READY FOR A BIG CRUISE.

BUGLER FOR N. Y. Y. C.

Yachts Gathered at Glen Cove to Start To-day on Annual Journey.

Eighty-one yachts, flying the pennant of the New-York Yacht Club, made Glen Cove Harbor their rendezvous yesterday. From noon until sunset they came from all points of the compass to prepare for the annual cruise of the club, which officially began with the arrival of Commodore Frederick G. Bourne in his flagship, the steam yacht Delaware.

Every yacht saluted with a gun when the Delaware anchored, and as her boat booms swung out to port and starboard there fluttered aloft on the triatic stay the code signals "B Y" and "J V," meaning, "Captains will report on board the flagship at 4:30."

Gigs and launches were lowered, and promptly at the time indicated a score of boats were on their way to the commodore's yacht.

First to reach her starboard gangway ladder was Vice-Commodore Henry Walters, of the steamer Narada. He was received by Fleet Captain C. L. F. Robinson and Commander J. D. J. Kelley, U. S. N., and by them directed aft to the quarterdeck, there to be greeted by Commodore Bourne, who was to preside at the fourth general meeting of the club.

The commodore's guests on board the flagship for the cruise are Fleet Captain C. L. F. Robinson, Fleet Surgeon John McGaw Woodbury, Secretary George A. Cormack, Measurer C. D. Mower, Commander J. D. J. Kelley, U. S. N., Ex-Commodore E. M. Brown and Archibald Rogers. A pleasing innovation has been introduced on board the Delaware, which will lend a certain amount of dignity to the daily routine of the ship. It is the bugler, in the person of Samuel Nolan, of the United States Marine Corps, who ranks as a chief trumpeter. He is on furlough, and he chose to spend a portion of it as bugler to the commodore. He will sound reveille morning and evening, colors, mess calls and taps. Nolan wears the uniform of the marine corps, in which he has served many years.

CHAT OF PROSPECTS OF BREEZES.

Yachtsmen met under the Delaware's after awning and chatted on the prospects of good breezes for the cruise while waiting for the call to order. Looking the picture of good health, with a face well tanned by the sun, J. Pierpont Morgan, the club's former commodore, stepped nimbly over the gangway, saluting as he reached the deck and passing straight aft without looking right or left. He had come in a fast steam launch from his yacht Corsair, that had made a fast run from the city, arriving just in time for the meeting.

William B. Leeds, one of the owners of the Reliance, came early in his steamer Noma. C. Oliver Iselin, the manager of the Reliance, with Delancey Kane and William Butler Duncan, jr., went on board the flagship together in the latter's launch. The newest cup candidate had been towed over from her moorings at New-Rochelle and had joined the fleet at 4:05 p. m. She was lying at anchor close to the flagship. Captain Barr and her crew, rigged out in their blue uniforms, being in striking contrast with the others of the fleet. Nearby at her mooring buoy the Constitution was swinging. The Columbia had not yet come over from her anchorage at City Island.

Clear skies, bright sunshine and smooth water made the weather ideal for the assembling of the fleet. The sun's ray were tempered by a light northwesterly breeze. Many yachts of historical interest were noted. The oldtime Cup defender, the schooner Columbia, was there, and near her the Vigilant, also a successful defender of the old trophy. She is now rigged as a yawl, and is owned by F. Lothrop Ames, of Boston. Then, there were Morton F. Plant's new Herreshoff schooner Ingomar and his steam yacht Parthenia; also Seymour L. Husted's new schooner Crusader II, which is to sail her maiden race to-day against the crack Elmina, the Quisetta, the Quickstep, the Katrina and the Latona.

UNMEASURED YACHTS MAY START.

After the election of seventeen new members, the regular meeting was adjourned until August 17, and the more important meeting of the yacht owners took place. They decided that the signal for the harbor start this morning should be given at 8:30, and that the start of the yachts on their first day's run should be an hour later, off Matinicock Point, providing, of course, that there is wind enough to start them. At a vote taken it was agreed that no time would be taken at the finish after 8 p. m. The important announcement was then made that those yachts that had been unable to obtain their measurement would be permitted to cross the line under their old classification. If there should be any question later about the awarding of a prize, the yachts would then have to be measured.

Thirty minutes after the preparatory signal is set this morning—all the schooners and sloops having crossed the line in that interval—another preparatory signal will be set for the 90-footers. They will be allowed two minutes in which to cross the line after having had the usual warning and starting signals.

The classification and the racing numbers for the yachts, which will hold good for the entire cruise, follow:

SCHOONERS.

CLASS B—NOT OVER 100 FEET AND OVER 80 FEET RACING MEASUREMENT.

Name.	Feet.	Name.	Feet.
Ariel	83.07	Emerald	84.23
Corona	—	Ingomar	99.37
Endymion	90.14	Hildegarde	—

CLASS C—NOT OVER 80 FEET AND OVER 64 FEET RACING MEASUREMENT.

