

Amusements. CASINO THEATRE—2:15—8:15. The Runaways. CONEY ISLAND—Brooklyn. Train to Atlantic City. CRYSTAL GARDENS—8:30—Lively the Cup. EDEN THEATRE—8:15—Wax. JOHNSTOWN FLOOD, Coney Island. KEITH'S—Continued Performance. LITTLE FAIR—Lively. The Runaways Daily. MADISON SQUARE GARDEN—8:30—Dance and His Orchestral. MADISON SQUARE GARDEN—8:30—Japan by Night. MAJESTIC THEATRE—8:15—The Wizard of Oz. MANHATTAN THEATRE—8:15—8:30—The Earl of Pawnee. MANHATTAN BEACH—2:30—Shannon's Band—4:30—Chinese Honeymoon—8:30—Pain's Pompeii and Fireworks. PARADISE GARDEN—8:15—Yaudiville. TERRACE GARDEN—8:15—Trial by Jury and Cavalleria Rusticana.

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New York Daily Tribune

SATURDAY, AUGUST 1, 1903. THE NEWS THIS MORNING.

FOREIGN.—The cardinals after long ceremonies were locked within their apartments at the Vatican, and the election of a Pope will begin to-day. It seems probable that a non-political candidate will be chosen. It was reported that Russia had sent several hundred Cossacks on a march through Tibet. King Edward and the Queen Alexandra will be guests of Lord Lansdowne at Kenmare. Advice from St. Petersburg said that work on six battleships and three cruisers was to begin at once. France has decided to lower the duties on raw materials. Count Szapary of Budapest has confessed that he was the instigator of the bribery in the Hungarian Parliament. DOMESTIC.—The grand jury in Washington found seven new indictments in postal fraud cases, involving August W. Machen and eight others according to the evidence Machen collected tribute on every letter carrier's satchel used in the United States for many years. Postmaster General Payne returned to Washington from his cruise along the coast. Part of a bridge gave way in Portland, Ore., and many people were thrown into the Willamette River; a large loss of life was reported. The crew of an Italian bark, who had claimed to be a vessel for three days after it was captured in mid-ocean, were brought into Philadelphia by a French steamer. In the bucket shop controversy between the New York Exchange and the former, the New York Exchange passed resolutions refusing to sign the contract sent out by the New York Exchange to negotiate on New York Exchange direct. The administrators of the men who collected \$5,000 for the government for Virginia was \$172,000 commission from the State. The twenty-first annual conference of the Christian workers at Northfield, Mass., was opened with a sermon by the Rev. Dr. R. A. Torrey. CITY.—Stocks were dull and generally firm. The Housewives and Bridgemen's Union rejected the request of the former for a list of names of members of the organization and voted that their walking delegates were their only conference committee. Justice Bischoff, in the Supreme Court, heard oral argument in the case of Alderman Gaffney, and indicated a doubt of the alderman's guilt in making a contract with the old Dock Board. Lawrence Murphy, former treasurer of the Smuggling Union, who was convicted of embezzling \$12,000, was sentenced to five years and six months in prison, and was taken to Sing Sing to begin his term. The fire department was announced by Chief Commissioner Sturges.

THE WEATHER.—Indications for to-day: Fair. The temperature yesterday: Highest, 73 degrees; lowest, 66.

We desire to remind our readers who are about to leave the city that The Tribune will be sent by mail to any address in this country or abroad, and address changed as often as desired. Subscriptions may be given to your regular dealer before leaving, or, if more convenient, hand them in at The Tribune office. See opposite page for subscription rates.

REPUBLICANS AND FUSION.

