

Amusements.

ACADEMY OF MUSIC—Taming of the Shrew. AERIAL GARDENS—The Old of the Golden West. BELASCO'S—The Girl of the Golden West. CARNO—The Girl of the Golden West. DUNNY'S GREAT LUNA PARK—The Girl of the Golden West. HAMBURGERS—The Girl of the Golden West. LITTO—The Girl of the Golden West. NEW YORK RAIN GARDEN—The Girl of the Golden West.

Index to Advertisements.

Table with 2 columns: Page No. and Advertiser Name. Includes entries for Amusements, Real Estate, and various services.

New-York Daily Tribune.

MONDAY, JUNE 11, 1906.

THE NEWS THIS MORNING.

FOREIGN—Advices from St. Petersburg say that the agrarian disorders spreading in the country are not being checked by the government. The French cabinet has decided to ask additional taxation. The government will also introduce a bill for workmen's pensions.

DOMESTIC—It was expected in Washington that the Senate would consider the Panama Canal appropriation bill in the coming week. The House would have the bill reported before it.

CITY—A terrific wind, rain and electrical storm did much damage in and about the city. The police were unable to obtain any evidence tending to show who killed Mrs. Kline.

A SEVEN-FOOT TELESCOPE. Professor E. C. Pickering, director of the Harvard astronomical observatory, makes a novel proposition for the benefit of his professional brethren in this and other countries. He suggests the construction of a telescope whose diameter shall be seven feet, or more than twice as great as that of the Lick telescope.

THE WEATHER—Indications for today: Showers. The temperature yesterday: Highest, 86 degrees; lowest, 64.

RUSSIAN MILITARY DEMORALIZATION. Russia continues to try by court martial her generals and admirals who were beaten by the Japanese. General Stossel was condemned to death for not holding Port Arthur against the irresistible Nogi, and now Admiral Rojestvensky is threatened with the same fate for being routed and captured by the mighty Togo.

ASPHALT FOR COUNTRY HIGHWAYS. Reports from various county engineers regarding the cost of maintenance of improved highways have drawn considerable attention to that highly important phase of the road question and are bringing to the front many hitherto unmentioned features.

country highways. Of course, it would be necessary to give the subject careful study in order to avoid the errors which have made many of our city streets anything but a joy to ride upon, but the fact that a high-grade natural asphalt, which does not contain the soluble salts so detrimental to the waterproof qualities essential to a good pavement, can be mixed with traprock particles of the size now used in ordinary macadam and laid at a rate sufficiently low to warrant consideration is regarded by many as calling for an open minded discussion of its possibilities.

Japan. Perhaps it may be necessary at least to go through the form of punishing officers for failing in foreign war. It would be far more to the point to find officers and men who could be trusted to do their duty at home.

NO MEDDLING IN PANAMA.

The radical trouble with all the proposals and requests which the Panama Liberal directorate has been making to this government is that they involve an American meddling in Panamanian affairs for which there appears to be no legal warrant and which might cause natural and reasonable resentment on the part of the Panamanian government.

The final appeal of the directorate was that this government should send a confidential agent to investigate the situation and to make reports upon the basis of which this government should make representations and give warnings to the Panamanian government. That plan seems scarcely open to objection. It is really superfluous, for the United States now has, in the person of its Minister to Panama, an exceptionally acute and competent observer, who knows what conditions on the isthmus are and who reports them to Washington in the most accurate, comprehensive and authoritative manner.

The part of a mediator is one which the United States has no inclination to play, in Panama or elsewhere. All its dealings with the isthmian republic thus far have been entirely open and above board. Its duties toward that country and its privileges and authority in dealing with it are all distinctly and explicitly set forth in a formal treaty and in the constitution of Panama. This country will exercise its full rights and powers, as thus defined, but it will also respect to the full rights of Panama. Moreover, it seems pretty safe to assume that if it should be led to intervene beyond the limits of existing prescriptions it would do so at the recommendation of its own official representatives or at the request of the constituted and recognized authorities of Panama, rather than in the irresponsible appeal of a self-appointed committee of political propagandists, no matter how estimable personally these men might be.

A SEVEN-FOOT TELESCOPE.