Latona	66.07	Crusader II	—
Katrina	65.77	Elmina	74.01
Quisetta	—	Quickstep	64.85

CLASS D—NOT OVER 64 FEET AND OVER 51 FEET RACING MEASUREMENT.

Valmore	54.68	Agatha	—

SLOOPS.

CLASS G—NOT OVER 100 FEET AND OVER 80 FEET RACING MEASUREMENT.

Constitution	—	Reliance	—
Columbia	—		

CLASS H—NOT OVER 80 FEET AND OVER 64 FEET RACING MEASUREMENT.

Neola	75.06	Westamoe	72.06

CLASS I—NOT OVER 64 FEET AND OVER 51 FEET RACING MEASUREMENT.

Queen Mab	63.94	Aspirant	54.67
Zelin	63.08	Effort	53.77
Golde	59.61	Carmita	—
Senia	—	Khama	—
Irolita	56.29		

CLASS J—NOT OVER 51 FEET AND OVER 40 FEET RACING MEASUREMENT.

Mira	44.88	Phantom (yawl)	46.88
Hebe	47.38	Challenge	—

CLASS K—40 FEET AND UNDER RACING MEASUREMENT.

Wahtawah	34.07	Young Miss	34.07
Arabian	34.07	Zingara	34.07
Lurlleen	34.07	Evelyn	34.07
Mashnee	34.07	Quakeress II	—
Notos	34.07	Meda	30.11
Pontiac	34.07		

The club's yachts in Glen Cove Harbor last night were as follows:

Steamers, yacht and owner—Delaware, F. G. Bourne; Noma, W. B. Leeds; Roamer, Nathaniel G. Herreshoff; Riviera, Colonel R. M. Thompson; Katrina, L. S. Heulein; Legonda, Edward Browning; Corinthian, J. A. Mollenhauer; Carmen, C. A. Starbuck; Sagamore, W. H. Barnard; Florence, A. H. Alker; Nirvana, W. R. Sands; Artemis, F. G. Bourne; Coranto, A. E. Austin; Pilgrim, M. F. Plant; Rambler, L. C. Ledyard; Niagara, Howard Gould; Cayuga, Thomas W. Slocum; Privateer, R. A. C. Smith; Aquila, W. P. Eno; Sapphire, John Pierce; Neckan, Henry W. Bates; Zoraya, Miss A. W. Thayer; Scout, August Belmont; Emblem, J. T. Williams; Surf, C. K. G. Billings; Surf, Adrian Iselin, jr.; Dolphin, James Gay Butler; Margaret, Isaac E. Emerson; Elsa, Miss Eloise L. Breese; Aria, Edward H. Blake; Varuna, George F. Dominick; Duchess, L. J. Busby; Virginia, Isaac Stern; Sultana, Arnold Thayer; White Heather, Edmund Randolph; Tuscarora, Walter T. Jennings; Narada, Henry Walters; Bellemere, Samuel Shaw; Trionyx, Charles McLaughlin; Saghaya, Howard G. Smith; Laverock, W. J. Matheson; Adrienne (launch), Adrian Iselin; Corsair, J. P. oMrgan; Inia, Allen, S. F. Davis; Aileen, Edwin Gould; Admiral, George R. Sheldon; Kismet, F. S. Smithers; Ardath, Guy Loomis.

Schooners—Southern Cross, E. F. Cole; Kimassa, Henry A. Rusch; Chanticleer, George W. Weld; Hildegarde, Edward R. Coleman; Elmina, F. F. Brewster; Valmore, John M. Richmond; Quisetta, Samuel C. Davis; Ingomar, M. F. Plant; Latona, Henry C. Eno; Columbia, W. G. Brokaw; Idler (auxiliary), Henry T. Sloane; Viking (auxiliary), James D. Smith; Corona, A. F. Luke; Emerald, William Iselin; Clytie, H. C. Ward; Ramona, Stephen Peabody; Crusader II, S. L. Husted; Speranza, F. F. Olney; Vencedor, A. V. De Goicuria; Crusader I, R. J. W. Koons.

Sloops and yawls—Reliance, C. Oliver Iselin et al; Constitution, August Belmont et al; Columbia, E. D. Morgan et al; Vigilant, F. L. Ames; Senta, H. Howard Hinkle; Spalpeen (yawl); Mimosa II, T. L. Park; Zara, George Scott; Isolde, F. M. Hoyt; Aspirant, A. & W. Hanan; Queen Mab, Lucius H. Smith; Neola, G. M. Pynchon; Khama, Seymour J. Hyde.

THE YACHT SATANELLI DAMAGED.

Ogdensburg, N. Y., July 16 (Special).—The large auxiliary steam yacht Satanelli, owned by Mr. Lawrence, of Cleveland, is at the marine railway in this city undergoing repairs, having been damaged in a collision with a pierhead at Farran's Point, in the St. Lawrence River. The yacht is bound from New-York to Cleveland. It will take about three weeks to repair the vessel.

