Amusements.

ACADEMY OF MUSIC—2—8:15—'Way Down East.
ALHAMBRA—2—8—Vaudeville.
BIJOU—8:15—The Music Master.
BROADWAY—8:15—The Pearl and the Pumpkin.
COLONIAL—2—8—Vaudeville.
CONEY ISLAND—Dreamland—Luna Park.
CRITERION—8:20—Her Great Match.
DALY'S—8:15—The Catch of the Season.
EDEN MUSEE—World in Wax.
EMPIRE—8:20—De Lancey.
GARDEN—2—8:20—The Bad Samaritan.
GARRICK—8:15—Candida.
HAMMERSTEIN'S VICTORIA—2—8:15—Vaudeville.
HARLEM OPERA HOUSE—8:15—Primrose Minstrels.
HERALD SQUARE—8:15—The Rollicking Girl.
HIPPODROME—Day and Evening—A Yankee Circus on Mars and The Raiders.
HUDSON—8:20—Man and Superman.
KNICKERBOCKER—8:15—Miss Dolly Dollars.
LEW FIELDS'—8:15—It Happened in Nordland.
LIBERTY—8:15—The Rogers Brothers in Ireland.
LYCEUM—8:20—Beauty and the Barge.
LYRIC—8:15—Fantana.
MADISON SQUARE—2:15—8:15—The Prince Chap.
MAJESTIC—2—8:15—The Duke of Duluth.
MANHATTAN—8:15—Mary and John.
NEW-AMSTERDAM—8—The Prodigal Son.
NEW-YORK—2:15—8:15—The Ham Tree.
PROCTOR'S—FIFTH AVENUE—The Climbers—FIFTY-EIGHTH STREET — Vaudeville — ONE HUNDRED AND TWENTY-FIFTH STREET — Nathan Hale — TWENTY-THIRD STREET—Vaudeville.
SAVOY—2:15—8:15—Strongheart.
WALLACK'S—2:15—8:20—Easy Dawson.
WEST END—2—8:10—Babes in Toyland.

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NO LET UP!

THE GROWTH IN TRIBUNE ADVERTISING SPACE STILL CONTINUES.

In the eight months ending August 31, 1905, The New-York Daily and Sunday Tribune printed

660,087 Lines of Advertising
(excluding Tribune advertisements)

more than during the same period of 1904.

In other words, this is a gain in eight months of

nearly 2,089 Columns.
(316 lines to a column.)

IN A NUTSHELL

Advertising that grows is the best evidence that such advertising must bring Results.

To get
Results use
THE NEW-YORK TRIBUNE.

New-York Daily Tribune

WEDNESDAY, SEPTEMBER 13, 1905.

THE NEWS THIS MORNING.

FOREIGN.—The battleship Mikasa, Admiral Togo's flagship, was sunk by the explosion of a magazine and 599 lives were lost; fire which started at midnight on September 10 caused the disaster. —— Dispatches from the Caucasus show no improvement in the situation; thousands of Persian horsemen are crossing the border and massacring Armenians; over a hundred persons were killed or wounded in a fight with Cossacks at Tiflis, and firing continues in the Baku region. —— A dispatch from Bucharest said that relations between Rumania and Greece were severaly strained, the Greek Minister having left Rumania and orders having been sent to the Rumanian Minister to leave Athens. —— The bridge of the Cape to Cairo railway across the Zambesi River was formally opened in the presence of members of the British Association. —— Regret and surprise were expressed in Tokio at reports from the United States attributing an anti-foreign sentiment to the people. —— General Corbin, Admiral Train, Miss Roosevelt and other members of the party were welcomed by American, German and Chinese officials at Peking. —— An accident to the machinery of the Teutonic will detain the steamer at Liverpool for three days.

DOMESTIC.—A man, supposed to be insane, who tried to see President Roosevelt at Oyster Bay was arrested and committed to jail for examination as to his sanity. —— Union printers in the office of "The Albany Argus" struck with those in two other offices. —— A dispatch from Lima, Ohio, said that the Standard Oil Company had raised the price of crude oil in such a way as not to benefit the hostile State of Kansas. —— The railroad companies in Chicago refused the demands of the freight handlers and began to prepare for a strike. —— There were forty-three new cases and three deaths from yellow fever in New-Orleans. —— William Jennings Bryan was entertained at dinner by the Jefferson Club of Chicago. —— Mrs. Antoinette Converse Morrell, daughter of E. C. Converse, the New-York financier, was shot and badly wounded by a burglar at her home near Greenwich, Conn.

CITY.—Stocks were strong and active. —— E. R. Randolph, treasurer of the New-York Life Insurance Company, testified as to that company's methods before the legislative investigating committee. —— M. Witte, the senior Russian peace envoy, left New-York on the Kaiser Wilhelm II, on his way to St. Petersburg. —— The State Railroad Commission may order the removal of the grade crossing at 53d-st. and 9th-ave., where the accident occurred on Monday; the motorman of the train has not yet been caught. —— "Little Tim" Sullivan protested to Commissioner McAdoo against certain posters exhibited on the Bowery.