Professor E. C. Pickering, director of the Harvard astronomical observatory, makes a novel proposition for the benefit of his professional brethren in this and other countries. He suggests the construction of a telescope whose diameter shall be seven feet, or more than twice as great as that of the Lick telescope. Partly for the sake of economy and partly because of the particular class of service to which the instrument would be almost exclusively devoted, he would have a reflector, not a refractor. Since there are fewer observatories in the Southern Hemisphere than in the Northern, he prefers a site on the other side of the equator. The usefulness of a telescope being proportionate to the absence of cloudiness in the locality where it is employed, Professor Pickering thinks that the vicinity of Bloemfontein, South Africa, would supply almost ideal conditions. There are said to be more clear nights in a year there on an average than at any other place in the Southern Hemisphere which would in other respects be desirable. The new observatory would engage in systematic photography of the heavens, copies of any of its plates being furnished to astronomers elsewhere who might need them in the prosecution of their own inquiries.

For certain classes of astronomical study it is desirable to supplement observations in the Northern Hemisphere with work in the Southern. The spectrum of a star, for instance, is supposed to furnish a key to its temperature, its physical chemical constituents and its motion away from or toward the observer. If an investigator seeks to classify stars according to their spectra for any reason, then he naturally wants returns from the entire sky, and not alone from the portion visible at his own particular post. Hence several Northern institutions have established temporary or permanent annexes south of the equator in the interests of thoroughness of research. If one observatory could be made to serve a dozen or a score of others in this manner, an increase of knowledge might be secured at comparatively low cost. After it was once built, equipped and endowed, it could afford to sell duplicates of its pictures at a merely nominal price.

It is for the stargazers themselves to determine how much value such an international observatory would be. They understand their own requirements and present facilities better than anybody else. There would not be any impropriety, therefore, in an attempt by Professor Pickering to ascertain the sentiments of astronomers in the United States and Europe in regard to his project. If there should be an emphatic and general demand for such co-operation it might be possible to raise money enough for the purpose—\$400,000 or \$500,000. If there should be no general response, on the other hand, it would appear that existing observatories, on the whole, fairly met the demand as to situation and equipment. Six months or a year, properly utilized, ought to dispel all uncertainty.

ASPHALT FOR COUNTRY HIGHWAYS.

Reports from various county engineers regarding the cost of maintenance of improved highways have drawn considerable attention to that highly important phase of the road question and are bringing to the front many hitherto unmentioned features. According to these reports, New York's \$50,000,000 used directly for building roads according to present methods, will involve an enormous annual expense for repairs, and not only road builders but the people who pay the bills are beginning to ask if, after all, the macadam system is the best, when first cost, expense of annual maintenance and durability are considered. Simple arithmetic shows that a substitute for macadam which might cost more in the first instance and show a great saving in cost of maintenance would in a period of ten years prove a profitable investment. County Engineer McClintock of Monroe is authority for the statement that the estimated cost a mile for the maintenance of New York State roads for the current year is \$210, and that the \$7.77 miles of macadam road in his county have cost \$73,198.90, or \$8,114 a mile. In 1905 they cost \$175 a mile for repairs, and an inspection last April showed that \$90,000 would be needed to put them in first class condition, or nearly \$700 a mile. New York has followed the lead of Massachusetts, Connecticut and New Jersey in the matter of road building, and it might be wisdom to follow the last named state in its experiments with asphalt as a cheap and lasting surface for

country highways. Of course, it would be necessary to give the subject careful study in order to avoid the errors which have made many of our city streets anything but a joy to ride upon, but the fact that a high-grade natural asphalt, which does not contain the soluble salts so detrimental to the waterproof qualities essential to a good pavement, can be mixed with traprock particles of the size now used in ordinary macadam and laid at a rate sufficiently low to warrant consideration is regarded by many as calling for an open minded discussion of its possibilities.

Professor A. W. Dow, government inspector of asphalt and cements at Washington, is quoted as saying that no pavement laid in the District of Columbia with natural asphalt has ever rotted. John C. Trautwine, formerly engineer of the Philadelphia Water Department, says that the same material used eight years ago for reservoir lining has shown no signs of deterioration, and in Rochester it has cost less than two cents a square yard a year to maintain an asphalt pavement for seventeen years after the expiration of the guarantee term.

As water is the chief enemy of the country roads and the cry of the road builders is "drainage, drainage, and then more drainage," to insure keeping them in good condition, it would seem that even if the first cost is the same the lessened expense of maintenance might be a sufficient reason for considering the claims of some other material than the present costly and short-lived macadam for building the state's highways.

MR. HEARST'S "INDEX."