OBJECTS TO N. Y. C. PLAN.

Stuyvesant Fish Fighting Against Condemnation of Property.

Stuyvesant Fish, who lives at Garrison-on-the-Hudson, is fighting in the Supreme Court to prevent the New-York Central Railroad from condemning land he owns near tower No. 43, just below the scene of the Garrison disaster in 1898, which the corporation wants to use for a new roadbed.

The land the corporation seeks to acquire is a steep bank, 1,150 feet long and 17 feet wide, alongside the tracks. It wants to cut away this bank and lay the roadbed further in to the mountainside, to prevent future wrecks at Garrison.

The present roadbed, according to testimony before Justice Keogh, who held a special term of the Supreme Court at White Plains yesterday, is constantly becoming depressed, and the embankment is considered the most dangerous point along the New-York Central system. The tracks are continually sinking below their proper level, and Superintendent McCoy of the company says there has been a depression in the roadbed of five or six inches lately. Gangs of men are constantly at work there, as the company fears a train might run into the river.

Testimony was taken to show that one hundred carloads of rocks and small stones had been dumped into the river to form a better protection, but that the stones had disappeared in twenty feet of water. Mr. Fish, who was a witness, believed the railroad should use other means of sustaining the roadbed, such as a steel span, and not condemn his property.

Justice Keogh reserved decision. Mr. Fish's home is 1,200 feet from the point in dispute.

NO PLACE FOR M'KINLEY STATUE.

Trustees of the Springfield Library Refuse a Site on the Grounds.

[BY TELEGRAPH TO THE TRIBUNE.]

Springfield, Mass., July 16.—Considerable stir has been created here by the refusal of the public library trustees to allow the McKinley memorial statue to be erected on the library grounds. The executive meeting of the trustees, at which this decision was reached, was one of the warmest in the history of that body.

Congressman Gillett publicly denounced the action of the library board as the result of some personal animosities against Mr. McKinley, and said there was no just and reasonable excuse for such action. "To me the opposition is inexplicable and indefensible," he said. "We are fortunate if we have not diverted benefactors from an unappreciative institution."

The sculptor is Philip Martiny, the Alsatian artist of Washington Square, New-York.

DIVIDES ESTATE WORTH $50,000.

Nephews, Nieces and Grandchildren Principal Legatees of Redford Perrine.

Freehold, N. J., July 16 (Special).—The will of Redford Perrine, of Englishtown, has just been probated in the Surrogate's office here. Mr. Perrine left an estate estimated by friends to be worth about $50,000, which he divides among various nieces, nephews and grandchildren of his deceased brothers and sisters. Mr. Perrine was a bachelor. The will was made on May 23, 1901, and John S. Silvers and George S. Mershon, both of Cranbury, N. J., are the executors. John B. Perrine and Sarah E. Perrine, children of the late John J. Perrine, get $7,000 each, and the other children of John J. Perrine receive amounts as follows: James A. Perrine, $6,000, and Lewis Perrine, $6,000. Lewis, however, is to receive only the interest of the amount stated. George B. Perrine, Katie Perrine and Brownie H. Perrine get $2,500 each. Other bequests are: Gertrude Dey and Runey D. Perrine, $2,500 each; Redford Perrine, son of Sarah E. Perrine, $1,000; Catherine McIninnine, a servant in the family of the late John J. Perrine, the interest of $1,000. Three hundred dollars is left the Second Presbyterian Church of Cranbury, with the request that the interest be used to keep in condition the Perrine burial plot, adjoining the church.

NIECE CUT OFF; LEGACY TO PRIEST.

By the will of Catharine Bolton, filed yesterday in the office of the Surrogate, her niece, Annie McDonald, is cut off with $1. She gives $100 to the Church of Our Lady of Mount Carmel, in East Twenty-eighth-st.; $100 to the Mission of the Immaculate Virgin, in Lafayette Place, and $100 to the Mission for Emigrant Girls, No. 7 State-st. The residue of the estate is left to the Rev. George Joseph Scannel, of the Order of Friars.

DIES FROM CHAGRES FEVER.

Physician, Retired Navy Officer, Caught It When Shipwrecked in Tropics.

A fever contracted several years ago while shipwrecked in the tropics caused the death yesterday of Dr. Edward V. Armstrong, U. S. N. (retired), a prominent Mount Vernon physician and brother-in-law of Mayor Edwin W. Fiske of that city. Dr. Armstrong was thirty years old. He died in the Presbyterian Hospital in this city from Chagres fever. It was supposed that the fever had left his system, when it suddenly reappeared after a heavy cold and pleurisy had set in.

