## Amusements.


ACADEMY OF MUSIC—8—The Darling of the Gods.
AMERICAN—8:15—No Wedding Bells for Her.
BELASCO—8—Adrea.
BIJOU—8:15—The Music Master.
BROADWAY—8:15—Florodora.
CRITERION—8:20—Jinny the Carrier.
COLONIAL—2—8—Vaudeville.
DALY'S—8:15—San Toy.
EDEN MUSEE—World in Wax.
EMPIRE—Closed to-day and to-morrow.
GARRICK—8:15—You Never Can Tell.
GARDEN—8:20—The College Widow.
HAMMERSTEIN'S VICTORIA—2—8:15—Vaudeville.
HARLEM—8:15—King Richard III.
HIPPODROME—2—8—A Yankee Circus on Mars and Andersonville.
HUDSON—8:30—The Heir to the Hoorah.
IRVING PLACE—8:20—Die Goldne Eva.
KNICKERBOCKER—8:15—London Assurance.
LEW FIELDS'S—8:15—It Happened in Nordland.
LIBERTY—8:15—The Education of Mr. Pipp.
LYCEUM—3—Burton Holmes Lectures—8:30—Mrs. Leffingwell's Boots.
LYRIC—8:15—Fantana.
MAJESTIC—8:15—Kellar.
MADISON SQUARE GARDEN—2—8—Circus.
NEW-AMSTERDAM—8:15—She Stoops to Conquer.
NEW-YORK—8:15—Prince of Pilsen.
PRINCESS—8:30—Frenzied Finance.
WALLACK'S—8:25—The School for Husbands.
WEST END—8:15—Sis Hopkins.


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## Business Notices.

When Advertising Pays, It Grows.

FOR THREE MONTHS ENDING MARCH 31, 1905, THE NEW-YORK DAILY AND SUNDAY TRIBUNE'S GAIN IN ADVERTISING WAS 233,779 LINES, OR OVER 780 COLUMNS, of 216 lines to a column.


# New-York Daily Tribune.

MONDAY, APRIL 17, 1905.


### THE NEWS THIS MORNING.

FOREIGN.—A steamer reaching Hong Kong reported firing 150 miles north of the Natuna Islands on April 12. ==== Japan has included a number of the Liu-Kiu Islands in her zones of defence, expecting, apparently, that the Russian admiral will lay his course northward in the Pacific. ==== Dispatches from Tokio say that the situation in Manchuria remains practically unchanged; details are given of the rout of a Russian cavalry detachment, about forty miles north of Sing-King. ==== Large forces of troops and police prevented disorder at the Putiloff works in St. Petersburg. ==== King Edward and Queen Alexandra arrived at Algiers and were saluted by the French and British warships in the harbor. ==== Orders have been sent to all Italian railway employes to cease work to-day; the government is firm, and will employ large forces of troops to keep the lines open. ==== The workmen at Limoges continued demonstrations against the Haviland firm; an armed mob paraded the streets and stoned a picket sent to restore order. ==== J. P. Morgan was again thanked by the Italian government for the return of the Ascoli cope.

DOMESTIC.—It was announced in Washington that the Senate Committee on Interstate Commerce would begin its inquiry into railroad regulations to-day. ==== The National Congress of Women, in Washington, has adopted a series of resolutions proclaiming that there should be an equality of the sexes. ==== Fredericksburg, Va., will claim John Paul Jones's body on the ground that his only home in America was in that town. ==== A Boston patriotic society started a movement to have John Paul Jones's body taken to that city for a big demonstration.

CITY.—The Rev. Mr. Pentecost called John D. Rockefeller's gifts of $28,000,000 to charity a "paltry excuse." ==== Plans for an art school at Columbia, to be conducted in co-operation with the Metropolitan Museum of Art and the National Academy of Design, were announced. ==== All was ready for the third trial of "Nan" Patterson on the charge of murdering "Cæsar" Young. ==== A band of ruffians returning from a baseball game subjected women in an elevated train to the most revolting indignities. ==== The legislative gas inquiry commission inspected gas and electric lighting plants. ==== Palm Sunday was observed in the churches. ==== Scientists, who had returned from an exploration trip through old Mexico brought back many valuable specimens and spoke enthusiastically of the grandeur of the scenery and the possibilities of development.

THE WEATHER.—Indications for to-day: Fair. The temperature yesterday: Highest, 43 degrees; lowest, 35.

