KAISER ON KEARSARGE.

HONORS TO AMERICANS.

Message of Cordial Good Will from Emperor to President.

Washington, June 25.—President Roosevelt received the following cable dispatch from Emperor William to-day:

Kiel, June 25, 1903.

President of the United States of America, Washington.

On my arrival at Kiel I was saluted by a fine American squadron, and had the pleasure of receiving Admiral Cotton and his captains. It was a very happy and kind inspiration on your part to send the squadron to Kiel for the week, and, thanks to this fact, I was able to inspect the magnificent flagship Kearsarge to-day, when I was able to compliment the captain on the exceptionally good state of efficiency and neatness of the ship and the fine appearance of his gallant crew.

With the expression of my warmest thanks, I assure you that the squadron is warmly welcomed here, and will, I trust, make an agreeable stay. Everybody will vie with one another to make them feel at home, in response to the kind and friendly reception of my brother by the citizens of the United States. WILLIAM I. R.

FLAGSHIP INSPECTED.

Kearsarge and Her Crew Highly Complimented by the Emperor.

Kiel, Prussia, June 25.—"I shall telegraph to the President to-day, sirs, telling him in what perfect condition I have found your ship," said Emperor William, in parting with Rear Admiral Cotton and Captain Hemphill on board the American flagship Kearsarge to-day, after he had spent an hour and a half looking over the battleship as thoroughly as any naval inspector could have done, working the turrets, examining the quarters of the men, looking at the food in the galley and talking familiarly with some of the seamen.

The Emperor came alongside the starboard quarter of the Kearsarge, steering his own barge and attended by Captain von Grumme, while up the port gangway came Admiralty Secretary von Tirpitz, Admiral von Senden-Bibran, Chief of the Imperial Naval Cabinet; General von Plessen and Count von Rulenburg. Admiral Cotton and his staff, Captain Hemphill and the other American commanders, with all the officers of the ship, except the midshipmen, who were at quarters, received the Emperor on the quarterdeck.

"I am happy to welcome your majesty on an American ship," said Admiral Cotton, "and I wish that I were receiving you on American soil."

"I am very happy to be here," the Emperor replied. He then shook hands with all the captains whom he met yesterday, calling them by name, and with all the juniors, who were presented in turn.

"Now, captain," the Emperor said to Captain Hemphill, "I want to see your ship."

Captain Hemphill led the way with the Emperor, Admiral Cotton following with Secretary von Tirpitz, the other American captains accompanying the members of the Emperor's suite.

INTERESTED IN DOUBLE TURRETS.

Emperor William entered one of the turrets and examined the mechanism. Lieutenant Mustin, of the Kearsarge, showed the speed and smoothness with which the turret could be turned.

"What is the real value of these turrets?" asked the Emperor, turning to Captain Hemphill.

"That could only be known in war, sir," replied the captain, who then explained the theoretical effectiveness of the gunfire on which the design was based.

The Emperor recalled some of the recent French experiments with double turrets, in which sheep in one turret were killed by the shock of the gunfire in the other.

"That," said the captain, "was due to the shortness of the guns which the French experimenters used. The long guns of the Kearsarge change the field of the highest concussion."

In calling the attention of one of the members of his suite to Captain Hemphill's service on the Monitor when she first went into action, and to some other fierce naval combats of the Civil War, the Emperor added: "Those men are gods to us."

He said the conning tower was the most commodious he had ever been in. The Emperor was familiar with the telephone and signal apparatus in every part of the ship, and he pointed out one or two good new things. The German constructors have been having some trouble with electric connections, and the Emperor was especially interested in them. At present the general electrical system of the Kearsarge is invisible, as it is inclosed in semi-permanent constructions.

While the Emperor was inspecting the men's quarters he talked with several of the bluejackets, and jokingly asked one old hand how long he had been in the service. The sailor replied:

"Twenty-four years."

"That is long enough to be an admiral," said the Emperor.

When the inspection of the Kearsarge was finished the party went to the admiral's cabin, and the Emperor, seeing a large rocking chair, exclaimed:

"What is this for?"

"For Emperors," replied Admiral Cotton.

"Then I will take it," said the Emperor.

Some bottles of champagne were then opened.

THREE CHEERS FOR THE EMPEROR.

