DOGS THAT EARN A LIVING

Many Ways in Which These Animals Are Made Useful.

Happening to glance at the papers affixed to the church door in a Yorkshire village, the property of a well known and justly popular earl in those parts, writes C. J. Cornish in "The Cornhill Magazine," I noticed that his lordship had last year paid taxes on seventy-eight dogs, besides his hounds. This included the dogs of his sons, daughters and grandchildren, but it represented a substantial contribution to the national exchequer.

Seven-eighths of our dogs belong to the ranks of the unemployed and are very properly taxed. The other eighth, which work for their living, enjoy the honorable distinction of being tax free, a very rare and singular privilege in our dear country. It must, however, be added that among the genteel or tax paying dogs is a small and honorable class, which work strenuously and exercise their brains and bodies in the service of sport. These dogs certainly earn their living, for they aid in the capture of game and save much loss of dead and suffering of wounded animals. Consequently their claim to belong to the active class is undeniable. As many of them undergo yearly competitive examinations in the spring and late summer in field trials, they are thoroughly modern and "up-to-date" animals, and, though representing a very old fashioned canine line of business, are quite progressive and in touch with the spirit of the age. Nothing is more characteristic of the "actuality" of modern life than the way in which new industries grow up and leave those who were engaged in the old ones without employment, and nothing is more characteristic of Englishmen than the nimbleness with which they skip from an old trade to a new one, and avoid being left behind. As with men, so with dogs, and especially with English breeds of dog.

They no longer carry the tinker's panniers, with a load of pincers and soldering irons, on their backs, or draw the fish carts to Nottingham from Grimsby, or bait bears, or track sheep stealers, or turn the spit. But so great is the affection and respect of dogs for men, so keen their eagerness to please, so unflagging their zeal when at work, so strong their desire to be employed, that they are ever ready and willing to learn new work and to make themselves useful as the times demand.

The most recent evidence of the "transferability" of dogs from complete idleness to strenuous industry occurred recently on the Yukon and other trails to Klondike. As the gold fever brought together all sorts and conditions of men, and set them to the roughest jobs, in which all differences of class were sunk, so the search for gold brought together dogs of all kinds, sizes and occupations, and set them all to work hauling sledges. No one cared much whether the individual digger were a navvy, a clerk, an ex-acrobat or a storekeeper. But they were most particular in inquiring into the antecedents of their dogs, and the value of these was appraised usually in inverse ratio to their civilization. What was preferred was a half-savage Indian dog, while the dog of civilization and education was despised. But in the end many of these, even performing dogs, proved their worth. The "mixture of classes" in the canine society of the Yukon reached its acme when the Canadian government decided to send a police force up to Klondike. Previously to this all sorts of animals had been drawing vehicles up the passes and on the portages. Among them were horses, oxen, "elk" and goats, but the three latter seldom got further than thirty miles from the coast, owing to the dearth of hay. The native dogs were bought up rapidly, at prices equal to those which a good horse would fetch elsewhere. They were trained animals in which their owners took pride, and were all engaged to different persons or contractors, before the police expedition was decided on. An agent sent to the likeliest spots in the Northwest reported that he "could not get a dog that was a dog" for any price within the bounds of reason. The Governor then sent out another agent with orders not to be too select in his selection.

USED TO DRAG SLEDGES.

The result was, according to J. B. Burnham, that either because the agent wanted to get back, or because he was not such a connoisseur in dogs as the other man, he returned with a fine string of all kinds of creatures which would not have come under his predecessor's category of "a dog that was a dog" at all. They were quite civilized dogs; for, instead of going among the Indians, the agent just went down to Lake Superior, North Shore, and bought up everything from performing poodles to the pet dogs of barbers' shops. The police achieved a marvel of organization in turning many of this untrained assortment into useful sledge animals. The result was that the dogs of civilized man were soon in competition with Indian "huskies" and other native teams. One set of fine mongrels about the size of large Scotch terriers, none of them weighing more than forty pounds, drew a load of three thousand pounds over the ice of Lake Bennet. The sledge was always started for them, but when once started they kept it moving. The owner, a halfbreed, used to follow behind and out of sight, encouraging them by voice only, and by a system of rewards. But the dogs previously educated to other business acquitted themselves well. "I saw a trick poodle in one team," says Mr. Burnham. "His leader (there were only two dogs in this sledge) was a big sullen Newfoundland, a picture of pessimism personified. The poodle had been recently clipped, and still had its heavy mane and tasselled tail. This poodle was the best tempered little beast imaginable. Every time the team stopped—and stops were frequent, for there was a sick man along with them—the dog would caper around in his harness, and do everything short of turning somersaults. He stood on his hind legs, and turned backward in the harness, and never was still for an instant." Our sympathies go out toward this poor little strolling actor of a dog, forced to join in the search for gold. He might have made one of the celebrated troupe with M. Jolicœur in Hector Malot's story "Sans Famille." As an animal of draught, man was found to be decidedly inferior to dogs, though the men pulled sledges without grumbling. A man could draw his own weight and travel fifteen miles a day. The dog would pull a load equivalent to his own weight and travel thirty miles in a day. The dog language used was quaint. It was a mixture of English and Canadian French, used by persons who mainly had no idea what the latter meant; but as they heard the Canadian Indians use it, they adopted it. The order to start was "machan," which on analysis was found to stand for "marche chien." The English converted it into "march on"!