### SIGNIFICANT TESTS OF TURBINES.

The Virginian, the second turbine steamship built for the transatlantic merchant service, finished her maiden voyage last Friday, reaching Halifax from Moville in a little more than six and a half days. She made a better record for speed than her sister ship, the Victorian, which preceded her by a fortnight. Although no heavy weather was encountered, the pioneer vessel averaged only 13¼ knots, whereas the Virginian averaged 15.1. If allowance be made for detention by storms and fog, it is said that the latter should be credited with making 15.7 knots an hour. Rarely does a steamship show the best pace of which she is capable until after she has made three or four trips. In spite of the nicest adjustments of her shaft bearings, a little wear is usually required to permit the engines to do their best. Temporary trouble is sometimes experienced with new boilers, too, so that they are unable to generate as much steam as they are designed to furnish. It is said that the Victorian's boilers suffered awhile from what is known to engineers as "priming." For these and other reasons, therefore, the recent additions to the Allan Line may be expected to develop nearly 17 knots regularly a few weeks hence. On their trials they both made short runs at 19½ or 20 knots, though they are not designed long to maintain such a speed.

Compared with some of the swift liners which have been coming to New-York for several years, these two ships will not appear to the uninitiated to be at all remarkable. They are, nevertheless. One of them, the Virginian, has already crossed the ocean more quickly than the older ships of the same company, and the other will soon do equally well. Though smaller than the monster Baltic, of the White Star Line, they are practically her equals in speed. Just now it must be remembered that the fancy of steamship owners is turning toward economy and the comfort of the passengers rather than record breaking performances. The engines of the Deutschland were designed to develop 36,000 horsepower, those of the Kaiser Wilhelm II 40,000, and the Virginian's only 12,000. In order to travel at the rate of 23½ knots, therefore, the two vessels first named must burn at least three times as much coal as the vessel which has just arrived at Halifax; and it is doubtful if they can carry a dozen more passengers or a ton more of freight. It is not unlikely that a slight saving in fuel will be effected by the adoption of the turbine type of engine, but for the present that possibility may be ignored.

Finally, the total absence of vibration in ships thus propelled is certain to render them distinctly more attractive to travellers than those in which the oscillating engine is employed. By the introduction of a counterbalance the old type of engine has been perceptibly improved. The latest Cunard steamship to visit America, the Caronia, represents the latest advances which have been made in that direction; but it is confidently predicted that her sister ship, the Carmania, which is to have turbine engines and which should be ready for duty in a few months, will be sensibly superior to her in point of comfort. Should this hope be realized, the 25-knot steamships of the same company, when once in service, will have other recommendations to favor besides their speed.

### DATES AND THE WAR.

The question of Japan's propriety of conduct in beginning the war with Russia when she did is raised again, Russians once more trying to fix upon Japan an imputation of bad faith. Without undertaking the rethrashing of old straw, it may perhaps be profitable, and may conduce to the formation of a just judgment, to recall the salient chronology of that time. So far as we are able to ascertain, chiefly from so good a Russian authority as "The Official Messenger," of St. Petersburg, the order of the incidents was as follows:

On January 16, 1904, the Russian government "began to examine" the latest Japanese proposals. On January 21 the Russians began moving troops toward the Corean frontier. On January 25 Mr. Kurino, the Japanese Minister at St. Petersburg, was told the Czar would consider the Japanese proposals on January 28, and would probably not reply to them before February 2. On January 28 Viceroy Alexieff ordered the Russian troops on the Corean frontier to be put on a war footing, and on February 1 the Governor of Vladivostok ordered the Japanese to prepare to leave that city. On February 2 the Czar ordered the preparation of a draft of a reply to the Japanese proposals. The next day, February 3, the draft was sent to Viceroy Alexieff at Port Arthur, and simultaneously the Port Arthur Russian war fleet was mobilized and sent out of the harbor. On February 4 the Russian Foreign Minister, Count Lamsdorff, told Mr. Kurino the reply had been sent to Viceroy Alexieff, and on February 5 Viceroy Alexieff telegraphed that he had received it. At 4 p. m. on February 6 Mr. Kurino gave to Count Lamsdorff two notes, announcing the severing of diplomatic relations and his own departure from St. Petersburg on February 10. On the same day the Russian government informed its envoys abroad of this severance of relations, and directed its envoy at Tokio, Baron Rosen, to prepare to leave that place at once. On February 8 the Japanese began hostilities, on February 10 both governments made formal proclamations of war, and Mr. Kurino left St. Petersburg, and on February 11 Baron Rosen left Tokio.

The beginning of hostilities before the formal declaration of war is not an uncommon thing. It is the usual thing. In the case of our own recent war with Spain, the President's proclamation was issued on April 25, announcing that war had begun four days before. The statement of a Minister that his government does not expect or intend to begin war before a certain date is, of course, not to be taken as an immutable pledge, since the action of the opposing power may force the hand of the government at any moment and compel it to begin fighting before it meant to do so. The real question seems to be, therefore, only the old one, whether Russia's correlation of diplomatic delay and military aggression justified Japan in striking when she did. To that question the world has pretty generally given its answer.