THE WEATHER.—Indications for to-day: Showers. The temperature yesterday: Highest, 76 degrees; lowest, 64.

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.

REFORMS IN PUBLIC PRINTING.

In "The Atlantic Monthly" for September Mr. William S. Rossiter, chief clerk of the federal Census Bureau and special agent for printing and publishing the Twelfth Census, collates some interesting statistics showing the costliness of our present system of public printing. The Government Printing Office in Washington is the largest printing establishment in the world. It has a plant valued at $10,000,000. It employs 1,200 compositors, and has a total working force numbering between 4,000 and 4,500. It pays out in wages each month nearly $200,000. So great is the capacity of the office, we are told, that "entire books have been produced "in a night, and when emergencies arise in the "government service it is necessary to specify "only the requirement and the time available "and the work is done." In 1904 the government's expenditure for printing amounted to $7,080,906. At the present rate of increase the nation's annual printing bill in 1910 will reach $10,000,000—nearly half the annual interest charge on our national debt.

The increase in the cost of federal printing in recent years has been astonishingly rapid. In 1880 the outlay was $2,034,750. By 1890 it had risen to $3,124,462. In 1900 it jumped again to $4,905,881. Last year it reached the record breaking total of $7,080,906. It is, of course, to be conceded that the use of printed matter in every field of activity is far more universal than it was three decades, or even two decades, ago. The government has only yielded to a common impulse in vastly enlarging its published output. But the wisdom of lavish expenditure now authorized is being sharply challenged, and plans are being freely discussed for checking what seems to be an inordinate tendency in public printing toward outright waste.

The same tendency appears in the printing accounts of the various states. New-York, for instance, has more than tripled its public printing bill in the last two decades. In 1880 the cost of this state's official printing was $145,610. In 1890 it had risen to $177,098. But for 1900 it stood at $654,330, an increase for the decade of 269 per cent, and for the two decades of 349 per cent. The cost of public printing in Massachusetts increased from 1880 to 1900 220 per cent. Twenty years ago Pennsylvania spent twice as much for printing as New-York did; but, contrary to the general rule, its publication account has recently been kept well in hand, the total in 1900—$260,565—being 12 per cent smaller than it was in 1880. But, taking the states of the Union as a whole, printing expenditures have increased in the last twenty years 76 per cent.

As for remedies—both at the state capitals and at Washington—two suggestions seem practicable. Recent disclosures in the federal Printing Office show the need of introducing stricter business methods and eliminating political interference. The Washington office has been too long used as a preserve by spoils hunters in and out of Congress, and the efficiency of its working force has been thereby materially lessened. It is estimated that the cost of work done there is "from one and a half to ten times as high" as that of work done by outside printers, although the Public Printer does not need to figure on rent, interest or profit. It may be admitted that the government will continue to set a higher standard of wages than outside establishments do; but there is evidently still room for many wholesome economies in internal management.

The second reform which suggests itself is the establishment of an intelligent board of supervision which shall abridge the useless or merely perfunctory matter offered for publication in permanent form, and limit the size of book editions to the real demands of the public. In 1904, for instance, 95,062 bound volumes of eulogies on Senators and Representatives were printed and distributed. Their value for general circulation was nil; yet they cost the government $29,517. Tens of thousands of volumes of the other publications issued last year have gone by this time to the garret or the ash heap. Were it not for the franking privilege, it is safe to say that 90 per cent of the Printing Office's output would never get beyond the confines of Washington. With rational management the cost of our great state and federal printing bureaus could be reduced by half, and that without impairing in the least the service they do the public.

PARK GUARDIAN OR DESTROYER?

Mayor McClellan has acted with commendable promptness on his return to the city in putting a stop to Park Commissioner Schrader's race-track building in Pelham Bay Park. He was unfortunate in having chosen a commissioner who, as soon as his back was turned for a vacation, engaged in such an improper and illegal enterprise. The Mayor's intervention can restore the turf in the park, but it cannot replace the large trees which Commissioner Schrader has already sacrificed to the horse racing fraternity. We may be thankful, however, that some of the trees marked out for slaughter still stand, and that the irreparable damage is much less than it would have been if the rescue of Pelham Bay Park from its official—if not natural—guardian had been a few days delayed.

The question now arises, What is to become of Schrader? His unfitness for the place he holds is completely demonstrated. Not only does he lack the taste and the sense of the fitness of things so essential to a park commissioner, but he lacks respect for law. He not merely devastates the park and wastes the public money, but he does these things in violation of the charter. On the score of taste, we have perhaps little right to expect action from an administration which tolerates Pallas, but a precedent for removing lawbreakers has been set in the case of Mr. Schmitt, Mr. Schrader's predecessor, who was removed for violation of the Civil Service law. The city charter requires the consent of the landscape architect to all changes respecting the conformation, development or ornamentation of any of the parks. Calmly ignoring this limitation on his powers, in the face of the opposition of the architect, Commissioner Schrader proceeded to cut down trees, move roads, destroy a parade ground and build a racetrack. He could scarcely have devised a piece of work that would have been a more decided change in park conformation and more of an innovation in the policy of development. Even if he had had the technical authority to go on, it was a matter of policy so important that any conservative and trustworthy commissioner would have sought the approval of the Mayor. He sought the approval only of his horse racing friends, and then proceeded lawlessly to oblige them. In doing it he also violated the provision of the charter respecting bids for work costing over $1,000.

