AUTOMOBILE ROAD RACES.

No More in France, in View of Many Accidents.

Paris, May 27.

The Paris-Madrid automobile race, the first stage of which, from Versailles to Paris, a distance of 341 miles, was accomplished by 110 competitors within recorded times varying from 5 hours 12 minutes to 14 hours 58 minutes, has sounded the death knell of automobile road racing in France and on the Continent of Europe. It was a terrible and sanguinary course. In spite of military and police precaution, the list of casualties comprises eight killed outright and twenty-five wounded. M. Combes, Prime Minister and Minister of the Interior, at once prohibited the continuance of the race on French territory, and the Spanish Government, upon the initiative of young King Alphonso XIII, followed the example se' by France. Public indignation against automobile road racing is aroused.

The press teems with descriptions of the race with characteristic headlines, among which one may read: "The Race of Carnage," "The Match for Death," "The Abominable Crime." The most influential French writers have taken up the matter in earnest, and M. Jules Claretie, administrator of the Théâtre Français, himself an ardent automobilist, in an article entitled "La Course à la Mort," denounces the "demon of speed craze" that inspires the "Mephistopheles-like drivers of these lugubrious racing machines." M. Ernest Daudet follows up the subject vigorously in the "Gaulois," and in an editorial headed "Le Vertige de la Mort" alludes to the Paris-Madrid race as the "demoniac steeplechase from Paris to the charnel house." The Ministry of the Interior is flooded with petitions and protests urging the government to prevent any future automobile road races. The matter has been brought up in the Chamber of Deputies and in the Senate. In automobile circles the idea is gaining ground that a bill will soon be introduced into the French Parliament based upon the Bailey automobile bill recently signed by Governor Odell and which is now law in the State of New-York.

Mr. Dalliba, a prominent resident of Paris, was one of the numerous spectators of the Paris-Madrid race, and in a swift, powerful Mercedes machine took up a station on Sunday morning on the course near the village of Coignières. Mr. Dalliba was provided with a camera. One of his photographs shows the automobile ambulance of the Automobile Club of France waiting in a field while the surgeons and assistants were on the road attending to the wounded. Another represents the crowd of Parisian motormen and peasants standing along the route near Chartres. A third photograph was taken of the wreck of Mr. Terry's 70-horsepower racing machine of the Mercedes make. Mr. Dalliba, who saw the accident, thus described it to a reporter of the Paris "Presse":

Twenty kilometres after the start, when travelling at the rate of 120 kilometres an hour, Mr. Terry, who was driving a 70-horsepower Mercedes, arrived at the entrance to Coignières alongside one of the competitors, Mr. Porter, who was driving an English machine, and who had left some minutes before him.

The road through Coignières is far from good, but Mr. Terry, who is an excellent driver, full of confidence in his powers, tried to pass Mr. Porter on the left. The latter turned his steering wheel to the left. Mr. Terry, to avoid a collision, was forced to drive his machine onto the pavement. At this moment the tire of his left fore wheel burst, but the vehicle, travelling like a cannon ball, in spite of the side slip, shot in front of the English automobile.

The left wheel broke, and the vehicle, though the motor was thrown out of gear, continued for three hundred metres to sweep sideways along the road at a speed of eighty kilometres an hour.

On account of the breaking of the wheel the reservoir, containing 120 litres of essence, burst. The flames coming from the valve set it on fire, and when the vehicle was finally brought to a standstill it was a mass of flame.

Mr. Terry, who by sheer skill and sangfroid had thus accomplished a unique tour de force, exhausted by the terrible effort he had made, remained motionless on his seat. When his machinist, who had fortunately strapped himself to his seat (a fact to which he owed his life), called to Mr. Terry to leave the burning automobile, the latter, seeing all chance of winning the race gone, began to cry like a child.

By simply miraculous good luck both Mr. Terry and his machinist escaped without a scratch. The automobile, however, was completely consumed. Two trees on the side of the road were also burned.

By a strange coincidence the automobile of Mr. Porter, the involuntary cause of the accident, was overturned a few kilometres further on, and his machinist, who was buried beneath the vehicle, was burned to death.

This thrilling accident took place near Bonneval. An eye witness and actor in the scene gave to the "Paris Daily Messenger" the following account of the event:

There is a smooth stretch of road extending about four miles before reaching Bonneval, and, of course, all the racers took advantage of this to turn on the full speed switch to the utmost extent.

They came along at lightning speed, and Mme. du Gast in particular must have been topping 120 kilometres. At the end of the four mile stretch there is, however, a crook in the form of a "Z," the branches of which are not more than one hundred feet each. This being deemed a dangerous pass even for a lazy pony, special precautions were taken to avoid accidents. A blue flag was placed one hundred yards before the turning and a yellow one fifty yards further, and also a score of buglers. These warnings saved the first racers, but toward 10:30 o'clock the guardians of the danger signals, together with the buglers, went off to luncheon, carrying away the flags. At 11:45 o'clock Mr. Porter came along, speeding probably over one hundred kilometres, and, seeing no danger signals, turned the first corner at lightning speed. The second turning, however, was only a minute away, and before Mr. Porter could change his direction he was through a fence and down a drop of seven feet clean into the house occupied by the level crossing keeper. Mr. Porter was projected some twenty feet from the machine, but his unfortunate companion had his head fractured against the wall. Moreover, the car caught fire, and the wounded man was soon lost sight of in the midst of the flames. My wife dragged me away from the awful scene. Just then M. de Knyff was coming along quietly in his motor car after abandoning the race, and he hurried off for help, coming back promptly with some gendarmes and a doctor. In the mean time we had managed to shift the overturned car and lift up the victim. His body was absolutely mummified; he retained the attitude he had last had in the car—sitting posture and clinched fists. His oilcloth overalls were only singed, but the underclothing was carbonized to such an extent that when Nixon was raised the heavier trifles in his pockets, such as penknife, coins, keys and watch, fell to the ground through his ash coating.