Mr. Linn Bruce's words on assuming the presidency of the Republican County Committee are in every respect admirable. If he is able to live up to them and compel his subordinates to live up to them—a much more difficult task—he will not only serve his party well, and his city well, but will also show the cynical that the office which has been conferred upon him is not necessarily the "slough hole" which Mr. George R. Sheldon termed it. Too often it has been a place without honor because it represented movements not in harmony with the best aspirations of the great body of Republicans and not calculated to promote the physical and moral wellbeing of the citizens of New York. Mr. Bruce accurately measures the party sentiment of the present time when he pledges the organization to the maintenance of that municipal non-partisanship which Republican conventions have repeatedly declared to be in accordance with the principles of the party. He is right in saying that the result of the coming contest will depend largely upon the work of the county committee, and that the issue is simply one of the maintenance of decent government. No unprejudiced observer will question the justice of Mr. Bruce's tribute to the present administration. This city is governed better than it has been at any time before in a generation. The administration of Mayor Strong was creditable and in wonderful contrast with what went before and after it. But Mayor Low has carried good government a step further, and has, by a policy of constructive municipal statesmanship, greatly advanced the welfare of the people. Tammany itself pays tribute to the Low administration both by the nature of its criticisms and the effort that it makes to appeal to the people with reform candidates not representative of its own spirit. Tammany may sneer at fusion, and say that it has not given perfect satisfaction in this or that particular, but its only hope of success is in disguising itself and deluding the people into thinking that it is about as good as its opponent, or that it does not make much difference if it is not. The great task before the friends of fusion is to arouse the people to a real interest in the contest. The great danger is that they will not really make the choice between the things which fusion truly stands for, but will vote indifferently or be controlled by petty circumstances. Once get the record before the people and the actual issue fairly presented, and, as Mr. Bruce predicts, they will overwhelmingly vote for the continuation of the present good government. It is the task of Mr. Bruce to get that issue presented by every agency in the predominant body in the fusion movement. That he will have unanimous and enthusiastic support

among his lieutenants is not to be expected. Some of them have, from the inauguration of Mayor Low, done their best to create dissatisfaction. The camp followers of the party are at heart far more in sympathy with Tammany than with reform methods. The virtues of the administration are to them a cause of offence, and in every invidious way they will strive to defeat the fusion forces. To circumvent them, Mr. Bruce will have to be alert. The whole Republican organization must be made to be true to the principles which it professes, and every part of its machinery must be actively employed to defeat Tammany. The purposes of Mr. Bruce are the highest, and he expresses them with pleasing directness. We hope and believe that he will be able to carry them out to the full.

A SUBTERRANEAN MYSTERY.

If members of the Rapid Transit Commission and underground railroad contractors, actual or prospective, have been taking it for granted that there would be no general objection to the digging of future tunnels by the same methods and processes which have been employed in the work now nearing completion, they have been undeceived this week. They will not deny that the opposition is already formidable or that, though it has found rather sudden expression, it is far more likely to increase than to diminish. As we have often said, the afflictions of the last three years have been endured with extraordinary patience, but the thought of similar conditions being produced along the line of Broadway from Forty-second-st. to Union Square, and perhaps thence to the City Hall, does not speak of the remotest prospect of successive excavations in other parts of the city, is intolerable.

The declarations on the subject by Mr. Grout, Mr. McDonald and Mr. Parsons, the commission's chief engineer, which were generally published yesterday, are satisfactory in some but not in all respects. The contractor and the engineer acknowledge that much has been learned in the process of constructing the first underground road, and express a belief that further operations of the cut and cover order might be conducted with far less loss and annoyance to the public. If that is a confession that the public has paid too heavy a penalty for the transportation facilities which it may be enjoying within a year, it is acceptable to that extent. But Broadway merchants and other citizens to whom the free use of that thoroughfare is indispensable are evidently sceptical. The most gratifying announcement of an official character which the present demonstration of public feeling has evoked is that before any plan for a new route is adopted an ample opportunity for discussion will be given.

While Mr. Parsons conveys the distinct impression that he does not believe deep tunnels, avoiding disturbance of the surface except for necessary shafts at certain points, should be built in any part of the city hereafter, he refuses to be drawn into a discussion of that question at the present time. Now, it is natural and reasonable that he should decline to commit himself positively in advance, but we cannot see why he should shrink from frankly explaining the comparative advantages and disadvantages of the deep tunnel system as he understands them. It is conceded that the public shall have a fair chance to signify its opinions and wishes prior to the definite adoption of any plan. Why, then, should engineers, presumably possessing superior if not full knowledge of the subject, decline to enlighten the public? We are not surprised at their attitude, for it is the attitude which they have maintained from the beginning. We have endeavored over and over again in the course of the last five years to obtain a clear, candid and illuminating statement of the reasons why the cut and cover system, inevitably productive of immense loss and discomfort, was chosen in preference to the system which has been employed in London with scarcely any inconvenience to the public, and why it seemed to be assumed as a matter of course that the methods originally used in this city must continue to be used in all subsequent undertakings of like kind. But we have never succeeded in getting a satisfactory or even a responsive explanation.

