THE FRENCH NAVY.

Difficulties with Which M. Camille Pelletan Is Contending.

Paris, February 27.

M. Camille Pelletan, the energetic naval reformer, who, with the advent of the Combes Cabinet, assumed control of the Ministry of Marine, is a rugged, hustling orator and journalist, whose democracy verges on socialism. The new minister at once set about to overhaul the various departments under his control. He cut and sliced away at red tape and routine. The veteran functionaries of the Ministry in the Rue Royale were up in arms against their chief, who, however, soon put them through their facings. He visited all the ports and arsenals under his jurisdiction, including the stations at Bizerta and in Corsica. He upset the traditional hierarchy between line and staff by assigning lineal rank and actual command to engineers. At Cherbourg he hobnobbed with engineers, constructors and warrant officers, while not a single line officer was present. He got into a rowboat and was upset. He talked with bluejackets as well as with admirals. He cross questioned engineers, machinists, oilers and firemen, and smoked cigarettes with stokers. Kilometres of red tape at the Ministry of Marine got inextricably entangled by the ups and downs and eccentric gyrations of the radical chief. "The navy is going to the dogs!" exclaimed the conservative admirals of the old school.

"Thank God! a change has come at last," said the youngsters of the new school, and the shouts from the Radicals and Socialist Deputies as the indefatigable minister entered the chamber were: "Vive Pelletan and our young navy!" Moderate men feared that naval progress would be paralyzed by the drastic reforms which M. Pelletan took in hand, "all at once." The Prime Minister, M. Combes, got nervous, and the members of the Cabinet felt very shaky about obtaining a majority when the Naval Budget came on for discussion. But, much to the surprise of every one, the rugged, hirsute ex-journalist and pamphleteer, unexpectedly transformed into a Minister of the Marine, had so thoroughly mastered his subject that his speech in the Chamber dealt successively with each technical subject so clearly and skilfully that he silenced his adversaries, and secured for the government a superb vote of confidence. The practical outcome of M. Pelletan's victory in the Chamber is that the present naval programme established for the period 1900 to 1906 will be continued on its main lines, so that by the end of 1906 the French fleet will consist of 28 battleships, 14 coast defence battleships, 24 armored cruisers, 35 protected cruisers, 72 destroyers, 210 ocean going torpedo boats and 60 submarines. Bizerta, Diego-Suarez, Dakar and Saigon will be strengthened by elaborate defences and will be made first class naval repair and coaling stations, and France will thus maintain her position as the second naval power of the world.

M. Pelletan's reform project has now been greatly simplified. His immediate efforts are directed toward establishing individual responsibility in the department of naval construction, for many years directed by the eminent engineer, M. Emile Bertin. M. Pelletan is an admirer of American methods, and, having made a careful study of the systems for controlling naval construction in the United States, Great Britain, Germany and Italy, has come to the conclusion that there are far too many boards and commissions in France which distribute individual responsibility, which in the construction and boiler departments has practically ceased to exist. M. Pelletan in his remarkable speech in the Chamber of Deputies declared that the crying evil of the French system was to be found in the naval construction department, not owing to the French engineers, who he said, were "the best in the world," but because of faults inherent in the system itself. The minister sharply criticised the present organization. He said: "One engineer draws up the plans, another engineer is ordered to execute them and to modify them. A collective and anonymous authority in the shape of boards or commissions surrounds and paralyzes those who should decide everything but who are responsible for nothing. This is intolerable when we all admit that modern naval construction imperiously requires unity and concentration." At this point of his speech a conservative deputy, Count d'Osnoy, interrupted the minister with the question: "Why, do you mean to say that you would dare to suppress the Committees of Construction and the Superior Councils of Special Works?" Whereupon M. Camille Pelletan shook his long, gray locks, put his wiry arms akimbo, and, glancing at his interrupter with a beaming smile, retorted: "My dear colleague! If the Chamber will only decide to abolish the Committees of Construction, together with the Superior Councils of Special Works, we shall then merely begin to be in a situation long ago decided to be absolutely necessary in England, in the United States and in Germany!" The Chamber authorized the minister to suppress the committees and commissions, and thereby free the department of naval construction from the Laocoon coils of red tape to which the radical reformer objected.

M. Camille Pelletan is going still further. He has discovered that the conditions of the latest ships, now launched but not yet ready for commission, are highly unsatisfactory. The long delay in regard to the protected cruisers Jeanne d'Arc, Desaix, Kléber, La Gloire, Le Condé, Le Sully and La Marseillaise is characterized by the minister as "most unfortunate and disastrous." Some months ago the battleship Henri Quatre, designed, modified and remodified, by commission after commission, sunk a few days after she was launched, and this supposed torpedo proof, double plated armored ship, when tested by an ordinary torpedo exploded under her keel, sunk again. Two cruisers were nearly broken in two by simply putting the helm hard to starboard when they were going at full speed. Other cruisers had their hulls so badly modelled that the engines nearly shook them to pieces to attain the specifications' speed. The French tubular boilers are considered the best in the world, but in some of the new battleships the tubes proved to be too small, and yet no individual responsibility could be fixed. All this M. Pelletan ascribes "to the shifting, dovetailing functions of nonsensical boards and commissions." The radical minister is just now reported to be having a serious tussle with M. Emile Bertin, chief of the naval construction department, an administration which has far wider range of action than the analogous department of the Chief Constructor of the United States Navy, for M. Bertin is charged with the construction not only of ships, but also of the selection of boilers and engines, and his name is a household word with naval men of every nation. The official statement of progress on vessels now building for the United States Navy recently issued by Rear Admiral Bowles, disclosing a startling state of affairs in regard to the delay in the construction of American battleships and cruisers, comes as a surprise to the French Minister of Marine, who is following the matter very attentively to see how the United States will fix the responsibilities and if it will put the blame where it really belongs. As matters now stand, M. Pelletan finds that the countries where naval construction is slowest and most costly are the United States and France, and he is watching with keen interest to see how the Chief Constructor at Washington will deal with difficulties which are in many respects similar to those with which he himself is resolutely coping.