Dr. Armstrong was a native of Mount Vernon, and his father, William A. Armstrong, was formerly chaplain of Farnsworth Post, G. A. R. The wedding of Dr. Armstrong and Miss Gertrude Fiske took place a little more than a year ago. Dr. Armstrong had served in the Spanish-American War and was on duty in the Philippines when he became engaged to Miss Fiske. He was retired because of trouble with his eyes. After marriage he began practising medicine in Mount Vernon and Bronxville. The funeral will be held at his home to-day.

THE WEATHER REPORT.

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

Washington, July 16.—The weather has been generally fair in all districts, with the exception of local thunderstorms in Tennessee, the upper Missouri Valley and the middle Rocky Mountain region. Pressure continues low in the St. Lawrence Valley and the plateau region.

The temperature has risen especially in the Middle Atlantic States and the upper Ohio Valley. It continues slightly below the seasonal average, however, generally east of the Rocky Mountains, and there has been a fall in the temperature, due to local rains, in Kansas and the upper Missouri Valley.

Fair weather is indicated for Friday and Saturday except in the middle Mississippi and lower Ohio Valley and the Eastern Gulf States, where scattered thunderstorms and local rains are probable. The shower area will extend on Saturday into the lower lake region and the Middle and South Atlantic States.

The temperatures will rise slowly in northeastern districts, the upper Ohio Valley and the lake region.

Important changes are not anticipated elsewhere.

The winds along the Atlantic Coast will be mostly westerly to southerly and light; on the Gulf Coast light south; on the Great Lakes light and variable.

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

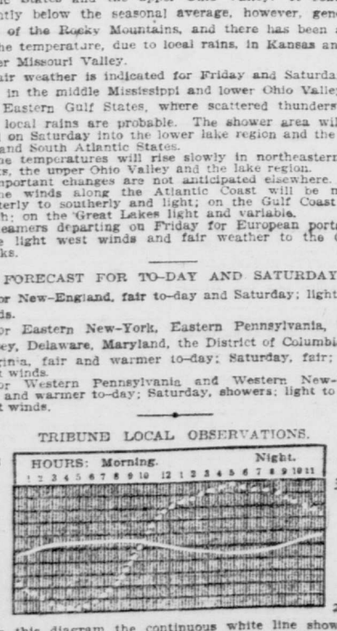
FORECAST FOR TO-DAY AND SATURDAY.

For New-England, fair to-day and Saturday; light west winds.

For Eastern New-York, Eastern Pennsylvania, New-Jersey, Delaware, Maryland, the District of Columbia and Virginia, fair and warmer to-day; Saturday, fair; light west winds.

For Western Pennsylvania and Western New-York, fair and warmer to-day; Saturday, showers; light to fresh west 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.	58	70	6 p. m.	70	73
6 a. m.	57	67	9 p. m.	75	69
9 a. m.	66	68	11 p. m.	73	67
12 m.	73	71	12 p. m.	—	66
4 p. m.	76	75			

Highest temperature yesterday, 77 degrees; lowest, 57; average, 67; average for corresponding date last year, 70; average for corresponding date last twenty-five years, 74.

Local forecast—Fair and warmer to-day; Saturday fair; light west winds.

MR. CHAMBERLAIN'S POLICY.

How Prosperity Is Produced by Free Trade—Source of England's Wealth.

To the Editor of The Tribune.

Sir: I notice my proposition that "if protection were a wealth giving panacea China and Morocco would now be the most prosperous countries in the world" qualified as a "far fetched comparison."

Wishing to make my sense clearer, I should like to add some observations to my previous utterances—that protection is only a feeble reed on which to lean, economically speaking, and that the principles of free trade cannot be and are not really effaced by a tariff; that they actually are acting now in this very community, impossible as it may appear, in spite of trammels and tariffs.

How this comes to be, how, when and by whom the tariffs are paid, are all questions easily answered by practising a simple analysis on any given object or commodity bought or sold within the area covered by any given protective policy, which shows that the public indirectly subsidizes protected industries.

It may be said that the public can and is willing to pay the subsidy to have the pleasure of using American goods as much as possible, or because it believes it to be a wise sacrifice, looking to the future. Quite so, but one thing is certain, and that is that the public would not make the sacrifice if it could not afford it, and as practice shows it can afford it because it is a prosperous public. And that it is prosperous is due, not to the tariffs, which we see are an extra burden, but to the development of its natural resources, the production of wheat and cotton in sufficient quantities to supply its needs, and to place abroad an enormous credit to its favor, with which it imports what it wants and the rest buys at home dearer than it need do.

The day that it can be proved that the tariffs have had one atom of influence on the agricultural development of this country, or on the inventing of such ingenious agricultural machinery as it possesses, that day it will be proved that protection has made or contributed to make this country what it is. And if natural resources are the foundation of such prosperity and wealth as we see, these answer to the great principles of free trade, which are in full activity, apart from the incident of lower or higher tariffs, which affect only the imports. If the exports are the source of her wealth, then she owes the latter to free trade.

