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# New-York Daily Tribune.

SUNDAY, AUGUST 21, 1904.


## THE NEWS THIS MORNING.

FOREIGN.—A furious bombardment of Port Arthur preceded the main assault, which, according to Japanese officials, was to have been delivered yesterday morning; there was a rumor at Che-Foo that the Japanese had been repulsed, but its source could not be found. ═ The Japanese troops captured on August 19 An-Shan-Chan, which commanded the Russian southern line of defences between Liao-Yang and Hai-Cheng; the Russians retreated north along the railroad. ═ Dispatches received by the Russian admiralty said that the cruiser Novik had reached Korsakovsk, Island of Saghalien, and that the Diana had arrived at Saigon; the latter report lacked confirmation. ═ Orders were issued by the Taotai at Shanghai to the commanders of the Askold and Grozovoi to leave port or disarm; there is little doubt that the warships will be dismantled. ═ An imperial ukase called to the colors reserves from forty-five districts of the Russian Empire. ═ President Amador denied the reported occupation by Panama of a part of Cauca's territory. ═ The truce between the insurgents in Paraguay and the government troops has been extended; many of the regular soldiers were said to be deserting to the rebels.

DOMESTIC.—Many barges were lost or were in danger in the heavy gale that prevailed on Long Island Sound. ═ Rain at the World's Fair in St. Louis, leaking through the roof of the Palace of Manufactures, ruined $500,000 worth of gowns on exhibition by Paris dressmakers. ═ Seven lives were lost in a cloudburst at Globe, Ariz., and $500,000 property loss was occasioned. ═ May wheat jumped two cents a bushel in Chicago to $1 16¼, and several million bushels changed hands in a few seconds. ═ Two candidates were nominated for Congress by the Republicans of the IIId West Virginia District. ═ Senator Hoar, it was said at Worcester, Mass., was growing steadily weaker, although it was believed he would last several days. ═ It was announced at Washington, Conn., that a physician had been fleeced of $5,000 by confidence men. ═ John W. Gates, it was reported at Saratoga, lost $18,000 at faro on Friday night.

CITY.—Stocks closed lower. ═ Joel M. Marx, Assistant United States District Attorney, received a letter threatening him with death; he declared that the United States Secret Service would begin hard work against the Black Hand; the name of every member had been obtained, he said. ═ A heavy downpour of rain did much damage in this district, greatly delaying traffic. ═ A suggestion was made to call a national convention and nominate a radical Democrat for President. ═ A new record for the May option in wheat was made in a boom in prices at the Produce Exchange. ═ The Manzino boy was unable to find the house in which he was kept. ═ An Italian bride of a few weeks was found murdered. ═ The Black Hand threatened the landlord of one of its enemies in case the latter were not ejected.

THE WEATHER.—Indications for to-day: Fair. The temperature yesterday: Highest, 81 degrees; lowest, 65.

*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.*

## UNCENSORED "HUMOR."

The Hon. John Sharp Williams's speech at White Sulphur Springs does not seem to have contributed greatly to the gayety of the Democratic canvass. Democratic editors do not know exactly what to think or say about it. Judge Parker has indorsed the Hon. Henry G. Davis's reply as "excellent," but has discreetly refrained from committing himself to the "excellence" of the Mississippi statesman's venture into the field of serio-comic fustian. Too much adulation has evidently warped the Hon. John Sharp Williams's judgment. It is difficult otherwise to account for his failure to meet a serious political duty seriously. The Hon. Champ Clark at Esopus was a model of lamblike moderation and temperance; but Mr. Williams at the White Sulphur Springs ceremony scorned the thought of being either conventional or subsidiary. His tiresome and labored bombast was doubtless meant to furnish the "keynote" which the Democratic canvass so sadly lacked. Instead it only disconcerted the venerable nominee whom it was supposed to enlighten, and got on the nerves of the party generally as a mistaken effort to mix serious politics with farce comedy.

Mr. Williams's pointless horseplay last Wednesday can hardly fail to injure his reputation as a responsible political leader. His desire to be jocose carried him, indeed, into palpable extravagances and inconsistencies. If his argument on the tariff issue meant anything it meant that trade between the United States and other countries should be as free as trade between the different States. Yet Mr. Williams has never had the courage to avow such a belief in serious and sober language. Last winter, when the Hon. Bourke Cockran made a strong free trade speech in the House of Representatives, Mr. Williams, as the Democratic leader of the House, took pains to disavow his sympathy with the Tammany orator's programme. Nor would he say to what extent Mr. Cockran reflected the Democratic party's principles and ideas.