Mr. Porter was brought to after some effort and conveyed to Paris. He is not apparently seriously wounded bodily, but the shock to his system seems to be a serious one.

The thick clouds of dust on the road between Versailles and Paris last Sunday were a prime cause of the accidents, for the drivers were thus prevented from seeing the turns in time, and, nearly blinded, were unable to discern gulleys, drains, culverts or curbs. The rural population is up in arms against automobilists, and yesterday the Count de Béthune-Sully, a descendant of the famous Minister of Henri Quatre, while returning from Chantilly with a friend, M. Huillier, encountered a herd of oxen near Conflans. The machinist tried to drive away the cattle, but the bullocks stampeded and dashed off in every direction. Drovers and peasants came up and attacked the occupants of the automobile with bludgeons and sticks. M. Huillier's head was cut open, and M. Béthune-Sully managed to keep off his assailants with a stout cane until the automobile could be started on its journey again. C. I. B.

PUSH YOUR BUSINESS.

If your business needs a push try an advertisement among the "Little Ads. of the People."

DIDN'T TAKE "CAR AHEAD"

Boy Stood on His Rights, and Was Sorry When Locked in a Cell.

In the West Thirteenth-st. station there was locked up last night a young American who stood on his rights, William Weinberg, sixteen years old, who refused to leave a southbound Broadway car at Houston-st. when the conductor shouted: "Car ahead."

"Hi, you! get out here," said the conductor.

"No, sir. I demand to be carried to my destination," replied Weinberg.

A wordy conflict ended when the car was switched to the uptown track and started back up Broadway. The lad remained on the car. At Twenty-fifth-st. the conductor is said to have put the boy off the car. On the sidewalk stood Patrolman James Moran, of the Tenderloin station.

"Officer," shouted the boy, "arrest this man for assaulting me!"

The policeman laughed at the boy, and when the conductor asked for the arrest of Weinberg the boy said, "I dare you to arrest me."

In the police station young Weinberg broke down.

"I'm sorry," he said; "I have been reading in the papers that the company has no right to make one take a 'car ahead.' Please let me go."

He was placed in a cell on the charge of disorderly conduct.

NOTES OF THE STAGE.

Adler Again—Miss Carrie Bridewell the Soloist This Week at Duss's Venice.

Yesterday afternoon, beginning his engagement with a matinee, Jacob P. Adler, the Hebrew actor, appeared at the Academy of Music as Shylock, supported by an English speaking company of rare lack of excellence. His engagement will be for an indefinite period. There was not a large audience on hand yesterday at either performance, but those present were enthusiastic in their applause of Mr. Adler, and in large part could understand his Yiddish quite as well as the Shakespearian verse variously presented to the ear by the other players.

The second week of Duss at the Garden begins to-morrow. Miss Carrie Bridewell will be the soloist for the week. The orchestral numbers will include selections from Verdi, Wagner, Beethoven, Sousa and Schumann, and on Thursday night a symphony will be given. Also the gondolas will be increased in number, to accommodate the crowds who wish to try a ride. More tables have been added in the promenade, too. The attendance last week was uniformly large, and the novel entertainment seems to have started on a successful summer.

Ralph Delmore, an actor now playing in "Facing the Music" at the Garrick, was caught between a surface car and the subway fence early yesterday morning as he was crossing from City Hall Park to the bridge to take a train for his home, in Bensonhurst. He was thrown down and badly bruised in several places. He went home, however, after a doctor had attended him, and yesterday afternoon and evening limped through his part at the Garrick.

Richard Mansfield, owing to a slight illness, closed his season last night at Allentown instead of next Saturday at Montreal, as planned.

Mrs. Carter, in "Du Barry," also closed her season last night in Minneapolis. She has played in the course of the last season in but six cities, and to uniformly large audiences in each. From her manager's point of view, her year has been one of the best of her career.

ADRIAN ISELIN, JR., GIVES MEDAL.

Adrian Iselin, jr., has founded a medal for Christian doctrine at the Ursuline Seminary, in New-Rochelle. This year the medal was in the form of a gold chain and cross. Mr. Iselin is greatly interested in the work of the nuns, and it was through his generosity that they now have the Leland Castle, in New-Rochelle, for their school. Mr. Iselin owns the castle, and gave them the use of it free.

FUNERAL OF DAVID M. MORGAN.

The funeral of David M. Morgan, who for many years was in business in Fulton Market, will be held this afternoon at 2 o'clock at his home, No. 1,624 Pacific-st., Brooklyn. Mr. Morgan, who died on Wednesday, was born in Hempstead, Long Island, in 1831. He leaves three sons and two daughters.

A GOOD SALESMAN always awake and ready for business is a "Little Ad. of the People." Employ one.

SETH LOW AS A VOTE GETTER.

Some Figures of Special and Timely Interest.

From The Brooklyn Eagle.

Seth Low has generally led what would be called "forlorn hopes." He has generally led them to victory. In 1880 in old Brooklyn the Democrats had a majority for Hancock of 8,267. In the same city in 1881 Seth Low, the Republican nominee for Mayor, carried the city by 4,354.

In 1882 Grover Cleveland, Democrat, for Governor had a majority in the city of Brooklyn of 37,409. But in 1883 Low changed all that, and as the Republican candidate for Mayor had 1,842 majority over J. C. Hendrix, Democrat.

In 1897, with four candidates in the field for Mayor, Van Wyck, Tammany, was elected in greater New-York by a plurality, but Seth Low, as the Citizens Union candidate, beat Tracy, the Republican nominee, by 49,677.

In the year 1900 the Democratic majority for Bryan for President in greater New-York was 28,128, but in 1901, the following year, Seth Low's majority for Mayor, as the fusion candidate, was 31,486 in greater New-York.

