NEWS AND VIEWS OF WOMEN

YOUTHFUL TAILOR GOWNS FOR AUTUMN.

THE GHASTLY BIRD.

MR. CHAPMAN TALKS ON FALL MILLINERY AND THOUGHTLESS WOMEN.

"If they even had beauty to recommend them," said Mr. Chapman, mournfully. It was Frank M. Chapman, chairman of the executive committee of the New-York State Audubon Society, and he was speaking of the new fall hats, which are to be "All Birds," with capital letters.

Large, slightly upturned brims are to be completely faced with a mass of little birds, a dozen or two to a hat. Large birds, with outspread wings, will cover crowns, and breasts and plumage will curl from front to back. Even boas will show rows of tiny birds nestling in beds of chiffon.

To inquiries as to whether the Audubon Society would take cognizance of these things, Mr. Chapman said:

"It depends entirely upon the kind of birds offered for sale. If they are New-York State birds, we will immediately arrest and prosecute. If they are not New-York State birds, we can do nothing. Each society can only enforce the laws of its own State. That matter was thoroughly threshed out in the campaign for our present bird protective law. The old law made it a misdemeanor to be found with a dead bird of New-York State in one's possession. They got out of this by the technicality that the bird's skin was not the bird; so that even when we caught a taxidermist on Long Island red handed, preparing a quantity of birds for the trade, he was able to go scot free on this quibble. So we got the law amended to read, 'bird, or part of a bird.' Then the question arose as to whether this would not render any woman wearing a bird liable to arrest, and as we did not wish to bring the movement into ridicule we amended further by adding the words 'for commercial purposes.'

"That settles the matter for the dealers. If they are caught with any portion of a New-York State bird in their possession, even the head or the wing or the bill, they will be prosecuted. They understand that perfectly well, and I do not think would handle any such goods. It may seem as if this were very inadequate protection, owing to territorial limitations. But the birds of New-York State would include 80 per cent of the songbirds and 40 per cent of all the birds of North America.

"The American hunting ground for millinery purposes has been chiefly along the Atlantic coast. Gulls and terns have been the principal sufferers, and some species have been exterminated. But that has been very largely stopped, through the work of the Abbott H. Thayer fund. Mr. Thayer, the artist, has exerted himself to collect this fund year after year, and it has been administered by William Dutcher, chairman of the bird protection committee of the American Ornithological Union. By means of the fund wardens are kept at all the breeding grounds on the islands along the coast, where the birds collect in great numbers. This was the great opportunity of the millinery hunter. After the birds had dispersed and were scattered over the coast, it was comparatively difficult to slaughter great numbers. The Ornithological Society has prepared a model bird law for non-game birds. We have found it best to let the sportsmen look after the game birds. This model law provides for no open season for the non-game birds, and it has been adopted with modifications suitable to local conditions in a number of the Atlantic States. Sixteen States in the Union now protect all non-game birds, and twenty-three protect certain species.

"The method of getting the law passed is for the Audubon Society to work up interest in the matter for two or three years, show the destruction that is going on, its results, educate the people and rouse their sympathies. Then get your bill introduced, and the average legislator, if he finds that any of his constituents are actually interested in the matter, will usually vote for it.

"There is particular need of work in the Southern States, very few of which yet have passed the law, because public sentiment has not yet been roused. In many of the Southern States non-game birds, including some of our sweetest songbirds, like the robin, are sold openly in the markets for food.

"No," said Mr. Chapman, thoughtfully, "as a trade it cannot be exterminated. Senator Hoar tried that. He introduced a bill in the Senate to prohibit the importation of birds for commercial purposes. It was declared unconstitutional. One article cannot be singled out like that and prohibited. So the birds offered for sale now are largely foreign birds. The great millinery hunting grounds now are India and the Orient generally—pheasants, peacocks, parrots and all the tropical varieties.

"It is too bad that the trade is forcing birds to the front again this fall. Merchants could make just as much money selling velvets and ribbons, the women would be just as well satisfied, and every one would be happy. One finds out when he gets into this work how styles and fashions are created season after season, by what methods they are pushed and forced on the public by commercial interests. If birds were not placed on milliners' counters, the demand for them would be very slight. When they are pushed to the front, a certain percentage of ignorant, thoughtless or heartless women will always buy.