At the St. Louis convention Mr. Williams made a draft of the Democratic platform for the sub-committee of the committee on resolutions. That draft contained these sentences:

> We favor a wise, conservative and business-like revision and a gradual reduction of the tariff, . . . keeping in view, as men of common sense should, existing conditions, however wrongfully, mistakenly or unjustly brought about, and the danger to the cause of tariff reform itself of abrupt and revolutionary reversal of policy.

This masterly application of Cobdenism, of the belief that protective barriers have no more right to be raised against the outside world than they have to be raised by one State against another, did not appeal to the full committee. That body was inclined to think that Mr. Williams was too lukewarm in the true Cobdenite faith, and it struck out his counsel of caution and accepted from Colonel Bryan the bolder declaration that protection is "a robbery of the many to enrich the few." Yet on this record, only a month old, Mr. Williams presumes to go to the White Sulphur Springs ceremony and deliver a fantastic argument, exhibiting himself as a bona fide Cobdenite, thirsting for the day when American tariffs will all be abolished and American custom houses all razed.

The Democratic candidate for the Vice-Presidency, whose record as a protectionist is well known, and who, with Judge Parker, is now asking votes on the ground that under a Democratic administration "protectionist ideas will be entirely safe," may, or may not, have appreciated Mr. Williams's humorous demonstration that tariffs of all sorts are illogical, indefensible and absurd. Perhaps he dozed through that demonstration. At any rate, he deftly evaded any recognition of the fact that Mr. Williams's bungling humor had laid bare one of the essential false pretences of the Democratic campaign. The Mississippi orator needs a censor. He is out of harmony with the "keynoters" at Esopus and Elkins. His next campaign utterance should be "judiciously and judicially" pruned of jests.

## THE CONSTITUTION CLUB OF 1864.

"The New-York Evening Post" does great injustice to earlier generations of friends of the Constitution in its enthusiasm for the unique splendor of the Parker Constitution Club. It says:

> Even under the stress and strain of a great civil war Mr. Lincoln respected and revered the Constitution. There were no constitutional clubs organized to oppose his re-election, and there was no fear in any quarter that the underlying principles of this nation were endangered by his presence in the White House.

If "The Evening Post" will turn to its almanac it will find that in 1864 a Constitution Club nearly two million strong was formed to oppose President Lincoln's re-election on a declaration almost identical, when allowance is made for changed circumstances and concrete issues, with that put forth by the Parker Constitution Club. The Democratic National Convention which met at Chicago on August 29, 1864, and nominated George B. McClellan for President adopted a platform containing these planks:

> Resolved, That this convention does explicitly declare, as the sense of the American people, that, after four years of failure to restore the Union by the experiment of war, during which, under the pretence of a military necessity of a war power higher than the Constitution, the Constitution itself has been disregarded in every part, and public liberty and private right alike trodden down, and the material prosperity of the country essentially impaired, justice, humanity, liberty and the public welfare demand that immediate efforts be made for a cessation of hostilities. . . .
>
> Resolved, That the direct interference of the military authority of the United States in the recent elections held in Kentucky, Maryland, Missouri and Delaware was a shameful violation of the Constitution. . . .
>
> Resolved, That the aim and object of the Democratic party is to preserve the federal Union and the rights of the States unimpaired; and they hereby declare that they consider the administrative usurpation of extraordinary and dangerous powers not granted by the Constitution, the subversion of the civil by military law in States not in insurrection, the arbitrary military arrest, imprisonment, trial and sentence of American citizens in States where civil law exists in full force, the suppression of freedom of speech and of the press, the denial of the right of asylum, the open and avowed disregard of State rights, the employment of unusual test oaths, and the interference with and denial of the right of the people to bear arms, as calculated to prevent a restoration of the Union and the perpetuation of a government deriving its just powers from the consent of the governed.

That denunciation of President Lincoln by the Democratic Constitution Club of 1864 sounds strangely like the denunciations of "Emperor" McKinley and the "Lawless" Roosevelt by the Democratic Constitution clubs of more recent date. That denunciation was ratified by the votes of 1,811,754 persons. There were no constitutional clubs organized to oppose President Lincoln's re-election? There was no fear in any quarter that the underlying principles of this nation were endangered by his presence in the White House? Dear "Post," we thank thee for those words! We might have written columns without so clearly demonstrating the abiding spirit of the Democracy from McClellan to Parker, which abuses Roosevelt just as it abused Lincoln; or so pointedly exposing in all their ridiculousness the pretence and sham of the Constitution Club and the St. Louis platform and Judge Parker with their pharisaical pose of superior devotion to law. Any Republican President would feel humiliated who did not find Democrats denouncing him as a violator of the Constitution and an enemy of liberty, just as they denounced the first Republican President, Abraham Lincoln.