This professional reticence is mysterious and provoking. Wherein lies the extraordinary delicacy of the question? Why would the pouring of light upon it be a profanation? It legitimately interests the public, and sooner or later the public will exact a complete and definite answer from those in authority. We can see no reason why they should not impart whatever knowledge they now possess without further delay.

AMERICA FOR AMERICA.

Mr. Nathan Appleton, in the letter which we printed the other day, refers to English hostility and Russian friendship for America a generation ago, and adds: "Now, in appreciation of it all, I say: Let Russia take Manchuria, or any other places she wants by the Pacific Ocean." That is to say, let Russia destroy the bulk of our commerce with China if she wants to. Let her compel China to violate her treaty obligations to us. Let her repudiate her own explicit and solemn pledges to us. Let her shut in our face the "open door" for which we have contended, and which she has promised to respect and to maintain. Let her attack and oppress, if she wants to and can, Japan and Korea, which we opened to the world and with which we have important relations. Let her take anything she wants; because, when Mr. Appleton spent two months in Russia in 1896-'97, and was presented to the Czar, he found that "to be an American of the United States was a sort of open sesame—everything 'was at your disposition." Mr. Appleton had everything placed at his disposition in Russia; therefore, everything should be placed at Russia's disposition in Asia!

But that is not all. Mr. Appleton says: "Let Russia take Manchuria or any other places 'she wants by the Pacific Ocean, especially if, 'in so doing, she will excite the antipathy or ire of the Britishers.'" That, we assume, is the gist of the matter. We are to sacrifice our interests and rights to Russia, not so much for love of her as for spite against Great Britain. It is not merely Russophobia, but rabid Anglophobia. We are to grovel at the feet of a power with which we have slight relations and little commerce for the sake of annoying and injuring that nation with which our relations are most intimate and with which our commerce is greatest. We are to lend ourselves to one foreign power, to be its puppet and tool in working out its feud against another foreign power. Really, that is about the most extraordinary proposition in foreign policy which this country has heard since Washington gave Genet his walking papers.

Let us suppose that some one should say: "Because Great Britain was our friend in 1898 'let her take Venezuela and Colombia and any other places she wants on the Caribbean Sea.' What a storm of protest there would be, and rightly! And if it should be added: 'Especially if her so doing will excite the displeasure of France and Germany,' the proposal would be denounced as little short of infamous. Yet what would that be but an application, mutatis mutandis, of Mr. Appleton's proposal concerning Russia?" As for us, we prefer Jefferson's ideal, of honest friendship with all nations and entangling alliances with none. We believe in the United

States should cultivate friendly relations with Great Britain. We believe that it should also cultivate friendly relations with Russia. We can see no good reason why it should not be on perfectly cordial terms with both. If, ever, unhappily, there should be acute animosity and hostility between those two powers, we believe the United States should not be made the tool of either against the other, but should remain entirely neutral, unless its own interests were affected, in which case it should stand for those interests. If, ever, again, discrimination between them, or among foreign powers generally, were necessarily to be made, we do not hesitate to say that it should be in favor of those who speak our own tongue, who have our own traditions and who are our own flesh and blood. Apart from that, the foreign policy of America should be for America, and not necessarily for or against any other land under the sun, and to hold both Great Britain and Russia, in the words of the Declaration of Independence, "as we hold the rest of mankind, enemies in war, in peace friends." That policy we must prefer to the one proposed by Mr. Appleton.

JOHN ERICSSON.

By the unveiling of a new statue in Battery Park, in this city, to-day, fresh homage is paid to a man who cannot be honored too much. Sweden has his native land, America was his adopted home and the scene of his best work, but his influence was world wide. By the fertility of his mind, the clearness of his conceptions and the far-reaching effect of his chief inventions, John Ericsson is placed among the few great engineers of history.

Those Americans who recall the early days of the Civil War can never forget the intensely dramatic scene enacted off Hampton Roads on March 9, 1862. The federal cause had experienced disasters and delays on land which depressed all loyal hearts. At sea a similar fate seemed to await the nation. The sinking of the Congress and the Cumberland by the Merrimac brought dismay to the North. The next day the tables were turned by the "cheese box" warship. It hardly seems an extravagant estimate of the Monitor's victory to say that it saved the Union. Moreover, naval practice in this country and all others making any pretension to power was revolutionized by that event. The advantages of fighting from turrets and of giving a low freeboard to battleships were quickly recognized. Even where the form of Ericsson's first vessel was not closely followed, the principles which it embodied dominated design and construction on both sides of the Atlantic in later years.