We recall these figures because they are suggestive now. The question of whether Seth Low can be re-elected in the coming fall is in many men's minds. We know that the Democrats carried greater New-York last year, 1902, by 120,000 majority. But if they had commanded for Mr. Coler then throughout greater New-York the percentage of votes which they commanded for Mr. Cleveland in 1892 in the city of Brooklyn, their majority would have been much larger. In 1883 Seth Low carried Brooklyn over relatively a much larger Democratic vote in the preceding year than that of the Democratic vote in greater New-York, last year. To put it in another way: Had Mr. Coler run as well in greater New-York last year as Mr. Cleveland ran in Brooklyn in 1882, Mr. Coler's majority would have been 250,000 and over, instead of 120,000 odd. This fact should be pondered by political calculators who are saying now that "Seth Low cannot be re-elected, because the Democratic majority in greater New-York last year was so large." Figures show that Mr. Low has overcome relatively greater majorities than Mr. Coler commanded in greater New-York in 1902.

CHILDREN WHO WORK AT NIGHT.

From Charities.

Of all the mooted problems attending child labor probably none are viewed with greater unanimity than the question of night work for children. Nothing short of inhumanity, one would think, could fail to be moved by the inherent cruelty of setting a child or a young person to labor at night. The subtle appeal of helplessness should be the child's strongest weapon of defence, especially against the breach of so inviolable a law of nature—against exploitation of that particular season of childish dependence which is sacred to sleep.

Yet the various States authorize, by tacit or express permission, every gradation of night labor from the cruel period of twelve hours at night for girls of thirteen in the Pennsylvania mills, and eight hours at night for orphans of ten years in the mills of Alabama, to the sweeping prohibition of all work after 7 p. m. for children under sixteen in the admirable new law of Illinois. Even in this, however, the newsboys and bootblacks of Chicago are ignored.

If excessive hours of labor are injurious to children, they are no less injurious because an accident forces the children to work overtime. To throw the onus of the accident upon the weakest—the children—instead of on the employer is an act of gross injustice. Several States have recognized the wrong and have repealed this exception from their statutes.

So, too, if the Saturday half holiday is advisable, it should be granted outright and not be earned by overwork on some other day. No exception is more open to abuse than this one, authorizing overwork for a holiday, which in the end may not be granted.

Finally, if the Christmas season is not to remain a bitter mockery for thousands of working children, the obnoxious exception which permits overwork in stores during December must be wiped off the statutes. The wrongs of factory children escape general attention because comparatively few outsiders come in contact with them, but the general public is in daily touch with children working in stores. It is the more disgraceful that Christmas, the season of joyous childhood, should deliberately and visibly be turned to a time of wretched exhaustion for large numbers of children. The question arises how long communities of otherwise humane standards will tolerate this particular cruelty.

After the marked gains of the last year in child labor legislation, efforts to secure a uniform prohibition of night work for children under sixteen should follow next winter. The laws of health demand that nights unbroken by labor, without any exceptions, should be secured for children of immature years. To embody this demand in effective statutes is, perhaps, the most immediate need in the further protection of working children.

HOW THE OTHER HALF LIVE.

They take their Sunday dinners at the restaurants advertised in the "Little Ads. of the People."

CHOATE—OLIVER.

Son of the Ambassador to Great Britain Married in Albany.

[BY TELEGRAPH TO THE TRIBUNE.]

Albany, June 6.—Ambassador Joseph H. Choate was present at the wedding of his son, Joseph H. Choate, jr., and Miss Cora Lyman Oliver, second daughter of General and Mrs. Robert Shaw Oliver, in St. Peter's Church here, at noon to-day. It was an assemblage representative of the society of New-York, Albany and other centres.

The bridal chorus from "Lohengrin" announced the arrival of the bridal party. The ushers, ten in number, led the procession. They were Harry Bowditch, of Albany, a cousin of the bride; Eliot Tuckerman, Bayard Cutting, Frederick Swift, Francis Kinnicutt, J. Palmer Welch, William Woodward and R. Monroe Ferguson, of New-York, and N. Penrose Hallowell and Malcolm Donald, of Boston.

Miss Oliver had four attendants, Miss Mabel Choate, of New-York, a sister of the bridegroom; Miss Mary Bowditch, a cousin, and Miss Marion Oliver and Miss Elizabeth Oliver, sisters of the bride. These were gowned in white silk chiffon cloth, heavily trimmed with embroidered lace. The gowns of the two taller bridesmaids matched, as did the other two, and these differed only in the garniture of pink, two having touches of pink on their bodices and two wearing large pink sashes. All wore hats of pink tulle, trimmed with green leaves and roses, and carried pink peonies.

The bride, who is a very beautiful girl, entered with her father. She wore an exquisite gown of point lace over chiffon. The skirt was designed with flounces that were full and flaring. The bodice had a bertha of lace, and the sleeve was a puff to the elbow, with a tight fitting undersleeve. The veil, which was worn over the face going up the aisle, was of tulle, caught to the hair with orange blossoms, and the bridal bouquet was of lilies-of-the-valley.

At the chancel rail the party was met by the bridegroom, his best man, George De Gersdorff; the Rev. Dr. Walton W. Battershall, who read the betrothal service, and the Right Rev. William C. Doane, who conducted the marriage ceremony. A wedding breakfast and reception followed at the bride's home, in Willett-st. Among the guests were Commander Cowles, U. S. N., and Mrs. Cowles, the sister of President Roosevelt.

In the afternoon Mr. and Mrs. Choate, jr., left on a wedding journey which will include a ten days' automobile jaunt and a trip abroad. They will sail for England on June 6, and expect to remain abroad until September. Upon their return they will live at No. 158 East Seventy-first-st., New-York.

Ambassador and Mrs. Choate left this evening for their Stockbridge residence.

DR. FINLEY'S INSTALLATION.

President Roosevelt and Ex-President Cleveland Will Be Present.