## FOUR ABLE MEN.

It was in a former Russian war that the poet prophesied there would be a "sudden making of splendid names," a prophecy which was in a measure fulfilled. In the present Russian war we can scarcely point to many such, thus far, largely for the reason that this war is in the main being conducted by veterans of established reputation. At least, however, we may say that some of these have acquitted themselves in a manner well worthy of their earlier fame; and that is a gratifying thing to say, for the reason that a new man has nothing with which his doings may be compared, and therefore if he fails no great expectations of him are disappointed, but the veteran has a record for comparison, and if he does not live up to it he not only fails in his new enterprise, but also seems to fail the more because of the unfavorable contrast. There are at least four of the most prominent officers in this war, then, who have done so well as to justify their former reputation and to fulfil the hopes which were founded thereon.

Admiral Togo is one. His management of affairs at Port Arthur has been most masterly. For months he has held in helpless check a fleet little less powerful than his own, and has now inflicted upon it staggering losses, at a minimum of cost to himself. It is difficult to see where he has made one false move. It is folly to say he should have closed in upon the Russians when they made their sortie, as Sampson did at Santiago. He was very differently situated from the American admiral. He had all of Japan's eggs in one basket, and he could not risk smashing them. If he had closed in he might have destroyed the whole Russian fleet, but he would have probably lost a considerable part of his own. The latter was just what Japan could not afford to have him do. His commission was to destroy the enemy without loss to himself, and that was what he went about in the most prudent and most effective way.

Admiral Kamimura is another. People railed at him for letting the Vladivostok fleet come out and make raids, and some are now wondering why he did not chase the two survivors of that fleet northward, instead of letting them escape and reach home. Such critics misapprehend his commission. He was not told to blockade Vladivostok or to pursue the Vladivostok ships, but to guard the Corean Strait. That was his business, and nothing else, and that was what he did. When the Vladivostok fleet came down thither, to co-operate with the sortie from Port Arthur, he attacked it, despite its superiority to his own little squadron, and effectively disposed of it. He sent one of the three ships to the bottom, and so riddled and smashed the other two that they will probably never leave port again. Why he did not follow them up and capture them was because he must not leave the strait unguarded, lest some fleeing vessel from Port Arthur should slip through. He knew his duty and he did it, to the Mikado's taste.

Admiral Skrydloff is a third. We have already expressed appreciation of his boldness in initiative and execution. His enterprises with the Vladivostok squadron were worthy of the ablest naval commander in the world. Had he been in command at Port Arthur from the beginning it is quite possible that Russia, and not Japan, would now have had command of those narrow seas. His force was too small for the accomplishment of much, and the activity at Port Arthur was exhibited too late in the campaign to be effective. But he has the glory of having, with his four cruisers, given Japan more uneasiness than all the rest of the Russian fleet was able to give. His name will live as one of the brightest in the annals of this war.

General Kuropatkin is the fourth. It has been easy to jeer at him for having so often and so far to retreat, and to recall his flamboyant boast that he would drive the Japanese into the sea and dictate terms of peace at Tokio. Well, he did speak rashly; as other good men have been known to do. He knows better now. Moreover, he has been retreating, and may retreat some more. But it has been a masterly retreat, before an overwhelming force. Retreat lacks the glamour and the glory of victorious advance, yet it is often no less meritorious. Recall the classic retreat of the Ten Thousand. They won far greater glory in their retreat than their foes did in advancing upon them. Kuropatkin has been for many weeks confronted by armies outnumbering his by two or three to one, and occupying, too, the more advantageous position. To have been drawn into a general battle would have been madness. He would have been smashed, and Russia's power in the Far East would have been annihilated. It has been a great achievement for him to hold his ground against frontal attacks and against flanking movements for so long a time, and to withdraw in such good order and with such little loss of men and munitions. He may get smashed in the end, but he has masterfully postponed the day of wrath and gained opportunity for Russia to send, if ever she can send, sufficient reinforcements to make an aggressive movement possible.

There are others. We shall hear of them before the war is over. Indeed, we are already hearing of some who are perhaps worthy to be ranked even now with those we have named. But these four and no more would be sufficient to mark this conflict as rich in high spirit and in real military genius.