In the strict sense of the word, perhaps, the great Swede may not have been the originator of the screw propeller. He developed it, patented it, and by his indomitable faith and perseverance secured its introduction in the face of powerful prejudices. Thus the world's debt for that device is to Ericsson. The invention created no such popular sensation as the Monitor, yet competent judges would probably pronounce it the more valuable of the two. It had a broader application, because it was of service to the merchant marine as well as to naval vessels. For a time it was noticed that the screw showed a greater "slip" than paddle wheels. It did not convert into motion quite so high a percentage of engine power, but that drawback was more than offset by eliminating the resistance to air and sea offered by paddle boxes. The most conspicuous gain effected, though, was in the increased frequency of the revolutions of the shaft thus made practicable and the higher speed consequently attainable. Without this innovation ocean greyhounds would have been impossible.

From a precocious childhood to an exceptionally ripe age—Ericsson died when he was nearly eighty-six years old—his mind was ever busy with mechanical problems of practical importance, and the full list of his inventions is a long one. He competed with George Stephenson in locomotive design in 1820, and produced the faster machine. His rival won the prize for which they strove only because his engine showed greater power. Ericsson did much to demonstrate the value of forced draught and the wisdom of placing a warship's engines below the waterline. He devised a hydrostatic weighing machine, a lock to hold a gun in place on shipboard and an engine in which the expansion of hot air operates like steam, the vapor being cooled subsequently and being used over and over indefinitely. That particular motor is built in combination with a pump, but thousands of them are in use to-day. While it will always be a matter of regret that his solar engine was never perfected, one cannot but wonder that, having developed so many other useful ideas, he should have even conceived this one.

BECAUSE OF A "GENERAL DEMAND."

The citizens who have been working for a long time in the interest of streetcar reforms in this city will see one result of their labors this morning when the Interurban Street Railway Company begins to issue transfer tickets at twenty-two new points. These transfers will give passengers the right to change cars without extra charge at points where the old Third-ave. and the Metropolitan systems cross. This concession on the part of the street railway is a victory for the West Side Citizens' Committee, and shows what persistent and well directed work can accomplish.

Passengers on the Twenty-third-st. and Forty-second-st. lines will not be benefited by the new arrangement, because the Interurban company has decided to issue no transfers from these lines to the Metropolitan system, and this determination on their part is looked upon by the Citizens' Committee as proof that their work has not yet been wholly accomplished. When the Interurban Street Railway Company came to the conclusion that more transfer stations were necessary a statement was made to the public that the want would be supplied, but the company took pains to impress upon its patrons that the step would be taken, not because of the suits which had been brought against it by citizens, to test the passengers' rights to be transferred, "but because there appeared to be a general demand for transfers."

Despite this statement, the people owe thanks to the Citizens' Committee, without whose efforts the Interurban company might never have discovered that there was a "general demand" for additional transfer facilities. The change which goes into effect to-day is a good beginning, and will be appreciated, although it should not be looked upon as all that is necessary in that line. The Citizens' Committee will endeavor to make it clear to the street railway authorities that there is a "general demand" also for Twenty-third-st. and Forty-second-st. transfers, and when they have succeeded in doing so by arguments in and out of court the request will probably be "voluntarily" granted. A company so willing to institute reforms when once the "general demand" is recognized should be kept well informed, and to that end the efforts of the Citizens' Committee and of the public generally should not be relaxed. When through their efforts there shall be more cars running in the hours which are not included in the "rush" time, when the "car ahead" nuisance has been abolished, and when people may ride with comfort in open cars, without being jostled and mauled by men standing between the seats, the company will receive thanks for having answered a "general demand."

closely the bonds between the several boroughs of greater New-York, and they should be completed at the earliest possible date.

Two men in Harlem have been sentenced to imprisonment for six months for beating their wives. Six years behind the bars would not have been an excessive punishment for them if the charge could have been made felonious assault. It ought to be possible legally to hold such scoundrels to a sufficiently severe accounting in this State.

Trees are to be planted on Broadway in place of those so needlessly destroyed by the subway builders. Let them have real trees will be planted and not mere moribund sticks, and that they will be planted in good soil and not in a mixture of mortar, stone chippings and waste asphalt, as some recently were. Then, if we can have some effective guarantee that they will not presently be rooted up to make way for some further "improvement," the next generation may hope to see Broadway in as well shaded condition as it was five years ago.