The taxpayers ought to be reimbursed for this work done in violation of law. It is not a proper charge against the city. It is a personal expenditure for which Commissioner Schrader should be held responsible. The damage and its repair, so far as it can be repaired, will cost about $6,000, which Mr. Schrader should be compelled to pay. Then he should be relieved from the care of parks which he evidently does not appreciate and the administration of law which he clearly does not deign to obey.

IMPROVING THE ELEVATED ROAD.

The State Railway Commissioners will to-day begin an inquiry into the fall of a car from the elevated road on Monday. Such an investigation ought to be both thorough and broad. The flight of Motorman Kelly seems to amount to a plea of guilty, but the public has a right to know whether any one else is in any degree responsible. The vindication which the switchman on duty at the scene of the disaster has received from his employers is convincing to most minds, but if anybody has evidence that he made a mistake the chance for producing it will be afforded. Unless such testimony should be forthcoming, it is hardly necessary to add, Coroner Scholer's misgivings on this point ought to be disregarded.

It has been suggested that the sharpness of the curve from 9th-ave. into 53d-st. contributed in some measure to the accident and that the authorities should require a change in the structure which will lessen the danger there. Well, it is only fair to say that, if the curve in question has too short a radius, the fault was only one of several elements in combination which led to the result. Thousands of trains have gone around the corner there in perfect safety, and the one which was wrecked on Monday suffered only because it was travelling at too high a speed. The speed, in turn, might have caused no trouble had the straight route to the southward been available. There can be no doubt, however, that an alteration in the curve would not only inspire greater confidence in the security of travel, but would actually promote such security. The change could be effected in two or three different ways, and the commissioners will be expected, if they recommend any improvement at all, to select the method possessing the most advantages.

Mr. Frank S. Baker, one of the officials who are to participate in the investigation, outlined to a Tribune reporter yesterday a scheme which has much merit. He points out the possibility of diminishing a dangerous rate of descent and of avoiding a grade crossing where the 9th-ave. and 6th-ave. tracks intersect; and he thinks that these reforms could be effected simultaneously with a modification of the curve there. So many excellent features has this proposition that it deserves careful consideration; and, unlike some other changes which the State Railway Commissioners have favored, it might well receive the approval of the Rapid Transit Commission, which has a voice in these matters.

The conditions which exist at the 6th-ave. end of the connecting link through 53d-st. are apparently identical with those at the 9th-ave. turn; but there is, after all, a material difference between them. The traffic which comes down 6th-ave. from the 58th-st. terminus is light compared with the business on 9th-ave. Besides, there is no grade worth mentioning on 6th-ave. north of 53d-st. There is less need of a change in the one locality than in the other.

A FOOLISH OUTBREAK.

Police Commissioner McAdoo responds to criticism of his department with unconvincing heat. There is no reason why he should not denounce malicious misrepresentation if it exists, but the public will not adopt his assumption that there is nothing in police management and conduct to complain of. The fact is that Commissioner McAdoo has been treated with at least as much consideration as he deserves, and our strong impression is that confidence in his personal integrity has led to an unfortunate leniency of judgment in respect to his administration. It is not improbable that the records may be persuaded to show a comparative state of efficiency, but no intelligent citizen of any party thinks that the Police Department is what it ought to be, or what it might be without any change of law.

By way of minimizing the cumulative effect on the public mind of truthful reports of burglaries committed in the absence of householders, it is lightly said that such a harvest is reaped every summer because careless people go away and leave their homes ill protected in reliance on the police. Then why don't the police do the extra work required? Well, because they are otherwise engaged. How? To some extent in looking out for places of public resort and to some extent in taking vacations. It does not seem to have occurred to the authorities that a time of excessive demand is not the best time for the police to rest from their labors. The cheerful admission that burglars are busy and prosperous every summer reminds us of a patrolman's disdainful comment when a citizen told him that his pocket had just been picked on a 34th-st. car: "There's nothing remarkable about that; it's going on all the time."

The patrolman bluntly told the truth. It is going on all the time, and so are many other things which the police take too little pains to stop and are too much given to excusing. We hope that if anybody lies about the police the Commissioner will show him up and make him odious. In the mean time he would do well to set his official house in order to the best of his ability, accepting in a proper spirit such censure as he deserves and seeking to contribute to the fortunes of the municipal administration by proofs of efficiency rather than by futile rejoinders to legitimate criticism.

THE MIKASA.