## BROOKLYN STREETS.

The recent report by the President of the Borough of Brooklyn upon the amount of building and highway improvements under way in his part of the metropolis may be gratifying to local pride, but it is to be doubted if it will give much real satisfaction to the multitudes of Brooklynites who are daily and nightly suffering from the outrageous condition of some of their principal thoroughfares. It would probably be judicious to say that the streets of Brooklyn were never before, in the modern era, in anything like so bad a condition as at present and for some time past. They would be a disgrace to a third rate country town, not to mention the second borough of the second city of the world. We are not referring to the streets which are torn up for purposes of tunnel construction or sewer laying, though it may be remarked in passing that these latter works are being done with a cynical disregard for public rights and comfort and decency such as the subway operations in Manhattan even could not surpass; nor to the ill treatment of highways by the trolley companies, which is beyond the power of words to characterize; but to the condition of the pavements of many of the chief streets which have suffered no such invasion.

Greene-ave., for example, one of the chief highways of that part of the city, has for months been in a condition in which driving is never comfortable, and is often positively dangerous. The asphalt is full of holes, from a few inches to a foot in depth, and from a few feet to many square yards in area. In some places these holes have been filled with common soil, ashes and what not, with the result that the street is made extremely foul with dust and mud. In other places cobblestones and bowlders have been dumped into them, helter-skelter, rising in jagged piles high above the street level and presenting obstructions threatening to break horses' legs and wreck vehicles. Lewis-ave., another main artery of travel, has for months been a wild wallow of hills and hollows, along which it is difficult to drive in daylight and positively dangerous to traverse after dark. Hancock-st. in parts is scarcely better, and is being made a storage ground for building material of all kinds. Bedford-ave., despite its recent repaving, is for some distance on the most travelled part in an abominable state.

The condition of the chief crossings of Atlantic-ave. is simply scandalous. The manner in which the reconstruction of the Long Island Railroad has been permitted to drag is in itself bad enough; but there can be no shadow of an excuse for keeping such crossings as those at Grand-ave., Bedford-ave. and Albany-ave. in a state that imperils the legs of horses and the necks of drivers. Whatever becomes of the rest of the avenue, which is monopolized by the railroad, these crossings should be—should months ago have been—put into decent and safe condition. Now people have to drive across them over rattletrap board floorings full of holes and cracks big enough to catch a horse's foot, over deep holes and ditches such as might easily cause horses to stumble and fall, and among piles of dirt and stones and rubbish calculated to put a steeplechaser to his mettle. We have hitherto referred to the nuisance that is maintained at the junction of Bedford-ave. and the Eastern Parkway, where the highways are obstructed by a big boxed-in monument and people are compelled to drive over a deep ditch and two or three lines of curbing to get past. The same story is repeated all over town. There are few important thoroughfares in the borough that are not out of repair, while many of the most important are in a scandalously unsafe condition. There is no public need which more urgently demands Mr. Littleton's attention than that of street repairs.

## MOTOR CARS AND RAILROADS.

The frequency of automobile disasters at the grade crossings of railroads strongly suggests recklessness upon the part of the drivers of those vehicles. In several recent cases such recklessness has been quite obvious. It seems to be a part of the too common spirit which animates motormen. Arising from the sense of superior power, or from the intoxication of speed, or from whatever other source, it leads them to disregard the rights and safety of all other users of the highways, to violate contemptuously the speed laws of the community, and, as we now see, to imperil their own lives. They become so accustomed to dashing at top speed over the crossings of ordinary roads, leaving it to other travellers to look out for themselves, that they now treat railroads in the same way, thinking it is for the trains to look out for them and keep out of their way.

In that, we venture humbly to suggest, they are mistaken. Big and powerful as a motor car is, a railroad locomotive is bigger and more powerful, and in a collision between the two the motor car is sure to fare the worse. There was an Indian chief who was most proficient in the use of the lasso. Man or horse was certain to fall a victim to his deadly noose. Even the biggest bull among the bison herds was snared and felled by him. Emboldened by his unbeaten and unrivalled prowess, one fatal day he tried his skill upon the engine of an express train. The coils flew gracefully through the air, and the noose fell neatly over and about the smokestack. The Indian braced himself upon his pony, and the pony braced himself upon the ground. But when the rawhide broke, five miles further down the road, and he disengaged his tattered remains from a miscellany of ties, rails, ballast and what not, the noble red man sorrowfully confessed that the "medicine" of the white man was greater than his.

Now, we are not arguing in favor of grade crossings. On the contrary, we are now, as we have long been, strongly in favor of the abolition of them, in city and in country, and until they are abolished we insist that they should be guarded in the most thorough manner. But we submit that of all people who traverse them drivers of motor cars have least cause to complain of their dangers. The driver of a horse is at a disadvantage, for the horse may be afraid of the cars, and it may seem necessary, therefore, to make a dash to cross before the train comes along. But the driver of a motor car is free from that consideration. He can run his car right up to within a few feet of the railroad track and stop it there, where he can see to a certainty whether a train is approaching or not, and if one is near he can wait there in perfect safety until it has passed. If he can't spare the time, if he thinks his reputation as a scorcher will be forever blasted and life be made no longer worth living if he thus spends thirty seconds in taking reasonable precautions, why, then, we suppose, he must get smashed by the locomotive and die as the fool dieth.