C. I. B.

PRACTICAL FARMING

and fruit culture are taught to men and women on a farm near Poughkeepsie lent for that purpose by R. Fulton Cutting, of this city. Illustrated description in to-morrow's Tribune.

TOLD HIM THEY WERE TURTLES.

Irishman Has Fun with Capsized Cars and Newly Arrived Countryman.

"Holy St. Pathrick! What be thim?" asked Terence Malone, just arrived from Liverpool, looking over the rail of a ferryboat as she proceeded up the harbor yesterday. Terence pointed at a number of railroad cars and an overturned car float which were floating in the East River.

"Shure, an' thim's nothin' but turkles," said his cousin, Michael O'Hanrahan, who had brought Terence back with him after a visit to "th' ol' counthry." "That," continued Michael, pointing to the overturned float, "is the mother turkle, and the others 's the little turkleses. 'Tis th' cute things they be."

"Is it tame they are?" asked Terence.

"Aw, yis," replied Michael. "Yiz kin lane over sometimes and shtroke their backs. Th' childher come out on th' ferryboats an' fade paynuts and cookies to thim. Many's th' toime I've seen childher ridin' on their backs."

"Yiz don't say!" said Terence. "Shure, an' this is the wonderful counthry!"

"Yis," assented Michael, "some of the turkles be so tame that they use thim in towin' boats aroun'. They hitch a rope to the turkle's tail an' drive him as yiz would a harse, with reins hitched to his front flipper."

"Do they mind gee and haw?" asked Terence.

"Shure," said Michael. "Sumtimes ye'll see a whole fleet av turkleses, the fathers an' sons an' two generashuns, towin' an ocean steamer aroun'. They have regular places for th' tame wans to slape. See, they be goin to that shed now; it's fadin toime."

Speech was beyond Terence after this.

The float had been run down and capsized by the Stonington Line steamer New-Hampshire. The fourteen cars as they floated were picked up by tugs, and the float drifted to the pier near Bellevue Hospital.

It was thought that some of the cars might be underneath the capsized float, as a few of them had been lashed to the deck, and John Beigs, engineer of the ferryboat that runs between East Twenty-sixth-st., Manhattan, and Blackwell's Island, who is an expert swimmer, dived and swam underneath the float for the entire length, about one hundred feet, feeling with his hands along the deck of the float. When he arose to the surface of the river he was pulled into a rowboat and taken ashore. He reported that there were no cars attached to the float.

OBITUARY.

THE REV. DR. CHARLES T. HALEY.

The Rev. Dr. Charles T. Haley, pastor of the Roseville Avenue Presbyterian Church, died yesterday at his home, No. 81 Roseville-ave., Newark, at the age of sixty-nine years. The cause of death was heart disease, but Dr. Haley had been ill for more than two months from a throat and lung affection.

Dr. Haley was pastor of the Roseville Avenue Church for forty-two years and was a trustee of the Theological Seminary at Princeton and a member of the Board of Church Erection of New-York. Dr. Haley was born in Elizabeth, where he attended the common school, afterward being graduated from Princeton College. He got his degree as doctor of divinity from Centre College, Danville, Ky. In 1860 he went to the Roseville church, then just organized, in the midst of the excitement attending the Civil War. He was the first regular pastor of that church, which was his first and only charge.

He organized the Mission Memorial Church, in South Orange, and the Munn Avenue Presbyterian Church, Newark. The Fifth Avenue Presbyterian Church, Newark, is also an outgrowth of Dr. Haley's pastoral work, and only recently the West Presbyterian Church, which he started as the Bruce Street Mission, became independent. Dr. Haley was one of the organizers of the church extension committee of the Newark Presbytery. He was a delegate to the Pan-Presbyterian Council at Glasgow, Scotland, in 1896. Last year he tendered his resignation as pastor, but the congregation declined to accept it, and he consented to remain without, however, accepting salary. Dr. Haley was unmarried and leaves a sister.

JOHN H. FARRELL.

John H. Farrell, the second oldest parishioner of St. James's Pro-Cathedral, and for many years a figure in Democratic politics in the Fifth Ward in Brooklyn, died on Thursday at his home, No. 272 Jay-st., that borough. He was born there in 1838.

Early in life he had been a contractor, but for the last thirty-four years had been an undertaker. When the land for the Brooklyn approach to the bridge was condemned, Mr. Farrell was one of the commissioners for that work. Mr. Farrell was a member of the Volunteer Firemen's Association, of the Roman Catholic Orphan Asylum Society, of the Royal Arcanum and the Catholic Benevolent Legion. He leaves a widow, who is a niece of Hugh McLaughlin; three daughters and three sons.

WILLIAM J. AGENS.

William Jonas Agens died at his home, No. 23 Halsey-st., Newark, on Thursday, at the age of eighty-one years. He lived in Newark for sixty-two years and conducted a shoe business, established by his father, Jonas Agens. He retired from business two years ago. He was unmarried. The Agens family has been identified with Newark since the Revolutionary period. The founder of the family in this country came to America from Scotland in 1776, in the British Army, but soon after the battle of Bunker Hill he joined the Continentals, and subsequently took part in many Revolutionary battles. He was in Washington's campaign in New-Jersey, and was with the army in Valley Forge. He died in Orange, then a suburb of Newark, in 1826, at the age of ninety-one years. Jonas Agens, the father of William Agens, was a thirty-second degree Mason. He died at an advanced age.

MRS. ANNA SUTORIUS.

Orange, N. J., March 13.—Mrs. Anna Sutorius, widow of Dr. William Sutorius, died to-day at the home of her son-in-law, William F. Coulter, in Munn-ave, East Orange, from infirmities of age. She was eighty-three years old. Dr. Sutorius was in Civil War times one of Newark's best known surgeons. When the call for arms was sounded he joined a Newark regiment, went to the front, and contracted a fever from which he died. Two daughters—Mrs. Coulter and Mrs. Oscar Giessler, of Newark—survive Mrs. Sutorius.

DR. A. W. CHURCH.