The loss of Togo's flagship will excite the keenest regret the world over. Now that the war in which she did such magnificent service is ended, even those who were once enemies of Japan will concede that the Mikasa led the way to a victory which has not been paralleled since the battle of Trafalgar. In the popular mind a warship assumes something of the personality of the commander who uses it as an instrument. Some portion of the enthusiastic admiration which Togo's brilliant work has aroused has insensibly been transformed into affection for the vessel whose deck he trod in the Sea of Japan. The accident cannot alter the result of the war. It is infinitely less lamentable than would be the death of the hero who was so intimately associated with the history of the unfortunate ship. All the same, her fate is a pathetic, if not an ignoble, one. What a pity that she could not have been preserved, after her military usefulness had ceased, as a source of perennial inspiration to Japanese patriotism and pride!

Until more is known about the origin of the fire which reached the battleship's magazine and led to the explosion which wrecked her instantly it will be impossible to tell what safeguard was neglected. Possibly the recent termination of hostilities caused a relaxation of vigilance and discipline; but even that conjecture cannot easily be reconciled with the splendid management which has of late characterized Japanese naval administration.

This disaster is almost without precedent in the number of deaths which it involved. Sigsbee lost about two hundred and fifty men in the harbor of Havana when the Maine was destroyed, and the collision between the Victoria and the Camperdown during British naval manœuvres resulted in the drowning of not more than four hundred. As almost exactly six hundred perished when the Mikasa sank, a new modern record of misfortune has been established.

LINE OFFICERS AS ENGINEERS.

Secretary Bonaparte will have done the navy an admirable service if, spurred on by the disclosures following the explosion on the Bennington, he succeeds in repairing the weaknesses in the engineer service traceable, in the opinion of some critics, to the amalgamation of line and staff effected by the Naval Personnel act. Apparently, one consequence of that legislation has been a tendency to throw the engineering work too much on officers with no special mastery of engineering and no capacity to direct the non-commissioned engine room force. Employment in the engine room is doubtless irksome to the average line officer, whose inclinations lie in other directions; and there seems to be an impression abroad that sufficient drill in engineering routine is not enforced on line officers disposed to shirk duty of that sort.

The Secretary has taken a step in the right direction by calling to the attention of the service this section of the naval regulations:

> It being the purpose of the department that line officers shall be proficient in engineering duties, such officers, other than the executive, navigator, and ordnance officer, who may be junior to the senior engineering officer, shall in rotation, for fixed periods, as the captain may find practicable, be assigned to watch duty in the engineering department.

It appears that ten ensigns recently coming up for promotion failed to pass examinations in engineering, and that discovery suggested the idea that on shipboard many junior line officers escape their proper share of engineering work, or, undertaking it, depend entirely on the warrant machinists in the fulfilment of their duties. Secretary Bonaparte has also called the attention of all naval officers to the necessity of stricter supervision of the engine room force, and has recommended greater personal vigilance on the part of those charged with engineering tours. The greater zeal and carefulness which these orders are adapted to inspire will do much good. But it is becoming clear that the employment of line officers indiscriminately as engineers is far from an ideal system. The highest engineering efficiency is to be attained only by concentration of study and effort, and such concentration is not favored by the rotation method of assignment now in force.

A NEW BUREAU OF KNOWLEDGE.

An Englishman has at last hit upon a system of universal information which fills a universal want. The idea is simple, like all great ideas, and involves, in brief, merely classifying, coordinating and assorting all knowledge and making it immediately available by a bureau system, or perhaps by a penny-in-the-slot machine, thus giving new vitality to the old phrase, "a penny for your thoughts"—except that in this case it will be only the residuum of thought, so to speak, which will be made available to a public hungry for information. Unfortunately the details are not supplied as to the manner in which this bureau of universal information is to be organized, and whether it is to be connected with every home, like gas, electricity and the telephone; but the particulars will probably be furnished in due time, at least to subscribers to the bureau.

As to the advantages of the scheme, they are manifest. Merely to make an everyday application, what a comfortable feeling would the command of such a bureau give to its fortunate possessor! If a New-Yorker, for instance, had at his service such facilities for obtaining knowledge revised to date, he would only have to press a button, turn a key or pull out the proper compartment from his bureau of universal information in order to learn what are the facts as to "graft" and police mismanagement in Manhattan, and just what relation those facts bear to Tammany Hall or to the master of Good Ground. He might also in the same easy, inexpensive and expeditious manner learn why it is that Mayor McClellan has been unable to keep his promise to give every child in New-York of school age a seat in school; why it seems impossible to finish the new Hall of Records; what has happened to the agitation for pure air in the subway; what disposal has been made of that $30,000 appropriation for street signs and what has become of Borough President Ahearn, anyway.

Of course, these are merely samples of the way in which the new bureau will fill a long felt want and enable people to arrive at facts and results which now baffle their inquiries and tax beyond its resources the brain power of the honest voter seeking for light and facts as to municipal government. It is to be hoped the inventor will bring his device before the people at the earliest possible date. There will be a great demand for it if it fairly meets reasonable expectations.

A St. Louis physician advocates piping fresh air from the country to the city to take the place of the devitalized air in crowded centres of population. Here is a hint for our subway.