It is commonly believed that the spotted carriage dogs, once so frequently kept in England, were about the most useless creatures of the dog kind, maintained only for show and fashion. This is a mistake. They were used at a time when a travelling carriage carried, besides its owners, a large amount of valuable property, and the dogs watched the carriage at night when the owners were sleeping at country inns. We feel that we owe an apology to the race of carriage dogs. They are not useless even now, but, on the contrary, very useful animals, and no one appreciates them more than the coachmen of whose horses they are the inseparable companions. The coachman of the late Prince Batthyani told the writer that these dogs were the best of aids in training spirited young carriage horses. The horse constantly looked out for the dog as it ran by its side, paid attention to it, and was so much engaged in thinking of its stable companion, the dog, that it was far less nervous, fidgetty and shy than when taken out alone. One of his dogs was, in his phrase, the "pride of the park." Some readers may remember this dog. It used to place itself exactly beneath the pole chains when the carriage was driven out, and, trotting fast, would maintain its place there to an inch, either in the park or in the streets in the crowd of a London season. In the stables, which were large, the carriage dog always had one favorite horse, which he slept with. But when the stud was sent into the country by road, he mounted guard at the door of the inn stables at night, and sometimes refused to let the indigenous hostlers and grooms enter or to go near the rugs and harness. While the carriage dog is becoming extinct, in spite of his useful qualities, other breeds are invading spheres of work in which they had formerly no part. The collie, for instance, is replacing the Scotch deerhound in the work of recovering wounded deer, and before long halfbreed setters will be doing the work of retrievers. The dog which retrieves is so common that we scarcely admire him enough. Uncivilized or half civilized races look on him as something super-canine. When Trevor Battye's old retrieving spaniel Sailor was among the Samoyedes, they, and even the Russian peasants, were quite astonished at his sagacity, and could hardly pay him enough attention. They could not picture a dog which picked up game and did not try to eat it, though their own animals are well trained as drovers' dogs for collecting their reindeer.

BOUND TO RETRIEVE IT.

There is not the slightest doubt that in the modern retrievers "acquired habits"—certainly, one acquired habit, that of fetching dead and wounded game—are transmitted directly. The puppies sometimes retrieve without being taught, though with this they also combine a greatly improved capacity for further teaching. Recently a retriever was sent after a winged partridge, which had run into a ditch. The dog followed it some way down the ditch, and presently came out with an old rusty tea kettle held in its mouth by the handle. The kettle was taken from the dog amid much laughter. Then it was found that inside the kettle was the partridge! The explanation was that the bird, when wounded, ran into the ditch, which was narrow. In the ditch was the old kettle, with no lid on. Into this the bird crept; and, as the dog could not get the bird out, it very properly brought out the kettle with the bird in it. Among dogs that earn their living these good retrievers deserve a place in the front rank. A couple of hundred birds and hares in a season, which would otherwise have been lost, is no uncommon score to a single dog. One would estimate its services in pounds, shillings and pence at £10 per annum, without reckoning any margin for sport and amusement.

The ancient and honorable dog industry of shepherding will probably endure in full vigor as long as mutton remains in demand. The grounds of this pleasing belief lie deep in the nature of the sheep themselves. Naturally sheep are mountain animals. They always flourish best on high moors and upland pastures, and it is there that the great centres of sheep breeding endure, whether on the Cumberland fells, the Scotch hills or the mountains of Spain and Thrace. But in the two latter districts the business of the dog is quite different from that in Scotland or Cumberland. In Spain, or on the Rhodope Mountains, the dog is a guard against wolves, bears or thieves. In more civilized countries he is deputy shepherd, and does nearly all the hard work, except that which demands the use of hands. People have become so accustomed to the idea that the shepherd dog is clever and useful that they often omit to find out for themselves how astonishingly clever and useful he is. One needs to stand below a Cumberland fell and watch them at work, to realize that these are the most highly trained animals in the world. Their sight, unlike that of most dogs, must be astonishingly keen, for they can follow the signals made by their masters' arms at a distance of one and a half miles up a mountain. The side of the fell is divided partly into square inclosures made by walls, with gateways, but no gates. These inclosures become larger higher up the hill, till they end in one long wall, above which is the open moor. This inclosed part is known as the "intake," and a gate, or gateway, leads through it on to the moor; this gate, through which every four footed or two legged being which goes up the mountain passes, being known as the "gate of the intake." Suppose a flock of six hundred or seven hundred sheep is scattered on the moor, and the shepherd is in the valley and wishes to get the whole flock collected, driven through the "gate of the intake," then through four or five inclosures into that in which he means them to spend the night, or to be sheared, or have their fleeces smeared, or in the case of very cold moors to put on jackets for the winter. He does not stir up the hill himself, but sends the dog with one or two spoken words and a wave of his hand. The dog listens carefully and looks keenly at his master. He is attentive and deferential. Then he gallops off with a yelp, scampers up through the inclosures, running through the gates, gets beyond the intake, and begins collecting the sheep. This he does often at full gallop, and with much barking. When he is "blown" he trots. By this time he is a mile up the hill, but sound travels well and the air is clear. The shepherd shouts and waves his arms this way and that, and the dog gallops as directed. This he does largely on trust, for the following reason: The shepherd below, or on an opposite hill, can see the whole moorside, and "spots" single sheep or groups scattered in hollows and rolls of the moor. The dog, being on the moorside itself, cannot command the same view, and would either leave sheep behind or have to quarter the ground and beat it, like a setter looking for grouse. His master will in this way signal to the dog to bring in a single sheep, perhaps half a mile from where the animal is standing breathlessly watching for orders.

