Amusements.

CASINO—2:15—8:15—A Chinese Honeymoon.
CHERRY BLOSSOM GROVE—8:15—Chaperons and Vaudeville.
HERALD SQUARE THEATRE—2—8:15—The Defender.
KEITH'S—10:30 a. m. to 10:30 p. m.—Continuous Performance.
KNICKERBOCKER THEATRE—2:15—8:15—The Wild Rose.
MANHATTAN BEACH—3:30—9—Minstrels—4—Bicycle Race—6:30—Shannon's 23d Regiment Band—8—Pain's Fireworks.
MADISON SQUARE ROOF GARDEN—7:30—Japan by Night—The Mikado.
PARADISE ROOF GARDENS—2—8:15—Vaudeville.
PASTOR'S—Continuous Performance.
TERRACE GARDEN—8—Fra Diavolo.
STEAMER GRAND REPUBLIC—8—Vaudeville.
ST. NICHOLAS GARDEN—8:15—Summer Night's Band Carnivals.

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New-York Daily Tribune.

SATURDAY, JULY 26, 1902.

THE NEWS THIS MORNING.

FOREIGN.—A Canadian Pacific director confirmed the report that the road had offered to establish a fast Atlantic passenger service and a greatly improved cargo service in opposition to the proposed Morgan ocean combination. ═══ L. V. Placé, agent of the Munson Line of steamers, is repoted to be a heavy loser by the Duran failure, in Havana. ═══ President Loubet signed a decree for the closing of additional unauthorized church schools in Paris; the excitement over the closing of the schools continues throughout the republic, and forcible resistance to the authorities is threatened by the peasants. ═══ Lord Roberts, in an address to the cadets at Sandhorst College, said that all except two of the "rusticated" cadets would be reinstated. ═══ A government commission has been named to investigate the unusual activity of the volcanoes in Costa Rica. ═══ King Edward, on his yacht, sailed around the Isle of Wight; his health continues to improve. ═══ Great Britain and Japan have made an agreement to maintain the independence of Corea in return for concessions. ═══ Bishop O'Gorman, in a final audience with Cardinal Rampolla at the Vatican, discussed the question of the friars.

DOMESTIC. — Washington politicians are awaiting the action of the Iowa Republican State Convention next week with the keenest interest, as it is believed that a determined effort will be made to commit the party to a declaration for tariff revision. ═══ Captain Willard H. Brownson, now commanding the battleship Alabama, has been selected by the President as the next superintendent of the Naval Academy, at Annapolis. ═══ The Navy Department made public the plans for the new battleships Connecticut and Louisiana. ═══ President Mitchell of the Mine Workers was welcomed warmly to Wilkesbarre; he will confer with the district leaders to-day on a plan for distributing the relief fund. ═══ The Baltimore and Ohio Railroad has been directed by the City Council of Baltimore to use only electric motors in the tunnel that runs under that city. ═══ Governor Odell replied to an article criticising his statements of economies in the administration of the State Lunacy Department.

CITY.—Stocks were irregular and active. ═══ Aldermen opposed to the Pennsylvania tunnel franchise were disposed to attack A. B. Boardman for accepting a retainer from the railroad company while he was counsel to the Rapid Transit Commission. ═══ The Misses Olivia and Caroline Stokes offered to the city for public uses their home at Madison-ave. and Twenty-sixth-st. at $100,000 less than the appraised valuation. ═══ Announcement was made of the plans for the readjustment of the securities of the Rock Island roads. ═══ The combination of paper box manufacturing plants was completed by the election of directors and officers. ═══ The marriage of a seventeen-year-old Brooklyn boy to a widow forty-five years old was annulled. ═══ Secretary Shaw, two Augustinian friars and George von L. Meyer, American Ambassador at Rome, were among the President's visitors.

THE WEATHER.—Indications for to-day: Cloudy, unsettled weather and showers. The temperature yesterday: Highest, 70 degrees; lowest, 64 degrees.

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See opposite page for subscription rates.

ANOTHER BURST OF HARMONY.

Democratic "harmony" dinners and "harmony" speeches follow one another nowadays in startling succession. One new dream of political regeneration breeds another. Each unification project evokes its chorus of praise, its counterblast of criticism. But like voices which cry "Peace, peace," when there is no peace, the harmonizers have succeeded so far chiefly in demonstrating the insuperable obstacles to party concord. The latest effort to outline a basis of union—that made at Nantasket Beach on Thursday by Colonel William J. Bryan, Mr. Edward M. Shepard and Senator Edward W. Carmack—seems to have proved as futile and frivolous as any of the hit-or-miss attempts to compass Democratic "harmony" which preceded it.