Mr. Hearst's tribute—or warning—to Mr. Bryan is as significant for its omissions as for its characterizations. In form Mr. Hearst welcomes the renewed enthusiasm for the old apostle of radicalism, and with generosity, not to say self-abnegation, refuses to let his own candidacy stand in the way of continued support of the Nebraska statesman. In reality his manifesto is an announcement that he and the movement which he has so carefully nursed and so liberally fed are not to be sidetracked if he can help it. He is exceedingly loyal to Mr. Bryan as an attachment to Mr. Hearst, but he has no use for Mr. Bryan as the leader of a United Democracy commanding the support of the conservatives. As he and everybody else understands, the present tributes to Mr. Bryan are attempts to secure such a union, and when he conditions his enthusiasm on the exclusion of the conservatives from the circle of worshippers he proclaims his opposition to the candidacy of Mr. Bryan on the only terms which would make his candidacy at all probable. He will have none of Mr. Bryan, if Mr. Bryan does not repudiate those who are at present most eager to indicate a change of heart and a willingness to support him.

As we say, his list of the condemned is significant for what it does not contain. Sullivan, McClellan and McCarren can have no part in any Hearst Democracy or in any Bryan Democracy which is to have Mr. Hearst's approval. But how about Murphy? He is all right. Not many months ago Murphy was daily described in the Hearst publications as a vulgar thief, and in return Murphy represented Hearst as morally a bomb thrower and assassin. But now the fearless friend of good government who tolerates only honest supporters of Mr. Bryan finds no harsh word for the leader of Tammany Hall, who controls a large body of votes in the next state convention, and is thought by some to look not unfavorably upon Mr. Hearst's ambitions! Does this silence indicate a receptive and hopeful spirit on the part of Mr. Hearst? If so, what is the meaning of the bitter comments on others whose favor was a little time ago also possible? McCarren, Mr. Hearst says, is an "election thug." Does that mean that, even if Murphy is friendly, McCarren and the Brooklyn delegates will be against Mr. Hearst? Sullivan is described as a "keeper of dives and lord protector of crooks and criminals." Though many of Sullivan's underlings are inclined to Mr. Hearst, and some of Mayor McClellan's friends are frankly skeptical about Sullivan having been caught napping by Murphy the other night and suspicious that he is ready to tie up with Murphy and Hearst, this characterization would seem to indicate that Mr. Hearst does not believe anything of the kind. It is clear that in his campaign for Governor he has hopes of Murphy, and has crossed off his books both Sullivan and McCarren.

THE PACKERS' INVITATION. Following the sending of the Reynolds-Neill report to Congress by the President, but following at such a distance as to give time for a hasty cleaning up and a rectification of some of the worst features, a full page advertisement in display type and signed by the eight packing house companies of Chicago, Omaha and other Western cities appeared in the Chicago papers, headed, "Come and see for yourselves." The packing companies refer to "the highly colored, sensational and untruthful reports relative to the Chicago packing industry," and add: "We believe that the best and surest way to satisfy the general public as to the purity and wholesomeness of our products and the cleanliness and sanitary conditions is to invite you to make a personal inspection." The packers also say they have always followed this open door policy, but, to make it absolutely clear, they now invite "everybody in the United States, and particularly the residents of Chicago and visitors from abroad," to make a personal inspection of their plants, which are open every working day.

As a commentary on this broad invitation, it is interesting to find in the same issue of a paper in which we noted the advertisement—"The Chicago Tribune"—an account of a visit of Chicago city inspectors to the yards, one paragraph of which is significant. It reads: "Everything showed the marks of recent thorough cleaning. I did not see anything that could be termed undesirable. I found work going on on new toilet rooms. Many toilet rooms are located inside, but are well ventilated."

It must be remembered that this report was made the day after the submission of the Reynolds-Neill report. Could a report also be made as to the "recent cleaning"? It would be found—or so news from Chicago indicates—that the cleaning of which the recentness was evident to the Chicago inspectors had been done promptly upon the packers' knowledge that the Reynolds-Neill report would be sent to Congress. Hence, what the public is now invited to go to the stockyards to see is not what inspectors previous to this general invitation beheld and indicated in part in their report. Instead the visitors will see floors on which scrubbing began only in anticipation of the report, and plumbing and sanitary regulations installed with wondrous speed since its presentation. The stockyards will not be in the least the old stockyards, and proofs of cleanliness and care now presented will not in the least establish the cleanliness of the methods employed before all these feverish activities of reform were entered on.