TRAINING SHEEP DOGS.

On the great sheep ranches of North America, as well as on the estancias of Argentina, the dog plays every year a more important part. The Argentine method is the more complete, for by it the dog becomes part of the flock. The puppies are suckled by a ewe, and when grown up are fed only on vegetable food and milk, for which they visit the estancia, and having devoured it rush back to their flock, pursued by the farm dogs. When they reach the flock, they seem at once to gain courage, and turn on their pursuers. They guard the sheep both night and day, and also assist the shepherds to drive them or collect them on the pastures. In the mountain districts of Colorado, in the Far Northern States, sheep-dogs have been imported from countries as far distant as New-Zealand. The most noted breed in Colorado is descended from a pair of these dogs, and their offspring have an inherited gift of shepherding. A six-months-old puppy was employed with others in getting sixteen hundred sheep into a "corral" before a blizzard. When the snow began to fall it noticed that two hundred sheep were not there, and that the puppy was also missing. The herders hunted all that night and part of the next day, when the two hundred sheep were found, driven into a little gully, with the puppy standing on guard. It had been thirty-six hours without food or water, and died later from exposure, followed by too much overfeeding from sympathetic persons. This occurred near Port Collins, in Colorado. The mother of this puppy was one day missed at supper. She was found at the corral, guarding a gate which the shepherd had left open the night before.

In France there is now a sheepdog club, supported by the Ministry of Agriculture and by the agricultural press, as well as working shepherds and drovers. At Augerville last year, in the immense plains of the Beauce district, where sheep-feeding is the local industry, a competition was held, in which thirty-two dogs were entered. The sheep had to be driven along a serpentine track, merely marked by furrows and flags, over two fences, a ditch and a mound and through a gap. All this had to be done to order, and was a trying ordeal both for shepherds and dogs. The latter were mainly broken-haired prick-eared dogs, about the size of a pointer.

It is interesting to know that there is one dog who makes his living by driving a printing press. It is only a development of the old turnspit business, but the dog prints a whole edition of one thousand papers in one hour. The dog is named Gypsy, and is the property of Carroll & Bowen, proprietors of "The Plymouth (Wis.) Review." He is a two-year-old English mastiff, weighs one hundred pounds, and does his work by running round in a wooden wheel eight feet in diameter. To the wheel is attached a belt connecting with the presses in the next room, and when the dog has worked off his copy with one press he sets to work on another.

In conclusion, those who feel pleasure in the use and continuance of animal helpers and servers will be pleased to note that two most creditable and highly skilled dog industries still survive, which actually did not exist when Dr. Caius wrote his delightful treatise "De Canibus Angliæ" for the information of Gesner. The performers are the decoy man's dog and the blind man's dog. If the decoy dog had been known to Caius he would have included it with delight in his list of bird taking dogs. But, though he mentions the "subtlety" of ducks, and that the water spaniel, of which he gives an accurate description, was used to retrieve them when wounded, he says nothing of the more artful devices of the decoy man's dog. He notes that the water spaniel was especially useful for fetching back arrows which had been shot at water birds and were floating, and that the dogs were so clever that they often picked up other people's lost arrows and brought them as well as their masters' arrows.

It is clear from this that decoys were not known at all as early as that, and that the belief that they were a late introduction from Holland is correct. The decoy dog's business is to run in and out of the screens which lead to the pipe, and so to induce the ducks to follow him. A mistake or momentary disobedience by the dog might lose the best "take" of the season, yet so intelligent and well trained are these dogs that they practically never do wrong.

The blind men's dogs do not appear in English paintings earlier than the reign of Anne, and Dr. Caius mentions them not. In London they form a large and most intelligent part of the very few dogs which earn a living or help their masters to do so. The manner of their education, which is highly specialized, must have puzzled many persons who have seen them resolutely guiding their poor master to his stand or back to his home, along crowded pavements and over the cross streets, never passing these when a cab is about to turn up them and sometimes barking their disapproval if a cart turns without warning too near to their charge. I find that many of these dogs are taught by a half blind man who makes this part of his humble livelihood. And "this he does," as Herodotus says, "in a way I am not at liberty to mention." It would not be right to divulge his educational system. But many are taught by the blind men themselves, especially if they have not always been blind and remember the streets and turnings. A young dog is taken out with the old dog, and soon imitates him by pulling on the string in front of the man. Then he is told not to go off the pavement and to be careful in crossing side streets. The blind men ask for human help when crossing the main street, but otherwise trust to the dog. Their duty is to take their master out in the morning and to take him home again. The latter they learn with no difficulty, going straight to the house door. One particularly clever blind man's dog, which takes his master every day from near Fulham gas works to the Brompton Road and home again, is only four years old. His master buys his provisions every evening on the way home, and this dog takes him to the shops he deals with. When told to go to the baker's he takes his master to the shop, and when told to go to the grocer's he does so without fail.