**We are more fortunate than our opponents, who now appeal for confidence on the ground, which some express and some seek to have confidentially understood, that, if triumphant, they may be trusted to prove false to every principle which in the last eight years they have laid down as vital, and to leave undisturbed those very acts of the administration because of which they ask that the administration itself be driven from power.—(President Roosevelt.**

The Hon. "Pat" McCarren believes in letting the other "harmonizers" walk the floor.

The report that immense bodies of Chinese soldiers are drilling in the interior of the empire under Japanese officers helps to explain the recent orders for economy in China in order to place its army on a proper footing. If the Japanese can make as good soldiers out of Chinamen as those who have put the Russian Bear to flight, the Far East will soon be able to attend to its own affairs without European aid or interference.

The Hon. James K. Jones dropped into Democratic headquarters and announced emphatically, "We are going to win!" Mr. Jones finds it hard to break away from the prediction habit.

"Silence," says Carlyle, "is the element in "which great things fashion themselves together; "that at length they may emerge, full formed "and majestic, into the daylight of Life, which "they are henceforth to rule." But Carlyle, of course, wrote this eulogium long before the silence of Esopus was broken, and something very different from what he describes emerged.

"Frost in the Adirondacks!" Time to think about fall, for the "melancholy days" are on the way.

A lively discussion is in progress in some of the newspapers concerning the safest place for passengers to take in passenger trains. Some writers are positive in their convictions that the rear car is the safest place. Others favor the theory that the middle part of the train is, as a rule, more secure than the coaches at the front or rear. One thing is indisputable: A stoutly built Pullman affords far better protection to its occupants than the average coach.

The England of the East is now mistress of the Oriental seas.

## THE TALK OF THE DAY.

A library of seventeen hundred volumes on "matrimonial institutions" has been presented to the University of Chicago. It ought now to be possible for nearly every Chicagoan to find out what kind of matrimonial institution he prefers.

### A BIT OF WHITMAN.

It is afternoon. I am sitting on the bleachers with
some one's feet in my coat pockets.
There are about me eleven thousand fellow-men,
with their mouths open,
And pop bottles on the way to or from them.
Occasionally they shout.
I am stunned, deafened, confused by the mighty
outpouring of sound vibrations,
But I do not mind it.
I am wedged between mountains of flesh, somewhat
moist.
It is hot.
I am baked, parboiled, incinerated and perspiring.
But not so much so as the man next to me, whose
collar resembles a rag.
He is fat.
For five cents I have protected myself against the
adamantiness of the planks beneath me
By a cushion.
On the whole, I am very happy.

A man has stepped to the plate.
He is a short, squat man, earnest, purposeful, with
wide hands, a red neck and dirt on his pants.
I know him.
Last year he batted .388.
He is homerunful.
If he hits the ball I have won two bones from the
man beside me.
It is a crisis.
The multitude, intense, surging, wild-eyed, holds
onto its breath with both hands.
Suspense incarnates itself.
Hark!
The short, squat man has connected with the ball.
Like the spokes of a chariot wheel his legs revolve
toward first base.
I yell.
I throw my hat, recently bought, in the direction of
left field.
My back receives the castigations of many maniacs
behind me, while
Pandemonium, lurid, deep-lunged, intense, stalks
about the grounds with its coat off.
Hush!
Some one has turned off the cheering.
A thing called the umpire has brayed.
The short, squat man is out.

I hear cries about me.
They indicate rage, anger, fury, frenzy, disgust,
hate, loathing, repulsion, passion, aversion,
despair—what you will.
I join in them.
They reflect my sentiments to a T.
I dash my cushion to the ground.
I climb to my seat and yell, "Lynch the black-
hearted robber!" "Run him off the grounds!"
"Desiccate him!"
These, with other expressions and epithets of which
I am now ashamed.
I boil with rage.
The fat man next to me has pocketed my money.
—(The Council Bluffs Nonpareil.

Women who are desirous of entering the medical profession encounter a discouraging situation in Germany. An association of physicians has sent to the directors of 613 high schools a circular for distribution among the students, in which these are warned against entering the medical profession, which is described as being disastrously overcrowded, the number of physicians being nearly thirty thousand, or more than double what it was in 1876. The situation is aggravated by the abolition of the law against quacks, and by the insurance clubs, which hire doctors at starvation wages.