### THREE TRIALS.

Among the investigations now in progress at least three have been entertaining in the temper shown by witnesses. In the inquiry made in court in regard to the operations of the theatrical syndicate there have been an impatience of contradiction and a severity of attitude toward the questions asked by counsel which have caused widespread comment. The questions put by the investigating counsel in the gas examination have repeatedly evoked from those who have been summoned to make answer, signs of irritation which can scarcely have promoted the comfort of the capitalists principally responsible for the state of affairs calling for investigation. In the American Witch Hazel Company's case, also, the language exchanged has not always indicated "that repose which stamps the caste of Vere de Vere."

The lawyers who represent the plaintiffs and the people in these examinations show much pertinacity and ingenuity in seeking to elicit facts, and those who represent the defence are obliged to fortify their position in the face of severe attacks not always conducive to amiable equanimity. A great deal of ability is shown on both sides, and readers of the newspapers who study the daily reports with much care, while they may be rather doubtful as to the outcome of the controversies, cannot fail to be both entertained and instructed by the wordy passages at arms.

On the action of the legislature depends the result of the gas controversy, while the controversy as to theatres and the witch hazel matter must be decided in the courts. It is to be expected that the consumers of gas will get some relief. As for the other disputes to be decided in our trial tribunals, it is to be assumed that justice will prevail, no matter how high personal passions may rise.

### CIVILIZATION ON THE ZAMBESI.

The heart of the African wilderness shames some of the capitals of the world. A fortnight ago the two halves of the Zambesi railway bridge were successfully joined, and the stupendous gorge was spanned. As an engineering achievement the incident was of great interest. From the point of view of the lover of natural scenery it was of equal interest. A modern railroad bridge over the Zambesi just below the Victoria Falls was something to be regarded with apprehension. What would, or what might not, be its effect upon that most magnificent cataract scenery of the world? Would it mar and disfigure it? We can imagine the answer some engineers, notably some American engineers, would have made to such questions. They would have said that the completion of the Cape-to-Cairo railroad was of vastly more importance than any natural scenery away off there in the African wilderness; that there were trees enough in those forests to spare the scores or thousands which it might be convenient to destroy and that the gorge must be spanned, regardless of any æsthetic nonsense.

The successors of Cecil Rhodes, however, thought differently. They meant to have the railroad and the bridge. But they regarded the world's greatest cataract and the glorious wildwood about it as a precious inheritance of the human race, which it would be treason and sacrilege to mar. Therefore, the most rigid orders were issued that if possible not a single tree was to be destroyed or even mutilated; that the whole bridge was to be designed with a view to being as little obtrusive and as harmonious with its surroundings as possible; that the permanent houses erected there were to be designed with artistic taste, and that the whole work was to be done under the best obtainable landscape gardening supervision. It is reported that these orders have been scrupulously and successfully obeyed, and that the whole region around the falls is being protected and preserved in its native state as a permanent wilderness park. So respectfully and reverently has the mid-African wilderness been dealt with, thousands of miles from our "higher civilization."

Wendell Phillips once said that when he heard and saw a negro singing in a fashionable church choir, he knew he was three thousand miles from Boston. Any one learning how the Zambesi bridge has been constructed needs no other reminder to assure him that the Victoria Falls are several thousand miles from New-York. They are a long way from the place where it is seriously proposed to drain Niagara Falls dry and where a legislative majority is said to have been secured for that abominable scheme. They are a long way from the place where thousands of lovely trees were deliberately destroyed just to save a little work in railroad building, and where it is at this moment proposed to destroy a charming bit of park to make a storage yard for cars. They are a long way from the communities which permitted the irreparable spoliation of the Palisades, from the scene of Pallas's fence horrors, from the whole region where the fairest rural scenery is disfigured with giant proclamations of pills and corsets and all manner of catchpenny fakes. The Victoria Falls are far larger and more magnificent than Niagara, but in a still more marked degree does the enlightened spirit of those who have the custody of them surpass that of those to whom the wonders and the beauties of this Western world have been intrusted.

### VEGETATION ON MARS.

A brief dispatch from Flagstaff, Ariz., says that an astronomical observer there has detected a change of tint in a region on the planet Mars known as the Mare Erythræum. This, like the other so-called seas on that body, has hitherto had a bluish-green color, but a few days ago Mr. Lampland noticed that it had turned brown. No similar alteration elsewhere is reported, but the accuracy of the observation may be taken for granted, at least provisionally. The observatory from which the announcement emanates was established by Mr. Percival Lowell mainly for the study of the member of the solar system whose orbit lies next outside that of the earth. The latter overtakes its neighbor on the celestial racetrack once in about two years, and they will cross the line together on May 8. Mars will then be "in opposition to the sun." During the few weeks preceding and following such an occasion the planet is always advantageously situated for scrutiny. At many places besides Flagstaff, therefore, it is now the object of much attention.