UNUSUALLY HIGH DEATH RATE.

State Board of Health Reports Third Largest on Record for April.

Albany, June 4.—The State Department of Health to-day issued its bulletin of statistics for the month of April. There were 13,700 deaths in the State during that period. The bulletin says:

This month has generally the uniform mortality of about 10,500 in this State, and is seldom subject to fluctuation. In 1900 there were 12,500 deaths, following a still higher March mortality; in 1893 there were about 12,600 deaths in the month, with the same number in March, and in 1891, at the height of a grip epidemic, there were 14,000 deaths, following a March mortality not above the normal and exceeding the number reported for any month on our records until the phenomenal mortality of March of this current year of 14,300 occurred. Following this excessive mortality of last month we have 13,700 deaths reported this month, which is within 300 deaths of April, 1891, and within 600 of that of the month preceding, so that it stands the third highest on the record of monthly death rates. It is further exceptional in that it is sequent to a series of months of excessive mortality. In the four months of this year there have been 53,000 deaths in this State, against 44,500 for the same months in 1903, and 43,300 in 1902. At this rate for the year there would be 160,000 deaths, against 134,000, or against our average yearly mortality of recent past years of from 125,000 to 130,000.

As to the cause of death affecting this increase, there has been a moderate increase in the number of deaths from the seven common epidemic diseases prevalent in this locality, although in the three years they caused alike between 8 and 9 per cent of the deaths. Cerebro-spinal meningitis, a minor cause of death, is at the present time showing an unusual mortality. The chief increase in mortality is in diseases of the respiratory system, and especially from pneumonia, from which there were 2,500 more deaths than in the four months of the two preceding years. The increase has been general throughout the State. Smallpox has increased in distribution during the month, or rather new places long infected have come to light. At Cato and other towns in Cayuga County there is evidence that it has existed as a recognized epidemic, but under a fanciful name, since December, having been imported from Medina, where it was then prevalent, and, besides spreading throughout the northern part of the county and to adjacent towns in Wayne, has been traced from Cato to Jordan, Onondaga County, and to Corning by a common tobacco industry, also to Auburn and Weedsport.

TRIES SUICIDE IN CELL.

Alleged Burglar, Caught After Chase, Uses Suspenders.

An hour after he had been locked up in the East Twenty-second-st. station on the charge of attempting burglary in a boarding house at No. 121 East Twenty-third-st., Samuel Cooper, a barber, who refused to give his address, tried to strangle himself in his cell with his suspenders and a piece of heavy cord. He was unconscious when the doorman found him, and is now in Bellevue Hospital in a serious condition.

Mrs. Mary Jane Hunter, who conducts the boarding house said to have been entered by Cooper, alleges that she met Cooper in her house with a steamer trunk on his shoulders. When she demanded an explanation, he said a man named Cook had sent him there to get the trunk. Mrs. Hunter ran to the street door, intending to call a policeman. Divining her purpose, Cooper brushed her by and ran. Mrs. Cooper, bareheaded and dishevelled, pursued him. At Lexington-ave. Cooper met Captain Gallagher. The captain drew his revolver and ordered the fugitive to stop, but Cooper kept running. At Lexington-ave. and Gramercy Park the captain and Policeman Leonard caught him.

Mrs. Hunter said that Cooper had ransacked all of the rooms on the top floors of her house, and put jewelry and other small articles, valued at several hundred dollars, into the trunk he was carrying off.

NO CHLOROFORM, THE CRY

Bronx Determined to Thwart Intention of "Little Tim."

The friends and followers of "Little Tim" Sullivan in the Board of Aldermen have arranged to "put to sleep" the application of the New-York and Port Chester Railway for a franchise to cross streets and avenues in The Bronx. The taxpayers of The Bronx are equally determined that the Port Chester project shall not be chloroformed. William Peters, president of the Van Nest Property Owners' Association, yesterday sent to Alderman John J. Haggerty, chairman of the Railroad Committee, a letter in which he said:

We understand that on May 23, 1904, at the hearing in the matter of the New-York and Port Chester Railroad, you announced that a recess would be taken by your committee. We do not know whether this recess means that it will be a recess of executive session, or whether your intention is to hear more of the representatives of the laboring men, taxpayers, property owners and the public who will again appear in favor of the immediate favorable action on the New-York and Port Chester ordinance, if requested.

We call your attention to the fact that the time of the summer vacation of the Board of Aldermen is approaching, and that the unanimous demands of the laboring men, taxpayers and property owners should not be ignored and their welfare and interests injured by in any manner allowing this matter to go over until after vacation. If it is the intention to hold another hearing, we respectfully call your attention to the fact that a recess means a short interval, and not an indefinite postponement. If there is to be another hearing, we ask, upon behalf of the Van Nest Property Owners' Association, laboring men and taxpayers of The Bronx that the hearing be set for next week, and that we be notified thereof at once.