At the invitation of the New-England Democratic League these three orators frankly ranged the field of politics to find some single and paramount issue to which Democrats of all shades of opinion might subscribe with common eagerness and loyalty. But no common ground of sentiment or sympathy could be discovered. For while Mr. Carmack, who led the assault in Congress last winter on the army's record in the Philippines, could offer no vital Democratic campaign cry but the horrors, feigned or actual, of militarism and imperialism, the defeated Democratic candidate for Mayor of New-York was coldly telling the Massachusetts voters that "the manner in which we "shall discharge our duty on the borders of "Asia" could not truthfully be called a "dominant issue." Mr. Shepard insisted, on the contrary, that the chief question before the American people was the tariff question—a question on which both Democratic platforms and Democratic leadership for six years past have been persistently and gladly mute. Colonel Bryan did not himself incline to either Mr. Carmack's or Mr. Shepard's theory, preferring to hide his indecision behind a vague arraignment of those malignant and abhorrent forces—aristocratic and plutocratic—in our body politic on which he lays the awful burden of two unforgiven national defeats.

Colonel Bryan seemed, in fact, less interested in new party issues than in old ones; and his anxiety betrayed itself in his efforts to give a properly judicial character to that process of unification through which the backsliders of 1896 and 1900 are to be readmitted to the party fold. Party unity, according to the Lincoln plan, has never provided for any reckless slaughtering of fatted calves, and the Nebraska orator wants to assure himself that no disguised "aristocrat" is to be allowed to creep back to exercise his corrupting allurements within the Democratic ranks. "One aristocratic party in the country is enough," he solemnly warned the Massachusetts Democrats. "Democratic success must be won, not by making the "Democratic party aristocratic, but by convincing the people that it can be trusted to defend "Democratic ideas and to cultivate Democratic "ideals."

That no one might mistake the suspects at whom his shafts were aimed, this apt allusion followed to two conspicuous participants in the "harmony" celebration of the Tilden Club:

> Differences of the mind can be reconciled; differences of purpose cannot. Between one who is at heart an aristocrat and one who is in reality a Democrat there is a great gulf fixed. And, it may be added, among the aristocrats there will be found the same division that exists among the beasts of prey—some have the courage of the lion and others the cunning and treachery of the fox, but they can hunt together if their object is spoil, whether it be avowed or concealed.

Mr. Cleveland and Mr. Hill will not be the only Democrats to wonder at Colonel Bryan's peculiar zeal for party unity, or to ask themselves how the great cause of Democratic unification is to be really gilded and glorified at these recurrent "harmony" feasts.

MR. CANTOR'S REASONS.

Mr. Cantor has not explained his sudden change of opinion concerning the Pennsylvania tunnel franchise, of which, in its present form, he is now the chief opponent; but since the adverse vote on Wednesday he has clearly stated his objections. So far as frankness goes, therefore, he is entitled to credit, but we cannot say that the reasons which he assigns for his hostility are impressive. Mr. Cantor is "satisfied "that this tunnel is simply to be used to carry "freight through to Montauk Point," which "would seriously endanger our commercial in-"terests;" but his only acknowledged ground for that belief is that "if the tunnel were intended "for passenger traffic the New-York Central "road would be found vigorously opposing it." It seems to us that his hypothesis is an exceedingly small basis for so large a conclusion.

There has been a great deal of irresponsible talk for many years about a vast port at Montauk Point, but the economic feasibility of such a scheme has never been demonstrated, nor do we believe that since the days of Austin Corbin it has made a particle of progress toward realization. But even if it were the desire of the Pennsylvania company, as Mr. Cantor imagines it to be, to carry nothing but freight through the tunnel, the means of frustrating that desire would seem to have been securely reserved. It is distinctly provided in the agreement between the company and the Rapid Transit Commission that "the railroad is to be "diligently and skilfully operated with due re-"gard to the convenience of the travelling pub-"lic." Would the convenience of the travelling public be duly served if the travelling public were wholly excluded from the tunnel, as Mr. Cantor is sure it would be? Doubtless his reply to that question would be in the negative, but he might say that there would be no means of redress; in which case we should invite his attention to the provision that "the rights of the "city are to be enforceable by action for specific "performance or mandamus or otherwise"—a remedy which we think would not be invoked in vain.

That is one way in which the city would retain a hold over the company after the franchise had been granted, and it is not the only way. Mr. Cantor objects to a grant which, being in perpetuity, would, in his opinion, put the city forever at the mercy of the railroad. The respects in which this bestowal of permanent privileges differs from others unwisely made heretofore have been clearly pointed out so many times that further repetition seems hardly worth while; but there is one feature of the arrangement which perhaps has not been sufficiently emphasized in answer to the contention that the Pennsylvania people would be free to do as they pleased. The franchise is permanent, but the rental is readjustable every twenty-five years. Is the company likely to adopt the policy of betraying the public welfare and exciting the just indignation of the people, in full knowledge of the fact that after a comparatively short interval it must come to terms with the city, or, if they cannot agree, with the Supreme Court? It appears to us that a franchise which is permanent in one sense but renewable in another preserves to the municipal authorities a large measure of power to defend the city's interests.