"If the bird served any purpose whatever," said Mr. Chapman, reverting to his first thought, "if it even added anything at all to a woman's beauty, I would grant that as some excuse for her wearing it. But there is absolutely no beauty in a millinery bird. In the first place, it is abominably prepared. It takes a man a whole day to prepare a bird properly. One can see very easily that this would never pay in the trade. As a matter of fact, they are done in a few minutes. The legs are cut off, the eyes stuck in anyhow. In their mutilated condition, in their strained, unnatural position, they are nothing but a ghastly travesty, hideously suggestive of death to any one who knew the bird in life. And right there is the point. If the woman who wears a bird knew how the bird looked in life, she would no more put it in her hat than she would pick a bunch of violets from a garbage barrel and put it in her corsage. She would not touch the violets, because she knows what violets are in their beauty and their prime. She knows that the bunch in the garbage is a foul, disgusting thing. So, if she knew the bird in life, she would know that on the millinery counter it is a disgusting object."

And Mr. Chapman rummaged about till he found two colored plates, which he uses in his stereopticon work. One showed a tern on her nest, photographed from life, every curve of the beautiful little creature instinct with life and beauty. The second was a photograph of a trimmed hat, with a tern flattened on the crown, its ghastly, outspread wings, its pathetic, upturned throat suggesting only one thing—death.

TRAVELLING DAIRY SCHOOL.

ENTERPRISE MADE SUCCESSFUL BY A WOMAN.

The Province of Nova Scotia, the ancient land of Evangeline, has been trying to improve its butter this summer by means of a travelling dairy school. The school is in charge of a woman, Miss Laura Rose, of the Guelph Agricultural College, and has been a great success. Every farmer's wife who can possibly do so attends it when it stops in her neighborhood, and an officer of a local agricultural society said that Miss Rose did more in a

MISS LAURA ROSE.

two days' visit to his part of the country than could have been effected by years of incessant writing in agricultural papers, instructions from butter dealers and public lectures.

Miss Rose travels with her dairy in a big covered wagon, taking with her from town to town a couple of churns, a separator, a butter worker, a milk tester, tinware, salt, butter color and, in fact, everything which is necessary for the manufacture of first class butter, except the cream, which is supplied by the agricultural societies. She did the same work for the Province of Cape Breton last summer, and her dairy school is unique in Canada. There have been other travelling dairies, it is true, but the instruction has heretofore been given by means of demonstrators, which are never so satisfactory, it is said, as work actually done by the pupils themselves.

SHE IS "LADY HENRY."

When Lady Henry Somerset, president of the World's Woman's Christian Temperance Union, first visited America, a great many of her temperance friends were at a loss to know how to address her. "Lady Henry" sounded rather queer to ears unaccustomed to the intricacies of British titles, so the majority of those who were privileged to meet the visitor gave her a title which belongs to an entirely different person, that of "Lady Somerset," while a few of the more daring boldly cut the Gordian knot and greeted the white ribbon leader with "How do you do, Mrs. Somerset?" Woman's Christian Temperance members now know that "Lady Henry" is the correct form of address, but there are those who have not yet learned the lesson, and when the owner of the vexing title comes to America this fall it is probable that she will still be called "Lady Somerset."

YOUNG FARMERS' OUTING.

The young farmers of De Witt Clinton Park, eighty-two strong, visited Coney Island Thursday. To say that they put in a long and happy day would be putting it mildly. The boat ride, the bathing at the beach, the digging in the sand and the visits to the various sideshows made a continuous round of pleasure, during the course of which the gardeners proudly promised boxes of radishes to the manager of every show visited.

As Mrs. Henry Parsons was unable to join the excursionists till afternoon, the party of eighty-two went in sole charge of Miss Bennet, the instructor, a fact which speaks volumes for the good management and good spirit at the farm gardens.

ONE WAY WITH WIDOWS.

A returned missionary told a grisly little tale the other day. He said that in the Congo country, which he had just come from, when a chief died a series of deep holes is made around his grave. In each hole one of the dear departed's wives is placed upright, her chin coming just to the surface. The earth is tucked snugly in around her throat, and she is left to her own meditation and starvation.

ICE CREAM FESTIVAL.