It will soon be necessary to drop "isolation" from the list of drawbacks to life in the country. The multiplication of trolley facilities makes it easy for the farmer to reach the city, and the introduction of rural free delivery brings the city to him (in the form of his favorite newspaper) every day. And now the enterprise of a progressive Maryland library committee is putting him and his family in touch with the more permanent forms of literature. Once a week the smart covered wagon of the Washington County Free Library, of Hagerstown, traverses the country roads, delivering and exchanging books. In Wisconsin, library messengers make periodical buckboard trips into the woods, supplying the camps with the mental pabulum that lumbermen crave. Several states, notably New-York, Iowa and Wisconsin, maintain a system of "travelling libraries"—collections of fifty volumes or thereabouts, which are sent to hamlets and villages having no public library, and replaced by new accessions every few months. This system has worked well, but it has not the possibilities of the Maryland experiment, which librarians throughout the country are watching with much interest.

It took thirty years of effort to get a bust of Tom Paine admitted to a niche in Independence Hall. Will it take as long to exile the "Sunset" Cox statue from Astor Place?

Colonel Watterson has a new scheme for the revivification of the Democratic party. "Let us drop hot gospels," he says, "and trust a little to the efficacy of cold cream." We rather thought that the Parker campaign had demonstrated the shortcomings of cold cream as a political lubricant.

Sir Wilfrid Laurier with a silver spade turned the first sod of the Grand Trunk Pacific's new transcontinental line, near Fort William, Ontario, the other day. Canada is a fostering mother to the iron roads of progress, by which alone her territories can be bound together and made a political whole.

THE TALK OF THE DAY.

Judge J. H. Reeder, of Kansas, tells of a singular exhibition of town spirit in a case in which he once appeared as counsel. At that time it was customary for Kansas towns to contend bitterly for the honor of being the county seat. The contest in Ness County, where the court was sitting, was acrimonious. The case in no way involved the question of the county seat. The jury happened, however, to be divided equally between partisans of Ness City and of the rival town. Consequently, when it came to a ballot for foreman, each town had its candidate, and the vote stood six to six. For long hours they balloted with the same result, the presiding judge at intervals admonishing, beseeching, threatening, but all in vain. After thirty-six hours of this unyielding struggle, the judge, doubting his power to punish them, discharged the jurors in despair—the vote still standing six for Ness City and six for the rival town.

"I have heard a great deal about the 'Subway Air,'" said the caller at the New-York music store. "Are there any words that go with it?"
"There are," responded the salesman, "but they are unsuitable for publication."—(Chicago Tribune.

When the troops of Catherine II took Warsaw they carried the 300,000 volumes of the local library to St. Petersburg, also the contents of Radziwill and other public libraries. This year the Russian government decided to return the Radziwill books. They were brought back in the unopened boxes in which they had been taken away more than a century ago.

Love's Commandments.—1. Thou shalt have no other love but me. 2. Trust me all in all or not at all. 3. Thou shalt not dull me with satiety. 4. Wound me not with cruel words. 5. Thou shalt not bind me with fetters. 6. Guard me as the jewel of thy soul, for, once lost, I can never be regained. 7. Thou shalt not mistake thy fancies for me.—(Philadelphia Bulletin.

Attorney General Moody was discussing certain flaws in the criminal code and certain remedies that had been suggested.

"These remedies," he said, "are not logical; they would not be effective if enforced.

"They are singularly like the remedy that a chop-house waiter once indicated to an impatient guest.

"The guest had ordered a chop, and when it was brought in to him he said, with a disgusted air:

"'Waiter, my plate is quite cold.'

"The waiter smiled encouragingly.

"'Yes, sir,' he said, 'but the chop is hot, sir, which, I think, you'll find will soon warm up the plate nicely, sir.'"

THE GOLF HABIT.
By an Involuntary Slave.

Even as one that ventures, in his strength,
On some slow drug, and seems to take no ill,
But surely weakening finds himself at length
Thralled to a tabloid, bondsman to a pill,

So I, that sought a charm whereof men rave,
That did but nibble, as it were in jest,
Am grown a Public Scoffing and a slave,
Me wretched! to a practice I detest.

For me the nights go heavily. For me
Day brings the burn, the tussock, and the whin,
The foozled anguish of a clubhouse tee
Crowded with sportsmen pawing to begin.

Through the long hours a weariful course I trace
With piteous "top" and agitating "pull,"
Or squander on th' illimitable space
Blows that would stun an ordinary bull.

The wild turfs leap to my impassioned scoops;
The thick clouds gather o'er the bunker's bed;
And the sliced ball precariously swoops
In imminent circles round a stranger's head.

Daylong and daylong, be it fine or damp,
Summer or winter, I may never flag;
If wet, I take a multi-colored gamp;
If dry, the caddie has it in his bag.

So grinds the old wheel on. And every day
I loathe the stubborn traffic more and more;
Nightly I vow to give my clubs away,
Only to start next morning as before;

Only to find more painful and more slow
My devious passaging from tee to green
(A hole I did in ten a week ago
I missed this afternoon in seventeen);

Only to salve the pangs of my despair
With shattered shafts and stamping of the feet,
And bell my sorrows to the ambient air
In terms that border on the indiscreet.
—(Punch.