Impressive ceremonies are being arranged by the board of trustees of the College of the City of New-York for the installation of President-elect John Huston Finley, and for the laying of the cornerstone of the buildings now being erected on the site bounded by One-hundred-and-thirty-eighth and One-hundred-and-fortieth sts., between St. Nicholas, Convent and Amsterdam aves. The gathering of distinguishedstatesmen, educators, clergymen and laymen and the significance of relaunching the institution will make the event most important.

Carnegie Hall has been engaged as the place for the installation. The ceremonies will take place at 10:30 a. m. on October 1. President Roosevelt and ex-President Cleveland will be present and will make addresses, and a large number of prominent educators, among them President Wilson of Princeton, President Remsen of Johns Hopkins, President Harper of Chicago, President Hadley of Yale, Chancellor MacCracken of New-York University and President Butler of Columbia also will attend. The stage will be arranged to accommodate five hundred honor guests.

At the end of the ceremonies a luncheon will be served to the honor guests in the music chamber. Immediately afterward the guests will proceed in chartered trolley cars to the new college site, where the ceremonies of the laying of the cornerstone of the new buildings will take place at 3:30 p. m. Among the speakers will be the Mayor of the city, representatives of the board of trustees, the Board of Regents of the State of New-York, and of the students. The members of Troop A and Lafayette Post, G. A. R., will tender their services. A platform will be arranged on the grounds to accommodate one thousand guests. In the evening the alumni of the college will give a dinner for President Finley at the Waldorf-Astoria. Covers will be laid for five hundred or six hundred guests.

SOCIAL NOTES FROM TUXEDO.

Tuxedo Park, N. Y., June 6 (Special).—The cool weather during the week was very welcome to the Tuxedo colony. A large crowd came out Friday for over Sunday at the clubhouse, and many dinners were given.

Mrs. Pierre Lorillard, jr., arrived to-day on the Lucania, from Liverpool, and will remain at her Tuxedo cottage during the summer. A series of Saturday dinners is looked for.

Mr. and Mrs. J. Frederick Tams were the guests at the Cooper Hewitt cottage of Mr. and Mrs. J. F. D. Lanier during the week.

Mr. and Mrs. Frederick A. Snow gave a dinner to twenty-four of the Tuxedo set on Wednesday. They go abroad the coming week for the summer.

Miss Edith Poor entertained a house party, the younger set, at the Henry W. Poor cottage. W. MacNeill Rodewald entertained at dinner Friday.

Mr. and Mrs. James H. Benedict, of New-York, arrived Friday at the Stokes cottage for the summer; also William De F. Manice, in the Cammack cottage.

Mrs. A. T. French and family will go to Newport next week for the summer. They will be at Mrs. Stuyvesant Leroy's cottage in Red Cross-ave. A. T. French is in Europe, but will return to Tuxedo about June 15.

Mr. and Mrs. Flamen B. Candler, of Brooklyn; Mr. and Mrs. Charles B. Van Nostrand, and Mr. and Mrs. William Elliott arrived at the clubhouse Friday for the season.

Mr. and Mrs. Goodhue Livingston, who are in the Winter Club, were the hosts at dinner at the clubhouse Friday evening, at which were present many of the Tuxedo colony.

Mr. and Mrs. George W. Forsyth gave a farewell dinner on Wednesday. Among the guests were Mr. and Mrs. W. Breese Smith, Mr. and Mrs. H. W. Munroe, Mr. and Mrs. John Greenough, Mr. and Mrs. F. A. Snow and Mr. and Mrs. William Kent.

The Society of Decorative Art held a sale at the cottage of Mr. and Mrs. Charles B. Alexander on Thursday, which was visited by a large number. Richmond P. Hobson and Miss Hobson, of Alabama, were the guests during the week of Mr. and Mrs. George Huntington Hull, at their new cottage.

Mrs. James P. Kernochan is with Mr. and Mrs. Herbert C. Pell, at their cottage.

Among the latest arrivals are Clarence Carey, George G. Haven, jr., Charles W. Gould, Mrs. Thomas C. Jenkins, Mr. and Mrs. F. R. Halsey, Mr. and Mrs. L. W. Mundy, Edward De P. Livingston, Henry G. Gray, William Earle Dodge, S. S. Witherbee, William R. Stewart, Thomas Stokes, Mr. and Mrs. W. S. Brown, John T. Sill, Mrs. John S. Gardner, Charles E. Sampson, Miss C. Turness, S. D. Warfield, Mr. and Mrs. Henry P. Rogers.

LENOX NOTES.

Lenox, Mass., June 6 (Special).—Mr. and Mrs. D. Beebe Tompkins and the Misses Sallie and Katherine Hertle, of New-York, have arrived and opened their country place, Century Hurst, in Sheffield.

John Ditmas, of Brooklyn, has leased the Johnstone cottage, in Pittsfield, and will arrive on Monday for the summer.

The Country Club of Pittsfield was formally opened this afternoon. Mrs. Dewitt Bruce, Mrs. Alden Sampson and Mrs. Frank Colt were in charge of the tea.

Mrs. Churchill Satterlee, of Columbia, S. C., is a guest of her parents, Mr. and Mrs. George W. Folsom.

Colonel and Mrs. William Brown and family, of New-York, opened their country place, Locustwood, in Great Barrington, to-day.

Mr. and Mrs. Charles H. Wetherbee, of New-York, have arrived at their estate, Arrowcliff, in Great Barrington.

Police Commissioner Francis V. Greene of New-York came up to Stockbridge this evening, where his family are to spend the summer.

Mrs. Birdseye Blakeman, of New-York, opened her place, Oronoke, in Stockbridge, to-day.

Mrs. Grosvenor Kortright and Frank B. Hoffman, jr., of New-York, and Mrs. G. K. Root, of Boston, arrived at the Curtis Hotel to-night.

HERLIHY MANDAMUSES GEN. GREENE.