This has been aided by the better education which has enabled its inhabitants to give a good account of its natural resources, with the significant and remarkable circumstance that these exports precisely and mainly go to a free trade country, England. Therefore American prosperity finds its basis in the full liberty to export here, and the full liberty to import there; that is, doubly indebted to free trade.

England in no way is the loser. On the contrary, she gets from abroad what she requires cheaply, with no artificial charge, and exports in spite of tariffs and trammels her natural resources; that is, cheap coal. For what are her manufactured goods but coal—cheap coal, cheap steam, cheap power derived from coal, which she discovered and extracted from the bowels of the earth eighty years before anybody else thought of it? Other countries are now mining coal, and they compete with her in the measure of the comparative cheapness or dearness, quantity or quality of what they extract, and also in the degree of intelligence with which it is put to use.

If we now go back to England it would be important to know which is her greatest industry, her greatest source of wealth, and it would be no less than a revelation to know that she owes it, not to her own efforts so much as to the aid of others, her enemies in trade. It is her shipping trade. Being the carrier of the world is what England prides herself on most and the means whereby she has principally enriched herself. Can such an industry be anything but free trade?

What are London, Liverpool, Glasgow but huge stores to supply each country of the world with what she lacks and another produces? What is the London merchant but a commission agent accumulating millions through a simple percentage on this gigantic transaction?

The best authorities in England deny any shrinkage in the bulk of her trade, and if some of her industries are suffering at the hands of competitors she will yet hold the monopoly of the greatest industry of all as long as Mr. Chamberlain does not succeed in destroying it (what he proposes is only the beginning), and as long as the countries favor it in the most effective manner by laying obstacles and trammels in the way of their own commerce, as much as to say, "I will have none of that lucrative industry, the greatest in the world probably, and let us help England to keep it to herself and to her advantage only."

MARQUIS TORRE HERMOSA.

Newport, R. I., July 13, 1903.

LESSON OF EVANSVILLE OUTBREAK.

To the Editor of The Tribune.

Sir: It is acknowledged that never in the annals of mankind has there been any headway toward the uplifting of civilization gained but that it was dearly paid for by humanity with its own blood. Nor can we expect civilization to bestow anything upon us in the present or future without getting some sacrifice from us in return. As a matter of business, we cannot expect to get something for nothing, and, therefore, bewail as we may the loss sustained by the inhabitants of Evansville in the recent revolt against the militia, we are perfectly satisfied that it was as indispensable a sacrifice as was ever brought to the altar of civilization. This was the one thing necessary to make an impression upon the minds of the rebelliously inclined people—that we can not and will not tolerate any such thing as mob law within the borders of our country.

If people desirous of seeing blood flow know that the only way they can satiate this fiendish desire of theirs is by seeing their own blood flow, surely they will be more deliberate about it. They will find that all they can do in a moment of fury is to bite their own clothes and leave the administration of justice entirely to the law.

ABRAHAM P. WAGNER.

New-York, July 12, 1903.

WOMEN AND STREETCARS.

To the Editor of The Tribune.

Sir: You have published numbers of complaints from readers condemning the way in which women get out of open cars. There are always two sides to a story, but if there were two steps to the cars, as there is in every large city in the United States, except New-York and Brooklyn, and passengers were allowed to press the button to signal (what are they put in the cars for?) we women might retain a small portion of the grace allotted us, to say nothing of our safety. PROGRESS.

Brooklyn, July 16, 1903.

OBITUARY.

VICE-ADMIRAL BESNARD.

Paris, July 16.—Vice-Admiral Besnard, former Minister of the Navy, is dead.

Armand Louis Charles Gustave Besnard was born on October 11, 1833, at Rambouillet, and was educated at the Naval School, which he entered at the age of sixteen. He entered the navy in 1852 and took part in the bombardment of Petropaulovsk, in the Crimean War, and in the second Chinese War. By bravery in Cochin China in 1863 he won the Cross of the Legion of Honor. In the Franco-Prussian War he was chief of staff of the Army of Brittany and took part in the battles of Droué and Le Maus. In 1873 he was promoted to a captaincy and was chief of staff to Admiral Jaurès, and in 1879 he was assistant to Commander Gougeard, Minister of Marine in the Gambetta Cabinet. Later he commanded the Iphigénie and the Friedland. In 1886 he became chief of staff at the Admiralty until appointed to command the Chinese squadron. He was promoted to the rank of vice-admiral in 1892 and served at Brest until he became Minister of Marine in 1895, holding the office until 1898. He was a Grand Officer of the Legion of Honor.

THE REV. J. W. HINSTON.

Macon, Ga., July 16.—The Rev. J. W. Hinston, a prominent Methodist clergyman of the State, died here to-day. He had served in the ministry for fifty years. He was presiding elder for many years.

THIRTEEN SPOONS SOLD FOR $24,500.