When examined with a small glass or no instrument at all, Mars has an orange hue, which accounts for its being named after the god of war and for the familiar appellation, "the ruddy planet." In a large telescope its surface is seen to be divided into two differently colored areas. One, the larger, has the characteristic reddish tint, shading off into yellow, light brown and even pink here and there, while the other is of a generally bluish-green color, but with local variations in intensity and also a disposition to appear gray in places. For many years astronomers thought the yellow area to be land and the bluish-gray one water. Of late the latter supposition has been less confidently held. There is some hesitation, too, about believing the large gray patches seen on the continent, called "lakes" long ago, to be such. The faint, narrow gray lines, which Schiaparelli designated "canals" (for lack of a better term), usually overlie the yellow regions, but a few have been reported from the seas as well. Another reason for doubt is found in the fact that when the light of Mars is examined with a polariscope it does not betray evidence of having undergone a certain change which would be caused by reflection from a water surface. To both of these objections fairly satisfactory answers can be found, but the facts have served to modify the earlier theories concerning the darker areas on the planet.

Whatever may be the truth regarding them, the belief that the yellow region is land remains practically unshaken, and conjecture has been busy with the nature of the surface there seen. The resemblance in color to a sandy desert has impressed many shrewd observers, while others have been alert to the possibility that they might be looking upon tracts which were covered with ripe grass or other vegetation. Much diversity of opinion on this point still exists, but that forests or prairies or both cover a large part of the planet is not deemed incredible. If there is a limited supply of water, and rain is almost unknown, there would be a better case for sand than for plant life; but otherwise faith in the latter seems rational, so long as the vegetation is conceived to be wild and not a product of cultivation. The phenomenon recently observed at Flagstaff may be interpreted in more ways than one, but the suggestion that it has a botanical explanation has something to commend it. The season in that hemisphere of Mars where the change was noticed is said to correspond to February or very early spring. A transformation from green to brown on the earth would be more natural in the autumn, but it would be injudicious to insist on a close conformity to terrestrial usage. The notion that the Mare Erythræum is covered with a growth that has undergone a change of color is more plausible than a belief that a portion of the bed of a shallow sea has been lifted up by some vast convulsion and has become high and dry.

The hypothesis advanced by Mr. Lowell to account for the "canals" is that they are belts of vegetation made possible by irrigation—crops of some kind which are raised for the nourishment of intelligent creatures not differing greatly from mankind. This doctrine, fascinating as it is to the imagination, imposes a heavier tax on the reason than the supposition that there are native forests and prairies on Mars. Few astronomers are yet ready to accept it. Conservative experts declare that adequate proof of the existence of such inhabitants as Mr. Lowell assigns to the ruddy planet is still lacking. Some of them regard the markings in question, which are exceedingly faint, as optical illusions, and some are frank enough to say that they can find no satisfactory theory at all. As yet Mr. Lowell has not convinced the world. Perhaps new light on this problem will be obtained this spring, although the approaching opposition is not quite so favorable as will be the oppositions of 1907 and 1909.

### DURABILITY OF WARSHIPS.

Some comment is provoked by the circumstance that the British Admiralty, in its reorganization of the navy, is getting rid of a lot of ships which are no longer regarded as efficient, and has actually sold thirty-one of them for mere fractions of their original cost. The chronic objectors to reasonable equipments for national defence affect to see in this a crushing condemnation of the whole naval policy. It is a monstrous thing, they say, to spend millions of dollars in building ships which a score of years hence may have to be sent to the junk yard or sold for 5 per cent of their cost, and it is something which nobody actuated by sound business principles should tolerate for a moment.

The fact is that such discarding of obsolete ships is the application of sound business methods to government. The British Admiralty is doing nothing more than innumerable great business concerns are continually doing. Every well managed railroad, for example, is frequently sending long trains of cars and engines to the scrap yard. They may not have been in use as long as these discarded ships, but they are either worn out or for some reason are no longer serviceable, and they must be sacrificed and replaced with newer equipment. The cable roads in this city had been in use only a few years when they were torn up and transformed into electric lines. The cable systems were not worn out, but engineering progress had made them obsolete. Many a manufacturing concern has torn out and sold for scrap steel elaborate machine plants which had scarcely more than got into good running order, simply because some improved device had been invented which it must adopt at once if it was to keep up with its rivals. That is the recognized and essential order of things in business life. Why should there be objection to business principles in government?