The last of the summer series of free ice cream festivals of the Sunday Kindergarten Association was given yesterday afternoon at No. 71 Centre-st. at 3 o'clock, Dr. C. W. de Lyon Nichols, treasurer of the association, acting as master of ceremonies. More than two hundred of the poorest children of the Mulberry Bend section were entertained with cake, ice cream and candy. Upward of fifty children who had not received tickets came as early as 8 o'clock in the morning, remaining the whole day. Most of these were invited in as guests.

MRS. THOMPSON'S ENTERTAINMENT.

Mrs. Robert Thompson gave a literary and musical entertainment last evening at the West End Hotel, Asbury Park. The accompanist was Mrs. M. H. Applegate, and the manager Mrs. A. G. Genung. Miss Jennie Chenoweth gave a humorous reading. Mrs. Thompson gave a monologue on Liszt.

The Tribune Sunshine Society

GOOD CHEER.

Have you had a kindness shown?
Pass it on.
'Twas not given for you alone—
Pass it on.
Let it travel down the years,
Let it wipe another's tears,
Till in heaven the deed appears—
Pass it on.

THE FOLD.

Beside the sagging fence it stands,
A lone, gray thing the hollows hold;
Wind-bitten in the windy lands,
And yet a fold.

The sky is like a crocus flower;
The shepherd calls his wandering sheep,
And thither brings them in that hour
Ere folk do sleep.

So gentle with each little one,
So careful is he with the old;
They all shall rest at set of sun
Safe in the fold.

What better than by country wall
A roofed space the hollows keep,
Where I may come at end of all,
Like any sheep?

Let me of men be clean forgot;
The Lord in heaven waxes not cold;
He is my Shepherd; I shall not
Fail of the fold.
—(Lizette Woodworth Reese, in Congregationalist.

NOTICE.

All letters and packages intended for the T. S. S. should be addressed to The Tribune Sunshine Society, Tribune Building, New-York City. If the above address is carefully observed, communications intended for the T. S. S. will be less likely to go astray. The Tribune Sunshine Society has no connection with any other organization or publication using the word "Sunshine."

MONEY RECEIVED.

"G. H. N." has sent $5 as special cheer for an aged couple; "Stamford, Conn.," $1, for trolley rides for elderly people.

George L. Marsh, of the Union Settlement, acknowledges with thanks the box of books received from Mrs. Farnsworth, of Providence, R. I., and also a box from the T. S. S.

SENDING READING.

Mrs. T. R. Almond is sending magazines regularly to Mrs. Annie Wears, of Florida; a roll of special reading has been forwarded to Mrs. Thompson, now in Japan; several current magazines have gone to a blind member in Brooklyn whose nurse reads to her, while she, in spite of her infirmity, knits and sews with remarkable skill. Two teachers also bring sunshine into her darkened life by reading to her regularly each week. Mrs. Thomas Wallace, of Connecticut, has been asked to forward the magazines she offers to two members in her own State—Mrs. Wilson, of New-Haven, and Miss Scofield, of Stamford; Miss Lindsly, of Washington, D. C., will send her copies to Mrs. Young, of Batavia, N. Y.

A WORTHY FEE.

Mrs. A. Dix, of Brooklyn, has paid her initiation fee to the T. S. S. by paying the express charges of $1 50 on a baby carriage for a weary mother, which has been contributed by another member.

FLOWERS AND FRUIT.

A box of lovely flowers was received from E. R. Prudden, of New-Jersey, and a basketful of similar sunshine from Carlton McDowell, of Purchase, N. Y. At the bottom of the basket were some large, delicious peaches, sent as a special gift to some T. S. S. members by Mrs. Samuel Willets. Some of the flowers went to a German woman, and the rest to a vacation school at Hester and Ludlow sts. The Jewish children of the East Side, who attend this school, were delighted beyond expression to receive unexpectedly so many gorgeous blossoms, besides the bunches of fragrant lemon verbena. Mary Horne, of Rye, N. Y., contributed another box of flowers, which went to cheer an invalid in Brooklyn and another member recently returned from a hospital.

CONTRIBUTIONS.