Dr. A. W. Church died yesterday from acute appendicitis at St. Francis's Hospital, Jersey City. He was thirty-two years old. He was graduated from the Edinburgh (Scotland) University and the Columbia College Medical School. He practised at Waretown, N. J., but abandoned it over a year ago, when he inherited a considerable sum from his father's estate, and had since lived at a hotel in Jersey City. He was a nephew of the late Dean Church, who was a canon of St. Paul's Cathedral, London. Dr. Church was not married. His body will be sent to Ottawa, Canada, where relatives live.

SIGNOR BOVIO.

Naples, March 13.—Signor Bovio, the leader of the Republican party in the Italian Chamber, died to-day.

OFFENSIVE ODORS ON RIVERSIDE DRIVE.

The people who live there complain bitterly of these odors and gases, which come from various factories across the river in New-Jersey. All about the steps taken to abate the nuisance, with photos, in to-morrow's Tribune.

THE WAR AGAINST TUBERCULOSIS.

From The Paris Messenger.

The "Presse" publishes an interview with Dr. Albert Robin, the discoverer of a method of treating tuberculosis by formic acid. Dr. Robin combats energetically some of the accepted theories with regard to the treatment of the disease in question. Sanatoria he regards as almost worse than useless. While the open air treatment is scientific enough, the excessive feeding and complete rest there resorted to he declares to be an absolute mistake. So far as the open air is concerned, that can be obtained almost anywhere—as well in the suburbs of Paris as in the famous resorts to which patients are sent from all parts of the world. He states his case thus:

"All the discoveries which I have just made go to emphasize the fact, which dominates all pathology, that the living organisms defend themselves against microbic invasion with formic acid, which is continually produced in all parts of the body, thanks to the combination of glucose and oxygen. Thus, when we breathe a sufficient quantity of oxygen we are antiseptic. If we do not, the remoter organs no longer produce formic acid, and become in consequence contaminated. The open air treatment is therefore justified. But how does this principle affect the case as to fattening tuberculous subjects? The more tissue that is insufficiently oxygenated, the greater is the area exposed to the attack of disease. When the oxygenation is feeble, and the existence of tuberculosis implies necessarily that it is, the first object should be to render the organs antiseptic by thorough oxygenation. But by increasing the amount of tissue, the feeble oxygenation of the patient is unable to keep pace with its work. It is absolutely essential that only as the oxygenation becomes more vigorous it is safe for the patient to put on flesh. To allow the latter without reference to the former process is to invite disease. The dietary, therefore, should be absolutely normal."

Dr. Robin goes on to declare that tuberculosis is curable as well as preventable—and curable by simpler means than those now employed—"so long as you are treating a patient and not a corpse."

GUARDSMEN AS JURORS.

Suggestion to Withdraw Exemption Opposed by General Roe.

NOT APPROVED BY MR. ALLISON.

To the Editor of The Tribune.

Sir: In regard to the exactions of jury duty much could be accomplished, to the relief of the "four thousand eligible men who now do all the service in New-York City," if the exemption from duty granted to past and present State militia men was removed.

Such exemption is no longer needed, here at least, in order to foster the development of that arm of the State. Most men go into the militia to-day, in New-York City, for the same general reason that they join athletic clubs or gymnasiums, and the supply of this kind of man is increasing, for the impulse is growing. They seek fellowship, attended with physical training, and both associated with emulation for preferment.

Of all the classes of jury exempts none have such rare qualifications for performing the best of service. They should, in fact, be enrolled for jury duty on a special list, under privileges, and I doubt that many would then object to the burden.

Cannot a Democratic District Attorney and a Republican Governor be moved to see this truth and strive for its accomplishment in fact?

ANOTHER JUROR.

New-York, March 11, 1903.

The foregoing letter was submitted to Jurors Commissioner Allison and General Francis Roe, and both disagreed entirely with it. General Roe said that the exemption from jury service was one of the principal inducements for men to join the militia, and that if this exemption were removed it would have an extremely hurtful effect on the National Guard.

Commissioner Allison went further than that. He said that the militiamen deserved the exemption. They served the State, frequently at a financial loss to themselves, giving their time for drills and practice, often at personal inconvenience. They were subject to call at any time, and for these services he thought they should have some recompense.

"It is not the militia," continued Commissioner Allison, "which should be deprived of the exemption. The militia is one class which really deserves the privilege. If the people want to do something, why don't they get after the classes which do not deserve to be exempt from jury duty? I have a bill before the legislature now which provides that jurors for each district of the Municipal Court of the city shall be exempt or excused from jury service in other courts only for the same causes and in the same manner as the jurors in those courts are exempt or excused.

"Now, if that were passed, it would make at least twenty-five hundred more men available at once. There is no reason why a man, simply because he is on a Municipal Court list, should be exempt from service in other courts any more than any other man. Some of these men would make the most desirable jurors.

"Then, too, election officers are exempt. Now, in the beginning, I believe this exemption was given to them because they performed a service for the State without pay. Now they are paid for what they do, and there's not a reason why they should not serve on juries. We could get any number of men, just as good, to do what they do, for the money they receive. There must be from 7,500 to 10,000 election officers in the city. Just see what a great increase that would make in the number of men available for duty. If the people want to make reforms, let them take away the exemption from those who do not deserve it."

WASHINGTON'S STATUE.

To the Editor of The Tribune.

Sir: In to-day's Tribune I notice a letter regarding the removal of the equestrian statue of Washington. Some one suggests Bowling Green; that would be a good place, but Washington Square is better, being more accessible to the majority of the people at all times of day, besides being more appropriate as to situation near the arch already bearing his name. It is the ideal spot.

New-York, March 9, 1903. HIRAMIA.

STREET SIGNS AGAIN.

To the Editor of The Tribune.