Hard Luck.—"How is Green getting along with his flying machine manufacturing company?"
"He's had some hard luck."
"How so?"
"Why, he completed his first machine the other day and was just about to make an ascension when the blamed thing broke away and flew out of sight. And now everything's up in the air."—(Cleveland Plain Dealer.

The season of English opera at Drury Lane has not been in vain. A lady in Bayswater went down to see her cook the other morning. "Maria," she said, "you've been doing your work very badly for some weeks past. I won't have it!" "Mum," replied the cook; "cooking ain't my call. Work ain't my call. Hopera's my call, only I don't know whether I'm a contrasto or a Sultana!"

The Cost of Firing Cannon.—Modern naval warfare is one of the most costly things that can be imagined, and a combat between two fleets means the expenditure of vast sums of money. Some idea of the high cost can be arrived at by taking a Japanese warship like the Kasuga or Nysshin and calculating the number of shots she would discharge, say, at Port Arthur. The first named ship carries four cannon which cost $30,000 each. One of these guns can fire two shots a minute, and every shot costs $400; thus in five minutes these four cannon can discharge forty bombs at a cost of $16,000. The smaller cannon cost each $18,000, and every shot they fire means an expenditure of $70. They are very rapid, and it is estimated that in five minutes the twelve cannon could discharge shot to the value of nearly $35,000.—(Leslie's Weekly.

A young woman of Geneva has just coughed up a coin which she swallowed fifteen years ago. Thrift is a capital thing. Many girls might have squandered the money in foolishness.

No Use for It.—The Czar—Viskyvitch.
The Orderly—Your highness.
The Czar—Go and take down that sign in the front parlor window.
The Orderly—Which sign, your highness?
The Czar—Boy wanted!—(Cleveland Plain Dealer.

# About People and Social Incidents.

## NEW-YORK SOCIETY.

Summer is drawing to a close. At Saratoga, at Newport, at Bar Harbor and Southampton the season is nearing its end, and the people there are already preparing to flit to their country places in Westchester County, on Long Island, along the Hudson valley and in New-Jersey for that most delightful of all times of the year—namely, the American fall. Country house life, especially in the suburbs, with town easily reached by means of fleet motors, possesses much fascination for New-York society, and there seems to be a growing tendency to prolong this country house season of the spring and of the autumn at the expense of the summer resorts.

Sir Charles Rose, who has arrived here from Europe, and who is now in this city, is the former business partner of Levi P. Morton in the Anglo-American banking house of Morton, Rose & Co., and the former racing partner of King Edward when Prince of Wales. He is half an American, his mother, a famous beauty in her day, having been the daughter of Robert Emmet Temple, of Rutland, Vt. He has become a baronet recently, and is the second son of the late Sir John Rose, of Montreal, who, after being Finance Minister of Canada, represented the Dominion as its High Commissioner in London, becoming the principal financial adviser of the Prince of Wales and a member of his council.

Sir Charles had four sons, all of whom took part in the Boer war, where the elder two lost their lives. One of Sir Charles's sisters is Lady Stanley Clarke, whose husband, the general of that name, is crown equerry to the king, and one of the senior members of his household. A brother, Captain Edward Rose, formerly of the Tenth Hussars, spent several seasons in New-York with his wife, Lady Cecilia Rose, after leaving the army.

Sir Charles is as familiar a figure in the yachting world as on the turf, and has owned the Emerald, the Satanita and the Aurora, and in 1896 issued a challenge for the America's Cup, which was afterward withdrawn at the instance of the Royal Yacht Squadron, to which he belongs. Besides being a banker, a yachtsman and a member of the Jockey Club, he has sat in Parliament, and as an officer of the Montreal artillery took part in the military operations in Canada in connection with the Fenian raid thirty-five years ago, and helped Lord Strathcona and Mountstephen build the Canadian Pacific Railroad.

Among the notable arrivals of the week which opens to-day will be that of the Archbishop of Canterbury, who, with his wife, Mrs. Davidson, and two chaplains, will be here on Friday on the Celtic. Mrs. Davidson is a daughter of Archbishop Tait, of Canterbury. The Archbishop has precedence in England over all subjects of the Crown, except royalty, and outranks all dukes, the Lord High Chancellor and the Premier. Mrs. Davidson, however, does not share her husband's rank or official precedence, and if the latter is accorded to her in society it is only as a matter of courtesy. The Archbishop, who is the first Primate of All England to cross the Atlantic, will spend a day or two in New-York before starting for Canada, and on his return from there will make a more extended stay here.