After a quarter of an hour's conversation, the Emperor left the battleship, and Admiral Cotton assembled the entire ship's company aft and addressed them as follows:

The Emperor has inspected ship quickly, but very thoroughly. His majesty is a judge of all technical naval matters. He expressed himself as greatly pleased with what he saw. I thank the officers and crew for the condition of the ship. I hope that every man here will remember that he is a representative of the United States, and that he will conduct himself in such a way as to bring credit upon his country and his flag. We are here by order of the President. It is our duty to do all in our power to preserve the feeling of friendship and cordiality between the United States and Germany.

Three cheers for his majesty the Emperor!

The seven hundred officers and men of the Kearsarge gave three hearty cheers for Emperor William.

The Emperor received Ambassador Tower on the imperial yacht Hohenzollern immediately after returning from his inspection of the American flagship. He expressed to the ambassador his gratification over his experiences on the Kearsarge.

"Captain Hemphill knows his business," he said. "He is a captain who understands his ship. He does not have to ask other people before answering questions."

DINNER ON THE HOHENZOLLERN.

The Emperor gave a dinner to-night on the Hohenzollern to Admiral Cotton, the American captains, Ambassador Tower, Commander Potts, the United States Naval Attaché, and all the other members of the embassy staff; Prince Henry of Prussia, the German admirals and the other members of the imperial party, and Chancellor von Bülow, who is recovering from a sharp gastric attack, and came here from Berlin to be present at this and at Ambassador Tower's dinner to-morrow.

Toward the end of the dinner Emperor William proposed "The President of the United States," and all the guests rose and remained standing until the band finished playing "America." He also read to the American naval officers his message to President Roosevelt regarding the Kearsarge, and touched glasses with Admiral Cotton, Captain Hemphill and Commander Potts. He afterward showed them the machinery of the Hohenzollern, and discussed turbine engines. The Emperor has invited all the American captains to accompany him on the Meteor at to-morrow's race.

Admiral Cotton will entertain the Emperor at breakfast on the Kearsarge on Saturday.

There was a dance on the German cruiser Prinz Heinrich at 4 o'clock this afternoon, and as many of the American officers as could get leave attended. There will be dances every afternoon on some German ship.

The presence of the American squadron at Kiel and the consequent festivities have taken the interest out of the yacht races, which began to-day with competitions among small raters. The Emperor's yacht, the Meteor; the Iduna, the Navahoe and other cruiser yachts will race to-morrow.

The American steam yacht Nahma, with Mrs. Goelet on board, has arrived here.

VIE TO GREET ROOSEVELT.

Ex-Assemblyman and Board of Trade at Odds.

Oyster Bay, Long Island, June 25.—For the last few days there has been a fear that there would be a clash between rival committees of citizens on the occasion of the reception to President Roosevelt on Saturday next, but it is now hoped that everything can be smoothed over and that the celebration attending the President's homecoming will not be marred by the dissensions of rival parties. Everybody in Oyster Bay will be on hand to meet the President, but the expectation now is that only one committee will offer the official welcome on behalf of the village.

The original intention was to have a joint celebration of the President's return and the 250th anniversary of the settlement of the village, but this plan was abandoned by the committee that had it in charge because President Roosevelt found that it would be impossible to return on June 23, the date set for the celebration. Ex-Assemblyman Maurice E. Townsend, however, was not satisfied with the abandonment of the scheme for a double celebration, and he has now distributed big posters around the village calling on the citizens to attend the 250th anniversary of the town's settlement, to be held in Audrey Park at noon on Saturday next. He has also circulated a petition in which the signers "agree to go to meet the President and extend a cordial welcome," etc.

This petition naturally received many signatures, as no one would refuse to welcome the President, and, it is said, even some members of the Board of Trade, which has in charge the official reception, signed the petition without being aware that it was being got up in opposition to the arrangements of their own committee. Mr. Townsend promises to have a brass band at the park, and he urges the people, "regardless of race, creed or politics," to attend his celebration. Whether Mr. Townsend will have the band at the station on the President's arrival is still an open question, but as the Board of Trade committee will have a band on hand it is hoped that the Townsend band, if present, will be induced not to play at the same time as the other band, for the sake of harmony and the dignity of the village.

That Mr. Townsend would endeavor to head off the chairman of the Board of Trade committee in extending a welcome to the President, and that there would be an unseemly scene at the reception that might embarrass Mr. Roosevelt, has been feared, but it is now hoped that such an unfortunate occurrence will be averted.

Mr. Roosevelt is a member of the Oyster Bay Board of Trade, which is composed of about one hundred and fifty representative citizens, and it is generally thought proper that only the board should have charge of the reception.