Our modern ships do not last as long as the ships of a century ago did, simply because the progress of invention and improvement is much more rapid than then. The stage coach of a century ago could be used until it was worn out, without fear of being outstripped by an improved rival. It is very different with the locomotive and with the railroad car. To demand or to expect that we shall continue to use warships or any military equipments until they are worn out would be as unreasonable as to ask us to stick to horsecars because they are still able to be run, or to use hand looms and spinning wheels because they are still in serviceable condition. Commerce and industry imperatively demand, in the keen competition of these days, the latest and most improved and most effective apparatus, and surely the cause of national protection is no less worthy. In half a dozen years we may not improbably see the splendid steam locomotives which now draw our railroad trains discarded in favor of electric motors, though some of them may not be half so old as the newest of these discarded ships. Will that be condemned as wasteful, and shall we then be told that such a performance condemns the whole system of railroads?

### MONEY AND BUSINESS.

At the close of the stock market on Friday the sixty most active railway stocks averaged $115 69, which is not only the highest closing of this season, but is within an average of 58 cents a share of the highest point ever attained. Although the recent advance was to some extent caused by increased interest on the part of the general public, securities are still in very strong hands, in striking contrast to the situation in 1902, when outsiders were heavily involved. Consequently, it may be technically correct to say that the present market is intrinsically stronger because stocks are not so generally in weak hands and are less liable to suffer forced liquidation. On the other hand, there is some question as to how long the market will be artificially maintained in the absence of more supporting orders from the smaller traders. Undoubtedly the railway and industrial outlook is bright, and many stocks are not selling for more than a reasonable price considering the interest return, but many others have become inflated—the bad rising with the good. Meanwhile, new issues are contemplated and large demands will be made upon the floating supply of capital.

Money has continued easy and abundant, no increased inquiry being noted in either Stock Exchange or commercial channels. The local associated banks are in a strong position for the season, the decrease in surplus reserve as compared with the corresponding date last year being due to the accumulation of funds at that time on account of the Panama Canal payment. Thus far the Treasury has not reduced its deposits in the national banks, although this movement will soon be felt. As daily expenditures are exceeding receipts, the banks gained on Sub-Treasury operations for the time being. The local financial situation is closely connected with conditions at the leading European centres, and it is certain that any stringency here would be automatically relieved by the lending of foreign funds through the sale of finance bills of exchange. Early in the week the higher discount rates at Paris and lower French exchange on London indicated that funds were being withdrawn, possibly to protect the holders of Russian bonds, but later there was a tendency to higher sterling at Paris, although the bank statement showed a very heavy increase in loans. Production of the precious metal continues to expand, the Rand output in March reaching about 400,000 ounces, which is the best record since September, 1899, and it is evident that production will soon be restored to the figures prevailing before the outbreak of the Boer War.

Business conditions show further improvement. There is some irregularity in trade reports, weather conditions being by no means uniform, and at several leading cities there is complaint regarding collections, yet on the whole the country is making steady advances. Commercial statistics indicate that March was a much better month than any month last year, and April results promise to be still more satisfactory. One of the most encouraging features is the general revival in the building trades, which suffered a serious setback in recent years through labor troubles. Permits now being issued indicate that confidence has at last fully returned, and capitalists are willing to take up operations that were postponed when heavy losses threatened. Another hopeful sign is the steady expansion of foreign commerce. Exports of staple products in March were larger than in the corresponding month last year, which is the first time since last September that a favorable comparison could be made. Exports of breadstuffs were the largest since January, 1904, chiefly because of the large outgo of corn, and the quantity of cotton exported was more than double that of the same month last year.

In the markets for the leading farm products, cotton has at last fallen below eight cents for spot middling uplands in the city. The statistical position has not changed in any respect, receipts coming forward very freely considering the fact that there is a concerted effort to hold the crop back. Stocks are prevented from accumulating by the liberal export movement and increased activity of domestic spinners, but the supply is already abnormally large for this time of year. Speculative support is constantly in evidence, although local traders complain that New-Orleans is not doing its share to uphold the market. Dispatches from Texas and several other leading plantation sections contradict market reports of a largely decreased acreage and use of fertilizers for the new crop. Wheat has responded to conflicting official and private estimates regarding the outlook for the new crop, but the consensus of opinion promises a very large winter wheat yield, while seeding progress in the Northwest was rapid until the sudden decline in temperature, which is likely to do some injury. It is, of course, much too early to form any definite conclusion regarding the net result, and meanwhile the limited supply makes it a very simple matter to manipulate the May option.