We are glad that Mr. Cantor, representing the opposition to which he so unexpectedly gave his support, does not disdain argument, since a fair consideration of the case should cause him to change his mind, and we do not blame him for resenting the threat that the legislature will be asked to deprive the aldermen of their control over the franchise. That was a foolish outbreak which probably has not led the sagacious officers of the Pennsylvania company to put a higher value on the services of their special New-York counsel.

CHINA'S FISCAL REVOLUTION.

We shall not be guilty of exaggeration in applying the term revolution to China's reported abolition of the likin tax. It is, if the report be true, the most important fiscal reform wrought in that country for half a century. It is something which foreign traders have long but vainly sought to bring about. It is, indeed, something which the most enlightened Chinese statesmen have earnestly desired, but which they have scarcely ventured to hope for. "Likin wan pu-te-i" they have called it, the "tax for which there is positively no help." Invented nearly half a century ago to supply the "sinews of war" during the Tai-Ping rebellion, it has endured to the present time, the ways and means and source and end of more corruption, peculation and oppression, probably, than any and all other features of Chinese administration.

Theoretically the likin was a tax of one-tenth of 1 per cent ad valorem on all goods transported from one province into another. In practice it was often imposed upon goods going from one district to another of the same province, and even from one village to another, according to the taste and fancy of the local tax gatherer. Moreover, the stipulated rate of one-tenth of 1 per cent was often—we might say, usually—much exceeded. Thus a merchant at a certain point was called upon to pay $7 50 likin. He did so, but received a receipt for only $4. Demanding an explanation, he was told that the legal tax was only $4, and he was entitled to a receipt for that and no more, but there were various "rake-offs" which made it necessary for the local authorities to collect $7 50 from him in order to be able to transmit $4 to Peking! In such choice Tammanese fashion has trade in China been "squeezed." There are innumerable instances of the shipment of goods by roundabout routes, hundreds of miles out of the direct way, in order to avoid notoriously extortionate likin collectors, and there are also cases in which the collectors on rival trade routes competed with each other until they got the rates down almost or quite to the legal figure.

Under the treaties, foreign goods in transit in China were not subject to likin charges. Or, rather, such charges were commutable in advance by payment of an extra 50 per cent of the import dues at the custom house. Thus the import duty was 5 per cent ad valorem, and by payment of 2½ per cent more, or 7½ per cent in all, the goods were exempted from likin charges and might be transported without further taxation to any part of the empire. But the Chinese officials found a way to circumvent even this rule by ordering that the extra or commutation tax should be paid, not at the port of entry, but at the final destination of the goods, at which latter place, perhaps far inland, they were free to "squeeze" and extort at will. Despite the commutation system, therefore, foreigners have remained in strong opposition to the likin tax, and will now hail its abolition with great joy.

Hereafter, we are told, free transit of both foreign and domestic merchandise throughout the empire will be assured, save for certain inland customs of ancient date and comparatively unobjectionable character. These latter, moreover, will now, with the whole inland tax system, including the custom houses on the inland borders, be put under the charge of the Imperial Maritime Customs Department, which, under the honest and enlightened direction of Sir Robert Hart, has long been the one redeeming feature of Chinese administration. The abolition of the likin will, it is said, necessitate the raising of the tariff rate on imports. To that there can be no serious objection, seeing that the rate will remain uniform to all nations, and will still be one of the lowest in the world. We may confidently anticipate, therefore, that this new and revolutionary step of China's will result in the promotion of her trade relations with other countries, with much benefit to her and profit to them. In effecting so vast a reform, by means of her new commercial treaty with China, Great Britain is no doubt greatly promoting her own interests. She is in similar measure promoting the commercial interests of the United States and of all nations which trade with the Chinese Empire.

THE SUNDAY TRIBUNE.

New-Yorkers have seen enough, and more than enough, of the methods of subway building in city streets, but they probably have little conception of the way in which the work is performed under the Harlem River, and will be performed under the East River when the Brooklyn extension is built. In to-morrow's Sunday Tribune they will find this noteworthy engineering feat fully described and illustrated. At this time of year the new New-England festival of Old Home Week is being celebrated with much zest and much practical profit. The Sunday Tribune will devote an article to that festival in Massachusetts, with numerous portraits of prominent participants. Another illustrated article will tell of the railroad passenger agents who have in charge the welfare of the multitudes of summer tourists. The coming horse show at Narragansett Pier, the movement for a Pilgrim Fathers' memorial at ancient Provincetown, the use which royalty makes of secret political societies, the cultivation of gardens in vacant lots in this city, the "song games" of the South, the attractions of Ridgewood, N. J., as a home for New-York business men; artillery marksmanship by the 13th Regiment, N. G. N. Y.; relics of robbers of Revolutionary days in Monmouth County, N. J.; legends of Captain Kidd at Southampton, Mr. and Mrs. Clarence Mackay and Mr. Mackay's famous racehorses, the summer charms of the Thousand Islands, Richfield Springs and Sharon Springs—these are a few more of the features of The Sunday Tribune which will, some or all of them, appeal to every taste.