"It was shortly after the anniversary celebration scheme had been abandoned, for the present at least," said a prominent member of the board, "that Mr. Townsend issued a call for a public meeting, to be held independently of the Board of Trade on Memorial Day, to get up a 250th anniversary celebration and reception. There were only six persons present. As soon as the chairman of the Board of Trade committee received word from Secretary Loeb as to the date of the arrival of the President we set to work at once to prepare a suitable reception.

"The Townsend people had planned to unveil the gun themselves, but we promptly extended an invitation to the President to perform that ceremony, and he has accepted. Our Board of Trade was formed to perform all such public functions, and we will have on this occasion two hundred and fifty other citizens associated with us."

WHITE HOUSE ROSES FOR GRADUATES.

Oyster Bay, Long Island, June 25.—President Cheney of the Board of Education to-day received from the White House conservatories in Washington a box of roses to be presented to the graduates of the High School here at the commencement exercises this evening. Accompanying the flowers were the cards of President and Mrs. Roosevelt.

AMERICAN INTERESTS IN GERMANY.

A Chamber of Commerce in Berlin Which Greatly Facilitates Trade with This Country.

Berlin, June 25.—The American Chamber of Commerce, which was recently organized here, is doing much to facilitate American interests. It is not only exerting its influence to increase American exports into Germany, but is also collecting valuable information to facilitate business operations. All American citizens and firms of good standing are eligible for membership. Its officers at the present time are: President, Hermann Kreismann, ex-United States Consul General; first vice-president, F. Hessenberg; second vice-president, Elmer Roberts; treasurer, William M. Griscom; honorary secretary, James H. Vickery; secretary, George S. Atwood.

The following are directors: O. Behr, W. A. Derrick, Bernard Goldsmith, J. A. Hutmacher, Dean B. Mason, P. A. Panckow, W. F. Plass, Hilmar Stephany, Fred W. Wile and E. O. Zwietusch.

THE WEATHER REPORT.

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

Washington, June 25.—Notwithstanding the rise in pressure east of the Rocky Mountains conditions continue unsettled, and there were general showers in the Atlantic and Gulf States, the lower lake region, the Missouri Valley and the middle slope. In the Ohio and upper Mississippi valleys and upper lake region the weather was partly cloudy to cloudy. Temperatures continue generally below the seasonal average east of the Rocky Mountains, except in the Northwest. West of the Rocky Mountains the weather has been generally fair, except in Washington, and temperatures are decidedly higher in the interior.

There will be showers on Friday in the Southern States, the Ohio and middle Mississippi and lower Missouri valleys, and showers on Saturday in the South Atlantic States; elsewhere the weather will be generally fair Friday and Saturday.

Temperatures will change little, although with a rising tendency, east of the Rocky Mountains. On the Atlantic Coast winds will be light to fresh and variable; on the Gulf Coast fresh south to west, and on the Great Lakes light to fresh and variable.

Steamers departing on Friday for European ports will have variable winds and generally fair weather to the Grand Banks.

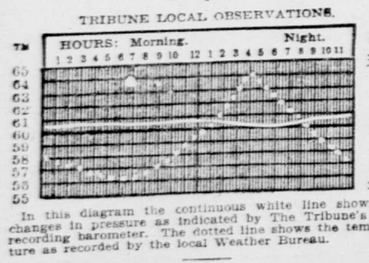
FORECAST FOR TO-DAY AND SATURDAY.

For New-England, partly cloudy to-day, with showers in Northern and Eastern Maine; Saturday fair, warmer; variable winds.

For District of Columbia, Maryland, Delaware, Eastern Pennsylvania, Eastern New-York and New-Jersey, partly cloudy to-day and Saturday; variable winds.

For Western Pennsylvania and Western New-York, fair to-day; Saturday fair, warmer; 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.	57	60	6 p. m.	62	68
6 a. m.	56	59	9 p. m.	60	65
9 a. m.	57	62	11 p. m.	58	63
12 m.	59	71	12 p. m.	—	68
4 p. m.	64	73			

Highest temperature yesterday, 64 degrees; lowest, 56; average, 60; average for corresponding date last year, 65; average for corresponding date last twenty-five years, 72.

Local forecast—Partly cloudy to-day and Saturday; variable winds.

ALASKAN RAILWAYS.

Success of First One Has Stimulated Projects for Four Others.

To the Editor of The Tribune.