Police Commissioner Greene was yesterday served with a writ of mandamus to show cause why he should not place the name of Captain Herlihy on the payroll. Captain Herlihy was tried on charges before the Police Commissioner, but he was not proven guilty of neglect of duty, and the charges were not sustained. A criminal action was later brought against Captain Herlihy. In the Criminal Branch of the Supreme Court recently Captain Herlihy obtained an adjournment of six months on the ground that he had no money with which to pay counsel, and on the assurance that it would require that time to earn the required amount.

LETTERS TO THE EDITOR.

THE NEGRO PROBLEM.

To the Editor of The Tribune.

Sir: The following quotation from a letter written to General James S. Wadsworth, in 1864, illustrates Abraham Lincoln's views on the negro and his right to the ballot:

How to better the condition of the colored race has long been a study which has attracted my serious and careful attention; hence I think I am clear and decided as to what course I shall pursue in the premises, regarding it as a religious duty, as the nation's guardian of these people who have so heroically vindicated their manhood on the battlefield, where, in assisting to save the life of the republic, they have demonstrated their right to the ballot, which is but the humane protection of the flag they have so fearlessly defended. A. E. D.

New-York, June 4, 1903.

RESERVOIRS TO PREVENT FLOODS.

To the Editor of The Tribune.

Sir: The damage inflicted by the Mississippi floods this spring, as well as more or less every year, the present damage in Kansas and Missouri and the minor floods elsewhere serve to direct our attention to a matter that should if possible be remedied even if it costs some time and money to do it. We are spending large sums annually under the River and Harbor bill, and in other ways on the Western rivers, practically all of it being only temporary in results. Now, if we can adopt a comprehensive scheme whereby the whole territory shall be forever relieved of floods, it would be worth many millions. To that end allow me to suggest consideration of the idea of constructing a series of large storage reservoirs at different points on the Mississippi, the Missouri and all of their important affluents, to impound the excess of water fall, which may be used for several purposes, to wit:

First—For irrigating public and private lands in the more arid sections, such as the States of Kansas, Nebraska, Colorado, etc., such use of the water to produce a revenue.

Second—In some instances the water as power could be used to create electric energy, to be used in lighting towns, heating buildings, running car lines, etc.

Third—After the water had been thus used it could be allowed to flow down to lower portions of the rivers to improve navigation, when the rivers are low. Possibly some of this water could be sold to some towns for a water supply, so that in the round up the government would derive a large revenue from these sources. This work is large, and would cover a term of years to complete, but would put the immense valley of the Mississippi in the most substantial position agriculturally in the world. R. P. W.

Southport, Conn., June 4, 1903.

WHY YOUTH DO NOT ENTER MINISTRY.

To the Editor of The Tribune.

Sir: The Tribune recently stated that there is great anxiety among ecclesiastics of all shades of belief, including Roman Catholic, over the great decline of candidates for the ministry. Having made some inquiries during the last five years among the students of at least three of our leading universities as to reasons for not entering the ministry, I find that the answers may be grouped under three heads: the lack of honesty of church people in paying the minister's salary, the lack of honor among church people in rendering assistance to their clergy and in co-operating with him in the proper work of the parish, and the unjust advantages taken of the minister, whose hands are tied, if he happens to disagree with some prominent person, either layman or ecclesiastical superior. In other words, the Church has brought upon itself a state of affairs that is going to increase the seriousness of the problem of clerical supply. The son of a man who has made life miserable for his pastor, or priest, is not going to place himself under men like his father.

The graduates of college are, almost to a man, gentlemen, and they have a high sense of honor, and they cannot see their way to being treated in any other than an honorable way. It would be untrue to say of them that, as a class, they are irreligious. And if it be averred of them that they ought to be willing to make personal sacrifices for the good of the church, to offer the other cheek, as it were, the answer is found in the fact that most of them do face tremendous odds in other vocations. No, Mr. Editor, the causes of deficiency are not in the young men, but in the old men and old women. It is not a question of diversity of creeds or conflicting exegesis or of scientific agnosticism, for there are plenty of good college men who are not disturbed over these issues. The real, rock bottom trouble is the dishonorable and dishonest church members. Only second rate young men or young men of too limited experience to see the real state of affairs will offer themselves under such conditions. And the Church will have to take such as it can get until the spirit of honor revives. The further fact that the men who do offer themselves to the ministry ask to be sent to foreign mission fields verifies this position. An out and out heathen is a more honorable man than a domineering ignoramus who wants to boss the parish. Trust the young men for their exercise of good sense. THOMAS AQUINAS.

New-York, June 4, 1903.

NO KING IN THIS LAND.

To the Editor of the New-York Tribune.

Sir: I find your valuable journal on the reading room table of my hotel in this faraway country. In the issue of the 6th inst. I note a poem entitled "God Save Our President," that was introduced to the world by a few hundred children singing it in one of the ward schools of your city, No. 116, at No. 215 East Thirty-second-st. The third line, second verse, reads: "Proclaim him king." As an anti-imperialist, I wish to suggest that the word "king" be changed to "man," or change the line to read "Proclaim the people's rule." We want no man "proclaimed king" in the United States, much less do we want our little children, even in song, taught to look upon our President as anything but the servant of the people. Maybe the country from which I write makes me supersensitive about "kings." HELEN M. GOUGAR.

Moscow, Russia, May 29, 1903. Home address, Lafayette, Ind.

IRISHMEN DISCREDITED.

To the Editor of The Tribune.

Sir: As an American and an old reader of The Tribune, I thank you heartily for your editorial entitled "Irishmen Discredited" in to-day's paper. I assure you that I am not the only one who has noted the significant silence of these people on the subject of the awful unprovoked slaughter of the unoffending Jews at Kishineff, and not a representative Irishman nor a prelate of the Catholic Church was heard at the Carnegie Hall meeting. The reason is, of course, obvious to a thoughtful observer. Thousands thank you for your brave words. MONMOUTH.

New-York, June 3, 1903.

RUSSIA AND THE JEWS.

To the Editor of The Tribune.