It will probably never be possible to record the destruction of a dozen or a score of electric automobiles together because of an accident to one of the number. On the other hand, it is hard to see why that experience with gasoline beyond New-Rochelle this week should not be paralleled elsewhere several times a year.

Not many generations have passed since narrow minded opponents of liberal appropriations for the United States Navy declared vociferously that a battleship, with its heavy armor and guns and prodigious weight, would find it difficult to make long voyages in safety and at fair speed. What do these prejudiced carpers think of the Kearsarge?

Talking of the Alaska-Siberia railroad scheme, it ought to occur to the enterprising promoter that a still shorter cut to Europe would be by the way of the North Pole, straight over the dome of the world. A line from New-York to Cape Barin would traverse the smiling meadows of Baffin Land, the flowery meads of Grinnell Land, and the orange groves of Grant Land. A great winter watering place might be established at Cape Columbia, where the railroad would give place to the steamship. After passing the North Pole and going a little east of south, the sunny shores of Spitzbergen would be reached. Thence there would be another ocean trip to North Cape, and then an easy railroad run down the level heart of the Scandinavian Peninsula. Really, it is all so feasible that we cannot understand why nobody ever thought of it before. But we shall get no copyright on the idea.

THE TALK OF THE DAY.

Philadelphia is agitated about the Liberty Bell. Certain private individuals have laid claim to its ownership. The claim is founded on the bargain which, it is said, was made for the casting of the Liberty Bell's successor by John Wiltbank in 1828, whose descendants declare that he was to receive the old bell in partial payment for the new. The amount contracted for, it is stated by the claimants, was \$1,500-\$1,600 in cash, the balance, \$60,000, being the estimate in value of the old bell. On behalf of the city's ownership, it is declared on good authority that the proposition to receive \$400 for an old bell was never made or considered in reference to the Liberty Bell. The proposal related solely to another smaller and unhistoric instrument, which hung from 1783 to 1858 under a cover of the roof of the Philadelphia Independence Hall, and was used to call the province together in very early times. It was this bell which was the object of the bargain, a larger one being desired. The Liberty Bell, which was in good order in 1828, the crack not being made until 1858, when it was tolled for the death of Chief Justice Marshall.

A VILLANELLE OF TRAVEL.

From Washington Heights to the Battery, In the busiest part of the day, The trip is confoundingly clatterly. The women are conscious and chattering, The men are noisy and gay. From Washington Heights to the Battery, My brain is bewildered and scatterly, As I whirl to my labors away— The trip is confoundingly clatterly! Some royal horn Clancy or Slattery, To mouth out in stanzas, holds away From Washington Heights to the Battery. To call it a joy would be flattery, For only the deaf could gain say. The trip is confoundingly clatterly. With raiment disordered and tattered, At length I emerge from the fray— The trip is confoundingly clatterly! The trip is confoundingly clatterly! —(Eric Moore, in Life.)

A certain splinter in Indianapolis, who has lived alone in her beautiful and stately home for many years, is one of the city's most notable housewives, and is called "Mrs. J. J. Jones." No child's fingers have ever marred the brilliance of her mirrors and windows or played havoc with the handsome bronzes and vases in the daintily cared for dining room. At the home of her brother, where seven children romp from morning until night, as may be imagined, the same exquisite perfection of housekeeping is impossible. One day her small niece returned home after a tea party at auntie's, and in an awed voice said: "Mamma, I saw a fly in Aunt Maria's house, but (thoughtfully) it was washing itself!"

The Real Thing.—"Now, that's what I call real presence of mind," said Weddery, as he glanced up from his paper. "What?" "It is," asked his wife. "In Boston last week a man threw his mother-in-law out of his window. No child's fingers have ever marred the brilliance of her mirrors and windows or played havoc with the handsome bronzes and vases in the daintily cared for dining room. At the home of her brother, where seven children romp from morning until night, as may be imagined, the same exquisite perfection of housekeeping is impossible. One day her small niece returned home after a tea party at auntie's, and in an awed voice said: "Mamma, I saw a fly in Aunt Maria's house, but (thoughtfully) it was washing itself!"

Somewhat Ambiguous.—Parks—I wish you would drop in to dinner on my way night. Lenox—What do you know, my wife would like to have me? Parks—It she would feel exactly the same about it if it was any one else.—(Brooklyn Life.)

SERVING A DUAL PURPOSE.