Mrs. T. E. Parsons, of Manhattan, has contributed a goodly collection of magazines and other reading matter, which will supply several needs. Mrs. D. T. Marshall has sent two packages of magazines and novels; some copies of an English magazine came without a name; some prettily mounted pictures, from Mrs. Henry M. Goodell, of Pasadena, Cal.; paper dolls from Alice and Elizabeth Brockett; a package of excellent clothing for children, also three pairs of shoes, a hat, etc., from Dorothy and Helen Craig and Marta Baumgarten, of the Arlington (N. J.) junior branch, Mrs. Belle V. Dutcher, president; parcels of religious papers from C. E. Brown, of Connecticut; Mrs. M. F. Griffin, of Orange, N. J., and some without the name of the sender; silk pieces and crochet patterns came from "Englewood, N. J."; poems from Annie Morris.

REQUESTS.

Miss Violet Cairns, of Montello, Marquette County, Wis. (R. F. D. No. 1), will be glad to receive some flower bulbs for winter flowering, as she is shut in during the long winter, and nothing gives her more pleasure than her window garden. Her Sunshine garden this summer has furnished many bouquets to children and to aged women who are no longer able to tend their own flowers. She has saved a quantity of hollyhock and cosmos seed for her T. S. S. correspondents.

A crippled member in Indian Territory writes that she has not even a rocking chair to sit in. A member in Allenhurst, N. J., offers to contribute toward such a common article of comfort for her. An invalid member can employ many weary hours if she can have some Battenberg fancy work to do.

An Ohio member asks if some one can tell her who is the author and where can be found the poem beginning as follows:

Take the bright shell from its home on the lea,
And wherever it goes it will sing of the sea.

A POET'S PRAYER.

God bless this little share of bread,
This water from the spring,
The wayside boon of rest at noon
When we go hungering;
And, as we shoulder care again,
God give us heart to sing!
—(Josephine Preston Peabody.

STONY WOLD'S CORNERSTONE.

The cornerstone of Stony Wold Sanatorium, at Lake Kushaqua, N. Y., is to be laid early in September, when it is expected that a goodly number of the officers and directors will be in the Adirondacks and can attend the ceremony. Mrs. James Edward Newcomb, the president, has spent her entire summer at Kushaqua, looking after the interests of the institution, and has been pleased to welcome the many visitors who have arrived almost daily. Last week the building and finance committees held a meeting, and the other day an entertainment in aid of Stony Wold was given at the Loon Lake Hotel, four miles from Kushaqua. About $200 was realized. A fair at Big Moose, where Mrs. William A. Cauldwell is spending the summer, netted about $200. The foundations of the main building and one dormitory are about complete, and the upper works will begin shortly. The buildings are near enough to the station to be seen plainly from the trains, and are situated on a most beautiful lake, surrounded by mountains, and woods of pine, balsam fir, etc.

THE TRIBUNE PATTERN.

A TISSUE PAPER PATTERN OF CHILD'S APRON, NO. 4,215, FOR 10 CENTS.

Aprons that effectually cover and protect frocks are essential to every child's wardrobe. This admirable one serves perfectly the practical end, and can be made plainer and more serviceable, dainty and more attractive, according to whether the material is white lawn or colored gingham. As shown it is of pale blue chambray, and takes an intermediate place, but all apron materials are appropriate.

NO. 4,215—CHILD'S APRON.

The quantity of material required for the medium size (four years) is 2¾ yards 36 inches wide.

The pattern, No. 4,215, is cut in sizes for children of two, four and six years old.

The pattern will be sent to any address on receipt of 10 cents. Please give number and age distinctly. Address Pattern Department, New-York Tribune. If in a hurry for pattern send an extra two-cent stamp, and we will mail by letter postage in sealed envelope.

INDIAN MELODIES.

The scores of some peculiar melodies the North American Indians call music, in TO-MORROW'S TRIBUNE.

PECULIAR FLOWER BEDS.

TEMPERATE VINELAND BEAUTIFIED BY CORN AND BEETS.

Vineland, N. J., Aug. 28 (Special).—Vineland's city officials are targets of all kinds of jokes and jibes because of the peculiar "flower" beds adorning the small public parks in the centre of the town. Some of the citizens accuse the Mayor of trying to turn the city's public parks into family truck gardens for the raising of corn and beets, as the "flower" beds consist of tall stalks of corn bearing large ears, with long, flowing cornsilk protruding from their tops, and an assortment of beets planted in a circle about the edge of the bed. When asked if he was the author of the city's truck gardens, Mayor Conwell threw up both hands in deprecation of the subject, and exclaimed: "I had nothing to do with arranging those beds. Councilman Keighley is chairman of the Park Committee." Charles Keighley, Vineland's former "dollar a month Superintendent of Public Works," evades all inquiries about the "pesky" city parks, by declaring that he had appointed Recorder Joseph Mason as "superintendent of flower beds."