But it must be admitted that the packing houses have always granted to visitors the privilege of going through their plants, and for nearly a third of a century the stockyards have been one of the show places of Chicago, to which visitors, if so minded, had free access. This fact may be cited in favor of the packers, who should have due credit. It is true, however, that of the many thousands who have visited the stockyards few until within recent years have had any other object than the gratification of an idle curiosity, and that the multitude went away with a confused sense of having seen something horrible on a great scale, but with no special revulsion other than that which naturally resulted from seeing slaughter-

ing done by wholesale methods. They did not view the operations as sanitary experts, and, in fact, sanitation as it is now understood is a comparatively recent science. Within the last decade the education of the general public as respects sanitation and as respects proper and decent treatment of workmen has been going on rapidly, and it was inevitable that last the methods of the stockyards and the packing houses should be submitted to a different kind of scrutiny from that which had been given by so many thousands in the past.

MONEY AND BUSINESS.

Prices of securities show a further moderate advance, the average of the sixty most active railway stocks rising to within about \$4 a share of the highest point on record, notwithstanding the light trading and very little support from the speculative public. A moderate investment demand is constantly in evidence, but recent heavy issues of new securities have done much to keep outsiders away from the market. Statements of railway earnings continue to exhibit large gains over last year's figures, and there is the further stimulus of a more attractive call money market, but brokers complain that customers fail to become interested. This phase of the situation promises to grow more acute as vacation trips gradually deplete the transient population of Wall Street. The chief depressing influences were heavy sales by London and the sharp advance in wheat because of continued rain in the Northwest. Manipulation of a few specialties served to maintain the total volume of business larger than in the corresponding week of either last year or 1904, but dealings appeared small in comparison with transactions a month ago.

The combination of a light demand for money in speculative channels and the receipt of large sums from San Francisco brought about lower rates in the local money market, despite the fact that little change has occurred at other leading centres. This is a financial condition that will automatically adjust itself, although it is natural that call loans here should be slightly below a parity with other cities because of the balances that interior banks always hold in New York to meet their drafts, unless there is a vigorous demand for accommodation on stock market collateral. One significant result of the less attractive money market was the sharp advance in foreign exchange rates. The demand for remittance was heavy because there was no incentive to renew maturing foreign loans. As exchange advanced there was talk of the possibility of gold exports, but the market is still far below the point at which that operation would be profitable, and it is expected that any considerable outgo will be prevented by extending maturing obligations for another ninety days, which would bring them due in September, when exports of farm staples usually attain their maximum. Gross gold in government vaults has risen \$10,000,000 above previous records, and it will not be long before the phenomenal aggregate of \$800,000,000 is attained.

General trade conditions continue sound, although there is more or less of the usual summer disposition to postpone new undertakings. It is encouraging to note that some prominent banks are discouraging the tendency to speculate in real estate, and a larger percentage of the unprecedented building operations is in the nature of legitimate investment. The activity of this nature is emphasized by the advance in prices of lumber and other building materials to the highest position in thirty-two years. Certain lines of light weight wearing apparel and outing supplies felt the impetus of settled warm weather in this vicinity, although at the Northwest there is still much complaint regarding the interruption to business of continuous rain and unreasonably low temperature. The majority of the insurance companies appear to have withstood the San Francisco disaster much better than was anticipated, failure statistics for the month of May showing but one large suspension of this nature. Although the year has witnessed the beginning of many labor disputes that threatened to retard national progress, the contestants have shown a greater disposition to reach prompt agreement than in previous years, which must be looked upon as significant evidence of progress in the right direction.

It is not expected that statisticians will agree closely regarding the acreage of cotton, as a vast territory of over 50,000,000 acres must be covered, and methods undoubtedly differ widely. Yet there is a striking unanimity in official and unofficial reports thus far issued. One well known publication that is considered a most reliable authority regarding cotton makes the increase more than 94 per cent, while the government figures were about 6 per cent, and an unbiased trade paper places the gain at between 5 and 10 per cent. It is evident from these returns that the area planted in cotton is larger than it was in 1905, and sales of fertilizers show a still greater percentage of gain, which suggests the possibility that more pounds an acre may be secured than even the previous high record of half a bale, or about 250 pounds. Exports of wheat are still making good comparisons with last year's figures, but results are less favorable when the movement is considered in years of heavy shipments. This fact, and the light grinding by four mills, together with reports of continuous rains in the Northwest, produced a decidedly higher level of quotations for wheat, while coarse grains were also much stronger.