[A harmless bullet, consisting of wax and meat, has been used and used in several French duels.—(Daily Paper.)] O lay aside the cruel lead, Give me the fat of bees, This hand, preparing blood to shed, Its innocence retrieves. My honor, firing at a touch, Shall be retained at core; Should not love be as much, Loved I not safely more. Time was I felt my passion wane Beneath the pistol's spell; That let me die, for I know again Le feu va ut le chandelle. So may the man who loves his life Wax wroth and never rue, My counterfeiting a mimic strife, Yet seeking peace ensue it.—(Punch.)

Persons who seek the suffrages of the people find the memory of faces and names a great aid in electioneering. Congressman Curtis, of Kansas, is said to be happily equipped in this way. Here is an instance: A few years ago the Congressman was driving along with a newspaper man en route to a speaking appointment in Osage County. He had been along the same road the year before. He stopped at a farmhouse to get a drink, and the farmer came out to meet him. "I know you, Mr. Brown," said Curtis. "I stopped here just a year ago and we had a talk together. I see you have built an addition to your barn since then and put a partition fence across that meadow. By the way, how did that colt come out that was cut so bad on the wire?" The farmer looked at the Congressman in astonishment, but a pleased grin came over his countenance. He followed along to the meadow and put in the whole afternoon telling his neighbors that Curtis was a man "of the people."

About People and Social Incidents.

WASHINGTON NOTES.

(FROM THE TRIBUNE BUREAU.) Washington, July 31.—Don Manuel de la Vega y Calderon, chancellor of the Cuban Legation, has been named as the next secretary of legation, and Don Martin de los Reyes Gavilan has been appointed to the chancery position. Both attaches have been on duty at the legation for some time. Mr. Estrada, the architect and engineer of the Cuban Commission to the St. Louis Exposition, will arrive in Washington on Sunday to confer with the Cuban Minister in regard to a site for the Cuban exhibit. General Gillespie, chief of engineers, has returned from a visit of inspection to the fortifications and will be working on the New-England coast. Robert R. Armstrong, Assistant Secretary of the Treasury, left the city to-day to spend Sunday with his family at Lee, Mass.

NEW-YORK SOCIETY.

Saratoga will be for the next fortnight the in-meca of all that element of society which is interested in horseflesh, and a number of people have already arrived there in readiness for the racing season, which opens on Monday, among them being Mr. and Mrs. H. Alexander, Mr. and Mrs. Cornelius Fellew, Mr. and Mrs. Thomas Hitchcock, Jr., August Belmont, Mr. and Mrs. Harry Whitney, Duryea, and Mr. and Mrs. Harry Payne Whitney.

Alfred G. Vanderbilt is staying at Monmouth Beach, N. J., with William G. Loew for the month of August. Mrs. Vanderbilt is expected with Mrs. Vanderbilt at Saratoga next week.

Mrs. Vanderbilt and Miss Gladys Vanderbilt are leaving Newport for a series of visits at Lenox and in the Adirondacks. They will return in about a fortnight.

Bar Harbor will be the scene of another wedding in the Gurnee family before the end of the season, namely, the marriage of Clarence Chapman, of Chicago, and Miss Evelyn Scott, the niece of Augustus C. Gurnee, and of Miss Della Gurnee, with whom she makes her home, both at Bar Harbor and in town. The wedding will take place in September.

Mr. and Mrs. M. Orme Wilson, who are at their place at Babylon, Long Island, will leave there next week for a round of visits at Newport and at Lenox.

Mr. and Mrs. John Erving are spending the summer at their country place at Rye, N. Y.

Mr. and Mrs. R. T. Wilson, Jr., who have a cottage at Bar Harbor for the season, have gone to the White Mountains, but will return at the end of the month to Bar Harbor to receive Mr. and Mrs. E. Rollins Morse, who are to stay with them at Bar Harbor in September.

Mr. and Mrs. Henry A. C. Taylor are cruising along the New-England coast on their steam yacht the Wanderer, and are expected at Bar Harbor.

Miss Leary is in town and will remain here until the painters and decorators have completed their work in her villa at Newport toward the end of next week.

Robert W. Bliss, recently appointed United States Consul at Venice, is staying with his parents, Mr. and Mrs. William H. Bliss, at Winter Harbor, Me.

Mr. and Mrs. Reginald Johnson are at Bar Harbor, staying with Mrs. J. Pierpont Edwards at Eastcote.