About People and Social Incidents.

NEW-YORK SOCIETY.

General Lord and Lady Cheylesmore ended a month's stay in America yesterday afternoon and sailed for England on the Kaiser Wilhelm. Before departure they took luncheon at Sherry's with Lady Cheylesmore's sister and mother, Mrs. Alfred G. Vanderbilt and Mrs. Francis Ormond French. Mrs. Sydney Smith was likewise of the party.

Among those who sailed yesterday on the Kaiser Wilhelm were Count Sergius de Witte and the members of the Russian Peace Commission, Sir Donald Mackenzie Wallace, of "The London Times"; Ogden M. Bishop and Miss Bishop, Mrs. Whitney Warren and Miss Warren.

Eugene Higgins has sailed for Europe on his steam yacht Varuna with a party of friends. He is bound for the Mediterranean.

Miss Frederica Webb's marriage to Ralph Pulitzer will take place on Saturday, October 14, at Shelburne Farms, the Vermont country place of her parents, Dr. and Mrs. W. Seward Webb.

Miss Dorothea Potter's marriage to Tompkins McIlvaine took place yesterday at Burton-on-Trent, in England. Tompkins McIlvaine, who is a member of the Union Club, has until now made his home with his mother, Mrs. Reed McIlvaine, in West 22d-st. His bride is a daughter of Mrs. Edward T. Potter, who was Miss Julia Blatchford. Mrs. Potter and her daughter are in deep mourning, so the wedding was a quiet affair.

Lord Claud Hamilton and Miss Hamilton, who have been travelling in Canada, arrived yesterday at Lenox. Lord Claud is a younger brother of the Duke of Abercorn, and a director of a number of English railroads.

Mrs. Ogden Mills and the Misses Mills left Newport yesterday for their country place at Staatsburg-on-the-Hudson, where they will spend the fall.

Mr. and Mrs. H. O. Havemeyer, jr., are at Hot Springs, Va. Next week they will proceed to Tuxedo, where they have the Lord cottage for the fall.

Mrs. W. Eugene Parsons and Miss Parsons have left town for Hot Springs, Va.

Le Grand C. Griswold has arrived in town from Europe.

Mr. and Mrs. Jose F. de Navarre, who have been spending the summer at the Oriental, Manhattan Beach, have returned to town.

The Secretary of State and Mrs Elihu Root have left their country place at Clinton, N. Y., for Bar Harbor, where they are staying with Mr. and Mrs. Henry F. Dimock.

Mr. and Mrs. William K. Vanderbilt are in town, making their headquarters at the St. Regis. Their town house is for rent, and they are expected to spend the winter abroad.

Mr. and Mrs. William Rhinelander have arrived in town from Manhattan Beach.

Among others in town yesterday were Mrs. R. Livingston Beeckman, Mrs. Pierre Lorillad, Mrs. James W. Gerard, with Miss Harriot Daly, Mrs. J. Lorimer Warden, Miss Isabel Cameron, who has quite recovered from her recent automobile accident, and who is staying with her sisters at their place on Staten Island, and Mrs. Alfred Kessler.

SOCIAL NOTES FROM NEWPORT.

[By Telegraph to The Tribune.]

Newport, R. I., Sept. 12.—A downpour of rain to-day put a damper on affairs which interested society, especially the dog show and the flower show, both of which were held at the Casino. But in the afternoon, when the rain ceased for a while, there was a fair attendance at both. The rain even interfered with the hunt of the Monmouth County Hounds.

A dinner and a dance were given this evening by Mrs. T. Shaw Safe in honor of her wedding anniversary, and a large number of the cottagers were her guests at her villa on the cliffs. Earlier in the day she entertained the poor children of Newport with a trolley ride and a clambake at the beach, as has been her custom on each anniversary of her wedding.

This afternoon a number of the cottagers gathered at the house of Mrs. William Grosvenor to listen to a dramatic recital of Hamlet by Dr. E. C. Abbott.

This evening cottage dinners were given by Mrs. Moses Taylor Campbell, Baroness De Tuyll and Mrs. Harry S. Lehr. Colonel and Mrs. John Jacob Astor have returned from New-York, and to-morrow will entertain on board the steam yacht Nourmahal. After the yacht races for the Astor Cups they will go to their place on the Hudson.

Miss Caroline Duer, who has been the guest of Mrs. Hamilton Fish Webster, has returned to New-York.

Mr. and Mrs. Harry O. Havemeyer, jr., have closed their Newport season and have gone to their place in New-Jersey.

Vicomte Charles de Chambrun has closed his Newport season and returned to Washington.

L. L. Gillespie, of New-York, is the guest of Mr. and Mrs. James L. Van Alen.

IN THE BERKSHIRES.

[By Telegraph to The Tribune.]