London, July 16.—Thirteen silver Apostle spoons, with figures of Christ and the twelve Apostles upon them, were auctioned at London this afternoon. They brought the record price of $24,500. The spoons were dated 1536, and constitute the earliest complete set known. The bidding was spirited, beginning at $2,500 and rising rapidly until the spoons were knocked down to a dealer for the sum named.

PARADE PERMIT NOT EASY TO GET.

Acting Police Commissioner Ebstein said yesterday that if "Mother" Jones and her small army of unemployed, who are on their way to this city, wanted to parade here they would have to get a permit from Police Headquarters.

"And 'Mother' Jones, or Mrs. Jones," added the Commissioner, "will not get a permit unless she can give a very good reason for wanting one."

FRESH AIR FOR MANY.

Four Hundred and Twenty-four Children Sent to the Country.

Yesterday was a busy day for The Tribune Fresh Air Fund. There were sent out for two-week vacations in the country 424 children, going to twenty-nine different places. Besides this the second day excursion of the season gave an outing to 841 mothers and children, under the auspices of the Stanton Street Helping Hand Association and the Pro-Cathedral Mission.

The feature of the day was the big Binghamton party that left on the Erie Railroad, at 9:15 a. m., the largest sent on one train so far this season.

The Chambers-st. ferry presented a lively scene as the party began to arrive. The small army besieged the ferry in fourteen companies, numbering in all 295. Attendants in the outer entrance held off the eager insurgents, letting them through a company at a time, to be counted, listed and put on the ferry. On the other side they were put aboard a special section of five passenger coaches and rolled away merrily to the blue hills of Southern New-York.

Binghamton itself is the Parlor City of the State, numbering forty thousand inhabitants, and is well built and favorably situated. So great is the interest of the people of the town in the Fresh Air children that the station is packed with onlookers on the arrival or departure of the companies of New-York guests. Last year hardly a host saw her little visitors off without shedding tears About half of the children taken here are boarded on farms near the city.

S. Mills Ely, of Binghamton, was the original promoter of the Fresh Air work here. For years he received parties of thirteen at a time, and saw to their entertainment. Three years ago an association was organized and the work greatly enlarged. F. W. Seward, Editor of "The Republic," and an active worker, is president of the organization. Mrs. Charles Reed was made treasurer for the first year, and was succeeded by Mr. Ely.

The secretary of the association, the Rev. M. J. Bieber, of the Lutheran Church, is the present leader of the work in Binghamton. He has been most successful in organizing parties, and was on hand at the station yesterday to conduct the party. He demonstrated his ability in managing a large company of children. He is a man of kindly disposition, and attracts his little charges at first sight.

The towns about Binghamton which received part of this party are Hawleyton, Conklin Centre, Brackney, Oxford, West Chenango, Port Dickenson, Lestershire, Vestal, Union Centre, Union, Great Bend, Willow Point, Langton and Barryville.

Those entertaining the children in and near Binghamton are C. S. Honk, E. W. Starbird, Mrs. George Larrabee, Walter G. Dewey, Miss Flossie Aldrich, Mrs. J. W. Heath, W. A. Turner, Mrs. James Kelly, Mrs. H. W. Tombs, Miss Edith Smith, Mrs. Charles Watrous, I. J. Turner, A. J. Lilly, Mrs. B. F. Southey, Mrs. W. P. Belknap, Mrs. Jaques, Mrs. Lester A. Sherwood, C. W. Remmele, Mrs. E. F. Hopton, Mrs. A. D. Tripp, F. R. Converse, Mrs. Thomas Fitzpatrick, Miss Mary A. Miller, Mrs. A. M. Coggswell, W. W. Kunkel, J. P. Klee, M. J. Bieber, H. E. Oswald, Mrs. Nelson Ganoung, Mrs. Bisbee, Mrs. Daniel Davis, M. L. Howard, R. W. Cline, Mrs. W. H. Walker, Mrs. A. Sloat, Mrs. Charles Barney, Mrs. Louis Mauger, Mrs. Frank Brooks, Mrs. O. S. Heller, W. C. Steele, Mrs. Grant Crocker, Mrs. C. A. Philey, Mrs. A. P. Bundy, Mrs. W. F. Gallagher, Mrs. W. C. Brown, Mrs. F. A. Moat, George Smith, Mrs. I. C. P. William Holt, George Zeiser, Mrs. J. E. Smith, Mrs. Rusha Wilson, Mrs. Joseph Heyl, Mrs. L. B. Kenyon, Mrs. D. A. Worden, Mrs. Mary Merserean, Mrs. Edward Warner, Mrs. L. Tyler, Mrs. Dorsheimer, Mrs. M. Hughes, Jens Jensen, Mrs. O. S. Heller, Mrs. W. J. Reardon, A. M. George, Grant Sullivan and Mrs. Russell Shear.