Mr. and Mrs. Albert E. Colfax and Miss Natalie Colfax are at Saratoga for August.

Mrs. J. Muhlenberg Bailey, who has been at her country place at Ossining, N. Y., will spend August at Bar Harbor.

Mr. and Mrs. Louis C. Clark are staying with Mrs. Chester Griswold at Southampton, Long Island.

Edward Livingston, of Pau, France, is staying at Newport with Mr. and Mrs. J. J. Wysong.

Sir Ralph Moore, who has just arrived from Europe, is the British High Commissioner and Administrator of Southern Nigeria, in West Africa, is a former officer of the Royal Irish Constabulary and won his star and ribbon of the Order of St. Michael and St. George for his services in connection with the Benin expedition, in which Clive Bayley, the British Consul in New-York, likewise took an active part.

NOTES FROM NEWPORT.

Newport, R. I., July 31 (Special).—Mr. and Mrs. E. Rollins Morse have gone to Bar Harbor for a few weeks.

Mr. and Mrs. A. Windsor Weldon will leave here to-morrow for Lenox, where they will remain until August 17.

Mrs. William E. Glyn has gone to Bar Harbor to visit her daughter, Mrs. Edgar Phelps.

Mrs. Stuyvesant Fish's dinner dance and vaudeville to-morrow night will be one of the events of the season. Saturday night is Mrs. Fish's regular dinner night, and in addition to the Miss Marian Fish has sent invitations to the young people for the after dinner dance and vaudeville. About one hundred guests will be present. Crossways will be beautified by the addition of hundreds of electric lights entwined among the vines and foliage with which the dining room and ballroom will be decorated. The three large round tables at which the guests will be seated will each be treated with flowers of different hues, one table will be laden with crimson roses, another with white roses and the third with pink hollyhocks. Berger's Hungarian band and the Strollers Club will play alternately during dinner and for the dancing.

Mrs. Phillip Lydig entertained at dinner to-night at the Willows, in Catherine-st. Sixteen guests were present. The decorations were of white, and the Hungarian band played.

Mr. Richard Mortimer entertained at dinner to-night at the D'Hauterville cottage, in Bellevue-ave. Mrs. I. Townsend Burden, who has been suffering from a severely sprained ankle, is somewhat improved, and was able to enjoy a drive this afternoon.

Mrs. Richard Gambrell entertained at dinner to-night at her cottage, in Bellevue-ave. The table decorations were yellow.

Bradish Johnson, of New-York, is the guest of Mrs. John Thompson Spencer, at Al-Thorpe, in Ochre Point.

Mrs. J. V. L. Pruyn entertained at dinner to-night at the Arnold cottage, in Rhode Island-ave. There will be no game at the Westchester polo grounds to-morrow, as the teams, after several practice games, will go to the Pier for the tournament with the Point Judith Polo Club.

Mrs. Charles H. Baldwin entertained at luncheon this afternoon at Snug Harbor. The tennis tournament in mixed doubles, which was to have started at the Casino this morning, will begin to-morrow morning, as several later entries were made, which will make the tournament more interesting. The additional drawings made to-day are as follows: Miss Theresa Iselin and W. P. Burden, Miss Ruth V. Twombly and Willing Spencer, Miss Mary Busch and Sidney J. Smith, and Mrs. J. V. L. Pruyn and W. H. Fearing, Jr.

the features of the fête will be a drill by a company of regulars from Fort Adams.

The Monmouth County hounds made a fine run this afternoon under the direction of P. F. Callier as master. The chase was over a course starting from Bryer's farm and ending at Bull's farm, a distance of ten miles, which was covered in the short space of forty-five minutes. The spectators who saw the hounds off were disappointed because Miss Gretta Pomeroy did not ride. She took what was an unusual method for her—following the chase over the roads in her buckboard. Besides Mr. Collier there were only a few mounted hunters who chased over Mitchell's Road, Brown's Lane, through to the valley over Slate Hill, then southerly over the valley road to Bull's farm, where H. Rogers Wetmore was first in at the mill. A close second was Percy Evans, and a few minutes behind him was Sidney Jones Colford, Jr.

The presence of a number of young women who are not yet out, but who rode gracefully and well over the greater part of the course, was a pleasing feature. The Misses Mildred and Irene Sherman, the twin daughters of Mr. and Mrs. William Watts Sherman, rode with their father, Miss Pauline French and Miss Adele Morgan were also in the chase for the first time, and made a splendid showing.