Sir: Apropos of the editorial "Why Those Signs Are Bad," permit me to give vent to pent up wrath. The whole condition is too irritating, aggravating and diabolic for words. It is a wonder that it does not raise a riot. "This way," indeed, "madness lies." Not as to these particular signs, but as to lack of signs. For years New-York has suffered through a lot of tomfoolery experimenting. Much ado about nothing! We have been irritated beyond endurance in a most important trifle that could be easily remedied within a few weeks. We've waited surely long enough. Let us go back to the old system which served its purpose well—all signs exactly alike and all placed exactly alike on corner lampposts. Why this senseless and protracted delay? Even a resident of New-York fairly familiar with its streets is often in need of the signs where changes are constantly taking place as new buildings rapidly take the place of old. Let the powers that be rise up and bestir themselves along lines of common sense and simplicity and not take a century to invent some new fangled thing which, after all, is no good. Let well enough alone is certainly the lesson of this puerile, inane, devilish delay. What's the matter, anyhow, and where is the trouble? Give us signs! G.

Summit, N. J., March 12, 1903.

A QUEER RAILROAD BILL.

To the Editor of The Tribune.

Sir: My attention has just been called to a bill recently introduced in the Assembly at Albany by Mr. Prince, known as House bill No. 815, in which it is proposed to limit the distance in any one direction that a street or surface railway may extend its line to twenty miles. Now, it certainly seems to me, as a resident of the Empire State, that this is a menace to progress, an outrage on the people's rights, an obstacle in developing the resources of the State. You might as well pass laws limiting the number of bushels of grain a farmer shall raise, or the number of papers a publisher shall issue. It would certainly drive large amounts of capital to other localities that would naturally be invested in New-York State, and I hope you will use your powerful influence against such vicious legislation in the interest of great monopolies which now exist.

Augusta, Ga., March 7, 1903. J. A. BLACK.

WANTS ANNIVERSARY ON MONDAY.

To the Editor of The Tribune.

Sir: There has been a notice published in the press throughout the State of New-Jersey about the coming anniversary of the Battle of Monmouth that falls on Sunday, June 28, this year. I would ask The Tribune, which I have read for more than fifty years, to use its great influence to have the day celebrated on Monday, June 29, instead of on Saturday, the 27th. If celebrated on Saturday thousands would be prevented from attending, while if celebrated on Monday many thousands more would be able to participate. The State is to take part this year. Many Frenchmen, Irishmen and Americans would be present if held on Monday.

EDWARD DAY.

Asbury Park, N. J., March 11, 1903.

COMPLAINS OF STORAGE WAREHOUSES.

To the Editor of The Tribune.

Sir: Now that the season of May moving is approaching, I desire to give your readers any advantage that may be derived from some actual experiences of mine with the extortionate charges of some storage warehouses, and to advise them to make a hard and fast bargain with the proprietors and managers of such establishments, instead of accepting the merely tentative estimates which they prefer to give.

I employed a storage warehouse company to move the contents of my small flat in East Seventy-sixth-st., near Madison-ave., to their warehouse, at Fifty-second-st. and Seventh-ave. I did not object to their charge of $13 for cartage—two vanloads—though that, for a distance of about a mile and a quarter, seemed rather stiff, and I did not object to the 50 cents per hour charged for each man handling the furniture, though I wondered how much of that went into the workman's pocket and what proportion to his employer. But when the bill came it was so much in excess of what I had been led to believe it would be—"led to believe," though a definite estimate was refused—that I sought an explanation in the items. That cleared the matter up. Nothing had been "crated," many things were merely wrapped in paper, but the charge for paper, twine and excelsior was $44 54; that was all—but wasn't it enough?

I protested in a note to the president of the company, but the only answer was that he thought the charge "reasonable"!

Another thing. On two occasions I have since needed small packages from the room in which the articles are stored, and each time a charge of 25 cents is made for handing it to the expressman at the door. One small package, 8 inches by 28, had to be inclosed in a common wooden crate, and for that the charge was 85 cents, in addition to the 25 cents, for, as they call it, "labor out."

When I protested in the first instance I was informed by the officials that my protest was not "businesslike." Are such people themselves "businesslike," or is another description more applicable to them? "VICTIM."

March 13, 1903.

INDUSTRIAL PARTY NOT STRANDED.

To the Editor of The Tribune.

Sir: A report has been published in some of the New-York newspapers to the effect that a party of immigrants sent by the Industrial Removal Office, of No. 59 Second-ave., to San Francisco was stranded in that city, and that, lacking employment or means of support, they had been compelled to go to the police in San Francisco for assistance. I beg to say that this story is absolutely without foundation. A party of nineteen persons was sent from this office on February 21, and upon the appearance of the story referred to we promptly telegraphed our correspondent in San Francisco for information upon the subject. We have his reply telling us that the story is a pure fabrication, and that all of the nineteen persons were fully provided with employment within two days after their arrival and were cared for during the two days prior to the time that employment was found for them.

This society engages in the labor of finding suitable occupation in other parts of the country for poor Jewish refugees to these shores from political and religious persecution abroad. The circulation of such stories as that here referred to tends unjustly to discredit our work, which is undertaken solely in the interest of those for whom we are endeavoring to secure employment.

DAVID M. BRESSLER,
Manager Industrial Removal Office.

New-York, March 11, 1903.

THE BIBLE IN THE PUBLIC SCHOOLS.

To the Editor of The Tribune.

Sir: In approaching this question, let us hold in view certain preliminaries:

The Bible is not a book, but a literature.

It contains the Scriptures of two religions.

It is read by the public at large, not in the original tongues, but in translations. Difference of translation decides difference of doctrine. For example, by a special rendition of Isaiah ix, x and liii, the Christian can read all his theology in the Hebrew prophets.

There is a world of difference in interpretation. The monotheism that the conservative finds in the Pentateuch is discerned as polytheism by the keen eye of the "higher critic."

Many modern parents do not believe in miracles, and would rather not have Bible stories of the marvellous read to their children, unless they are at hand to render a special explanation.

Many portions of the Bible and some entire books are of value archæologically, but carry no edification to the listener.

The Bible is full of abstruse references—not all of which are clear even to the student. Many chapters convey no meaning to the casual reader, unaccompanied by a commentary.