Sir: Dr. Rainor, who was the army chaplain at Sitka in 1869, used to say that he had been marching westward for many years, from one frontier post to another, so that he had never seen a locomotive. Having finally reached Sitka, it was not likely that he ever would see one. Time has brought its changes even in Alaska. Thirty years later the miners who were climbing over the toilsome and dangerous White Pass witnessed the arrival of the first passenger train connecting Skagway, on the sea, with the White Horse Rapids, at the head of navigation down the valley of the Yukon. It was a daring piece of engineering skill, rivalling that which crossed the Sierra Nevada and that which pierced the Cascade Range to reach the Pacific. The railway at once had a monopoly of a main thoroughfare of travel, and so could charge high rates and make great profits.

The success of this road has stimulated projects for at least four others that are now in various stages of organization. They all start from harbors on the southern coast open all the year round, and run northward, not on parallel but divergent lines, toward the valley of the Yukon. One is to start from Valdez, go up through the Copper River country, and end at Eagle City, on the eastern boundary of the Territory. Another is to begin at Resurrection Bay and, traversing the "divide" in the vicinity of Mount McKinley, is to reach the Tanana and Yukon rivers. Two others are projected, to run from points on Cook's Inlet northwestward toward Cape Nome and the Seward Peninsula. The companies undertaking these enterprises seem confident that the forest, mining and agricultural resources of these different regions will warrant their construction and profitable operation. But, as Governor Brady tersely puts it: "There cannot be business for transportation companies without people; the people will not come until they can own the land, and they cannot own it until Congress makes up its mind to allow them." Congress, indeed, has been very slow, not to say neglectful, in regard to the extension of our national land laws to Alaska. Yet it enacted a railroad law, four years ago, granting rights of way, land for stations and terminals, and timber and stone for construction. Its readiness to allow people to build railways there is in singular contrast to its unwillingness to allow people to live and own farms there. However, a Congress committee is now on its way to Alaska, in accordance with President Roosevelt's suggestion, to examine and report upon affairs in the Territory. Doubtless the information its members will bring back will be useful in enabling their colleagues to legislate more wisely hereafter.

Will there ever be a connection by way of Behring Strait between the railway systems of the Eastern and Western hemispheres?

Even so sanguine and energetic an explorer as M. de Windt doubts whether it is to come in our day and generation. Engineering skill can work miracles nowadays, but capital will not seek channels that do not promise profit. If any such gigantic line is ever to come, it probably, like other railway systems, will only grow up gradually by the aggregation of the various links of the long chain.

It is a fact, however, and one not generally known, that a traveller can now step into a car at Forty-second-st., and be carried with ease, safety and comparative comfort, by railway and such steamboats as navigate our rivers and sounds, all the way to East Cape, in Siberia. It will cost him time and money, but the route exists, and is in active operation during the summer months, transporting local freight and passengers. Through freight there is none. Through pasengers are very few, comprising chiefly government officers on duty, missionaries, scientific explorers, and occasionally an enterprising tourist.

In The Tribune of last Sunday you had an excellent description of the reindeer system in Alaska. Dr. Sheldon Jackson, in bringing the deer over from Siberia and arranging for their domestication and breeding on our soil, has performed almost as beneficent a work as he did in establishing schools and churches throughout the Territory. The reindeer herds will provide the inhabitants of the northern regions not only with means of travel and communication of intelligence, but even with means of subsistence.

There were two great "transportation problems" to be solved in Alaska. One, in the vast snowy plains of the north, has been solved by the advent of the reindeer. The other, in the more genial climate of the still larger mining and forest regions of the south, is now to be solved by the advent of the locomotive. Evidently the time is approaching when the railway whistle may forever supersede "the wolf's long howl on Oonalaska's shore."

FREDERICK W. SEWARD.

Montrose-on-the-Hudson, June 23, 1903.

AN AWFUL OBJECT LESSON.

To the Editor of The Tribune.

Sir: Your article on the Delaware lynching strikes the keynote. The preacher was the greatest offender.

Approbation of lynching from such a source destroys respect for the law.

It will take many years for Delaware to get over the effects of this precedent. There is too much contempt for the law in this country, and this spirit is growing. This minister may become a victim of his own lawlessness, for a slight offence. Brutal men like to take law in their own hands. It satisfies their bloody instincts. This is an awful object lesson to the millions of ignorant foreigners in the country. Our consolation is that the editorial pages of our great newspapers are in the command of the right kind of men. CITIZEN.

Paterson, N. J., June 24, 1903.

THE TRIBUNE A BEACON LIGHT.

To the Editor of The Tribune.