Miss Natica Rivers, Mr. and Mrs. H. R. O. Cross, Mr. and Mrs. Thomas H. Shaw and J. Murray Forbes followed along the road in automobiles. Miss Cynthia Hooker, Mrs. Renwick, Arthur P. Burden, Miss Alice Pitzer, Baron von Esch, Mr. and Mrs. Frederick Sheldon and Mrs. D. K. Peering were among those present at the start.

Several robberies have been reported recently, and the occupants of cottages are guarding their homes. A few days ago the watchman at Wakehurst, James J. Van Allen's house, saw a man hanging around the gardens in the shadow of the trees, and was ordered to leave the premises. Dr. Russell Bellamy has reported the loss of his waterproof coat, which was taken from his cottage, Delman, in Narragansett-ave., a few nights ago. It is supposed that the thief sneaked into the hall.

Mr. and Mrs. J. Earl Sheffield, who are spending the summer with Mr. and Mrs. Edward T. Potter, Mrs. Sheffield's parents, at the Cedars, in Catherine-st., reported to the police to-day that jewels have been missing lately. The theft probably the work of the man who went to Wakehurst and Delman.

Henry Whitehouse has offered a prize of \$50 for a race between a horse owned by H. Nelson Buckley and a horse owned by Alfred Guyenne Vandenberg. Mr. Whitehouse has offered the prize to Mr. Whitehouse will be referee, and Oliver H. F. Belmont and Arthur P. Burden will be judges.

AT BAR HARBOR.

Bar Harbor, Me., July 31 (Special).—Miss Natalie De Castro, the granddaughter of Purke Godwin, who made her debut yesterday received much attention here to-day. In the afternoon Captain Reader, of the yacht the Sherman, was on board the Hartford. All the young people of Bar Harbor were there, and the affair had a distinct naval flavor because of the presence of the midship, who are now on the old Civil War flagship. In the evening Captain Emory, of the Indiana, gave a birthday dinner for Miss De Castro on his ship. The guests were Miss Emory, Miss Godwin, Miss Miller, Miss Potter, Mr. Martin, J. Wauters, Mr. Madison and J. Montgomery Sears, Jr.

Mr. and Mrs. Henry F. Dimock, of New-York, came to the Canary cottage this evening. Mr. and Mrs. Frank Ellis, of Philadelphia, entertained sixteen at dinner to-night.

R. H. White, of Boston, put into the harbor this afternoon on his yacht, the Perquim.

H. S. Vanderbilt and W. S. Moore, of New-York, came in to-day on the yacht Tivola.

Mr. and Mrs. Chauncey Goodrich, of Cleveland, Ohio, are the guests of Mr. and Mrs. D. C. Blair, of New-York.

Mr. and Mrs. Gibson Falmstock, of New-York, are in the harbor on the yacht the Sherman.

Mrs. W. E. Glyn, of New-York, has come to the Richardson cottage, on Kebo-st.

LENOX NOTES.

Lenox, Mass., July 31 (Special).—Mr. and Mrs. J. Egmont Schermerhorn and their son, August Schermerhorn, who have been making a tour of the Green Mountains of Vermont in an automobile, returned to Lenox to-day.

At the Red Lion Inn, in Stockbridge, the following are late arrivals: Mr. and Mrs. George A. Post and Miss Eleanor Post, Fairport, N. J.; Mrs. S. C. Hibel, Mrs. Orlando H. Dana, F. A. Dayton, M. W. Lewis, Robert F. Tyson and W. L. Raymond, New-York.

Mrs. S. M. Blatchford, of New-York, is the guest of her sister, Mrs. Charles D. Sabin, at the Campbell cottage in Pittsfield.

Mr. and Mrs. J. H. Raymond, of New-York; Charles Hazard, of Brooklyn; E. D. Dickman and Joseph B. Allen, Jr., of New-Haven, have arrived at the Maplewood in Pittsfield.

Mr. and Mrs. George W. Folsom gave a large dinner this evening for Lieutenant and Mrs. C. Sidney Haight. The decorations were white cut flowers of different shades, and Mrs. William B. O. Field, Mr. and Mrs. George Turane, Dr. Potter, Marshall Kernochan, Miss Parsons, Miss Woods and Miss Folsom.

C. M. SCHWAB AT ATLANTIC CITY.

Arrives There with Wife in Private Car—Is Looking Well.