City Recorder Joseph Mason, who confesses being the town florist, says that the vegetables growing in the parks belong to the corn and beet families,

ONE OF THE CORN AND BEET GARDENS OF VINELAND'S PARKS.

"Flower" beds which are causing a great deal of fun at the expense of the town authorities.

but that they were the best he could procure to ornament the parks with, owing to lack of funds appropriated by the municipality for that purpose. In other words, Recorder Mason's remarks are interpreted to mean that the town is too poor to afford anything better than corn and beets to beautify its city parks. The question now agitating the townsfolk is who owns the corn and beet crops, which are about ready for harvesting. As the borough councilmen all lay claim to a share of the truck, the dispute is likely to be carried to heated debate on the floor of the council chambers next meeting night.

The citizens have taken up the question with such intensity that every evening excited groups can be seen on the street corners, and the hotheaded ones nearly come to blows. One explosive resident suggests that, as the city authorities have shown themselves so mercenary as to turn their public parks into truck gardens, it would be a good idea to lease the entire park acreage to the Beet Sugar Trust for the raising of beets, as the soil has proved itself very prolific for that kind of a vegetable, and thereby get a substantial revenue for the town.

Since the reported theft of a few ears of corn from the city parks several days ago, the police guard the truck gardens at night, and the ears of corn are counted every morning by nearby neighbors, who also claim a share of the crop, because of having assisted in spraying it with water during the summer. The funniest part of the whole affair, in the opinion of some people, is the sign stuck up near the flowerless "flower" beds, reading thus:

"Notice! $50 fine for stealing flowers from these parks. If dogs are allowed to mutilate these beds their owners will be held responsible.

"JAMES A. CONWELL, Mayor."

ALL EYES ARE NOW FOCUSSED UPON PRESIDENT ROOSEVELT, therefore a description of the aims and purposes of the association formed at his suggestion to preserve big game throughout the West, which will be published in TO-MORROW'S TRIBUNE, will be particularly timely. Photos showing the reckless killing of big game in Colorado and other Western States.

A FERRY BRIDGE FOR PASSENGERS

L. A. RISSE RECOMMENDS THE INVENTION OF A FRENCHMAN.

A suggestion to provide for shore to shore traffic, and thus take care of about one-fourth of the passengers that cross the East River by the bridges during the congested hours, is discussed in "The Electrical Age" for September. The means suggested is a ferry bridge, and Louis A. Risse, former general topographical engineer of New-York City, makes it. While at the Paris Exposition of 1900 Mr. Risse became acquainted with this ferry bridge or "transborder," the invention of Ferdinand Arnodin. It consists essentially of a ferry car suspended above the surface of the water to any desired height by means of steel cables from trucks running on tracks placed on the under side of a bridgelike structure. An overhead electrical conductor furnishes the current to the motor. At Rouen, France, where M. Arnodin erected a transborder, the time occupied in moving the car from one bank of the Seine to the other was fifty seconds. Other European cities have since installed similar ferry bridges.

Mr. Risse, says the article, believes that this ferry bridge could not be added to the Brooklyn Bridge without considerable expense, but it could easily be attached to the new East River Bridge, the centre opening of the towers of which would give sufficient access to the car, and the width of which is sufficient to furnish accommodations for two cars. He says that a car forty feet wide and eighty feet long would carry about ten thousand passengers an hour in either direction. He thinks it would ordinarily cost little to install, and that the operating expenses would be about equal to those of running a ferryboat.

FATHER CROWLEY'S FUNERAL.

BISHOP M'DONNELL TAKES PART IN THE SERVICE—MANY PRIESTS PRESENT.

A solemn requiem mass was celebrated yesterday morning in the Roman Catholic Church of St. Ambrose, Tompkins and De Kalb aves., Brooklyn, for the repose of the soul of the rector, the Rev. J. J. Crowley. The mass was celebrated by Vicar General McNamara. The deacon was the Rev. Dr. John White, and the subdeacon was the Rev. John O'Neill. The Rev. P. F. O'Hare, rector of the Church of St. Anthony of Padua, delivered the eulogy. Bishop McDonnell delivered the absolution.