We call your attention to the fact that the Journeymen Stonecutters of America at a recent meeting indorsed the action of the Central Federated Union in demanding the immediate favorable action by your board and the railroad committee on the Port Chester ordinance, and in demanding the immediate rejection of the defunct Westchester and Boston ordinance.

Mr. Peters sent a letter to James P. Holland, business manager of the Eccentric Firemen's Union, concerning the apparent intention of the aldermen to let the Port Chester matter sleep. He says in part to Mr. Holland:

The Journeymen Stonecutters' Association, following the example of the Central Federated Union in their resolutions, demand the immediate rejection of the application of the defunct and hold-up West Chester and Boston Railroad, and they also demand the immediate passage of the ordinance of the New-York and Port Chester Railroad. It is apparent that the laboring interests of the city of New-York are now commencing to realize the manner in which their rights and interests are being played with by their supposed representatives—that is, what the men whom the laboring men elected to office are doing. We trust that you will continue vigorously to urge this New-York and Port Chester ordinance by demanding its passage, and that you will be equally as vigorous in demanding the rejection of the application of the defunct West Chester and Boston Railroad. The only effect of any recognition of the latter application by the Board of Estimate or the city of New-York, or the Board of Alderman or the Mayor will be to hold up the Port Chester Railroad for a while longer, and thereby prevent the employment of thousands of workmen in the Borough of The Bronx, as well as prevent the investment of hundreds of thousands of dollars of capital.

TRIES TO FREE ADAMS.

Counsel Declares He Must Be Resentenced, but Cannot Be Legally.

A writ of habeas corpus was granted yesterday by Justice Keogh, at White Plains, directing Warden Johnson, of Sing Sing, to produce "Al" Adams before him on June 18, at which time Justice Keogh will decide as to the legality of Adams's imprisonment. The writ was obtained by Abram S. Rose, of Kellogg & Rose.

Adams was arrested and convicted in April, 1903, for having policy slips. He was sentenced to pay a fine of $1,000, and to Sing Sing on an indeterminate sentence of not less than one year, nor more than one year and nine months.

The law requires, his counsel says, that those sentenced on indeterminate sentences shall be discharged only between the months of April and October. Adams's sentence, reduced by good behavior, will expire in October.

"The Court overlooked the fact that about twenty days before Adams was sentenced the law was changed, so that indeterminate sentences should be without commutation," said the lawyer.

"Now the question is, When does his sentence expire? The warden at Sing Sing cannot, under the law, discharge Adams in January, as the law forbids it, and his sentence expires then. Several similar cases have come up since the commutation was taken from the indeterminate sentences, and the State has adjusted matters by bringing the convicted man back to the trial court and resentencing him. As Adams has already suffered one legal penalty for the offence in paying the fine of $1,000, it is our contention that he cannot be made to pay another, and resentenced. That being so, he is wrongfully deprived of his liberty, and Justice Keogh can do nothing but discharge him."

The writ was served on Warden Johnson at Sing Sing

CROWDS DELAY THE LIBERTY BELL.

Thousands Anxious to Greet It at Places in This State.

Buffalo, June 4.—The Liberty Bell, on the way to St. Louis, arrived here this afternoon nearly an hour late, the special train having been unable to make schedule time, owing to the clamors of the people at every stopping place for an opportunity to touch either the historic relic itself or the flat car on which it is transported, and to obtain one of the souvenir buttons which the officials are distributing. Several thousand people waited in the hot sun at the station here for the arrival of the bell, and welcomed it with loud cheers, which were renewed when the train started at 2 o'clock for the West.

Rochester, June 4.—The Liberty Bell passed through Rochester at 10:20 o'clock this morning on its way to St. Louis. The New-York Central station was crowded with enthusiastic men and women, who cheered the old bell as long as it remained in view. Between four thousand and five thousand persons were in the station.

Elmira, June 4.—Fifteen thousand people saw the Liberty Bell here this morning on its first stop on the way to the St. Louis Fair. The party of Philadelphians, headed by Mayor Weaver, distributed souvenirs.

WORKS FOR CITY FROM SING SING.

Although A. M. Fragner, the lawyer, is serving a sentence in Sing Sing, he is at the same time carrying out certain contracts with the city, which are in his name. They are for laying sewers in Brooklyn. Superintendent of Sewers O'Keefe says that the conviction of Fragner in no way invalidated the contracts, and that they will have to stand. A message was sent to Sing Sing the other day to ask him why he had not begun work on three of the contracts. He assured the messenger that the work would be properly done. It is understood that Fragner was simply a dummy in the bidding, and made his bids for an Italian contracting firm. He never had a contracting plant, but is said to have received a commission of two per cent for doing the bidding.

DO YOU DINE OUT?

Several Restaurants that offer tempting dinners are to-day advertised among the "Little Ads. of the People."

Horner's Furniture

CONTRIBUTING to summer comfort and restfulness in quite a liberal degree are our spacious Settees, Sofas, Arm Chairs and Rockers in Flemish, Mission, English Quartered Oak, Weathered Oak and Forest Green.

