasing the world's death rate,
Which is the proper attitude,
A highly desirable, very advisable,
Easily acquirable automobilist attitude.

The Juggernaut killed and maimed a lot
Of heathen in Hindoo latitude.
But I just slaughter for fun, that's what!
I stop not for woman or man or tot,
Which is the proper attitude.
The to be sought for, wrought for and fought for,
The ne'er to be caught for automobilist attitude.

I am the Moloch of the road,
To slay is my beatitude;
I kill as a boy would kill a toad,
And I don't care a fig for the criminal code,
Which is the proper attitude.
A highly desirable, very advisable,
Easily acquirable automobilist attitude.

If I kill too many a fine I pay
(For which you should show your gratitude),
For I might easily scorch away—
But, really, the sport's worth a dollar a day,
Which is the proper attitude,
A not undefendable, quite unamendable,
A wholly commendable automobilist attitude.
—(Rochester Post-Express.

THE PASSING THRONG.

BIRMINGHAM UNIVERSITY.

Professor R. A. S. Redmayne, of the University of Birmingham, is in this country inspecting schools and methods of mining. Joseph Chamberlain is chancellor of the university, which is the outgrowth of Mason College, now inadequate to the demands upon it. The sum of £500,000 has been secured for buildings commensurate with the extension of various departments, and twenty-five acres of land on the outskirts of Birmingham are being devoted to the purpose. Within two years it is expected the new quarters will be ready. A deputation including G. Kenrich, a member of the university council; Professor Poynting and Professor Boistall, were in this country some eighteen months ago in the interests of the university as a whole. Professor Redmayne and his colleague, T. Turner, professor of metallurgy, are now here in the special interests of the mining department, which it is hoped to bring into close adjustment with the needs of various English mining districts and those of the colonies.

STUDYING MINING SCHOOLS.

"There are no such schools of mining in Europe as there are in this country," said Professor Redmayne. "I have been conducted through the School of Mines of Columbia University with great interest. Professor Monroe was most cordial in showing all the details of the management, and I was able to pick up many ideas. We need better provision for the study of these engineering subjects. But we shall be able to procure them in a short time, with our enlarged university at Birmingham. It should be of great value to our whole country. Heretofore young Englishmen have had to go abroad to get a satisfactory training. But we hope to make it unnecessary for them to leave their native surroundings. Birmingham, of course, brings to mind at once the mining in the Midlands, and other mining goes on in Cornwall, Wales, and the north, while in the colonies throughout the world there is mining of every description and extent. The proper training of men for this field is thus important and far reaching. Now that we have seen the school at Columbia, we plan to visit the Massachusetts Institute of Technology in Boston. From there we shall go to McGill University, in Montreal, and the schools at Hamilton and Toronto. We shall visit Houghton, Mich., where there is a mining school, and shall inspect the copper mines in the neighborhood. We should like to take in the conditions of mining in Colorado and the Further West, but our time is limited and we shall have to return for the close of the summer term and report to the university authorities on the suggestive material we shall have gathered. I hope myself to return here on my next vacation and make a further tour. On the way East again we shall visit Pittsburg, and probably see the mines—shall we hope in operation?—at Scranton and Wilkesbarre."

LORD FRANCIS HOPE TO WED.

HIS ENGAGEMENT TO HIS COUSIN, BEATRICE RICKETTS, ANNOUNCED.

London, June 16.—The engagement is announced of Lord Francis Hope and Beatrice Ricketts, whose grandmother, the late Lady Caroline Ricketts, was a daughter of the fourth Duke of Newcastle. Lord Francis Hope and Miss Ricketts are cousins.

In March of this year Lord Francis Hope obtained a divorce from his wife, who was formerly May Yohe, an actress, who eloped with Captain Putnam Bradlee Strong, son of the late ex-Mayor Strong, of this city.

C. ECKERT'S YAWL ON THE ROCKS.

HE LOSES CONTROL OF THE WHEEL WHILE SAILING WITH HIS FAMILY.

The Thistle, a large yawl owned by Commodore Clendenin Eckert, of the New-Rochelle Yacht Club, son of General T. T. Eckert, is lying high and dry on a reef of rocks off Potter's Point, New-Rochelle, as a result of Mr. Eckert's losing the control of the helm. With his wife, two sons and a daughter, he started to sail to Port Washington, Long Island, on Saturday evening. As they were leaving Echo Bay a heavy sea and the high tide drove the Thistle's bow on toward the reef. Commodore Eckert, who was at the wheel, lost control of it and the yacht was driven on the rocks with a crash.

Mrs. Eckert helped her husband in lowering the sails, thus preventing the yawl from capsizing. Yachtsmen at the clubhouse saw the peril of those in the yawl, and several of them went to the rescue in a naphtha launch and all were taken off safely, though thoroughly drenched. Unless the Thistle can be taken off to-day by wreckers it is feared that she will pound to pieces.

"HEROES IN HOMESPUN."

HENRY WATTERSON MAKES AN ADDRESS ON TIPPECANOE BATTLEFIELD.

Lafayette, Ind., June 15.—The Tippecanoe Battlefield Association held its annual exercises in the tabernacle at the battleground to-day. Special trains on all roads brought an immense crowd. The graves of the men who fell at the battle of Tippecanoe were beautifully decorated. An address was delivered by Henry Watterson, Editor of "The Louisville Courier-Journal," his subject being "Heroes in Homespun."

Mr. Watterson was accompanied to the battleground by a committee of fifty prominent citizens. At the conclusion of the ceremonies on the battlefield the party returned to the city, where, at the Lafayette Club, a reception was held in honor of Mr. Watterson.

FOG DELAYED CYMRIC'S ARRIVAL.

On the White Star liner Cymric, which arrived here last night from England, were Miss Louise Collins, Harry McArdle and Mr. Evans, of William Gillette's "Sherlock Holmes" company. Miss Collins said that their European tour had been the greatest success ever scored by an American company. Mr. Gillette and others of the company will be home next week.

The Cymric would have been in early yesterday morning but for the fact that she was fogbound off the coast, and, in common with the rest of the fleet which was due yesterday, had to creep into port.

RAPID TRANSIT SUGGESTIONS.

To the Editor of The Tribune.

Sir: Since the rapid transit franchise of this city is to be farmed out in sections to those contractors who build the viaduct in patches, how is it possible afterward to establish unity of operation? How can the city or the Transit Commissioners compel these selfish and antagonistic corporations—those now in possession of our streets (surface and elevated) and those yet to be created—to relinquish any part of their gains and adopt the plan of one five cent fare to any part of greater New-York?

There is one way which might be made to work out this result: to abandon that one way would be a crime. It is this: Keep for the city the ownership of all bridges and tunnels, and thus enable it to make terms with all corporations who seek an interborough outlet for their traffic. To accomplish this the $25,000,000 bridge scheme must be abandoned, and with the credit thus made available the city must construct for its own account the Brooklyn tunnel, to be followed by another from South Ferry to Hamilton-ave., and still another from Canal-st. to Flushing-ave.

JOHN D. CUTTER.

New-York City, June 12, 1902.

THE TRIBUNE FRESH AIR FUND.

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