Each week brings distinctly better reports regarding the leading manufacturing industries. As supplies of cotton goods become more and more depleted in the hands of dealers there is less disposition to insist on concessions by the mills and more anxiety to provide for requirements beyond the immediate present. But as the buyers show a disposition to place contracts there is more reluctance among producers, except where they have supplies of raw material on hand or under contract. The domestic situation has greatly benefited by the large volume of export business, and inquiries for China are still coming forward. The woollen goods situation remains strong because of continued light offerings of old wool and the disposition of ranch owners to secure full prices for the new clip. Footwear manufacturers are beginning to receive tardy orders for fall shipment, and each week ship through Boston about 10,000 cases more than in the same week last year, prompt delivery of spring duplicate orders being urged. Optimistic estimates regarding the activity of blast furnaces have been fully realized, statistics of weekly capacity on April 1 indicating that production of pig iron is now far in excess of all previous records. Yet the rate of consumption is still larger, apparently, for furnace stocks decrease.

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The prospect now seems to be that the hold-up aldermen will themselves be held up.

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Complaint has been made to President Ahearn that there are deep holes in the streets all over the city. As these holes are not needed for subway ventilation, and are not large enough for surface car stations, possibly they could be utilized as receptacles for unfulfilled promises about street cleaning, street signs, "a seat in the schools for every child," etc.

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Mr. Jerome, like Br'er Rabbit, is lying low and saying nothing about the Citizens Union's indorsement and plans. The role is an unusual one for him, but its wisdom is manifest.

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Professors Guthrie and Stewart, of the University of Chicago, say they have restored dead cats and dogs to life by heart massage, aided by the salt solution used by Professor Loeb. As the cats and dogs are said to have been dead only twenty-five minutes and were killed by asphyxiation, the professors will have difficulty in establishing the claim they make.

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We offer sincere congratulations to the "Staats-Zeitung," which celebrated its seventieth birthday yesterday, on the attainment of so ripe an age in honor and prosperity. Our esteemed contemporary's influence has never been confined to those for whom it is printed in the German language. Its appeal is directly made to a large number of our best citizens, but many others are always desirous of knowing its opinions on important public questions. It has faithfully and effectively served innumerable good causes, and abundantly deserves the cordial expressions of respect which its anniversary is evoking.

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Governor Mickey of Nebraska donned his overalls the other day and proceeded to nail up the board fence on his farm. There is nothing like a Governor keeping his "fences" in good repair, especially in a State which boasts of Farmer Bryan as a resident.

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Superintendent Hopper is probably waiting till the weather settles to present his report on the causes and consequences of recent Buildings Department "thaws."

### PERSONAL.

Archbishop Mesmer, of Milwaukee, has had to ask police protection against the importunities of beggars, following an article in a local newspaper telling of his liberality as a giver.

Albert Midlane, author of that popular hymn "There's a Friend for Little Children" and about a hundred other hymns, is still living at Newport, Isle of Wight. He recently celebrated his eightieth birthday.

James F. Hyde, City Treasurer of Lincoln, Neb., probably is the oldest municipal officer in the country who is actively engaged each day in the performance of his duties. Mr. Hyde's age is ninety-two years, yet each day he appears at his office in the City Hall, works during his office hours and then departs to take up other work which utilizes his time until 6 o'clock. His mind is as clear and unclouded as that of many men of fifty.

This year's celebration of Memorial Day in Philadelphia will be marked by the participation in the exercises, in an official capacity, of a Confederate leader, General Fitzhugh Lee. This will be the first time in the history of the Grand Army in Pennsylvania that a Confederate general has delivered a Memorial Day oration under the auspices of a Grand Army post. General Lee will be the guest of Colonel William L. Curry Post No. 18.

Giacomo Caponi, dean of the foreign correspondents at Paris, has just retired. He served the "Tribuna" of Rome there for many years.

F. M. Cockrell, jr., son of ex-Senator Cockrell, is the inventor of a sugar cane cutter that promises to revolutionize the sugar planting industry of the South, and at the same time to make its inventor a millionaire. His machine will do the work of more than a hundred men. It cuts, strips and tops the cane and is pronounced by experts who have seen it in operation a wonderful machine, that will mean as much to the sugar cane industry as did the cotton gin to the cotton business.

Mr. Austen Leigh, an authority on all matters pertaining to Eton, has discovered that Thomas Lynch, one of the signers of the Declaration of Independence, was an Etonian. Perhaps the most significant fact in connection with this historical item is that Etonians of to-day are proud of the fact discovered by Mr. Leigh.

### THE TALK OF THE DAY.

"A number of years ago, when I lived in Woburn, Mass.," said a well known Bostonian the other day, in "The Boston Herald," "a Dr. Kelley resided there and was the leading physician of the town. Later there came a young physician who was far less successful than his neighbor; in fact, he lost so many cases that many remarks were made concerning him.

"One morning while out making calls the two doctors met, Dr. Kelley having one of his patients riding with him. Dr. Brown, the other physician, saluted him with: 'Ah, good morning doctor; I see you take your patients to ride.'