Prodigality of choice is also here in Bedroom Suites of White Enamelled finish (plain and decorated, also with cane combination), Bird's-eye Maple, Birch, Oak and Mahogany——Brass Bedsteads in over 100 patterns——White Enamelled Iron Bedsteads with brass trimmings.

ALL AT SPECIALLY ATTRACTIVE PRICES.

R. J. HORNER & CO.,
Furniture Makers and Importers,
61, 63, 65 West 23d Street.

WILL PAY FOR TWO BRIDGE PLANS.

Set That Cost $19,000 Won't be Used—$25,000 One Will Be.

It was learned yesterday that the change of architects for the new Manhattan Bridge has already cost the city $19,000, and may run up $7,500 more. Originally Henry F. Hornbostle was employed by Commissioner Lindenthal. His contract called for $26,500. He has already received $19,000 and has a claim pending in the Controller's office for the balance.

All that has been used of his plans was for the piers which are completed. The rest of the plans have not been officially discarded, but, as Carrere & Hastings, who superseded Mr. Hornbostle, have a contract for $25,000, it is not at all likely that they will utilize the work of their predecessor.

This means that the city has paid twice, practically, for plans, one set which it will have no use for and the set which Carrere & Hastings have about completed and which Commissioner Best said yesterday he would submit to the Municipal Art Commission in a week or ten days.

NEW-YORK CITY CORPORATIONS.

Albany, June 4.—Certificates of incorporation were filed to-day with the Secretary of State of the following companies:

The American Aerial Amusement Company, of New-York City; capital, $500,000; directors, W. W. Doty, of Brooklyn; J. C. Graulico and C. C. Grattan, of New-York City.

Holcomb-Newcomb Steel Company, of New-York City; capital, $250,000; directors, G. A. Holcomb, of Cazenovia; G. G. Kabbe and G. A. Speere, of Hoboken.

A. Moses & Sons, of New-York City; capital, $150,000; directors, Aaron Moses, D. O. Moses and A. M. Moses, of New-York City.

PRIZE FOR NAME OF RAILROAD TRAIN.

The Erie Railroad has announced a prize of $100 for the best name suggested for its World's Fair special. An especially distinctive name is desired, because, as the company explains, the extraordinary character of the train merits it. Running its World's Fair special in conjunction with the Big Four, the Erie will enjoy the advantage of short mileage between New-York and St. Louis. The train will leave this city in the morning, giving the passengers a day view of the scenery along the Delaware, through the Genesee Valley and the mountains of Pennsylvania.

As an example of how the names of trains become fixed, General Passenger Agent Cooke of the Erie said yesterday that the Monitor train on the Susquehanna division of the Erie got that name early in the war, in 1863. This train was called No. 6 for a time after it was put on. Then some one living along the line fancied a resemblance between the rounded end of the locomotive and Ericsson's monitor, which had lately come into prominence as a powerful war engine, and he dubbed the train "The Monitor." The name was at once adopted by those who frequently used it, and to-day, after forty years, it is known as the Monitor.

The equipment for the World's Fair special about to be put in service will be unique. The whole train has been built for this use expressly. In the World's Fair at Chicago the Erie carried many passengers to the Windy City, and made the record of having not one passenger injured.

TO BE COMPLETED TUESDAY.

It is now understood that the organization of the Lake Superior Corporation, the successor of the Consolidated Lake Superior Company, will be completed at a meeting to be held on Tuesday, and that the company will thereupon begin active business. It is expected that the company's steel rail mill will be in operation by July 15 or August 1.

NOT TO COME TO NEW-YORK.

E. S. Layman, assistant cashier of the Illinois Trust and Savings Bank of Chicago, who it was recently announced was to enter the service of the National City Bank, of New-York, in its foreign exchange department, has withdrawn his acceptance of the City Bank's offer. The reason for the step could not be learned yesterday.

NEW CARS FOR ST. LOUIS TRIP.

The Lehigh Valley Railroad has received its consignment of new Pullman cars, ordered specially for the through service to the St. Louis Exposition, and they are now running daily on the Black Diamond Express. They unite all the latest improvements of the Pullman Company, and are models of simplicity, elegance, comfort and strength. Their interiors are solid mahogany, finished in oil. The seats are upholstered in figured rich olive green, with velvet carpets of a color in harmony. The cars are lighted with electricity, and each berth has two electric bulbs, so that its occupant by the touch of a button controls light for reading or other purposes. The toilet and smoking rooms have disappearing stands, which, when not in use, can be folded up, thus adding to the space. There are no filigree or tapestry ornaments, to serve as catchers of dust and germs, and the ventilation is after the latest improved system. The route of this new through service is on the Lehigh Valley, the Lake Shore and the Big Four routes.

COMMITTEE TO RECEIVE BANKERS.