In addition, there will of course be literary reviews, social news, chronicles of sports, domestic topics, humor, miscellany, foreign correspondence and all the news of the world, carefully collated and judiciously edited for the information of the multitudes who have long regarded The Sunday Tribune as an indispensable visitor to their homes.

THE PACIFIC CABLE.

Our special Washington correspondence yesterday gave by far the most clear and complete account of the status of the Pacific cable enterprise that has yet been publishd. On the whole, it is a status which Americans will regard with satisfaction; excepting two or three details, we might say with hearty and entire satisfaction. A cable is to be laid. That is the dominant fact. It is to be laid speedily, it is to touch nowhere save on American possessions, and it is to be primarily at the service of the United States Government. Moreover, it may be acquired in fee simple by this government at any time on equitable terms. These features of the case are all just as they should be and are to be unequivocally commended. In view of them, we may perhaps waive the sentimental regret that has been felt at the foreign construction and laying of the cable. When we consider the number of railroads, bridges and what not that Americans have built in foreign lands, the balance of the account is largely in our favor.

The one serious objection to the present enterprise, to which we have hitherto given frank expression, is that it seems to countenance and support the altogether undesirable monopoly of cable service in the Philippines which is claimed by a foreign company under a Spanish ante-bellum grant. According to all that is known, the Commercial Pacific Cable Company must pay tribute to or in some way be subject to the Eastern Extension Company. For without the latter's permission no cable can be landed in the Philippines. Such a monopoly is, we believe, contrary to good morals. The United States Government ought to be able to lay its own cable lines, if it wishes, between any two points of its own domain, without asking permission of an alien corporation, and any American telegraph and cable company ought to have the same privilege. If some other company wants to lay a competing cable to the Philippines, it ought not to be barred from so doing by an alien monopoly. It is to be hoped that the execution of the present enterprise is not conditioned upon the maintenance of such a monopoly, but that in some honorable way the United States will soon be able to cancel that monopolistic concession and to establish an "open door" in the Philippines for communication as well as for commerce.

Another matter which has evoked unfavorable and apprehensive comment is the fact that another European company assumes to have for a long term of years a monopoly of cable service on the coasts of China. We believe it has received from the Chinese Government such a concession. We are equally sure that such a concession is a direct violation of China's treaty with the United States, a violation which should not be condoned. Any American company ought to be free to land a cable upon the Chinese coast, as free as is the company which now claims a monopoly of that privilege, and according to the treaty China cannot deny that right. It is a right which should be insisted upon, for it is one which we may presently want to exercise. The cable to the Philippines will not be entirely complete and efficient until it is extended thence to China and to Japan. Of course, it would be awkward for the United States to protest against this monopoly in China while it is tolerating a similar one in its own Philippines. That is simply another and a strong argument for abrogating the Philippine monopoly at the earliest possible moment.

THE NOISES OF THE NIGHT.

New-York is entertaining many visitors from the West and the South, and, in fact, from all the States, and is glad to have them here. Our hotels are flourishing, and both the wholesale and retail merchants are busy and prosperous. It must be admitted, however, that the far famed attractions of this capital as a summer resort are somewhat lessened this season by the amazing extent of the digging, blasting and building now in progress. The blasting as a rule does not begin until 8 o'clock, and is over long before sunset. Therefore the explosions do not interfere with the usual hours of sleep. But the pressure for early completion of many large buildings is so urgent that gangs of laborers are busy both day and night, in changing shifts, and the noises they make, especially when they are in charge of foremen with lungs of leather, who are constantly yelling at the tops of their voices at unearthly hours, are not conducive to tranquil slumber.

At present, therefore, the people out of town appear to be better off than the stay-at-homes. But this is a state of things different from the common run. The Julys and the Augusts of the coming years will be more tranquil in New-Amsterdam, and the charms and allurements of New-York as a summer resort, so often celebrated with warmth and zeal by the poets and prose writers of Gotham, will prove themselves to be unrivalled.

The Hon. "Jim" Tillman's recent outcry about an alleged tampering with his mail in the Pickens, S. C., postoffice sounds like a despairing bid for popularity with an element which an "administration outrage" of that quality might move to sympathetic tears—and votes.