Sir: Again The Tribune is a beacon light warning of dangers. Your ringing editorial of June 24 against "trial by minister" for the crime of murder in the case where the Rev. Mr. Elwood, of Wilmington, arrogated to himself the duties of all the officers of justice save that of executioner, and the space you gave in the news columns of the same issue to a much needed warning against idolatry masquerading as Episcopalianism, are two cases in point. L. S. FOSTER.

New-York, June 24, 1903.

DEATHS AT SEA.

To the Editor of The Tribune.

Sir: The newspapers report that on a recent incoming steamship the body of a woman who died on board was cast into the sea from the deck of that vessel, although the grief stricken husband of the woman offered $10,000 if the captain would bring the body to the shore. The only reason given for this—may I not term it outrage?—was that there were no embalming facilities on board! Can it be that any great ocean ship is in these days not provided with means for caring for those who die on board? J. C. KNOX.

Syracuse, N. Y., June 23.

CASES OF NEGROES AND JEWS.

To the Editor of The Tribune.

Sir: In your issue of Friday, June 19, I noticed a letter headed "Negroes Here, and Jews in Russia," signed S. Bachman. The writer shows either ignorance of true conditions or perversion of the truth. As the subject has been called up more often by Americans than foreigners, it cannot be said that Russia is trying to blind us by that taunt. "If a Russian official wishes to commit an assault, he can do so with impunity, by first imprisoning his victim." Yes; but if Mr. Bachman is acquainted with American history he must know that is what some of the slave owners were able to do when they had the negroes as much in their power as the Russians now have the Jews in theirs. "A negro is lynched because he has committed a crime." Not always; he is lynched, and the lynchers say he committed a crime. And that is exactly the situation in Russia—Jews were killed, and the murderers say they (the Jews) sacrificed white children in their ritual.

Brooklyn, June 25, 1903. LORIN HARRISON.

A PREACHER OF LYNCHING.

To the Editor of The Tribune.

Sir: Your article in this morning's paper on "A Preacher of Lynching" contains timely truth. The initial step in the lynching of White seems to have been the incendiary address of this preacher, Ellwood. Is there no law in Delaware to punish a man who publicly instigates a mob to murder? If so, it ought to be enforced in this case. Ellwood should be indicted and tried.

New-York, June 24, 1903. CEDAR STREET.

LIPTON IN WASHINGTON.

Guest of General Corbin—President His Host To-day.

[FROM THE TRIBUNE BUREAU.]

Washington, June 25.—Sir Thomas Lipton and William Fife, the designer of Shamrock III, who accompanied him to this country, arrived in Washington at 3:50 o'clock this afternoon and were met by General Corbin, whose guests they will be while in the city. General and Mrs. Corbin gave a dinner to-night in honor of Sir Thomas. Among the guests invited to meet him were the French Ambassador and Mme. Jusserand, the Postmaster General and Mrs. Payne, the Secretary of Agriculture and Miss Wilson, the Secretary of the Navy, General and Mrs. Randolph, Rutherford Corbin, son of the host, and Mrs. Corbin; Miss Patten, H. H. D. Peirce, Third Assistant Secretary of State; Assistant Secretary Sanger, Colonel Clarence R. Edwards, Colonel Edgerly and Mrs. John Rodgers. Later in the evening General and Mrs. Corbin held an informal reception which was attended by about fifty additional guests.

To-morrow Sir Thomas and Mr. Fife will be the guests of President Roosevelt at luncheon at the White House. They will also visit the Capitol, the Library of Congress and other public buildings, under the guidance of Mrs. Corbin and her sister, Miss Patten. Shortly after the luncheon at the White House, Sir Thomas and Mr. Fife will return to New-York.

Sir Thomas Lipton left the Waldorf-Astoria about 9 o'clock yesterday morning for Washington, where he will take luncheon with President Roosevelt at the White House to-morrow. He was accompanied by William Fife, the designer, and his private secretary, John Westwood. The private signal of Sir Thomas, a yellow flag with a green border and a green shamrock in the centre, hung alongside the British ensign from the rooms of the party, on the fourth floor on the Fifth-ave. side of the hotel.

Sir Thomas and his party were recognized by many people in the Pennsylvania Railroad station. The Shamrock's owner wore a long drab raincoat and a black derby hat. Just before he entered his car Sir Thomas said: "I shall be back to-morrow night and will sail my yachts on Saturday." The train started at 10:32 o'clock.

SUIT TO RECOVER FAMILY RECORDS.

Missing Van Rensselaer Papers Found in the State Library.

[BY TELEGRAPH TO THE TRIBUNE.]