Those going to other nearby points will be received by E. A. Meeker, of Hawleyton, N .Y.; E. Wendall, Mrs. A. J. Sherwood and the Rev. E. B. Singer, of Great Bend, Penn.; Mrs. James Tobin, of West Chenango, N. Y.; Mrs. J. K. Whulder and Mrs. Lily Phillips, of Great Bend, Penn.; Mrs. John A. Chrysler, of Union Centre, N. Y.; Mrs. Susan A. Wilcox, of Oxford, N. Y.; Mrs. J. B. Allen, of Castle Creek, N. Y.; Mrs. Carrie Martin, of West Chenango, N. Y.; Mrs. N. Y. Pitkin and Mrs. C. L. Hibbard, of Union, N. Y.; A. B. Carmen, of Nichols, N. Y.; Mrs. E. A. Kark, Mrs. Louis Haas, Miss Butterfield, Mrs. B. E. Lameraux and Mrs. V. S. Jarvis, of Port Dickerson, N. Y.; Mrs. Philo Barder, of Union, N. Y.; John Young, of Langdon, N. Y.; Mrs. C. C. Liddington, of Vestal, N. Y.; Herbert M. Gage, of Hawleyton, N. Y.; Miss Minnie Barton, of Willow Point, N. Y.; Mrs. Anna M. Platt, of Hawleyton, N. Y.; J. L. Cline, of Hawleyton, N. Y.; J. F. Williams, of Brackney, N. Y.; Jennie Meeker, of Hawleyton, N. Y.; C. S. Caughey, of Conklin Centre, N. Y.; Mrs. N. W. Meeker, Mrs. E. A. Meeker, jr., and Mrs. Hattie Tupper, of Lestershire, N. Y.; Mrs. Wilbur Wilmot, Mrs. Fred Prentice, Mrs. Jacob Sine and Mrs. Walter Kistler, of Great Bend, N. Y., and Miss Lillian O. Howard, of Union Centre.

At Mansfield, Penn., the children are received by Mrs. Lafayette Gray, Mrs. Frank Smith, Mrs. Enos Roe, J. H. Zarlic, Fred Bryan, George Gardner, Mrs. Osgood and J. B. Clark. Those going to Canoe Camp, Penn., are being entertained by Mrs. Charles Post, Mrs. Charles Knowlton, Mrs. Gifford Spencer, Mrs. Thomas Goodall and Mrs. Kelly Knowlton. Mrs. Allie Douglas and Mrs. George Smith entertain at Covington, Penn.

At New-Milford, Penn., a party of twenty was received, organized through the efforts of the Rev. L. D. Mallory, of the Baptist Church, and the other clergymen of the town. For a number of years New-Milford had taken no part in the work. Last year, however, a good sized party was organized, and this year the people of the village are actively interested. Here, too, there was the common doubt, on receiving the first party, as to whether the children are needy or not, but the kind entertainers have learned that it is only through the generous help and encouragement of the missionaries that the children are put into so presentable a condition, and a good understanding now exists. The village is a pretty town of about eight hundred inhabitants, among the hills of Northern Pennsylvania.

The New-Milford hosts are Mrs. Charles Kenyon, Mrs. Z. Pettis, Mrs. Rush Cole, Mrs. Ray Culver, Miss Mae Boyle, Mrs. Bennetts, Mrs. Brundage, Mrs. Luyder, Mrs. Stoddard, Mrs. Dr. Smith and Mrs. Mallory. With this party went one child, to be entertained at the home of Mrs. Robertson, of Wyoming, Penn.

At Perry, N. Y., a party of thirty-one was received and distributed among the villagers through the efforts of C. G. Clark of that place, Editor of "The Perry Record." This gentleman is an active worker, and has used his influence as the head of the local paper to good effect. Situated as it is on Silver Lake, so well known all over the country as a summer resort, Perry is a delightful spot in which to entertain the small visitors. The town lies at one end of the lake, among the hills of Wyoming County.

The Theresa hosts are Mrs. T. G. Cook, Mrs. Frank Balderson, Mrs. Swan, Mrs. O. Riddell, Mrs. S. G. West, Mrs. C. A. Wilton, Mrs. Thomas McCue. Going to Gouveneur were children for Mrs. F. Haverstack, Mrs. John Whalen, Mrs. Ferren, Mrs. J. V. Baker, and Mrs. H. Beach.

The Clayton party will be entertained by Mrs. Lowe, Mrs. Fry, Mrs. Corbin, Mrs. B. Rogers, Mrs. F. Cupernall, Mrs. Young, Mrs. R. D. Grant, Mrs. Rice, Mrs. James Hambley, Mrs. William Elliott, Mrs. R. Sargent, Mrs. M. Casewell, Mrs. Empreg and Mrs. George Don. At Depuyster they were received by J. H. Burnham, and at Heuvelton by John Hutchinson. Milless Smithers, Cortland Smithers, George McFadden and Earl Banford.