There were present about fifty priests from Brooklyn and Long Island parishes. The body was taken to Huntington, Long Island, where the burial will take place this morning in St. Patrick's Cemetery.

CITY MAY LEASE ATHENÆUM FOR COURT.

It was reported yesterday that negotiations were pending between the Sinking Fund Commission and the owners of the Athenæum, at Clinton-st. and Atlantic-ave., Brooklyn, for the lease of that building to the city, in order to transfer the Court of Special Sessions there while the present quarters of the court in the Borough Hall are undergoing repairs.

Superintendent Helmle of the Bureau of Public Buildings and Offices said yesterday that the judges of the Court of Special Sessions would have to vacate their quarters in a few days, as the repairs which are being made to the foundations of the Borough Hall had made the walls of that side of the building unsafe. The lease of the Athenæum would be taken for only a few months, but a clause would be inserted in the contract giving the city the right to renew it. The Athenæum was used as an entertainment hall for many years, but is seldom used now except for political meetings in the fall.

END OF PETER POWER CASE

TESTIMONY WILL BE FILED IN MINNESOTA BY MONDAY NIGHT—COST OF THE SUIT.

The hearings before Mr. Mabey, the special examiner in the Peter Power suit against the Northern Pacific directors, which have aroused much interest, came to an abrupt termination yesterday morning. After some of the witnesses had signed their testimony, W. D. Guthrie, the Northern Pacific attorney, asked to have the hearings adjourned without date. George Alfred Lamb, Power's attorney, was not present at the moment, but J. Rider Cady, his counsel, agreed with Mr. Guthrie, and Mr. Mabey promptly closed the hearings. There was some disappointment, because it had been expected that W. Bourke Cockran would appear as a witness.

Mr. Lamb and Power entered the room soon after the adjournment. Both expressed satisfaction with the end of the case. Mr. Lamb said he was satisfied not to be called to the stand again. "Every witness who has testified in contravention of my testimony has contradicted himself," he said.

Under the ruling of the court in Minnesota all the testimony taken in the case has to be filed with the clerk of the United Circuit Court in Minnesota before Monday night. Mr. Mabey has been taking testimony since January 14, and has held thirty-four sessions in this city. The consensus of opinion among the lawyers is that Judge Lochren, in St. Paul, to whom the evidence has to be submitted, will throw the case against the merger out of court, on the ground that Power was not an owner of Northern Pacific stock, and consequently had no standing in court. In the original complaint Power swore that he owned the stock on May 4, 1901. The testimony of H. Content & Co. and of Camille Weidenfeld and E. H. Slayback showed that the stock did not leave Mr. Slayback's possession until December 26, when it was sold for Mr. Slayback by Content & Co. to Weidenfeld.

The cost of the litigation has been enormous, and the bond of $20,000, put up by the Fidelity and Insurance Company on behalf of the complainant will defray only a small portion of it. For example, more than 900,000 words of testimony has been taken. The stenographer gets a cent and a half a word, the typewriter 15 cents for a hundred words, and the printer a dollar for each page. The printed record is about 2,500 pages. The examiner is entitled to ask as his fee 60 cents a folio of 100 words for all the testimony he hears, besides the regular court charges and all his expenses. No one can calculate what will have to be paid to the lawyers interested.

It is understood that the failure of the Power suit will not end the legal fight made by Wall Street operators to prevent the merger of the Northern Pacific and Great Northern, through the Northern Securities Company. New suits, it is said, will be brought without delay.

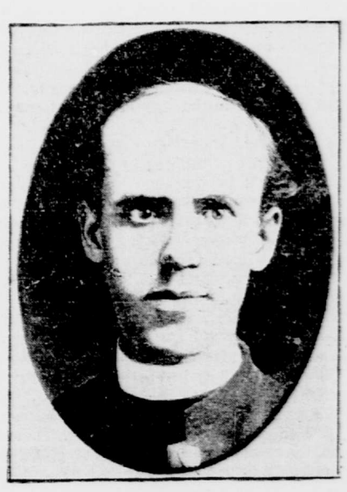
ADIRONDACK ATTRACTIONS.

Another beautiful camp in the series of Adirondack descriptions which has been running in The Sunday Tribune, pictured and described in to-morrow's issue. It will be Birch Island, in the Upper St. Regis, the camp of Mr. Anson Phelps Stokes.