On the invitation of James Stillman, president of the National City Bank and president of the New-York Clearing House Association, the next annual convention of the American Bankers' Association will be held in New-York City on September 14, 15 and 16. The announcement comes from F. G. Bigelow, president of the association, whose home is in Milwaukee. The following committee on arrangements has been appointed: Stephen M. Griswold, chairman, president of the Union Bank of Brooklyn; G. S. Whitson, vice-president of the National City Bank; Walter E. Frew, vice-president of the Corn Exchange Bank; J. M. Donald, vice-president of the Hanover National Bank; S. G. Nelson, vice-president of the Seaboard National Bank; Albert H. Wiggin, vice-president of the Chase National Bank; Gates W. McGarrah, president of the Mechanics' National Bank; Henry P. Davison, vice-president of the First National Bank; William H. Porter, president of the Chemical National Bank; Gilbert C. Thorne, vice-president of the National Park Bank; William H. Perkins, president of the Bank of America; Edward H. Townsend, president of the Importers and Traders' National Bank; Samuel Woolverton, president of the Gallatin National Bank; W. C. Duvall, cashier of the National Bank of Commerce; A. S. Frissell, president of the Fifth Avenue Bank; Stephen Baker, president of the Bank of the Manhattan Company; Herbert L. Griggs, president of the Bank of New-York, N. B. A.; James G. Cannon, vice-president of the Fourth National Bank.

The first meeting of this committee will be held on June 8.

THE PRINT CLOTH MARKET.

[BY TELEGRAPH TO THE TRIBUNE.]

Fall River, Mass., June 4.—Brokers report a week of fairly good business in the local print cloth market. The sales exceeded 100,000 pieces, and that total is considered good, considering conditions and the fact that there was a day out. The market was irregular, but at that it was easier than in the week previous. The feature of the business was the condition of the market for regulars. The sales of them were small, and there was a drop of ⅛ cent in the price. Small lots were sold at the opening at 3⅜ cents, but on Thursday 3¼ cents was the best that could be secured. This was followed by a decline of ⅛ cent in the market for 28-inch 64x60's, while the 27-inch 56 squares advanced ⅛ cent from last week.

The decline in regulars was expected, as the general market had been selling on that basis for nearly a fortnight. The sales reduced the stock, for about two-thirds of the mills were shut down the entire week, and most of those in operation ran no more than half the week. Some of the unsteadiness in the market was due to the agitation for a cut in wages. A number of the mill men started a paper with that end in view, but they could not secure a sufficient number of signatures to warrant any step in that direction. When they failed it was thought that the paper was in the wrong hands, and another committee was tried, but the result was the same. It is evident that the mill men as a body do not regard a cut in the pay of operatives as the proper remedy for the troubles they have endured for many months. They place their only hope in the curtailment process, and that will be continued indefinitely.

The prices are as follows: 24-inch 64 squares, 3¼ cents; 28-inch 64x60's, 3½ cents; 56 squares, 3 cents; 38½-inch 64 squares, 4½@4¾ cents; 39-inch 68x72's, 4⅞@5 cents.

Foreign Resorts.

Bad-Nauheim

For convalescents we recommend the small and quiet GROSSH. BAD SALZHAUSEN, near Nidda, station on the Friedberg-Nidda R. R. Forest walks, sun baths, springs, excellent air.

Circulars free on application to General Director.

Waters Shipped Direct from Springs, Bad-Nauheim.

Heart Diseases.
Gout.
Rheumatism.
Diseases of Women.
Scrofula.
Nervous Diseases.

The Salts Shipped through Dr. Salinenrentamt.

Berlin. The Most Fashionable HOTEL of the Metropolis.
Opposite Friedrich Street Station.
Propr.: Adlon & Klicks.
The Continental.

COPENHAGEN
Hotel d'Angleterre
The Leading Hotel of the Metropolis
Entirely reconstructed with every possible luxury. Large Palm Court, Daily Concerts. Suites with baths. Omnibuses at Pier and Station.
Manager J. Aimino.

European Advertisements.

For the convenience of Tribune readers abroad arrangements have been made to keep the Daily Tribune on file in the reading rooms of the hotels named below:

LONDON SHOPS.

NEW & EXCLUSIVE DESIGNS IN SILKS FOR 1904.
FRENCH MILLINERY AND COSTUMES.
MARSHALL & SNELGROVE, LTD.
Vere Street & Oxford Street, London, W.
LACES, RIBBONS, HOSIERY, FLOWERS, AND DRESS MATERIALS.

HATCHARD'S
BOOKSELLERS,
187, PICCADILLY, LONDON, W.
Their shop has been the resort of the fashionable world for a hundred years. A special catalogue "Americans in England" sent free.

Foreign Resorts.

LONDON HOTELS.

SAVOY HOTEL, LONDON
HOTEL DE LUXE OF THE WORLD
The rooms are bright, fresh and airy, and delightfully quiet. Bathroom to every Suite.
SAVOY RESTAURANT.
The most famous Restaurant in Europe. The Orchestra plays during Dinner and the Opera Supper.

CLARIDGE'S HOTEL,
The Centre of Fashionable London
"The Last Word" of Modern Hotel Luxury. Charming suites with private entrance, bathroom, etc.! Over 300 rooms. Nearly 100 bathrooms. A magnificent Royal Suite.

THE CARLTON
Hotel, Restaurant, and Grill Room,
LONDON.