Settlement of the moulders' strike removed the last serious obstacle to full manufacturing activity, and there is little idleness in any of the leading industries. Textile mills are still occupied chiefly on old contracts, of which there are sufficient to preclude any immediate anxiety regarding new business, which is fortunate because of the procrastinating attitude of purchasers in the primary markets, who still hope for some concessions on account of the reaction in raw cotton. Mills are gradually filling export orders, and no more appear. The situation as to woolen goods is unchanged, new lines being opened reluctantly and prices of the raw material holding steady despite the small demand. Domestic hides are nominally unchanged, although actually a little weaker because of the better quality of late saltings, but foreign dry hides are strongly maintained by the European demand. Leather is unchanged at the recent advance, but transactions are small. Boot and shoe shops are not receiving orders for spring samples quite so promptly as anticipated, which is doubtless due to the higher quotations demanded. An advance of \$2 a ton in sheets was the only important alteration in quotations of iron and steel.

"The St. Louis Republic" pronounces Bryan "the most conservative force in American public life." Now that Bryan has given the conservative Democracy time to catch up to his idea of 1890, what would happen should he show them upon his return that he, too, has been travelling in ideas and is ready for a new prescription?

Professor Thwing thinks the earth will be habitable for several hundred millions of years. There is a chance, therefore, that New York may yet get street signs.

Representative Wadsworth says he does not believe "in fouling our own American nest." Nobody does, but when the nest has been fouled most Americans—Congressman Wadsworth apparently being an exception—believe in giving it a thorough cleaning and providing against future fouling of it in the same way.

her that the canteen is a necessity. She was apparently in better position to study the question than some of those who advocated the boycott.

Sir Thomas Lipton, according to rumor, is to be the chief backer of a new stockyards plant at Gary, Ind. This is a more promising field for the famous yachtman's efforts, perhaps, than the one by which he achieved international fame, and the time certainly is propitious for an enterprise of this character, where the acme of cleanliness and square dealing with the public shall be the watchwords.

Senators Morgan and Pettus, of Alabama, the veterans of the Senate, will now have in Senator Whyte, of Maryland, a more worthy representative of their years and fame. The Governor of Maryland did a graceful act in giving the venerable Maryland statesman an opportunity thus to round out his public life.

PERSONAL.

When a man is nominated for office he should have his latest and best photograph in every newspaper. A Kansas newspaper is constrained to make this remark of Governor Hoch's appointee as may not wear the most ornamental set of whiskers in the world, but they are not nearly as bad as they are made to appear by the ancient wood cuts which some of the papers are printing.

Lieutenant Colonel Duff, of the Salvation Army, is a sister of the Duke of Fife and sister-in-law of the Princess Royal. Her position at the Salvation Army headquarters in London is that of Editor of "The Young Soldier" and "The Young People."

Miss Benedict, of Cincinnati, has been appointed president of the new college at Lynchburg, Va. of the name of Vassar and has a doctor's degree from Yale.

George Eastman, of Rochester, has subscribed \$100,000 annually for three years to carry on the research work in photography at the Yerkes Observatory. The investigator is Dr. James Wallace, of the University of Chicago.

Dr. W. C. Farrabee, of the anthropological department of Harvard University, with three students, will conduct an expedition about the headwaters of the Amazon. The party will be gone about a month. A base will be established at Arequipa, Peru.

The Duke of Wellington, who was specially invited guest to the royal marriage at Madrid, is, says "The Onlooker," by inheritance a grandee of Spain and a guest who bears a name which must be venerated to the Bourbons of the Peninsula.

At Astoria, Ore., a Spanish nobleman, Don Juan de Borja, has been given the Spanish Bourbons on driving out the French. It is not generally known that the insignia of the Golden Fleece conferred upon Wellington was that actually worn by Columbus, and as a special mark of Spain's gratitude to the duke is hereditary, so that the present duke is the proud possessor of the star worn by the discoverer of America.