THE REV. MR. BENTLEY ACCEPTS.

WILL BE RECTOR OF THE CHURCH OF THE HOLY SEPULCHRE.

The Rev. Walter E. Bentley, one of the founders of the Actors' Church Alliance and priest in charge of All Souls' Church during the illness of the Rev. Dr. R. Heber Newton, will be the rector of Holy Sepulchre Episcopal Church, Seventy-fourth-st., near Park-ave. He has resigned as secretary of the alliance, of which Bishop Potter is president, but retains active work in the local New-York chapter. The Church of the Holy Sepulchre dates to 1863, and its first rector and benefactor was the Rev. Dr. J. Tuttle Smith, now rector emeritus. Its former rector, the Rev. Dr. Thomas P. Hughes, resigned only when he received $5,000, which sum had to be obtained by mortgaging the church.



THE REV. WALTER E. BENTLEY.
The new rector of the Church of the Holy Sepulchre.

The Rev. Mr. Bentley is a native of New-York, and for a time was on the stage. He studied at Syracuse under Bishop Huntington, and became vicar of St. Mark's Chapel, Tenth-st. and Avenue A.

THE MARY POWELL ON LABOR DAY.

Labor Day afternoon the steamer Mary Powell will leave Desbrosses-st., North River, at 1:45 p. m.; West Twenty-second-st., 2 p. m., and West One-hundred-and-twenty-ninth-st., at 2:20 p. m., arriving at West Point at 4:40 p. m. Passengers may return by the West Shore Railroad special train at 7:25 p. m., or any regular train; also, by the steamer Homer Ramsdell at 7:30 p. m. This will give ample time to see the dress parade and visit the military buildings.

DOCK IMPROVEMENT SOON.

COMMISSIONER HAWKES WILL ASK FOR BIDS FOR NORTH RIVER PIERS IN A FEW WEEKS.

Within a few weeks, it is expected, the Dock Department will ask for bids for the new piers to be constructed between West Eighteenth and Twenty-third sts., for which the Board of Estimate and Apportionment and the Board of Aldermen have appropriated $6,000,000. These piers will probably be one thousand feet long, the longest piers in the city, as it is understood by Commissioner Hawkes that the War Department will act favorably on the application for a new pier line two hundred feet beyond the present one. It was the intention of the department to construct piers only eight hundred feet long, and when the application was made to the War Department for a change in the pier line it was for the purpose of saving the city a large sum of money which otherwise would have to be spent in dredging out the slips which were to be cut two hundred feet into the bulkhead in order to give the necessary depth to the piers. There would have been a saving in time also.

Since then the steamship companies which hope to obtain the three new piers to be built now—among them the American Line, evidently representing the new steamship combination—have said that they desired piers one thousand feet long. Mr. Hawkes said yesterday that for this reason there would be the same amount of dredging required whether the change in the pier line was secured or not. The favorable action of the War Department will mean, therefore, that the piers will be one thousand feet long, instead of eight hundred, as they otherwise would be.

The changing of the pier line will make it possible to extend the piers, built under the Strong administration, just south of the projected improvement, further out into the river and doubtless some of the lines now using them, which include the White Star, the Leyland, the Wilson and the Cunard, will wish to have the extensions made. The Cunard Line is to have larger and faster steamships in the course of a couple of years, or as soon as they can be built, and may desire such an alteration of its piers.

Commissioners have been selected by the Supreme Court to obtain right and title to the property between Eighteenth and Twenty-third sts. These commissioners are Wilbur Larremore, Stanley W. Dexter and James A. Allen. They are to assemble at the County Court House on September 8 for examination.

Two or three days ago Commissioner Hawkes sent to Mayor Low a report of his observations while abroad examining the dock systems of several ports. He discussed the question of transferring cargo from railroad to vessel direct, a subject which was treated by Mayor Low in one of his talks. In regard to this he said in part:

In but few instances can railroad cars be run on the piers of the New-York water front. Better methods of handling large quantities of freight are found in rival ports, and their existence is demanded here.

The system of meeting the requirements should be in a railroad with several tracks, the middle tracks to be kept as main tracks and the outside lines used to stand cars on so situated that the cars can be approached by trucks or teams. That is to say, car tracks should be run from the outside track on the water side to the piers and on the land side into adjoining property, wherever depots were established. With this system there could be complete railroad communication with the piers by general transfer bridges on the water front, and the blocks adjacent to the marginal way would be available for freight stations or warehouses.