"'Yes,' said the other. 'I see Griggs takes yours.'

"Griggs was the undertaker."

A Boston spinster owns a dog.
One of those high toned "towsers,"
That's so well bred and nice, 'tis said,
He never pants—he "trousers."
—(Philadelphia Post.

Mr. Balfour's affectation of ignorance of what the House of Commons is about reminds a correspondent of "The London Chronicle" of the manner in which Lord North was wont to treat his colleagues. Colonel Barré, who held a brief for the British navy, opened a debate on his favorite subject one night. "I dare say," said Lord North to a friend, "he'll give us our naval history from the beginning, not forgetting Sir Francis Drake and the Armada. All this is nothing to me, so let me sleep on, and wake me when we come near to our own times." His friend, acting on his instructions, awoke him at what he took to be the right moment. "Where are we?" exclaimed the Prime Minister. "At the battle of La Hogue, my lord." "My dear friend," protested Lord North, "you have woke me a century too soon!" On another occasion a member pointed scornfully to the inert figure of the Minister, and exclaimed, "Even now, amid these perils, the noble lord is asleep." "I wish I were," groaned Lord North.

Gaston's Point of View.—"Ze American, ah mon dieu, he iss a ver funny man. He know nothing but ze dollar. He have no love of beauty or art. He do not comprenz."

"What's on your mind, Gaston?"

"To-day I see a beautiful lady, clevair, distingue, magnifeecent. She is with a man, an American. I go to him. I say, 'Pardon, monsieur, what is ze lady's name?' The gentleman he say: 'That's my business!' Bah! Beeeness, beeeness, all de time. He was a rude man."—(Cincinnati Commercial Tribune.

The Kansas papers, discussing rural love, relates a homely idyl, such as Theocritus never sang, about a love affair "Oklahoma Dave" Payne once had. Payne lived on a farm when a boy, and his raiment consisted of a linsey sack with holes for his head and arms. He was deeply in love with a neighbor farm girl. One evening he went over and sparked the girl while she was milking the cow. She sat on one side of the cow and he squatted on the other so he could look her in the eye while she milked. Dave felt his love for the girl growing rapidly. It affected the boy in a peculiar way. Something warm would chase itself up and down his spinal column. It was a new sensation, and in his inexperience he was sure it was love. Just when the sensation was the greatest the girl remarked: "Davie, the calf is chewing the back out of your sack."

IN CHICAGO.

When the cars do not run as we think that they should,
We'll arise in our might
And we'll tell of the slight
To the Mayor.
When the quarter we've gotten in change isn't good,
In petition we'll join
For reliable coin
To the Mayor.
It is going to take a strong man and a stayer
To be Mayor.

If the careless conductor steps hard on your feet
You can send in the bill
For chiropodist skill
To the Mayor.
If the motorman jounces you into a seat
The plan is the same,
Your redress you must claim
From the Mayor.
Of all kinds of woe you must be an allayer
If you're Mayor.

If they carry you past where you want to get off
Back on board you can get
And express your regret
To the Mayor.
And the magnates at whom we delighted to scoff
Each will say "I am glad—
Though at first I was sad—
I'm not Mayor."
For a man must be wiser than any soothsayer
To be Mayor. —(Washington Star.

# VIRGINIA'S UNIVERSITY.

## Developments and Traditions—Dr. Alderman's Problems.

[FROM A STAFF CORRESPONDENT OF THE TRIBUNE.]

Charlottesville, Va., April 13.—Writing to Dr. Priestley, in 1800, Jefferson outlined plans to make a university not the home of a cultivated aristocracy, but the crown of a comprehensive system of popular education. He said:

About twenty years ago I drew a bill for our legislature which proposed to lay off every county into hundreds, or townships of five or six miles square. In the centre of each of them was to be a free English school. The whole State was further laid off into ten districts, in each of which was to be a college for teaching the languages, geography, surveying and other useful things of that grade, and then a single university for the sciences.

It was nearly twenty years thereafter that, despite local rivalry and denominational jealousy, he secured a charter and located the University of Virginia on these red Piedmont hills in sight of Monticello. It opened its doors in 1825, has sent forth a long line of able and useful men, and is to-day the most influential educational institution in the South; but it never until now has given promise of fulfilling Jefferson's ideal of a university forming part of a scheme of universal public education. Jefferson's principles have borne fruit all through the West, but for nearly a century in the South education was aristocratic, and only recently has there been a great movement among Southern teachers to give every child an adequate primary education and secure for him, as he shows the capacity, equality of opportunity and an unimpeded path to the highest learning. It is because the inauguration of Dr. Alderman as first president of the University of Virginia is a significant incident in this democratization of education, and is something more than an interesting academic function, that college presidents from New-Hampshire to Missouri and leaders in the work of civilization from every part of the country have gathered here to-day. For Virginia turns to take her rightful place, where her founder meant her to be.