Yet, difficult though the Bible is to understand, we approach it in a way that would make even a simple work obscure, and read it as though it were a dictionary. No work in literature is read or studied so disjointedly. Whoever reads a book of the Bible? We are forever reading chapters in the Bible, paragraphs out of the middle of stories, fragments of speeches, the occasion of whose delivery we do not pause to inquire, solitary sentences that we call verses.

So far I have said nothing on the advisability of reading the Bible in the public schools. But after these preliminaries, need I say anything on this question?

MAURICE H. HARRIS,
Rabbi, Temple Israel of Harlem.

New-York, March 7, 1903.

NO "CHRISTENING" OF SHIPS.

To the Editor of The Tribune.

Sir: I have read with much satisfaction the headlines in your Sunday edition relating to the launching of the cruiser Chattanooga. The lines read "Daughter of Tennessee Names Cruiser After Her City." It may be thought by some a matter of small importance, but there are thousands of American citizens who have associations with the words "baptize" and "christen" which make them feel that they should not be used for the ceremony of breaking a bottle of champagne over a ship's bow. Miss Chambliss set a good precedent when she said: "I name thee, good ship, Chattanooga, in honor of Tennessee," a precedent which others who may be called to perform a like duty will, I feel sure, see the propriety of following.

WILLIAM CLEVELAND HICKS.

New-York, March 9, 1903.

CAPTAIN O'REILLY IN A BALL GAME.

Tries to Stop Play in the Street—Gets Hit in the Eye.

Captain Miles O'Reilly has begun another crusade in his efforts to make the Tenderloin a model precinct. Last night he was standing on the steps of the station, when he saw with horror a dozen small boys playing ball in the street.

"Well! well!" he ejaculated, "this must be stopped at once. Why, if there ain't two officers walking by, and they don't stop the playing. There must be something in what Mr. Jerome says, if my men wink at such an open violation of the law. I must see about this."

The captain then started down the street to capture personally the young criminals. It was an exciting moment in the game. There were three men on bases, and two balls had been called. The boy at the bat drew a long breath and moistened his hands in an inelegant manner.

"Swipe it, Mickey—swipe it good an' plenty!" yelled the one at third—and "Mickey" swiped it. Just then the captain caught the ball, a good fly, right in the left eye.

"Cheese it, it's de cap'n!" yelled the players, and the game came to an abrupt close.

The captain went back to the station, and saw some of his tallest men.

"See here!" he said. "What do you mean by allowing ball games in the street? Somebody will be killed some fine day"—and here he gently touched his sore eye. "Hereafter I expect every one of you men to stop every ball game on sight. We can't allow any crime in the Tenderloin. This dangerous thing must be stopped at once, and I expect every man to do his duty."

Then he went to the back room to bathe his rapidly swelling eye.

THE WEATHER REPORT.

Yesterday's Record and To-day's Forecast.

Washington, March 13.—The barometric conditions have not changed materially in the last twenty-four hours. The pressure continues high over the Northeast and the Northwest, and relatively low over the Southwest and the middle plateau. The disturbance in the Gulf of Mexico has made little progress northeast. Rains have fallen in the lower Mississippi Valley and the Gulf States; also on the Pacific Coast. It is considerably colder in the Missouri Valley and the Middle Rocky Mountain region. Rain is indicated for Saturday in the Gulf States, the Ohio Valley and the South Atlantic States and rain is probable Sunday in the Middle Atlantic States, New-England and the South Atlantic States. It will be colder Saturday in the upper lake region, and thence southwestward to Texas, and colder weather will prevail Sunday in the middle Mississippi and Ohio valleys and the Southwest.

The winds along the Atlantic Coast will be mostly light and variable; on the Gulf coast, northwest to north and fresh, and on Lake Michigan fresh northwest.

Steamers departing Saturday for European ports will have light west to southwest winds and fair weather to the Grand Banks.

FORECAST FOR TO-DAY AND SUNDAY.

For New-England, fair to-day; Sunday fair in north, rain in south portions to-day; winds mostly light to fresh east to southeast.

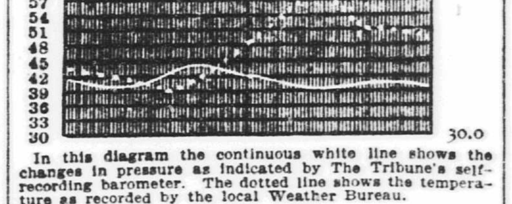
For District of Columbia and Maryland, rain late to-day; Sunday rain; light, variable winds, becoming southeast.

For Eastern New-York, Eastern Pennsylvania, New-Jersey and Delaware, increasing cloudiness to-day; Sunday rain; light, variable winds.

For Western New-York, fair to-day; Sunday rain; light, variable winds.

For Western Pennsylvania, rain to-day and Sunday; light, variable winds.

TRIBUNE LOCAL OBSERVATIONS.



In this diagram the continuous white line shows the changes in pressure as indicated by The Tribune's self-recording barometer. The dotted line shows the temperature as recorded by the local Weather Bureau.

The following official record from the Weather Bureau shows the changes in the temperature for the last twenty-four hours in comparison with the corresponding date of last year:

	1903.	1902.		1903.	1902.
3 a. m.	42	56	6 p. m.	60	51
6 a. m.	40	57	9 p. m.	51	43
9 a. m.	44	59	11 p. m.	50	40
12 m.	51	62	12 p. m.	—	40
4 p. m.	59	57			

Highest temperature yesterday, 60 degrees; lowest, 39; average, 49; average temperature for corresponding date last year, 52; average temperature for corresponding date last twenty-five years, 38.

Local Forecast.—Increasing cloudiness to-day. Sunday rain; light, variable winds.

MONKEY CAUSES SCARE.

He Frightens Dwellers in Apartment Houses—Still Roaming.

Now it hath come to pass that terror reigneth in the dwellings encompassed by Sixth and Seventh aves. and Fifty-eighth and Fifty-ninth sts., and the habitations of men have become places of suspicion, in which lurketh a hidden foe. Wily he is, and with a tail that enableth him to swing from window sill to window sill, and prehensile feet and hands, which giveth unto him power to toboggan down a lightning rod. Small he is, yet his appearance striketh fear to the hearts of those who look upon him, and they cry aloud, saying, "Behold, we have seen the devil." And he is a monkey!