Mrs. Gouverneur Kortright is due here from Europe day after to-morrow. She has been abroad all summer, and on her arrival will go to Newport for the balance of the season.

Mr. and Mrs. Edward McVickar, who have been spending the summer at Seabright, N. J., and at Greenwich, Conn., return to town on September 6.

Mr. and Mrs. Bradish Johnson and Miss Johnson are at Richfield Springs.

Mr. and Mrs. Augustus D. Juilliard return from Europe in September, and will spend the fall at their cottage at Tuxedo.

Mr. and Mrs. Frederick H. Allen, who have been staying at Newport with Mr. and Mrs. George Peabody Wetmore, returned yesterday to their place at Pelham Manor, N. Y.

Mr. and Mrs. H. K. Bl[illegible], who spent last week in town, have returned to their country place at Great Barrington, Mass., where they have been throughout the summer.

Coadjutor Bishop and Mrs. David H. Greer and Miss Greer are still at Easthampton, and will not return to town until the middle of next month.

Countess Henri de Frankenstein, who is spending the summer at Nantucket with her mother, Mrs. William Cullen Brewster, is booked to sail for her home in Italy on September 17.

Mr. and Mrs. Charles Dewar Simons will remain at their country place at Arden, N. Y., until late in the fall.

Mr. and Mrs. Arthur R. Whitney and the Misses Whitney have returned to their place at Morristown, N. J., from their trip to the Yellowstone and to St. Louis.

Mr. and Mrs. J. H. Jacquelin are spending the summer at Bernardsville, N. J.

Mr. and Mrs. Harold E. Griswold, who are spending August in the Adirondacks, have leased the Hopkins place, in Elm-st., Morristown, N. J., and will take possession of it on October 1.

Mrs. George G. Frelinghuysen and Miss Frelinghuysen have returned from Europe, and are at their home at Morristown, N. J.

Mr. and Mrs. Philip Rhinelander and Mr. and Mrs. W. V. B. Kipp, as well as Dr. and Mrs. Isaac L. Kipp, Mrs. Augustus Kountze and Mrs. Carl Neuhoff, are in the White Mountains, at the Waumbek.

Mrs. Charles H. Coster and the Misses Coster leave Southampton on September 1 for Tuxedo, where they will spend the fall.

Charles Gibson arrived at Newport to-day for a visit from Nahant, Mass., where he has been spending the summer.

## SOCIAL NOTES FROM NEWPORT.

[BY TELEGRAPH TO THE TRIBUNE.]

Newport, R. I., Aug. 20.—It was a most disagreeable day in Newport; it rained hard all day, and, as a result, there was little going on. It prevented the play in the polo ttournament, and the wind had kicked up such a sea outside that the yachts were unable to start in the ocean race for the Brenton Reef Cup. The drives were deserted this afternoon, and there were few persons at the Casino during the concert time. In order to use up the day there were a score of luncheons in the cottage colony, and this evening there were a number of dinner parties.

Among those entertaining at dinner to-day were Mrs. Ogden Mills, in honor of her guest, Miss Alice Roosevelt; Mrs. Edward J. Berwind, Mrs. Austin Flint, jr., Mrs. William Grosvenor and Mrs. Harry Lehr. The latter was the largest affair of the evening, the guests numbering eighteen, and included Mr. and Mrs. George B. De Forest, Mr. and Mrs. T. Shaw Safe, Mr. and Mrs. Charles M. Oelrichs, Dr. and Mrs. H. B. Jacobs, Mr. and Mrs. W. Storrs Wells, Mr. and Mrs. H. Mortimer Brooks, Senator and Mrs. George Peabody Wetmore and Mr. and Mrs. Richard T. Wilson, sr.

Luncheons were given to-day by Mrs. Nathaniel Thayer, Mrs. Oliver H. P. Belmont, Mrs. George B. De Forest, Mrs. Elbridge T. Gerry, Mrs. Benjamin Thaw, Mrs. Richard Gambrill and Mrs. William Payne Thompson.

Mr. and Mrs. F. P. Sands to-day made a denial of the reported engagement of their daughter, Miss Mary Sands, to Lorillard Spencer, jr.

Mrs. F. O. French gave a dinner dance this evening for young people.

## TUXEDO PARK NOTES.

[BY TELEGRAPH TO THE TRIBUNE.]

Tuxedo Park, N. Y., Aug. 20.—Many of the Tuxedo residents who vacated their cottages several weeks ago to go to the seashore are preparing to return in the first week in September, and by the 15th Tuxedo again will be full of life. The cool weather of the week's end brought out a number of well known New-Yorkers to pass Sunday among the cottagers.