Sir: Apropos of the agitation and the broad-minded and scholarly editorials in your paper regarding the Russian massacres, permit me to state that, outside of the grand and statesmanlike message of Secretary Hay, sent by him some time ago to the Rumanian Government in opposition to the barbarous treatment of the Jews by that country, there have been many other evidences of the friendship of the Republican party for my co-religionists.

In 1892 I was a delegate to the Republican State Convention in the city of Rochester. I drew up and presented to the late Colonel Elliott F. Shepard, who represented this city on the platform committee, a resolution condemnatory of the persecution of the Jews at the time, in Russia, and requested that the same be taken note of in the convention. The resolution received his approval, and I am pleased to state that it was incorporated into the platform.

As a Hebrew, I wish to express my thanks to your paper for the good work it is doing in giving such prominence to the misdoings of that barbarous country, Russia.

Exposing an evil is a long step in the right direction toward removing it. SOL. OPPENHEIMER.

New-York, June 5, 1903.

OBITUARY.

THE REV. DR. J. C. THOMPSON.

Philadelphia, June 6.—The Rev. Dr. John Caldwell Thompson, a Presbyterian clergyman, died to-day at his home. He was seventy-two years old. Dr. Thompson was born in Chester County, Penn., and was educated at Lafayette College and Princeton University. He was ordained in 1859, his first call being to Smyrna, Del. He also occupied pulpits in Pottstown, Penn., and Hagerstown, Md.

JOSEPH HAIGHT, SR.

Joseph Haight, sr., seventy-six years old, superintendent of the bolt and nut factories of Russell, Burdsall & Ward, died yesterday from heart trouble at the home of his son at Oakland Beach. Mr. Haight entered the business department of the Rusell, Burdsall & Ward corporation when he was a young man, and had been continuously in its employ for forty-five years, thirty years of which he was superintendent in charge of seven hundred men. He was a widower and a member of the Methodist Episcopal Church.

JAMES SMITH.

Captain James Smith, at various times commander of the yachts of J. Rogers Maxwell and others in the fleets of the Atlantic and New-York Yacht clubs, died on Friday at the home of his daughter, Mrs. E. B. Eaton, No. 571 Fifty-fifth-st., Brooklyn. He was born in Maine sixty-one years ago, and had followed the sea all his life. Five daughters and one son survive him. The funeral will be held to-night.

FROHMAN'S FLYING TRIP TO PARIS.

"The Admirable Crichton" for One Night—Talk of English Theatre in Paris.

London, June 6.—Charles Frohman's flying expedition to Paris to-morrow with the entire company and scenery of "The Admirable Crichton," to give one performance at the Renaissance Theatre on June 8, returning to London in time to give a performance at the Duke of York's Theatre, where the play is now running, on the following night, is watched with much interest, and it is intimated that the hope of the American manager is to establish an English theatre in Paris. Mr. Frohman will be accompanied to-morrow by a party of guests, including J. M. Barrie, author of the play; Haddon Chambers, Sir Gilbert Parks, John Hare, Arthur W. Pinero, Henry Arthur Jones, Ethel Barrymore, the Duchess of Sutherland, Marie Tempest and William Gillette.

Daniel Frohman has secured the American rights of a four-act play, "Sheridan," by Gladys Unger, daughter of Frank Unger, of San Francisco.

MISS BAER MARRIED.

[BY TELEGRAPH TO THE TRIBUNE.]

Reading, Penn., June 6.—Miss Nellie Oliver Baer, daughter of George F. Baer, president of the Reading Railroad Company, and Heber L. Smith, of Philadelphia, were married this evening in the Second Reformed Church, the Rev. Dr. S. R. Bridenbaugh officiating. Miss Mary Baer was maid of honor. Miss Angela Nolan, Miss Ethel Roland, Miss Helen Baer, Miss Anna Littell, of Long Island; Miss Mary Smith, of Joanna, Penn., and Miss Jane Righter, of Mount Carmel, were bridesmaids. Clement G. Smith, of Steelton, was best man. The ushers were G. Howard Bright, Frederick H. Clymer and Nathaniel Ferguson, all of this city; Jacob Schall and Frederick Smart, of New-York; Frederick H. Brooke, of Birdsboro, and Stanley Smith, of Joanna. There were several hundred guests, many being brought to the city in a special train. Among the gifts to the bride was one from J. Pierpont Morgan.

A WEDDING IN CHICAGO.

[BY TELEGRAPH TO THE TRIBUNE.]

Colorado Springs, Col., June 6.—Howard Morton Hartshorne, of New-York, and Miss Nina Marion Lunt, of this city, were married in St. Stephen's Episcopal Church to-day, the Rev. Arthur N. Taft, pastor of the church, and formerly of New-York, officiating. Mr. and Mrs. Clarence P. Dodge, of New-York, were among the guests. Mrs. Dodge is Mrs. Hartshorne's sister. Mr. and Mrs. Hartshorne left here to-night for New-York. They will shortly sail for England, where they will spend the summer. They will live in Paris. The bride is a granddaughter of Orin Lunt, a Chicago pioneer.

THE WEATHER REPORT.

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

Washington, June 6.—A moderate disturbance that was central Saturday morning over Southwestern Ohio still overlies that section, with somewhat increased development. Showers, while continuing in the central valleys and South Atlantic States, have extended into the south portion of the Middle Atlantic States and the western upper lake region. There were also local thunderstorms in South Dakota, Colorado, Wyoming and the southern plateau.

Temperature changes have not been marked, although it is quite warm in the Northwest. Reports from the Pacific States are missing.

There will be showers Sunday in the extreme Upper Ohio Valley and the greater portion of the Middle and South Atlantic States. There will also be local showers in the West Gulf States, the middle slope and the southern plateau. Temperature changes will not be marked, although it will be somewhat warmer Monday in the Middle and South Atlantic States and Upper Ohio Valley.