On last Sunday one of the man servants at the Navarre apartments beheld the monkey as he sprang from shrubbery in the courtyard to a window sill, and thence to a pipe, up which he did go, like those who go down to the sea in ships, hand over hand, until he reached the roof. And it chanced on the evening of the same day that a maid servant, on going to her room, saw a hairy body, with grinning face, leap through the window, whereupon she crossed herself and did exclaim so that she was heard two blocks away:

"Shure, an' 'twas Owld Nick himself! Shure, an' I saw his tail an' his cow's feet!"

And this she did aver to those who, hearing her cries, came unto her.

And behold, on that same night the monkey appeareth at sundry and divers times and places unto sundry and divers publicans, sinners, Pharisees and men servants and maid servants and doth scare them so that their hair remaineth upright for many hours. And to one woman he showeth himself as she readeth "The Murders in the Rue Morgue." Whereupon she goeth down and out, and the monkey purloineth the chronicles of the deeds of his relative.

And on the next day the simian leapeth, skippeth and chattereth at the flats called the Sevillia, and likewise those called the Clarence. And in these places he rummageth about, especially if there be decanters at hand. And he spilleth ink on himself and frescoeth the ceilings with the same, and doth turn things upside down and downside up, pulling clothes from closets and drawers from their places. And he runneth about joyously on roofs, stripping the week's wash from the line whereon it dries.

And again he leaveth a track as of a whirlwind at the Boston apartments, the German Club, the Catholic Club and the La Salle Institute. And in each place his visit is regretted.

Now, those who suffered from his depredations took counsel together, saying:

"We will set a cunning trap and catch him."

And they did leave, in a certain storeroom, the cover of a barrel of apples, slightly raised in such a manner that should one try to get into the barrel the cover would imprison him.

And on the next morning they went to the storeroom, and found all the apples gone.

Now, on Thursday he cometh again to the Sevilla flats, and maid servants surprise him in a storeroom. And they armeth themselves with pillows, sofa cushions and other hard weapons, and advanceth upon him in serried phalanx. But he leapeth over their heads and through a window, and giveth them the simian haha. Yea, verily, he sitteth on the roof and maketh signals unto them with his fingers near his nose.

And he still roameth at large, though he is small; and in the block before mentioned no one retireth without looking under the bed and closing the windows.

RARE RELICS.

Photo and description of the pistols used by Alexander Hamilton and Aaron Burr in their memorable duel, which are now owned by Major Church, of Rochester. Also extracts from some historic documents about the duel, which are of great interest, in to-morrow's Tribune.

THE PASSING THRONG.

CATTLE-RAISERS SHOULD BE CONTENT.

The Railroad Commission of Texas has been wrestling with the cattle rate problem. Colonel James C. Stanbridge, a trader of Houston, had a word to say about it yesterday at the Manhattan. "The Texas Railroad Commission," said he, "has rendered its decision on a hearing held in February. The object of the hearing was to settle what are beef cattle, what rates shall apply and a proposed reduction of the minimum weight on livestock shipments. It was decided to concede all demands made by cattlemen. Minimum weights were granted on all livestock shipments to raisers.

"The Texas Cattle Raisers' Association wanted the commission to reduce the minimum weights 23,000 to 18,000 pounds on 36-foot cars. Cattle owners and shippers in Texas ought to be content now, for larger shipments for the same rate will mean greater profits for them."

RAILROAD MADE AND UNMADE A TOWN.

What a railroad can do to a town was what Thomas A. Austin, a merchant of Baton Rouge, spoke about at the Imperial yesterday. "The little town of Algiers, right across from New-Orleans," he remarked, "was flourishing a year ago. Now it is a second 'Auburn! loveliest village of the plain,' of which the poet speaks.

"The Southern Pacific Railroad built the town and made it a terminal for a fleet of their boats. It established shops and factories there, attracting hundreds of homeseekers. Boats were run from Algiers to Galveston, Havana and this city. All these have been withdrawn, and New-Orleans has been made the terminal. The shops were closed and the mechanics scattered, and from a prosperous, well kept town of several thousand, the place dwindled to nothing, and is about to be given over to the rats that thrive in Louisiana. Verily, a railroad can make or unmake a town, as much as they can make or unmake some politicians."

You can sink steadily into some incurable disease through neglect of the warning signs—tremors, giddiness, numbness, flushes of heat and cold—but all of these can be cured with Dr. D. Jayne's Tonic Vermifuge.

ERIE.

Going to Cleveland? Then take the Erie and be comfortable—fare only $12. Solid vestibuled trains; cafe cars; meals served as you order them.

DIED.

Agens, William A.	Hamlin, Katharine H.
Badeau, Cynthia D.	Herrick, J. Hobart.
Baird, Mary E.	Kalish, Bertha.
Bliss, Eveline C.	McKelvey, Hannah M.
Buskey, Eliza W. W.	Pettit, May C.
Case, Watson E.	Smith, Ethel G. B.
Grant, Mary L.	Wellman, Rev. Merritt H.
Griffin, Minnie U.	Williams, Elizabeth T.
Haley, Rev. Charles T.	Woodward, Elizabeth C.

AGENS—On Thursday, March 12, 1903, at his late residence, No. 23 Halsey-st., Newark, N. J., William Aaron Agens, in his 81st year. Funeral services Sunday afternoon at 2 o'clock.

BADEAU—On Friday, March 13, 1903, Cynthia Dean, widow of the late Edward C. Badeau, in the 80th year of her age. Funeral services at her late residence, No. 8 Taylor-st., West New-Brighton, Staten Island, at 2 p. m. Sunday, March 15.

BAIRD—On Thursday morning, March 12, Mary Emma, wife of William J. Baird, in the 70th year of her age. Funeral services at her late residence, No. 63 West 83d-st., Saturday, March 14, at 2 p. m. Interment private. Kindly omit flowers.