Albany, June 25.—A suit to recover old Dutch records concerning the personal and public affairs of the Van Rensselaer family has been brought in the Supreme Court by Hugo Jan Jacob Van Rensselaer-Bowler, of Kansas City, Mo., and Marten Wilhelmus Marius Magdalus Van Rensselaer-Bowler, of Amsterdam, Holland, the sons of Baroness M. W. Van Rensselaer-Bowler, of Amsterdam.

The papers include memorials of the first patroon of Albany. In 1895 they were lent by the baroness to J. F. Pieters, alias Van Wely, a Dutch archivist. He came to New-York City, where he made himself known to George Waddington, who is connected with the Van Rensselaer family by marriage. Pieters was stranded and, it is charged, he borrowed $50 from Mr. Waddington, pledging the papers as security. Soon afterward he died. To secure their safety, Mr. Waddington lent the documents to the State. Mr. Van Lear, State archivist, while translating them, communicated with Mrs. Strong, of New-Brunswick, N. J., who was compiling the Van Rensselaer records. She informed her Amsterdam relatives, found the papers were the property taken by Pieters, and the baroness, who was in Kansas City, Mo., was informed. She came East immediately.

Replevin papers were prepared and an under sheriff, the baroness, and her attorney, John De Witt Pelts, went to the State Library and secured the documents. The papers are in a safe deposit vault. A referee has been appointed to take depositions.

CHICAGO WANTS $3,000,000 MUSEUM.

Officers and Trustees for a National Institution Elected—Subscriptions To Be Asked.

Chicago, June 25.—Definite steps toward the building of a $3,000,000 art museum have been taken. The trustees of the National Art Museum have elected officers and selected the Illinois Trust and Savings Bank as a depository for the funds of the organization. Subscription books will be opened and the task of collecting the funds begun.

The trustees for the funds include Colonel George G. Briggs, of Grand Rapids; S. O. Brooks, of St. Paul; Senator J. C. Burrows, of Michigan; W. B. Webb, of Jackson, Mich.; Harrington Fitzgerald, of Philadelphia, and Joseph G. Butler, jr., of Youngstown, Ohio. The officers are: President, J. G. Butler, jr.; vice-president, Colonel G. G. Briggs; treasurer, H. M. Cable, and secretary, J. Harrison White.

OBITUARY.

SAMUEL T. WILLIAMS.

Samuel Thomson Williams died yesterday at his home, in Townsend-ave., Clifton, Richmond Borough. Death was due to a complication of diseases from which he had suffered for some time.

Mr. Williams was born in Baltimore in 1830. He was graduated from St. Mary's College, near that city, in 1848. He was well known as a linguist. He studied law and practised for some years, being the partner of the father of Rear Admiral Schley. He abandoned law for newspaper work and became associated with "The National Intelligencer" of Washington and later with "The National Globe." Of the latter paper he became city editor. He married Caroline Reeve, daughter of its owner.

President Andrew Johnson appointed him United States Consul at Hamburg, Germany. Under President Garfield he was for a time chargé d'affaires in Brazil. The last few years of his life he lived on Staten Island. His first wife having died eight years ago, he married Charlotte E. Duston, of Staten Island. She survives him. No children are living. The burial will be at Rock Creek Cemetery, Washington.

MRS. DRUSILLA LANIER CRAVENS.

Mrs. Drusilla Lanier Cravens died at her home in Madison, Ind., on Tuesday. Mrs. Cravens was the widow of Judge John R. Cravens and daughter of the late J. F. D. Lanier, formerly of Madison, and the founder of Winslow, Lanier & Co., bankers, of this city. Mrs. Cravens leaves several sons and daughters. She was related to Charles Lanier, of this city. Mrs. Cravens had a number of friends in Newark, N. J., New-York and Indiana. The funeral will be held to-day in Madison and the burial will be there.

MRS. LAURETTA MORSE.

Mrs. Lauretta Morse, widow of Charles A. Morse, formerly of Rochester and Toronto, died at her home, No. 1,372 Dean-st., Brooklyn, Wednesday, after an illness of several months. She was eighty-seven years old. Mrs. Morse was born in Ohio, her parents being among the pioneers who emigrated from Connecticut and settled the Western Reserve early in the last century. Her ancestors on both sides were prominent in the civil and military affairs of the Revolutionary War.

Mrs. Morse left five children—H. J. Morse, Mrs. R. J. Kimball, Mrs. W. H. Rennelson and Mrs. H. S. Howland, of Brooklyn, and George R. Morse, of Manhattan.

OBITUARY NOTES.