Lenox, Mass., Sept. 12.—Heavy rain this morning caused a postponement of the Berkshire hunt, the tennis tournament in Stockbridge and other out of door sports planned for the day. To-night Mrs. Frank K. Sturgis gave a large bridge party at Clipston Grange.

Mrs. William D. Sloane has issued cards for a luncheon to-morrow at Elm Court and a dinner and dance on Saturday evening.

At the annual meeting of the Stockbridge Golf Club the following officers were elected: President, Dr. Charles McBurney; vice-president, Joseph H. Choate; secretary and treasurer, Robert C. Stetson; directors, Dr. Henry C. Haven, Walter Nettleton, Allen T. Treadway and Rutherford Trowbridge.

Mrs. Warren C. Sturgis, of Groton, Mass., is a guest of her parents, Captain and Mrs. John S. Barnes.

Miss Caroline Wilmerding, who has been a guest of Mrs. Archibald MacKay, has returned to Islip, N. Y.

Mme. Dermont, who has been entertained by Mr. and Mrs. Thomas Shields Clarke, has gone to Litchfield, Conn.

Mrs. Birdseye Blakeman, of New-York, is entertaining Mrs. F. G. Perry in Stockbridge.

Lenox cottagers are much interested in the production of the opera "Sunny Sicily," in Pittsfield, for the House of Mercy Hospital. At the auction of boxes to-day Mrs. William D. Sloane, John Sloane, Mrs. Carlos M. de Heredia, Mrs. Samuel Frothingham, Mrs. W. B. O. Field, Mrs. John E. Alexandre, Mrs. George Westinghouse and Eustace Jaques were purchasers.

PRESIDENT WANTS QUIET.

Only Callers on Urgent Business To Be Received at Sagamore.

Oyster Bay, Sept. 12.—President Roosevelt passed the day quietly at his home at Sagamore Hill. No visitors were received. He authorized the statement to-day that from now until he returns to Washington, on the 30th, he will receive no callers, except those who may come on urgent official business. He has been deeply engrossed thus far at Sagamore Hill in affairs of the highest importance, and has had little opportunity to enjoy his vacation. He hopes during the remainder of his stay in his old home to have comparative quiet.

ARREST AT OYSTER BAY.

Man with Remedy for Poverty Tried to See the President.

[By Telegraph to The Tribune.]

Oyster Bay, Sept. 12.—President Roosevelt narrowly escaped a visit to-day from Isaac Schamus, a young Russian Jew, who has evolved a scheme to do away with poverty. Except for the fact that Schamus was rounded up by the Secret Service detectives, taken before Justice Franklin and sent to Mineola for examination as to his sanity, the young philanthropist might have stormed the President's home to an interview. Before coming to Oyster Bay, Schamus sent several letters and telegrams to the President outlining in a more or less lucid manner his remedy for poverty, but received no replies.

When he reached town this afternoon he went to the Octagon Hotel, engaged a room, and telephoned to the executive office for an interview with the President. Frank Tyree, a Secret Service operator, accompanied by John McQuade, the village constable, called on Schamus at the hotel within five minutes after he sent in his telephone message, and took him before Justice Franklin. While he was being examined, Schamus made several impassioned speeches, in which he arraigned the coal dealers, who are, he said, grinding the poor beneath their heels; the press, which is aiding the coal dealers in the grinding process, and the rich, who look on, unheeding the misery about them. "With the aid of the President and a few philanthropic men," he said, "I propose to buy up all the coal business of the United States; then the President shall appoint a commission to fix the price of coal for the poor."

Schamus said that his home was at No. 351 East 52d-st., New-York, and until recently he had been employed by Joseph Gordon & Co., coal dealers in East 42d-st. Justice Franklin ordered Schamus taken to Mineola for examination, and McQuade escorted him there. When the officers searched him at Mineola they found in one of his pockets a permit to carry a revolver, signed by Commissioner McAdoo and Captain Lantry, issued in Schamus's name, and giving his occupation as collector. This permit was dated September 11.

Isaac Schamus was bookkeeper and cashier for a large coal concern in East 42d-st. for three years and enjoyed the confidence of his employers. Recently, his health giving way, he became a salesman for the same firm. He was studious, and inclined to melancholy, his father, S. Schamus, said. In the coal strike of 1902 he brooded over the hardship borne by the poor. Recently he has been extremely nervous, fearing another strike. A few days ago he told his father he must see President Roosevelt about a scheme for giving coal to the poor at cost. His relatives were worried about him yesterday, not knowing where he was.

RED MEN COMMEND PRESIDENT.

Nashville, Tenn., Sept. 12.—At to-day's session of the Great Council of Improved Order of Red Men the California delegation introduced a resolution commending President Roosevelt for the part he took in the bringing about of peace between Russia and Japan.

SENATOR WILCOX WEDS TO-MORROW.

Marriage Follows Close on Heels of the Bride's Divorce.

[By Telegraph to The Tribune.]

Troy, N. Y., Sept. 12.—The marriage of Senator Benjamin M. Wilcox, of Auburn, to Mrs. C. I. Lewis will take place Thursday afternoon at the home of Dr. Kirkpatrick, in this city. He is a brother of the former Mrs. Wilcox, who has been dead about a year. The ceremony will be performed by a resident clergyman from Auburn.