On the New-England Coast winds will be light and mostly south; on the Middle Atlantic Coast variable; on the South Atlantic Coast light to fresh and mostly south; on the Gulf Coast light southwest to northwest, and on the Great Lakes variable, though mostly east.

FORECAST FOR TO-DAY AND MONDAY.

For the District of Columbia and Maryland, showers to-day; Monday, fair, warmer; light south winds, becoming variable.

For Delaware, partly cloudy to-day, with probably showers; Monday, fair; variable winds.

For Western Pennsylvania, showers to-day; Monday, fair, warmer; variable winds.

For Western New-York, generally fair to-day and Monday; light to fresh southeast to south winds.

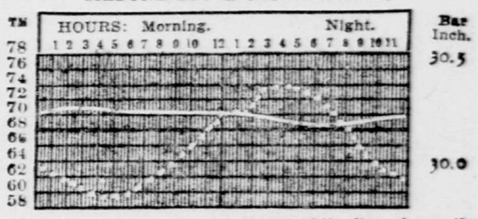
For New-England, fair to-day and probably Monday; light to fresh winds, mostly south.

For Eastern New-York, partly cloudy to-day, possibly showers in extreme south portions; light to fresh southeast winds; Monday, fair.

For Eastern Pennsylvania, partly cloudy to-day, probably showers; Monday, fair, warmer; variable winds.

For New-Jersey, partly cloudy to-day, probably showers; Monday, fair, warmer in the interior; 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.	60	57	6 p. m.	69	70
6 a. m.	59	58	9 p. m.	64	65
9 a. m.	63	63	11 p. m.	—	65
12 m.	70	67	12 p. m.	—	64
4 p. m.	74	73			

Highest temperature yesterday, 74 degrees; lowest, 59; average, 66; average for corresponding date of last year, 66; average for corresponding date of last twenty-five years, 66.

Local forecast: Showers to-day; light to fresh southeast winds; fair Monday.

Married.

PLACE—HORTON—On Wednesday, June 3, in Middletown, N. Y., by the Rev. David Evans, Mary Adelaide, daughter of Mrs. Gordon B. Horton, of Brooklyn, N. Y., to Henry Hamilton Place, of Rochester, N. Y.

Notices of Marriages and Deaths must be indorsed with full name and address.

Died.

Bierstadt, Charles.	Kirby, Sarah H.
Burrill, Mary W.	Metzgar, Addie
Cass, Katharine D.	Ripley, Charles L.
Dearborn, John M.	Winslow, Edward
Haight, Joseph.	

BIERSTADT—On Friday, June 5, Charles Bierstadt, of Niagara Falls, N. Y. Interment at New-Bedford, Mass.

BURRILL—At Bramwell, W. Va., on Thursday, June 4, 1903, Mary Warfield, wife of Percy Middleton Burrill. Interment at Natchez. Miss. Lexington (Ky.), Natchez and Memphis papers please copy.

CASS—At Lake Placid, N. Y., on Thursday, June 4, Katharine Dunbar Cass, wife of the late Charles Wyllys Cass, and daughter of the late James M. Dunbar. Funeral services Christ's Church, 71st-st. and Boulevard, Sunday afternoon, at 2:30.

DEARBORN—At Mount Vernon, N. Y., June 3, 1903, John M. Dearborn, aged 63 years. Funeral services will be held at the residence of his daughter, Mrs. Philip H. Lucas, No. 16 Darling-ave., Mount Vernon, on Sunday, June 7, at 4 o'clock p. m. Interment at Amesbury, Mass. Amesbury (Mass.) papers please copy.

HAIGHT—Suddenly, at Portchester, N. Y., June 6, Joseph Haight, in the 75th year of his age. Funeral service from the King Street Methodist Episcopal Church, on Monday, June 8, at 2 p. m.

KIRBY—At rest, Saturday, June 6, Sarah Haviland, widow of Joseph Kirby, in the 88th year of her age. Funeral services at her late residence, Rye, N. Y., on Tuesday, 9th inst., at 2 o'clock. Carriages in waiting at station at that hour.

METZGAR—On Friday, June 5, 1903, at her late residence, No. 123 East 61st-st., Addie, daughter of the late Christian and Adeline Metzgar. Funeral services on Sunday, June 7, at 10 a. m. Interment private.

RIPLEY—
REPUBLIC LODGE NO. 690, F. & A. M.—With deep sorrow we announce the death of Brother Charles L. Ripley. The brethren are requested to attend the Masonic services to be held at his late residence, No. 108 West 141st-st., on Sunday evening, June 7, at 8 o'clock, and pay the last tribute of respect to his memory.
W. H. MAYER, Master.
W. H. THOMAS, Secretary.

WINSLOW—On Friday, May 29, in Chicago, Edward, son of George Blanchard and Margaret Chapin Winslow, of No. 29 Cambridge Place, Brooklyn, in his 27th year. Funeral at St. James's Church, corner Lafayette-ave. and St. James Place, Brooklyn, on Sunday, June 7, at 2:30 p. m.

Rev. Stephen Merritt, the world-wide-known undertaker; only one place of business, 8th-ave. and 19th-st.; largest in the world. Tel. 14—18th-st.

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Postoffice Notice.

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

Foreign mails for the week ending June 13, 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 and Wednesday.

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.

TUESDAY—At 8:30 a. m. for Italy direct, per s. s. Citta di Milano (mail must be directed "per s. s. Citta di Milano"); at 11:30 a. m. (supplementary 1 p. m.) for Europe, per s. s. *Kronprinz Wilhelm, via Plymouth, Cherbourg and Bremen.

WEDNESDAY—At 6:30 a. m. for Europe, per s. s. St. Paul, via Southampton (mail for Ireland must be directed "per s. s. St. Paul"); at 7:30 a. m. for Netherlands direct, per s. s. Noordam (mail must be directed "per s. s. Noordam"); at 8:30 a. m. (supplementary 10 a. m.) for Europe, per s. s. Teutonic, via Queenstown.