The man who is willing to take the place of Chief of Police in the little town of Walmsdorf, in West Virginia, must be possessed of exceptional courage. Three occupants of that office have been murdered within a year. Here in New-York chiefs of police sometimes lose their reputations, and often lose their heads, but never their lives, while they are wearing the uniform and drawing the salary.

An odd bit of gossip from Europe hints that Signor Leoncavallo, the Italian composer, has been so disconcerted in his reported collaboration with the German Emperor upon a new opera that he has fled in dismay from Berlin. The ruler of the Teutons is a true Admirable Crichton, and his versatility is almost illimitable. Not only war lord and head of the State, but also orator and historian, painter, musician and poet. On occasion, too, he can preach a heart searching sermon. Composers and authors, however, do not always dwell together in harmony, and jesters in Paris are recalling Voltaire's famous quarrel with Frederick the Great.

The suggestion from a local corporation that it ought not to be required to repair pavements except upon a cobblestone basis is so coolly audacious that it ought to lower the temperature even in the hottest days of midsummer.

Floods in the North and the West and drouths in the South. What incalculable gains would be made if the water were more evenly distributed all over the country! According to the ancient proverb rain on St. Swithin's Day, July 15, is followed by wet weather on every one of forty days thereafter. Here in New-York there were showers on July 15, and there has been a remarkable series of showers ever since.

The Democratic nominee for Congress in the VIIth North Carolina District is said to have voted for McKinley and Roosevelt in 1900. Is he to be barred as a disguised "aristocrat," under Colonel Bryan's Nantasket programme, from recognition in the reorganized and harmonized Democracy?

THE TALK OF THE DAY.

"Lord Salisbury's retirement has once more raised the interesting question whether he did actually dig for gold when he was in Australia in 1852," says "The London Chronicle." "His latest biographer, F. D. How, gives the most complete account of Lord Salisbury's Australian experiences that has so far appeared in print. According to Mr. How, who apparently gathered his information at Hatfield, young Lord Robert Cecil was a member of a party that pegged out a claim on the Mount Alexander gold field, which was twenty-three miles on the Melbourne side of Bendigo, and is now the town of Castlemaine. Mr. How cites the statement of a still living miner, who remembers seeing Lord Robert Cecil working the claim, and the kindness of the future Prime Minister to a sick digger in a neighboring tent is also mentioned. But Lord Robert was not among the lucky ones at Mount Alexander, where fabulous fortunes were made by a few, and he afterward proceeded to Bendigo, where his interest in auriferous operations was more scientific than personal. There is a speech of Lord Salisbury, in which he made incidental and humorous reference to a time when circumstances constrained him to become his own cook and laundress."

Some time ago H. E. Jung, the Governor of this province (Taiyuen) made a sacrifice to the "god of dragons" and the dragons of the "five lakes and four seas" and prayed them for rain. But, as his sacrifice seemed not to have been accepted and his prayer not granted, the Governor was thus made rather angry, and consequently he ordered a paper dragon to be constructed representing the "dragon of drouth." Yesterday afternoon a procession took place, in which the Governor brought the paper dragon to the outside of the South Gate, where he informed the high heaven that he was going to execute it for having taken away all the rain that should be given to the people of Shansi. At about 3:30 o'clock, immediately after the report of three guns, an executioner, clad in red, came up to the "dragon of drouth," and with a long and shining sword he cut the dragon into seven pieces. After reading another prayer to the high heaven and the other dragons, the Governor ordered the executed dragon to be burned; when this was done he returned to his yamen.—(Shanghai Mercury.

A Bangkok correspondent of "The Straits Budget," of Singapore, tells a lively story to illustrate the strict seclusion of the harem of the King of Siam. "So far as I am aware," he says, "only one European has ever succeeded in entering it. This was a 'parachutist,' who in 1893 made an ascent from the adjoining open space. He landed fairly in the middle of the harem, was forcibly ejected by the female guards and emerged into the less secluded portion of the Palace nearly naked."

A Change of Heroes.—A soldier in one of our hospitals, who had lost one of his arms, was rejoicing in the fact. Said he: "My great-grandfather lost a leg in the Revolutionary War, and our family has been bragging over it ever since. That story is an old one, and now I am going to be the hero of the family." -(The Military Commonwealth.

"The German officer is nothing if not practical, so there may be an element of truth in the following amusing incident, which comes from Berlin," says "The London Express":

"A sergeant was perplexed how to deal with a bowlegged recruit. At last he bethought himself of a plan. Taking a one mark piece, about the size of a shilling, he ordered the recruit to put it between his knees, and said, 'Woe betide you if you let the money fall before I come back in five minutes.'