BLISS—On Friday, March 13, Eveline C. Bliss, widow of Justin A. Bliss, in the 81st year of her age. Notice of funeral hereafter.

BUSKEY—On Thursday morning, March 12, 1903, at her residence, No. 157 West 78th-st., Eliza Waring Wright, widow of Joshua M. Buskey. Relatives and friends are invited to attend the funeral services at her residence, on Sunday afternoon, March 15, at 2 o'clock.

CASE—On Friday, March 13, 1903, at his residence, No. 471 5th-ave., Watson E. Case, in the 83d year of his age. Funeral service private, at convenience of family.

GRANT—On Thursday, March 12, Mary Locke, widow of William Harrison Grant, aged 71. Funeral at No. 300 West 93d-st., on Saturday, March 14, at 10:30 a. m. Interment at Ossining, N. Y.

GRIFFIN—At Yorktown Heights, N. Y., March 13, of pneumonia, Minnie U., wife of George J. Griffin and daughter of the late R. M. Underhill, aged 47 years. Notice of funeral hereafter.

HALEY—Suddenly, at Newark, N. J., on March 13, 1903, at his late home, No. 81 Roseville-ave., Rev. Charles T. Haley, D. D., aged 69 years. Notice of the funeral hereafter.

HAMLIN—On Wednesday, March 11, 1903, suddenly, at Atlantic City, Katharine Hinman Hamlin, widow of Frederick V. Hamlin. Funeral services at her late residence, No. 500 Madison-ave., Saturday morning, March 14, at 10 o'clock.

HERRICK—Suddenly, on March 11, 1903, J. Hobart Herrick, in his 70th year. Funeral services at St. James Church, Madison-ave. and 71st-st., at 2 p. m., Saturday, March 14.

KALISH—On Friday, March 13, of heart failure, at the residence of her mother, No. 36 West 47th-st., Bertha, daughter of Johanna and the late Joseph Kalish. Services and interment private. Friends will please omit flowers.

M'KELVEY—At Boonton N. J., Hannah Maria, wife of the Rev. Alex. McKelvey. Funeral services in the Reformed Church on Saturday, March 14, at 1 o'clock. Interment at Morristown. Train leaves Barclay and Christopher sts. at 10:20.

PETTIT—On March 13, of pneumonia, May Clarissa Pettit, daughter of Stephen B. Pettit, aged 16 years. Funeral services will be held Sunday afternoon at 4 o'clock at her late residence, No. 248 Park Place, Brooklyn.

DIED.

SMITH—Ethel Grubb Beall Smith, wife of Dr. George Tucker Smith, U. S. N., and daughter of Mr. Joseph Bond Beall and Mrs. Mary Lilly Grubb Beall, of No. 109 West 55th-st., at Norfolk, Va., March 10, of pneumonia, aged 23 years and 8 months. Funeral will be held at All Souls' Church, 66th-st. and Madison-ave., Saturday, March 14, at 11 a. m. Pennsylvania, Virginia and Georgia papers please copy.

WELLMAN—At Hyde Park, Mass., on Wednesday, March 11, 1903, the Rev. Merritt Hubbell Wellman, in the 81st year of his age. Funeral Saturday, March 14, 1903, at 2 o'clock, from St. Paul's Church, New-Haven, Conn.

WILLIAMS—At Geneva, Switzerland, February 16, 1903, Elizabeth Town, widow of Joseph P. Williams. Funeral at Stonington, Conn., March 13, 1903.

WOODWARD—Thursday morning, March 12, Elizabeth C. Woodward, widow of Thomas Woodward, and daughter of the late Daniel Cromwell in the 87th year of her age. Funeral services at her late residence, No. 66 West 87th-st., at 3.30 Saturday afternoon, March 14.

The Woodlawn Cemetery

is the most accessible cemetery of the metropolis by Harlem trains, trolley or carriage. Thirty minutes from Grand Central. Lots sold at $125 up. Send for Descriptive Booklet, or by request a representative will call.

OFFICE, 20 EAST 23D-ST., N. Y. CITY.

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Morgan, Harjes & Co., No. 31 Boulevard Haussmann.
Crédit Lyonnais, Bureau des Etrangers.
Continental Hotel newsstand.
Grand Hotel newsstand.
Brentano's, No. 37 Avenue de l'Opéra.
American Express Company, No. 11 Rue Scribe.

GENEVA—Lombard Odier & Co. and Union Bank.

FLORENCE—French, Lemon & Co., Nos. 2 and 4 Via Tornabuoni.
Marquay & Co., Bankers.

HAMBURG—American Express Company, No. 11 Schmiede Strasse.

BREMEN—American Express Company, No. 6 Bahnhof Strasse.

GENOA—American Express Company, No. 15 Via San Lorenzo.

ANTWERP, BELGIUM—American Express Company, No. 7 Quai Van Dyck.

Postoffice Notice.

(Should be read DAILY by all interested as changes may occur at any time.)

Foreign mails for the week ending March 14, 1903, will close (promptly in all cases) at the General Postoffice as follows: Parcels Post Mails close one hour earlier than closing time shown below. Parcels post mails for Germany close at 5 p. m. Monday, per s. s. Kaiser Wilhelm der Grosse, and Friday, per s. s. Patricia.

Regular and Supplementary mails close at Foreign Station half hour later than closing time shown below (except that Supplementary Mails for Europe and Central America, via Colon, close one hour later at Foreign Station).

TRANSATLANTIC MAILS.

SATURDAY—At 2:30 a. m. for Europe, per s. s. Umbria, via Queenstown; at 6 a. m. for Italy direct, per s. s. Lahn (mail must be directed "per s. s. Lahn"); at 8 a. m. for Belgium direct, per s. s. Finland (mail must be directed "per s. s. Finland"); at 9:30 a. m. for Scotland direct, per s. s. Ethiopia (mail must be directed "per s. s. Ethiopia").

*PRINTED MATTER, ETC.—This steamer takes Printed Matter, Commercial Papers, and Samples for Germany only. The same class of mail matter for other parts of Europe will not be sent by this ship unless specially directed by her.