FRANCE, BELGIUM & HOLLAND

Grand Hotel PARIS
BOULEVARD DES CAPUCINES AND PLACE—DE L'OPERA. 1,000 ROOMS WITH PRIVATE BATHS. TARIFF ON APPLICATION.

MERCEDES HOTEL PARIS
PLACE DE L'ETOILE, 9 RUE DE PRESBOURG.
Entirely new constructed first-class Hotel; all the latest modern improvements; luxuriously furnished; most advantageously situated; open April 15th, 1904. A private bath-dressing room is attached to every suite and every bedroom; service de luxe.
A. CHAMBAZ, Managing Director.

PARIS (Favorite American House.)
Hotel Chatham.

PARIS
HOTEL DE LILLE ET d'ALBION,
223, Rue St. Honore, close to Place Vendome. First class. All modern improvements. Every home comfort. Large hall. Restaurant, luncheons and dinners at fixed price or à la carte. Telegrams: LILLALBION, PARIS.—Henri Abadie, Proprietor.

PARIS. Hotel de l'Athenee,
15, RUE SCRIBE,
OPPOSITE THE GRAND OPERA.
The Modern Hotel of Paris.
E. ARMBRUSTER, Manager.

Hotel du Palais Paris, 28, Cour de la Reine. Heated throughout, rooms from 4 frs.; with board 10 frs.

GRAND HOTEL D'AIX
Aix-Les-Bains.

AIX-LES-BAINS ROBERT TRAMU, Manager.
Louvre & Savoy Hotel
Electric Light. Facing Casino Park.

BRUSSELS LE GRAND HOTEL,
Grill Room. American Bar

OSTEND--HOTELS
ON SEA FRONT.
THE "CONTINENTAL," 400 BEDS.
" "SPLENDID," 400 BEDS.
" KURSAAL & BEAU SITE, 150 BEDS.
ARRANGEMENTS—PENSION, ROOM AND MEALS, $3 TO $5 PER DAY, ACCORDING TO LOCATION OF ROOMS.
AUG. DECLERCK, Proprietor.

Foreign Resorts.

HOTELS IN GERMANY.

AIX-LA-CHAPELLE
Nuellens Hotel

BADEN-BADEN Adjoining The Curhaus.
HOTEL MESSMER

DUSSELDORF
PARK HOTEL
Strictly 1st Class. Patrons—Best American Society.

FRANKFORT O/M THE LEADING HOTEL AND RESTAURANT.
FRANKFURTER HOF

FRANKFURT O/M Opposite Station
HOTEL BRISTOL.
Proprietors: FAHRIG & WOLF.

HEIDELBERG.
Hotel Metropole.
Fine Park. Trout Fishing. VERY FIRST CLASS.

HOTEL De RUSSIE,
Newest & Most Elegant in Munich.

MUNICH ALL MODERN COMFORTS FINEST SITUATION
CONTINENTAL HOTEL

NURENBERG Hotel-de-Luxe of Nurenberg
WURTEMBERGER-HOF

WIESBADEN
Hotel Wilhelma
NEW HOTEL-DE-LUX.
AUTOMOBILE GARAGE.

WILDUNGEN-BAD
HOTEL KAISERHOF
Entirely rebuilt. Lift. Electric Light.

WILDUNGEN-BAD
THE QUISISANA
FAVORITE HOTEL OF AMERICANS.

AUSTRIA AND SWITZERLAND

(AUSTRIA.)

VIENNA The Finest Hotel in Austria.
HOTEL BRISTOL
Located on the Fashionable Karntherring, and the favorite resort of Americans. Perfect French Cuisine and choice wines.

BUDAPEST
GD' HOTEL HUNGARIA
First-Class Hotel with Panoramic View over the Danube. Every modern comfort. Exclusive American & English patronage. CHARLES J. BURGER, Manager, formerly of Imperial Hotel, Vienna.

GENEVA
HOTEL BEAU RIVAGE
Finest Position on the Lake, facing Mont Blanc. Beautiful Terrace. Concerts in Summer. Public and private baths. Lifts. Electric light all over. Steam heating. Every modern comfort. Managed by Proprietors. MAYER & KUNZ.

INTERLAKEN. Elevated Position. Airy & Quiet.
RUGEN-HOTEL JUNGFRAUBLICK
DELIGHTFUL VIEWS OVER GLACIERS AND LAKES. J. OESCH-MULLER, Proprietor & Manager.

LAUSANNE
Grand Hotel
LTD. CO. HOTELS BEAU SITE, & RICHE-MONT.
THE MODERN HOTELS OF LAUSANNE,
SUPERB VIEWS OF LAKE AND MOUNTAINS.
BEST AMERICAN AND ENGLISH PATRONAGE.

MARIENBAD.
HOTEL WEIMAR.

ZURICH (OPEN THE YEAR ROUND)
The Baur au Lac.

ITALY AND SOUTH OF FRANCE

GENOA. IN BEAUTIFUL PRIVATE PARK.
"EDEN PALACE."

METROPOLE HOTEL, ROME,
Avanzi Hotel Metropole & Ville
American and English Family Hotel. Always open. Full South near Station. Thoroughly modern & moderate rates.
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