"The unhappy recruit, with knees pressed together, remained in that uncomfortable position for a minute, and at last, struck by a happy idea, he took the coin from between his knees and put it in his pocket.

"When the sergeant hove in sight, he hurriedly replaced what he thought to be the same coin. It was, however, a two mark piece, about as large as a florin. The sergeant smiled as he complimented the bowlegged recruit on the great pressure he must have exerted on the coin between his knees."

CHEMICAL FOOD.

Professor Berthelot, of the College of France, foresees in the "Chemical Synthesis of Aliments" the economical emancipation of the human race.—(Paris correspondent of The Daily News.

> You who now in pain and sorrow
> Life's sad sufferings must rue,
> Courage! for a glad to-morrow
> Science has in store for you;
> Lo! it gives, for your content,
> Scientific aliment.
>
> Now no more with irksome labor
> Need his bread the peasant earn;
> Jocund strains of pipe and tabor
> For the future he may learn.
> Wherefore should he till the field?
> Science all he needs will yield.
>
> Sweets from Hybla or from Narbonne,
> Luscious bowls of Samian wines—
> Revelling in hydro-carbon
> These the epicure declines;
> While he fills his aching void
> With some choice albuminoid.
>
> Yes, henceforward shall the glutton,
> Out of humor now with beef,
> Jaded with insipid mutton,
> To his infinite relief,
> When his former diet palls
> "Victual free" on chemicals.
>
> —(Punch.

About People and Social Incidents.

NEW YORK SOCIETY.

Dances are scheduled for to-night at most of the out of town yacht clubs and golf clubs, notably at the Seawanhaka Yacht Club, at Oyster Bay, at Ardsley, at the Richmond County Country Club, at Baltusrol, at the Meadow Club at Southampton, and at the Rockaway Hunting Club. The chief feature of to-day's social programme, however, will be, of course, the marriage at Newport of Miss Sara Van Alen and Robert J. F. Collier.

Mrs. Harry Payne Whitney, who has been in town for several days, has gone to Newport and is staying with her mother, Mrs. Vanderbilt, at The Breakers.

Mr. and Mrs. Nicholas Fish have left town for Newport.

Among those in town yesterday were Mrs. J. Norman de R. Whitehouse, Miss Alice Babcock, Mrs. Lawrence Waterbury, Mrs. Frederick Bull and her little daughter and Miss Polly Whittier.

Mr. and Mrs. William Osgood Field have arrived in town from Biltmore, George W. Vanderbilt's place in North Carolina, where they have been spending their honeymoon. They start to-day for Lenox to spend a few days with Mrs. Field's parents, Mr. and Mrs. William Douglas Sloane.

Mr. and Mrs. W. Scott Cameron, who are spending their honeymoon in England, are expected back soon, and will join the Meadow Brook colony in September.

Mrs. E. F. Shepard, who has already disposed of her town house to her sister, Mrs. William Douglas Sloane, is reported to be on the lookout for a purchaser of her country place at Scarborough-on-the-Hudson. The latter is now closed up, and Mrs. Shepard is at her apartment at No. 615 Fifth-ave., where she will remain until she sails for Europe for a long sojourn abroad.

A very handsome silver loving cup was presented to Robert J. F. Collier on last Monday evening by the friends whom he had asked to his farewell bachelor dinner at Sherry's.

Mrs. D. Parker Morgan has returned from Europe and opened her country place at Copake, N. Y.

Mr. and Mrs. Frederick O. Spedden, who sailed for Europe the other day, have joined Mrs. Spedden's sister, Mrs. Walter Schuyler Kemys, and the latter's husband, abroad.

Miss Cameron has left town for Newport, and is staying with Mrs. Adolf Ladenburg, at Willow Bank.

Miss Alice Roosevelt leaves Oyster Bay next week for Newport, to stay with Miss Helen Cutting, the daughter of Mr. and Mrs. Robert Fulton Cutting, at the latter's cottage.

Ex-Governor and Mrs. Levi P. Morton have left Beverly, Mass., for Newport, where they are staying with their daughter, Mrs. Winthrop Rutherfurd, and her husband, who are giving a series of entertainments in their honor.

Mrs. James L. Kernochan and Miss Brownell are the principal promoters of the dog show which is to be held at the Casino at Newport on September 9 and 10, under the auspices of the Rhode Island Kennel Club. Bar Harbor's bench show will be held about August 20, at Robin Hood Park, under the auspices of the American Kennel Club, simultaneously with the horse show.

The races organized at Southampton by the Southampton Horse Association are scheduled for August 16. Harry McVickar and H. Pelham Robbins have the affair in charge.

Mr. and Mrs. Henry F. Dimock are established at their cottage at Bar Harbor, but will return to their country place at South Coventry, Conn., for a stay before coming to town for the winter. Mr. and Mrs. Cary T. Hutchinson, their son-in-law and daughter, are with them at Bar Harbor for the summer.