IN BROOME COUNTY FIELDS.

Three Hundred Cared for in Binghamton and Neighboring Farmhouses.

[BY TELEGRAPH TO THE TRIBUNE.]

Binghamton, N. Y., July 16.—The largest party of Tribune Fresh Air children that ever visited the Southern Tier came to this city from New-York this afternoon and were distributed to numerous hosts throughout Broome County to enjoy a two weeks' outing. There were 301 children, with eight caretakers. The Rev. M. J. Bieber, the secretary of the Binghamton Fresh Air Committee, went to New-York and came with the party.

Arrangements had been made by the local committee for caring for the children, and after they arrived several applications were received from people who wished to give free accommodation, but all had been provided for. About half the children will be taken care of by those who give free entertainment. In such cases not to exceed three children are assigned to any one family. The board of the others is paid from a fund which has been subscribed by people who could not well entertain the children. In such cases board has been engaged for from three to twelve children at farmhouses in different parts of the county. When more than ten are boarded at a single place a caretaker goes with them.

More than one hundred persons who had engaged to take children were at the station to meet the train. Several hundred others were drawn to the place from curiosity.

Before dark places had been found for all the little visitors. Some of them are entertained by residents of Binghamton, but the majority are at farmhouses.

MEXICO MAY GET THE ARROW.

Negotiations are in progress, it is learned, looking to the sale of the yacht Arrow by Charles R. Flint to the government of Mexico. If the sale shall be arranged, the swift little vessel will be added to the Mexican navy.

ANAWANDA GRAFTING MICKROBES.

Strong Enough to Hold Up Eye-Bar Cable Bridge, Says "Danny" M'Chuck.

"Referrin' t' gr-raftin'" said ex-Sewer Inspector "Danny" McChuck yesterday at the City Hall, "it's more av an applied science than killin' musquetoes at Shapeshead Bay, an' besides there's more in it. There's many's the man thot belaves in graftin' more thin he do his prayers, an' the gr-r-raftin' mickrobe is a burrud thot gallivants in Republican as well as Dimmycratic corpuscles. Did yiz niver git infected wid th' graftin' mickrobe?" asked "Danny."

The scribe replied that he had had a mild run-in with one of them before he joined the church.

"Shure, I knowed it," resumed "Danny," apparently quite pleased. "Gr-r-raftin'," he went on, "finds its highest devillopmint in dinsely intillignt organizashuns like Tammany Hall. Yiz will find scatterin' spicimins av it in other sassieties, an' it hez been known t' wandher off on country byways in the remotest rooral districts, but fer able-bodied, square-jawed, dape-chisted spicimins, able fur to carry up coal from the cellar, go to th' Wigwam in Fourteenth-st.

"I notice thot th' cover av th' rose-jarr in which th' noble animals is kept at Misther C. F. Murphy's Anawanda Club hez got off, an' allowed th' occypants t' stretch their wings in th' shalubrious atmosphere. Th' distinguished leader o' Tammany has rayson t' be proud av th' number an' variety av his exhibit. Th' rest av us hez choice spicimins here an' there, but the Anawanda Club hez every variety known t' science, besides some as hez never been classified.

"The sile av th' Anawanda Club projuces gr-r-raftin' mickrobes ez big ez bull tarriers. They're thot fine that they'll be a vested choir av thim at th' nixt Fourth o' July blowout in th' Wigwam. A well thrained gr-r-aftin' mickrobe is a rare burrud fur fair. Th' Anawanda Club has thim so sthrong that their whiskers is used fur broom corn an' wire nails. I'd rather have wan o' thim spicimins in me family than t' hev th' King av Servia fur a brother-in-law. Betwixt a good wan an' a automobile, it hez th' gasolene machine skinned t' death, ez they say in Newport. Th' Anawanda Club started its collection at Pier 1, Nort' River, on January 1, 1898, an' they never missed a crop in th' four succeedin' years.

"While Mister Cram an' Peter F. Meyer wuz playin' golf an' rip-rap, Misther Murphy assidyusly an' scientific'ly watched th' incubator. Put it in th' payper thot, thank hivin, th' breed is not extinct. Thanks t' th' assidyusness av the Anawanda Club, they's a new breed comin' on that will be able by spittin' on its han's to howld up wan end av an eye-bar cable bridge tin minutes afther it has furst opened its eyes on an aisy wurruld an' laped from th' incubator. Undher th' kindly ministhrashuns av th' Anawanda Club, graftin' mickrobe pups grow t' be mastodons in tin days."

NOTES OF THE STAGE.

Next Monday night at the Worcester Theatre, Worcester, Mass., Hunter & Bradford's stock company—"The New-York Players"—will present for the first time on any stage Leo Ditrichstein's new comedy drama "E Pluribus Unum." The play is written around historic episodes in connection with the recent Spanish war in Cuba, the action beginning immediately after the destruction of the United