When Commissioner Hawkes returned from Europe he was of the opinion that a graving dock for large vessels should be constructed by the city at this port. Apparently he has reached the conclusion that the graving dock is not such an imperative necessity that the city should hastily enter upon the construction of one.

Commissioner Hawkes also said that the port charges, the cost of towing vessels and charges for general wharfage, are lower here than they are abroad.

MORE STRANDED MULETEERS.

HARDSHIPS ENCOUNTERED BY A PARTY FROM NEW-ORLEANS.

Another forlorn party of New-Orleans muleteers has reached New-York City penniless and friendless, after journeyings to South Africa, Great Britain and Canada, journeyings that have lasted three months, and in which they have covered nineteen thousand miles of sea and land. They are looking for means to get back to their Southern home, and their prospect of success is not of the brightest.

"We shipped from New-Orleans on May 28 on the horse transport Mount Royal," said the spokesman of these castaways to a Tribune reporter last night. "It is customary for the muleteers to be taken to the steamship in the river on a tugboat and to sign the articles on the tug. When the articles were read out they included 'passage back to United States or Canada.' The boys from New-Orleans strenuously objected to this, and threatened to go back on the tug without signing if the articles were not altered to read 'return passage to New-Orleans.' After much opposition and discussion the captain promised to alter this, and then the men signed.

"We had an uneventful trip to Cape Town, and from there received orders to proceed to Port Elizabeth and unload, which we did, and after lying there three days we got orders for St. Vincent, Cape Verde Islands, for further orders.

"Our instructions from there were to proceed to Barry Dock, Wales, eight miles from Cardiff, where the boys were paid off what little they had coming to them. I may mention here that it was possible to get whiskey on board on credit, and a good many of the boys, like fools, spent the best part of their money in this way, so that when they arrived in Wales they had little or nothing to draw. From there we were sent to Swansea, and after staying there eight days we shipped aboard the steamship Melville, for Quebec, Can.

"As we could not be sent on this ship as passengers, we were placed on the articles as extra hands at the munificent rate of one shilling a month. This it appears to me was simply to evade questions by the authorities. There were no accommodations for us on this ship, and the blankets that we were supplied with were filthy in the extreme; in fact, the whole forward part of the ship (where we slept) was overrun with vermin. In Quebec we had some difficulty, but were finally shipped by train to Montreal, where the steamship people refused to have anything further to do with us. Finally we appealed to the American Consul, who investigated the matter, and through his influence we were sent to New-York, where we now are. There are about fourteen New-Orleans boys here at present, and all are trying to get back home. The English Consul refused to do anything for us, saying that we should be thankful that we were back in the United States."

COMMON STOCK DOWN TO 3⅞.

FAILURE OF AMERICAN BICYCLE COMPANY TO ADVERTISE PAYMENT OF SEMI-ANNUAL INTEREST CAUSES COMMENT.

The fact that the American Bicycle Company has not advertised payment of the semi-annual interest on its 5 per cent bonds, although the interest is due on September 1, and it has been the custom to advertise payment about ten days in advance, caused comment in Wall Street yesterday. The company's common stock sold down to 3⅞. It was selling at 7⅝ a week ago. In April it sold at 8½. The company has debentures outstanding in the amount of $9,234,000, and the September interest amounts to about $231,000. The company is capitalized at $26,996,400, of which $17,701,500 is common and $9,294,900 preferred. It was reported yesterday that at a recent meeting of the directors of the company a committee was appointed, with authority to take such legal action toward reorganization as might in its discretion be for the best interests of the creditors and stockholders.

GEMS OF THE CARNIVAL OF FIRE.

In compliance with numerous requests and to accommodate those thousands who were unable to witness the Carnival of Fire on Thursday, the principal features of the carnival will be repeated this evening in Pain's Amphitheatre at Manhattan Beach. The display on Thursday was remarkably attractive. A number of novelties in rockets were shown, and the spectators voted the affair a great success.

SECRETARY SHAW.

The beautiful country home of Leslie M. Shaw, Secretary of the Treasury, at Thompson's Point, Lake Champlain, pictured and described. President Roosevelt will spend next Sunday there. See TO-MORROW'S TRIBUNE.