NOTES OF THE NEWPORT SEASON.

[BY TELEGRAPH TO THE TRIBUNE.]

Newport, R. I., July 25.—P. F. Collier gave a luncheon to-day at Berger's. His guests were Bishop Byrne, Miss May Van Alen, Miss Sara Van Alen, Miss Josephine Johnson, James M. Waterbury, jr., Miss Evelyn Blight, T. I. Blair and Robert J. Collier.

Mrs. Seth Barton French entertained at dinner this evening at Chastellux. The guests included Mr. and Mrs. G. L. Rives, Mr. and Mrs. R. I. Gammell, Mr and Mrs Thomas McKean, Egerton L. Winthrop, Mr. and Mrs. William E. Glynn, Henry F. Eldridge, Mr. and Mrs. Daniel B. Fearing, Mrs. Walker Fearn, Mrs. Richard Gambrill and Mr. and Mrs. Ridgway, of Philadelphia. Mrs. Seabury Ford, of the Parisian Garden quartet, sang after the dinner.

Mrs. Pembroke Jones gave a dinner at Friedheim this evening. After the dinner there was music. Mrs. Jones's guests were Mr. and Mrs. E. T. Gerry, Mrs. Thomas Hitchcock, Mr. and Mrs. E. L. Ludlow, Mr. and Mrs. R. T. Wilson, jr., Mr. and Mrs. I. Townsend Burden, Mr. and Mrs. Henry Parrish, Mr. and Mrs. George Henry Warren, Mr. and Mrs. William H. Sands, Mr. and Mrs. Louis L. Lorillard, Mr. and Mrs. Delancey Kane, Mrs. Frederick Neilson, Edward H. Bulkley and Colonel William Jay.

Among those who gave luncheons were Mrs. Burke Roche, Mrs. E. R. Morse, Mrs. William Grosvenor and Henry Walters, who entertained on the Narada.

Mrs. John R. Drexel gave a dinner to-night in honor of her guests, Mr. and Mrs. Oliver Harriman.

Mr. and Mrs. W. D. Hatch gave a dinner and vaudeville show to-night at the Clambake Club.

Mrs. George B. Deforest entertained at dinner to-night, using white and green decorations.

Miss Cameron, daughter of Sir Roderick Cameron, is the guest of Mrs. Adolf Ladenburg, at Willow Bank.

Mrs. Charles W. Childs and Mrs. Victor Sorchan gave small dinners to-night. The Misses Gerry also entertained at Seaverge. A party of the younger set went to Oakland Farm this morning to see a practice game of polo. The players were Alfred G. Vanderbilt, Bradish G. Johnson, Reginald Vanderbilt and Ogden Mills, jr. William E. Carter was referee and timekeeper.

The preparations for the wedding of R. J. F. Collier and Miss Sara Van Alen are about finished. To-day the work of decorating St. Mary's Church was started. The decorations will not be elaborate either at the house or at the church. The flowers used about the house are all from the conservatories of Wakehurst. The yacht Rhada, owned by Mr. Collier, is ready for a cruise, and after the wedding the bridal party will go aboard her for a breakfast. After the breakfast the vessel will take Mr. and Mrs. Collier on their wedding trip. This afternoon Mr. Collier and Miss Van Alen went to the City Hall for the marriage license.

AT BAR HARBOR.

[BY TELEGRAPH TO THE TRIBUNE.]

Bar Harbor, Me., July 25.—Mr. and Mrs. Edwin Gould have leased the Dutch cottage, on Malvern Hill, for the rest of the season, and will arrive on Tuesday.

Mrs. Clarence W. Mackay came here to-night. She will remain for a fortnight with her parents, Mr. and Mrs. Duer, at Thornhedge.

Mrs. Henry F. Dimock arrived to-day for the season. She has opened her cottage, Canary. On Monday Mrs. Dimock will entertain at the Malvern.

M. T. Hensen, attaché of the Russian Embassy, arrived to-day, and is at the St. Sauveur.

Mrs. Susan Green, of New-York, entertained at dinner to-night Mrs. C. E. Green, Miss Louisa Hollins, Miss Edith Hollins, Miss Hester Hone, Miss Rhoda Emily Smith, Edwin Denby, Huntingdon Jackson, Graham D. Douglass, Mr. Meserole, Russell Auchincloss, Mr. Potter, J. Emlen Smith and Graf Von Wartenslabru.

Mr. and Mrs. Bartlett Tripp came to-day. Mr. Tripp was formerly a member of the American Embassy at St. Petersburg.

Miss Melzzar, of New-York, is a guest at the Malvern.

General Samuel Thomas gave a dinner to-night at Am Meer.