St. Petersburg, June 25.—Joseph Pettersch, an engineer of Milwaukee, Wis., died here Tuesday from smallpox.

Amherst, Mass., June 25.—Joseph W. Fairbanks, treasurer of Amherst College for the last six years, died to-day. He was a graduate of the class of '66, and had been an instructor in Worcester, St. Louis and St. Paul and principal of Williston Seminary, East Hampton.

MOON CHANGES; SUN SHINES.

Weather Bureau Predicts Cloudy Weather, but Not Rain, for Next Two Days.

The moon changed yesterday, and for a few hours in the afternoon the sun shone. These were hopeful signs, but as the Weather Bureau does not base its calculations on the phases of the moon, and does lay a great deal of stress on atmospheric pressures, it continued last night to prophesy uncertain weather. The forecast was for partly cloudy weather to-day and to-morrow, with variable winds. The temperature yesterday ranged between 56 degrees at 6 a. m. and 65 at 4 p. m.

WARSHIPS SAIL FOR AZORES.

The battleships Alabama, Illinois and Massachusetts, the cruiser Brooklyn, the United States steam yacht Mayflower and the colliers Lebanon, Sterling and Cæsar sailed from this port yesterday for the Azores, where they will take part in manœuvres.

MISS MAUDE ADAMS RETURNS.

Says She Has Gained Sixteen Pounds in Weight in Trip Abroad.

Miss Maude Adams, the actress, travelling under the name of Miss Ewing, arrived here yesterday on the steamer Deutschland from a prolonged trip in Egypt and the Holy Land for her health. Miss Adams appeared to have improved greatly in health, and said that she had gained sixteen pounds in weight during her absence. Evidently the transatlantic voyage was not a pleasant incident of the trip, for she was seen little while crossing, notwithstanding that the weather was comparatively good.

Miss Adams went abroad in March. She spent two and one-half months in Constantinople and Egypt, and several weeks in Palestine. On her return she journeyed through Germany and France, and visited James M. Barrie, who is writing a new play for her, for a short time. Miss Davis, a daughter of L. Clark Davis, Editor of "The Philadelphia Ledger," who was travelling for her health, was with Miss Adams during part of the trip. She and Miss Adams, accompanied only by a maid, went into the Egyptian desert for a two weeks' camping trip. Miss Adams said she was never in better health, and that the long vacation had restored her strength and put her in excellent condition for the work ahead of her. She said she was ready for her season's engagement, which would follow that of John Drew, at the Empire Theatre. Her plans for the play, she said, were not settled, and could not be until Charles Frohman returned to the city in the latter part of July. Besides the new play, she is to give a revival of one of her former plays.

It was said that she would pass some time at Lake Ronkonkoma, and spend the summer at her home in the Catskills.

GUESTS ON NEW STEAMER.

Asbury Parkers See Hudson—Give Loving Cup to Officers.

The new steamer Asbury Park, built for the Sandy Hook route of the Central Railroad of New-Jersey, took her trial trip yesterday. On board were invited guests from this city and points along the lines of the railroad. Two special trains were run to accommodate them, one from Point Pleasant, connecting with the boat at Atlantic Highlands, and the other from Scranton, running to the Jersey City terminal, where the boat stopped on her way up the bay.

Five hundred people from Asbury Park, after which the steamer was named, boarded the special train at that place.

The vessel was trimmed in gay colors and carried the happy Asbury Parkers up the Hudson as far as Tarrytown. On the trip Mayor Keator, on behalf of the city, presented a silver loving cup to the officers of the steamer. The latter provided a luncheon for their guests, many of whom were well known newspaper men from New-Jersey and Pennsylvania. General Passenger Agent C. M. Burt had charge of the trip.

The Asbury Park is a high speed boat similar to the flyers Monmouth and Sandy Hook.

SHIP TRUST PAID BOND INTEREST.

Report That Cunard Line Is to Cut Second Cabin Rates.

There was an informal meeting late in the afternoon yesterday of men prominent in the International Mercantile Marine Company, at the offices here. Among those present were Clement A. Griscom, president of the company; Charles Steele, of J. P. Morgan & Co., and Sir Clinton E. Dawkins, of Mr. Morgan's London firm. No statement was made as to subjects under discussion at the meeting. Rumors that the International Mercantile Marine Company might pass payment of interest on its $50,000,000 of bonds were said to be without foundation. On the contrary, it was declared the 2½ per cent semi-annual interest on these bonds was paid last April. The next interest period will not be reached until October.