This progressive democratic spirit has pervaded all the day's doings. Governor Montague, in his admirable speech of scarcely more than three minutes, set the note with unmistakable directness, and Senator Martin's attention was given to showing that the new order did not conflict with Jeffersonian teaching, notwithstanding Jefferson's opposition to a president when in 1826 the place was offered to William Wirt. President Alderman's own inaugural address was an eloquent presentation of the ideal of democratic social service and educational co-operation, as was to be expected from one who almost from his college days in North Carolina has been championing the liberal support of common schools for all children by the State. And at the banquet to-night a gift of $100,000 was announced from Mr. Rockefeller toward the endowment of a school of education which will in an immediate and practical sense link the university with the masses and give to them trained teachers. This fund is appropriately named in memory of Dr. J. L. M. Curry, the Confederate soldier and statesman, for many years the agent of the Slater and Peabody funds and the untiring worker for the education of both whites and blacks. Participation of the university in all the progressive life of the State and nation in a larger sense than ever before is what the new movement culminating in Dr. Alderman's installation means, and what the authorities have evidently intended it to mean. Visitors, faculty and Virginia society seem to be in full sympathy with the president's catholic policy and fully committed to that long obscured Jeffersonian doctrine of safeguarding the State by securing intelligence and freedom of opportunity to all its people. It was not without significance that one of the honored guests of the day was the principal of Hampton Institute.

The University of Virginia was the first home of the honor system and it was the pioneer of the elective system. So far as resources permitted and the call for instruction warranted, Jefferson gave the student perfect freedom to choose courses. He had a vision of the true university far in advance of his countrymen, but, of course, he could not conceive the multiplication of studies and the growth of great institutions, which could only do their work successfully with co-ordination and with the centralized direction which he thought unnecessary. He laid a foundation with remarkable liberality and foresight, and the coming transformation is, after all, not the abandonment but the evolution of his idea. President Alderman sketches plans of development on a vast scale. The creation of a school of authorship, where great writers, as in an academy, will congregate and work together and stimulate one another, may seem a trifle visionary—at least, for Charlottesville, which, with all its charm, is a little provincial town, aside from the main current of the nation's, and even Virginia's, life. That eccentricity of situation must put difficulties in the way of even his essential aims. There is here a medical school and the necessary hospital, but it is difficult to see how it would be filled were it not for two railroads, with equipments far from adequate to their traffic and a consequent high casualty rate. The university is likewise away from the great industrial plants so valuable as adjuncts to higher technical training, and from the business of the courts; and it is away, too, from the local centre of wealth and source of support, for the force of integration is operative in Virginia. It is no longer the land of Washingtons, Jeffersons, Madisons and Randolphs, ruling the State from rural isolation, or of great lawyers riding circuits.

For the university of Jefferson's day the site was admirable and the plan both of plant and curriculum far in advance of the time. The country is beautiful, with its broad outlook and not far distant mountains, albeit the almost blood red earth, in vivid contrast to the verdure, suggests a raw and bleeding landscape to one accustomed to New-York and New-England scenery, where gray rocks and brown soils blend bare spots and ploughed fields quietly into the view. These buildings are a monument to Jefferson's taste and versatility and a standing reproach to the Northern college builders who have sent their students to secure culture and know beauty amid architectural ugliness, incongruity and chaos. Jefferson studied his Palladio to good purpose. He did not build haphazard. Fifteen years before these buildings were erected he wrote to Hugh L. White concerning a projected college in East Tennessee, proposing just such a plan as he afterward followed, instead of one great building, where he said students would dwell in dirt and noise and disorder. He suggested a central library and recitation hall, a quadrangle of low one story dormitories, interspersed at intervals with professors' houses, all designed as a consistent whole and connected by colonnades or cloisters. His dream took shape in the beautiful brick rotunda modelled on the Pantheon, and happily reproduced with faithfulness after the fire of a few years ago. The dormitories and professors' houses appear in the two charmingly scholastic rows; and the recently built scientific halls and theatre complete the quadrangle in architectural harmony. A few false notes are struck in surrounding buildings, as by the stone Gothic chapel and the brick boiler factory museum of the early 70's, but in general the university grounds convey a rare impression of beauty, measure, foresight and romantic charm. A curiosity of the grounds are the serpentine brick walls surrounding the professors' gardens. They are six or seven feet high, only one brick in thickness, for economy's sake, but made stable by the device of reverse curves, so that the tendency of one section to topple over is resisted by the wall running in a different direction to which it is always keyed. Though more than seventy-five