Among those who are entertaining guests over Sunday are Mr. and Mrs. William P. Hamilton, Mr. and Mrs. Alfred Seton, jr.; Mr. and Mrs. H. S. Redmond, Mr. and Mrs. W. B. Smith, Mr. and Mrs. William C. Fargo, Mr. and Mrs. Price Collier and Mr. and Mrs. H. M. Tilford.

Mr. and Mrs. Grenville Kane vacated their cottage on Tuesday to pass several weeks at Newport, and Mr. and Mrs. Henry W. Poor have returned to Gloucester.

Two troops of West Point cadets, under command of Captain Marshall, arrived in Tuxedo Park on Friday, camping on the grounds of the Tuxedo Gun Club over night and returning to West Point to-day. The officers were entertained at the clubhouse by William P. Hamilton.

Mr. and Mrs. Fred Foster, who were abroad, returned to their Tuxedo cottage early in the week.

W. MacNeill Rodewald closed Hillside on Monday to pass several weeks at Narragansett. He will return to Tuxedo early in September. Mr. and Mrs. Herbert C. Pell have leased the Hall cottage at Southampton.

Among those who will occupy their new cottages during the autumn are Mr. and Mrs. William V. Hoffman, Mr. and Mrs. Arthur P. Lord, Mr. and Mrs. Harleston Deacon, Mr. and Mrs. W. H. N. Voss and Mr. and Mrs. F. R. Halsey.

Mr. and Mrs. Spencer Trask, who have passed the summer at Saratoga, will open their Tuxedo villa about the second week in September.

Among the week's arrivals were Mr. and Mrs. A. Monell, Dr. Van Dusen, Captain Andrews and Captain Marshall, of West Point; Frank Lazarus, Mr. and Mrs. C. S. Lee, Miss Cornelia Lee, Miss Page, Miss Hay, J. C. Lord, G. E. Barton, Goold Hoyt, H. G. Barbey, John Hubbard and M. A. Wesendonck.

## WAR VIEWS OF EXPERTS.

### *Defects of Russian Military System —Sea Problem Simplified.*

[FROM THE TRIBUNE BUREAU.]

Washington, Aug. 20.—The announcement in today's dispatches from St. Petersburg of the call for the officers of the reserves is construed by the military experts here as indicating the intention of the Czar to prepare for the augmentation of the force in Manchuria. The defects of the military system in that country are now recognized to be mainly those of lack of preparedness on the part of the Russians. They have been found from the first of inadequate strength in all the engagements, a deficiency which is partly accounted for by the fact that the Russians had a very long line of defence to maintain in expectation of Japanese advance and flank movement. If, since the latter crossed the Yalu, the Russians have increased their force, they may be able to meet the Japanese on something like equal conditions at Liao-Yang and further north. It is entirely a matter of conjecture just what the Russians have accomplished in that direction, and military expert view is by no means unanimous in its estimate of that belated preparedness of the Russians. The developments of the next few weeks are consequently awaited with keen interest, as disclosing the purpose of the Russians and the ability of that adversary to cope with its opposing force.

On the sea, the problem, according to the judgment of the American naval officers, appears to have been simplified for the Japanese by the crippling of some of the Russian ships, but it is by no means solved, since there is still a floating efficiency in control of the Russians. The advantages are still with the Japanese in considerable measure in the element of personnel, ingenious resource and marksmanship, a combination of attributes which would count in favor of the possessor even were the odds of tonnage on the side of the Russians. The discussion of the value of the Baltic squadron takes into consideration the length of time it will take for those ships to reach Asiatic waters and the difficulty of making a safe harbor. They may be able to combine with the remnant of the Russian navy in the Far East and take advantage of the worn-out Japanese, who must by this time be in a sad way themselves, unless they have been able to repair damages and restore the strength of the personnel by means of which we know nothing. It is expected that the Japanese will continue their close watch upon Port Arthur and prevent the intended union of the Russian ships from that place with those at Vladivostok. It is the one thing which the Russians can hope to effect now with its floating force, outside of the depredations possible with the freer ships from the northern port.

## ANGLO-AUSTRIAN ARBITRATION.

### British Foreign Office Expects a Treaty To Be Signed Soon.

London, Aug. 20.—It is the expectation of the Foreign Office that a treaty of arbitration on the same lines as the conventions negotiated with other great pawers will be signed soon between Great Britain and Austria.

## MORTON'S PARTY AT PORTSMOUTH.

Portsmouth, N. H., Aug. 20.—Secretary Paul Morton of the Navy arrived here to