Dr. Kirkpatrick stated to-day that the date for the marriage had been set many weeks and was in no way contingent upon the signing of the divorce decree granted to Mrs. Lewis.

After the wedding Senator Wilcox and his wife will go to Denver.

THE TRIBUNE FRESH AIR FUND.

Good Work Done This Year—Sick Children Receive Long Outing—Money Needed.

A few echoes from the Tribune Fresh Air Fund season may not be amiss at this time. No more children will leave for the country this year under its auspices, and there are only a few stragglers still in the country. All the homes managed by the fund have been cleaned and closed until early next summer.

It is the general rule that the temporary wards of the Tribune Fresh Air Fund shall enjoy a two weeks' outing in the country, but frequently this rule is extended to three, four, and sometimes twelve weeks. At Middletown, N. Y., there is a house known as the Middletown-Goshen Convalescent Home, where Tribune children that need special care and attention are sent.

In the last season children with heart trouble, hip disease, St. Vitus dance, weak lungs and many other complaints were received at this home. The entire number entertained there was 119, and of this number twenty remained longer than the customary two weeks—ten were kept four weeks, five for six weeks, two for eight weeks, two for ten weeks, and one child remained the whole season of twelve weeks.

"The gain in weight in some of these cases was truly wonderful," writes the manager of the home. "The girl with St. Vitus dance went home without any signs of the disease, and the others were much stronger than when they came. One girl, kept all the season, would hardly have been recognized. She came to us a living skeleton, and went home as plump as a partridge. Last season she was out here four weeks, and said last winter was the first one in her life that she did not have to go to the hospital, and she certainly won't have to go this season."

Now, that the active season of the fund is a thing of the past, it should not be entirely forgotten. The fund was very heavily taxed, as there were more children sent to the country and they travelled a longer distance than usual. It is necessary for the management to make one last appeal to the ever responsive friends of the fund. That the financial season may be closed with a clean record, two bills for transporting 375 children must be paid. These children were sent to the country at the end of the season, and the management anticipated that the future contributions would cover their transportation. Contributors may be assured that the money received at this time will do as much good as if it had been received earlier in the season.

CAPT. SCHULZ, U. S. A., WINS HUNT PRIZE.

The Military Service Institution of the United States has awarded the Hunt prize for 1905 ($50 and a certificate of award) to Captain Edward H. Schulz, Corps of Engineers, U. S. A., for his "short paper" essay on "Land Defence of Sea Coast Fortifications."

SEEING KEOKUK.

From The Rayville (Mo.) Enterprise.

Last Wednesday there was an excursion from Rayville to Keokuk, Iowa. There were four of the Rayville boys went. We came to a large railroad bridge across the river at Keokuk. Part of that bridge had to turn around to let the boat pass through. The boat landed after it passed the bridge. By the time the boat put us on shore it was 4 o'clock, and only had an hour to stay in town. The crowd went up in town to see such a large city. The population of Keokuk was only 15,000. Streetcars there as we never saw before. The hour passed away soon and never got to see half the town on account of the steamer leaving at 5 o'clock, and then the mate had to go up in town and hurry some of them up, then part of them may of got left. On the steamer there was beer and most anything you would want. Music and waltzing to who laid the chunk. As the boat was on its way back there were several fights between the mate and the passengers. Two of the passengers got put down in the hull (as we call it). One fellow got a beer bottle landed up against the side of his head. When we got off the train here most every one thought we were drunk, they said, because we looked so bad, which we certainly did feel tuff. But all the crowd reports a nice time.

STREETCAR MANNERS.

From The St. Louis Globe-Democrat.

So loud and constant have been the lamentations and objurgations hereabouts concerning what are termed our want of manners in streetcar travel that it is high time to come to the defence of the great, inarticulate public which cannot speak for itself, which is dumb when the shallows murmur. Everywhere in the streetcars of this country there is to be met a cheerful and uncomplaining submission to almost intolerable conditions of discomfort through overcrowding, which is of the finest essence of true politeness. We laugh with those who laugh at us to the point of forgetting what is due ourselves as a people in the consciousness that Americans are among the politest peoples in the world in every trying situation where real politeness is best illustrated. Because such situations are constantly arising in the streetcars of great cities, and because we meet and deal with them in the broad and generous spirit which is a part of the constraint of good manners, those who lecture us about trifles are shooting wide of the mark.

PLEASURES OF CAMP LIFE.

From The Roseburg Plaindealer.

About this time the campers return and tell what a great time they had, but they never mention—how the mosquitoes bit them, how the ants crawled over the table and provisions; how the women were afraid of the snakes; how the noises kept them awake at night; how disagreeable it was when they had to crawl out in the morning; how bugs made nests in the blankets; how they had to squabble over how the work should be divided; how the smoke from the campfire got in every one's eyes; how inconvenient it was to wash; how they wished every day that they were back home; how they became disgusted with canned goods, and other incidents too numerous to mention.