T. Sanford Beatty has gone to Newport for a visit.

Mrs. Herbert M. Sears will give a large dinner at the Malvern to-morrow night.

The popularity of the Kebo dinner dances is evidenced by the fact that the management has been forced to refuse a large number of applications for dinner parties.

Mrs. W. Butler Duncan gave a small dinner to-night.

Mr. and Mrs. T. G. Condon entertained at Green Court.

Captain and Mrs. Phillip Lydig are to visit here in August.

Mr. and Mrs. John A. Brown, jr., have taken the Talleyrand cottage for the season.

Miss Edwards, of New-York, is visiting Mrs. James W. Gerard at the Griffin cottage.

GENERAL CORBIN VISITS M. A. HANNA.

Cleveland, July 25.—General and Mrs. Corbin arrived here from Washington to-day, and will be the guests of Senator and Mrs. Hanna for a short time. This afternoon the visitors occupied seats in the Hanna box at the Cleveland Driving Park, where the Grand Circuit trotting races are being held.

While here General Corbin will look over proposed sites for the new military post on the shore of Lake Erie. It will be established either at Cleveland or Erie, and General Corbin will report to the War Department which site is the more suitable for the purpose.

J. W. GATES GOING TO SARATOGA.

John W. Gates, it was said yesterday at the office of Harris, Gates & Co., expects to leave Chicago to-morrow for Saratoga, arriving there on Monday. It is Mr. Gates's intention to remain at Saratoga during the rest of the summer, except for a trip which he will make to Denver, in company with John J. Mitchell and James A. Blair, to attend the annual meeting of the Colorado Fuel and Iron Company, which is scheduled for August 20.

AN ENGAGEMENT ANNOUNCED.

Trenton, N. J., July 25 (Special).—The engagement was announced to-night of Miss Blanche Estabrook, of Chicago, daughter of Henry Estabrook, general solicitor of the Western Union Telegraph Company and a niece of Colonel Robert C. Clowry, president of the same company, to Karl G. Roebling, of this city. Mr. Roebling is a son of Ferdinand W. Roebling and a director of the John A. Roebling's Sons' Company. He was a member of the class of '94 of Princeton, and of the Cottage Club. The marriage will take place in November.

TRANSATLANTIC TRAVELLERS.

Among the passengers sailing on the Umbria this morning are G. W. Smalley, Isaac M. Kapper, Major Knatchbull, the Rev. W. D. Maxon and W. H. Grace.

The Earl of Minto, Governor General of Canada, and Lady Minto, R. F. and H. L. Doherty, the English tennis players, and Captain Henry Harford, the British Consul at Manila, were passengers on board the Cunard liner Lucania, which arrived in port last night from Liverpool and Queenstown. The Lucania will dock early this morning.

Among the passengers who arrived last night on the steamer Columbia, from Hamburg, Southampton and Cherbourg, were C. H. Dickinson, Walter Gibson, A. C. Rounds, Gilbert M. Tucker, Jacob Holtz, J. Kohlmann and Daniel Wolff.

London, July 25.—The American Line steamer Philadelphia, which sails from Southampton for New-York to-morrow, will take among her passengers Liang Chen Tung, the new Chinese Minister to the United States; Prince Chen, head of the special mission of China, which was appointed to attend the coronation of King Edward, and his suite, and Mr. and Mrs. Whitelaw Reid.

PERSONAL NOTES.

Lord Curzon is reported by "The North China Herald" to be suffering from some weakness of the spine, which compels him to spend several hours each day in a reclining position.

Seymour Dexter, of Elmira, who is one of the delegates chosen by Governor Odell to represent New-York in the annual congress of the National Prison Association, has long been prominent in the management of the Elmira Reformatory. He is a graduate of Alfred University and a member of the bar, but since 1889 he has been a banker. In 1896 he was president of the New-York State Bankers' Association.

The Rev. John Lancaster Spalding, who is the senior suffragan bishop in the archiepiscopal see of Chicago, and who is being favorably talked of to succeed Archbishop Feehan, has been for twenty-five years Bishop of Peoria. He was born in Lebanon, Ky., in 1840, and as a boy was a favorite of his uncle, Martin J. Spalding, then Bishop of Louisville and afterward Archbishop of Baltimore.

The Emperor of Japan has sent to the British and Foreign Sailors' Society, through the British Minister at Tokio, a portrait of himself for the Passmore Edwards Sailors' Palace, which is to be the society's new headquarters in London.

A portrait of ex-Secretary of the Navy John D. Long, painted by Mrs. Nellie Natthers Horn, of Portsmouth, N. H., is to be presented by him to the library which he gave last year to his native town, Bucksport, Me.

Edwin A. Abbey has been selected as mural painter and George G. Barnard sculptor for the new State Capitol at Harr