It was reported yesterday that the Cunard Line, which was withdrawn from the North Atlantic conference, had decided to add the steamers Ivernia and Saxonia to its Tuesday schedule, and make a cut in second class rates. Vernon H. Brown, the agent of the Cunard Line, when seen late last night, declined to discuss the report. The sailing schedule issued a short time ago shows no such arrangement of sailings as suggested in this report.

HEAD OF NEW ORLEANS TROLLEYS.

New Orleans, June 25 (Special).—E. C. Foster, of Boston, was installed to-day president of the New-Orleans Railways Company.

Burnett's Vanilla Extract

is the best, and the best is none too good for your food and drink. Insist on having Burnett's.

Married.

COLLINS—ISHAM—At the residence of the bride's parents, Kingsbridge, New-York City, June 25, by the Rev. William R. Richards, D. D., assisted by the Rev. George S. Payson, D. D., Flora, daughter of William B. Isham, to Minturn Post Collins.

KELLOGG—HALSEY—On June 24, at 4:15 p. m., at St. John's Church, Dover, N. J., by Rev. W. M. Pickslay, Cornelia Van Wyck, daughter of the late Edmund D. Halsey, of Rockaway, N. J., to Frederic Rogers Kellogg, of New-York.

M'ALL—BURWELL—On June 23, at Millwood, Clarke County, Va., by the Rev. John W. Nott, assisted by Rev. Edward H. Ingle, rector of Millwood, Sarah Angelica, eldest daughter of Philip Lewis and Sarah Burwell, of Clarke County, Va., to Reginald Ley, youngest son of the late Rev. Robert McAll, of London, England.

RANDALL—AMES—At Cambridge, Mass., on June 25, by the Rev. S. M. Crothers, Frances M. B. Ames and Mallinson Randall, of New-York City. Baltimore papers please copy.

WYCKOFF—EHRICH—On Thursday, June 25, at New-York City, by the Rev. Robert Collyer, Leah Lucile, daughter of Mr. and Mrs. Louis R. Ehrich, of Colorado Springs, to Walter A. Wyckoff, of Princeton, N. J.

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

Died.

Babcock, Alfred P.
Brundige, Rufus M.
Burckett, Charles H.
Conkling, Thomas W.
Hathaway, Rev. Israel W.
Holden, Isaac.
Nack, Maratha W.
Ottmann, Augustus F.
Robinson, Herman F.
Stout, Charles B.

BABCOCK—On Thursday, June 25, at Freeport, Long Island, suddenly, of apoplexy, Alfred Peckham Babcock, age 58. Notice of funeral hereafter.

BRUNDIGE—At Bayshore, on Wednesday, June 24, 1903, Rufus Mead Brundige, aged 76 years. Funeral private. Interment at Woodlawn Saturday afternoon.

BURCKETT—Suddenly, June 25, 1903, at Bloomfield, N. J., Charles H. Burckett. Notice of funeral hereafter.

CONKLING—On Thursday, June 25, 1903, at his late residence in this city, Thomas Walter Conkling, husband of Clara Conkling, and son of the late Jonas and Mary Elizabeth Conkling (née Herring), aged 68 years. Notice of funeral hereafter.

HATHAWAY—At Pasadena, Cal., June 16, 1903, Rev. Israel Wister Hathaway, D. D., general secretary of American Sabbath Union of New-York City. Funeral services at the residence of his son-in-law, Horace Dishrow Reeve, Oaklane, Philadelphia, on Friday, June 26, 1903, at 2 o'clock p. m. Carriages will be at Oaklane station on arrival of train leaving foot of Liberty-st. at 11 a. m. Interment Central Laural Hill.

HOLDEN—In this city, on June 25, Isaac Holden, of Bridgeport, Conn., in the 72d year of his age.

NACK—On Thursday morning, June 25, Martha Ward, widow of James Nack, in her 83d year. Funeral services at her late residence, No. 286 West End-ave., on Saturday, at 2:30 p. m.

OTTMANN—In sorrowful and loving remembrance of my beloved husband, Augustus F. Ottmann, who passed away June 26, 1902.

ROBINSON—Very suddenly, on Sunday, June 21, in the 26th year of his age, Herman Foster, son of Beverley and Anna Foster Robinson.

STOUT—On June 24, Charles Bartolette Stout, in the 80th year of his age. Funeral from his late residence, No. 87 French-st., New-Brunswick, N. J., Saturday, June 27, 1:30 p. m. Interment in Greenwood, near 5 o'clock.

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 Illustrated Booklet or by request a representative will call.

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