THURSDAY—At 6 a. m. for Azores Islands, per s. s. Peninsular; at 6:30 a. m. for Europe, per s. s. Fuerst Bismarck, via Plymouth, Cherbourg and Hamburg (mail for France, Switzerland, Italy, Spain, Portugal, Turkey, Egypt, Greece, British India and Lorenzo Marquez must be directed "per s. s. Fuerst Bismarck"); at 7 a. m. for France, Switzerland, Italy, Spain, Portugal, Turkey, Egypt, Greece, British India and Lorenzo Marquez, per s. s. La Bretagne, via Havre (mail for other parts of Europe must be directed "per s. s. La Bretagne").

SATURDAY—At 4:30 a. m. for Europe, per s. s. Lucania, via Queenstown; at 7 a. m. for Italy direct, per s. s. Weimar (mail must be directed "per s. s. Weimar"); at 8 a. m. for Belgium direct, per s. s. Zeeland (mail must be directed "per s. s. Zeeland"); at 9:30 a. m. for Scotland direct, per s. s. Ethiopia (mail must be directed "per s. s. Ethiopia"); at 11 a. m. for Denmark direct, per s. s. Hekla (mail must be directed "per s. s. Hekla").

*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.

SUNDAY—At 6:30 p. m. for St. Pierre-Miquelon, per steamer from North Sydney.

MONDAY—At 10 a. m. for Guadeloupe, Martinique, Barbados, British, Dutch and French Guiana, per s. s. Talisman.

TUESDAY—At 9:30 a. m. (supplementary 10:30 a. m.) for Central America (except Costa Rica) and South Pacific ports, per s. s. Allianca, via Colon (mail for Guatemala must be directed "per s. s. Allianca"); at 4:30 p. m. for Inagua and Haiti, per s. s. Bolivia (mail for Savanilla must be directed "per s. s. Bolivia").

WEDNESDAY—At 11:30 a. m. for Brazil, per s. s. Kaffir Prince, via Pernambuco and Santos (mail for Northern Brazil must be directed "per s. s. Kaffir Prince"); at 12 m. for Barbados and Northern Brazil, per s. s. Amazonense, via Para and Manaos; at 12:30 p. m. (supplementary 1 p. m.) for Turks Island and Dominican Republic, per s. s. New-York.

THURSDAY—At 8 a. m. for Cuba, Yucatan, Campeche, Tabasco and Chiapas, per s. s. Esperanza (mail for other parts of Mexico must be directed "per s. s. Esperanza").

FRIDAY—At 12 m. for St. Kitts, St. Martins, St. Eustatius and British, Dutch and French Guiana, per s. s. Uller; at 12 m. for Mexico, per s. s. Matanzas, via Tampico (mail must be directed "per s. s. Matanzas"); at 1 p. m. for Porto Plata, per s. s. Foxhall, from Boston (mail for other parts of the Dominican Republic must be directed "per s. s. Foxhall"); at 6:30 p. m. for Bermuda, per steamer from Halifax.

SATURDAY—At 7 a. m. for Newfoundland, per s. s. Rosalind; at 7:30 a. m. for Argentine, Uruguay and Paraguay, per s. s. Bellanock; at 8:30 a. m. (supplementary 9:30 a. m.) for Porto Rico, Curacao and Venezuela, per s. s. Philadelphia (mail for Savanilla and Cartagena must be directed "per s. s. Philadelphia"); at 9:30 a. m. (supplementary 10:30 a. m.) for Fortune Island, Jamaica, Savanilla and Cartagena, per s. s. Alleghany (mail for Costa Rica must be directed "per s. s. Alleghany"); at 9:30 a. m. (supplementary 10:30 a. m.) for Haiti and Santa Marta, per s. s. Adirondack; at 9:30 a. m. (supplementary 10:30 a. m.) for Leeward and Windward Islands, British, Dutch and French Guiana, per s. s. Caribbee (mail for Grenada and Trinidad must be directed "per s. s. Caribbee"); at 10 a. m. for Yucatan, per s. s. Daggry; at 10 a. m. for Cuba, per s. s. Morro Castle, via Havana; at 12:30 p. m. for Cuba, per s. s. Curityba, via Havana.

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 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 and Thursday.

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 p. m. and †11:30 p. m. (connecting mail closes here Mondays at †11:30 p. m.).

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

TRANSPACIFIC MAILS.

China and Japan, via Seattle, close here daily at 6:30 p. m. up to June †7, inclusive, for dispatch per s. s. Riojun Maru.

Hawaii, via San Francisco, close here daily at 6:30 p. m. up to June †8, 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 June †9, inclusive, for dispatch per s. s. Empress of Japan. 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 June †10, inclusive, for dispatch per s. s. Hyades.

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

Vladivostok, via Seattle, close here daily at 6:30 p. m. up to June †16, inclusive, for dispatch per s. s. Pleiades.

China and Japan, via Tacoma, close here daily at 6:30 p. m. up to June †20, inclusive, for dispatch per s. s. Victoria.

New-Zealand, Australia (except West), New-Caledonia, Fiji, Samoa and Hawaii, via San Francisco, close here daily at 6:30 p. m. after May †30 and up to June †20, inclusive, for dispatch per s. s. Sierra. (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 (specially addressed only) via Vancouver and Victoria, B. C., close here daily at 6:30 p. m. up to June †20, inclusive, for dispatch per s. s. Moana.

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

Philippine Islands, via San Francisco, close here daily at 6:30 p. m. up to June †23, inclusive, for dispatch per U. S. Transport.

Tahiti and Marquesas Islands, via San Francisco, close here daily at 6:30 p. m. up to July †5, inclusive, for dispatch per s. s. Mariposa.

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 6:00 p. m. previous day.

CORNELIUS VAN COTT, Postmaster.
Postoffice, New York, N. Y., June 5, 1903.