After the closing of the Supplementary Transatlantic Mails named above, additional Supplementary Mails are opened on the piers of the American, English, French and German steamers, and remain open until within Ten Minutes of the hour of sailing of steamer.

MAILS FOR SOUTH AND CENTRAL AMERICA, WEST INDIES, ETC.

SATURDAY—At 3 a. m. for Argentine, Uruguay and Paraguay, per s. s. Arabistan; at 9 a. m. for Porto Rico, per s. s. Coamo; at 9 a. m. (supplementary 9:30 a. m.) for Curacao and Venezuela, per s. s. Zulia (mail for Savanilla and Cartagena must be directed "per s. s. Zulia"); at 9:30 a. m. (supplementary 10:30 a. m.) for Fortune Island, Jamaica, Savanilla, Cartagena and Greytown, per s. s. Alleghany (mail for Costa Rica must be directed "per s. s. Alleghany"); at 10 a. m. for Cuba, per s. s. Mexico, via Hawaii; at 10 a. m. for Rio Janeiro, Santos, Sao Paulo, Rio Grande do Sul and Florianopolis (Desterro) per s. s. Grecian Prince (mail for other parts of Brazil, Argentine, Uruguay and Paraguay must be directed "per s. s. Grecian Prince"); at 1 p. m. for Mexico, per s. s. Santiago, via Tampico (mail must be directed "per s. s. Santiago.")

MAILS FORWARDED OVERLAND, ETC., EXCEPT TRANSPACIFIC.

CUBA—By rail to Port Tampa, Fla., and thence by steamer, closes at this office daily, except Thursday, at †5:30 a. m. (the connecting mails close here on Mondays, Wednesdays and Saturdays).

MEXICO CITY—Overland, unless specially addressed for dispatch by steamer, closes at this office daily, except Sunday, at 1:30 p. m. and 11:30 p. m. Sundays at 1:00 p. m. and 11:30 p. m.

NEWFOUNDLAND—By rail to North Sydney, and thence by steamer, closes at this office daily at 6:30 p. m. (connecting mails close here every Monday, Wednesday and Saturday.

JAMAICA—By rail to Boston, and thence by steamer, closes at this office at 6:30 p. m. every Tuesday. By rail to Philadelphia, and thence by steamer, closes at this office at 11:30 p. m. every Wednesday.

MIQUELON—By rail to Boston, and thence by steamer, closes at this office daily at 6:30 p. m.

BELIZE, PUERTO CORTEZ and GUATEMALA—By rail to New-Orleans, and thence by steamer, closes at this office daily, except Sunday, at †1:30 p. m. and †11:30 p. m., Sundays at †1:00 p. m. and †11:30 p. m. (connecting mail closes here Mondays at †11:30 p. m.).

COSTA RICA—By rail to New-Orleans, and thence by steamer, closes at this office daily, except Sunday, at †1:30 p. m. and †11:30 p. m., Sundays at †1:00 p. m. and †11:30 p. m. (connecting mail closes here Tuesdays at †11:30 p. m.).

BAHAMAS (except parcels post mails)—By rail to Miami, Florida, and thence by steamer, closes at this office at †5:30 a. m. every Monday, Wednesday and Saturday.

†Registered mail closes at 6:00 p. m. previous day.

TRANSPACIFIC MAILS.

Hawaii, Japan, China and Philippine Islands, via San Francisco, close here daily at 6:30 p. m. up to March †14, inclusive, for dispatch per s. s. Coptic.

Hawaii, via San Francisco, close here daily at 6:30 p. m. up to March †16th, inclusive, for dispatch per s. s. Alameda.

China and Japan, via Vancouver and Victoria, B. C., close here daily at 6:30 p. m. up to March †17th, inclusive, for dispatch per s. s. Empress of India. Merchandise for U. S. Postal Agency at Shanghai cannot be forwarded via Canada.

China and Japan, via Seattle, close here daily at 6:30 p. m. up to March †18th, inclusive, for dispatch per s. s. Riojun Maru.

Tahiti and Marquesas Islands, via San Francisco, close here daily at 6:30 p. m. up to March †19th, inclusive, for dispatch per s. s. Mariposa.

Hawaii, China, Japan and specially addressed matter for the Philippine Islands, via San Francisco, close here daily at 6:30 p. m. up to March †22d, inclusive, for dispatch per s. s. America Maru.

China and Japan, via Tacoma, close here daily at 6:30 p. m. up to March †24, inclusive, for dispatch per s. s. Shawmut.

Philippine Islands, via San Francisco, close here daily at 6:30 p. m. up to March †27, inclusive, for dispatch per United States transport.

New-Zealand, Australia (except West), New-Caledonia, Fiji, Samoa and Hawaii, via San Francisco, close here daily at 6:30 p. m. after March †7 and up to March †28, inclusive, for dispatch per s. s. Ventura. (If the Cunard steamer carrying the British mail for New-Zealand does not arrive in time to connect with this dispatch, extra mails—closing at 5:30 a. m., 9:30 a. m. and 6:30 p. m.; Sundays at 4:30 a. m., 9 a. m. and 6:30 p. m.—will be made up and forwarded until the arrival of the Cunard steamer.)

Australia (except West), Fiji Islands and New-Caledonia, via Vancouver and Victoria, B. C., close here daily at 6:30 p. m. up to March †28, inclusive, for dispatch per s. s. Moana (specially addressed only).

NOTE.—Unless otherwise addressed, West Australia is forwarded via Europe, and New-Zealand and Philippines via San Francisco—the quickest routes. Philippines specially addressed "via Canada" or "via Europe" must be fully prepaid at the foreign rates. Hawaii is forwarded via San Francisco exclusively.

Transpacific mails are forwarded to port of sailing daily, and the schedule of closing is arranged on the presumption of their uninterrupted overland transit. †Registered mail closes at 6 p. m. previous day.

CORNELIUS VAN COTT, Postmaster.

Postoffice, New York, N. Y., March 6, 1903.