THE TALK OF THE DAY. Lord Carrington used to be a great practical joker, but he was once the victim of his own reputation. According to "The Dundee Advertiser," he was at a hotel in Cape Town. In the same hotel were a young couple, and the husband having a bad cold, the wife left her room to obtain for him the solace of a mustard poultice. She left him asleep, and, thinking she knew her way, descended the stairs and, procuring a particularly virulent concoction, made her superb selection to her room. But does she know her way in her own house? Creeping quietly to the bedside, she saw, as she thought, the form of her sleeping lord and master. Hastily bending over him, she placed the fatal irritant upon his chest. No sooner had she done so than a movement of the sleeper revealed to her horror, that she had made a terrible mistake. Too frightened to recapture the incriminating poultice, she fled to her room and, running down the passage, discovered her own door, and bolted herself in. It was but a minute, and the storm broke. The hotel was in an uproar. The mustard poultice had been placed on the chest of the elderly Governor General! The explosion of his wrath, his howls of rage as the mustard did its work, brought servants and manager to his bedside. The situation did not permit of an explanation. Furious with indignation, he declared himself the victim of a gross joke, and the efforts of the matrone d'hôtel to pacify him were in vain. He swore that the practical joker was nobody else than Lord Carrington, and the next day, fuming and indignant, left the place. So did a very contrite young wife and a husband whose cold was no better.

Incidentals.—This bill for your new frock is really a bit high," observed the plutocrat to his daughter. "But papa, the suit itself really is quite inexpensive. The most of that bill is for the trimmings." "Trimming?" "Yes, it costs \$5,000 for an auto of the right tint to match the suit."—Puck.

There is a curious old law in Japan, still in effect, that when the Emperor or Empress appears in public no private person must occupy a higher place than the member of the royal family. On such occasions, therefore, it is the custom to close the shutters of all the upper stories of the houses past which the royal party goes.

A SONG OF THE SEASONS. Fair wakes the world in the golden dawn of April, Flushed with happy dreams to the young heart's core. Fresh is her lark, from a dew bath in the daisies, Wintry fies behind her, and her bliss before.

Fair, how fair, with a grace 'twixt tears and laughter. Tears and merriment hid in violet eyes, Laughter of Lent lilies in half the wet wind tangles, Earth breathes out her love in the year's sunrise.

Perfect states the world in the full June daylight, Glowing like a bride robed to meet the bridal hour. Low, warm winds bear the breathing of the rose; Doves purr and coo from their hidden blissful bower.

Soft, how soft, comes the sighing of the summer, Over thymy ways where the brown bees hide. While with light and music, with joy of woods and waters, Earth and sun are wed at the year's noontide.

Merry laughs the world in the rich September twilight. Russet leaves and red round her matron brows; Glad with gold of harvests and ruddy glees of orchards, With her happy burden the rosy Mother bows.

Soon, how soon, come the signs of death and winter. Last leaves falling on the wood paths wet. Yet to-day with gladness, with shout and song of reapers, Earth beholds her fruit in the year's sunset.

Cold lies the world in the darkness of December, Gray with duties done to the hushed heart's core, Lapped in leaden clouds from the kisses of the sun-shine. All her joys behind her, and a sleep before.

Still, how still, while her forest lands forsaken Stretch their empty arms to her shroud of white wither, that I have no desire to corrupt the voters. Even if I had, I could not, for I have no money. I will be satisfied with one term, and will then get out and let some one else get to the place. Will you put me there? I believe you have a square deal and a fair divide of the good things.

A BOWING ACQUAINTANCE. From The London News. Two young men met a woman, and one of them raised his hat immediately. "I don't know you," said the woman, "but I know you." "I don't know you," said the woman, "but I know you." "I don't know you," said the woman, "but I know you."

war with Spain, says that her experience taught

LONGWORTHS IN LONDON

Travel from Southampton in Royal Carriage—Warm Greeting.

London, June 10.—After a voyage which both declared to be the most pleasant in their experience, Mr. and Mrs. Nicholas Longworth reached London early this afternoon, having journeyed from Southampton, where they departed from the American Line steamer St. Louis, in a beautifully appointed royal carriage attached to the American Line special on the London & Southwestern Railway. The weather was ideal, and the country traversed by the train on the short trip to London was looking its best, so that their first impression of England, where they will spend the opening fortnight of their European outing, was most favorable.

Only a short stop was made in Southampton by Mr. and Mrs. Longworth. The royal car, which had awaited them at Plymouth, where it was expected they would leave the steamer, was taken in the night round to Southampton. The Mayor of Southampton and the American Consul there, Mr. Swalm, were the first persons to greet the travelers on British soil, and extended to them a hearty welcome.

Arriving in London, Mr. and Mrs. Longworth were met by Ambassador Reid and the members of the embassy staff, Mrs. Reid, Mrs. and Miss Carter, wife and daughter of the secretary of the American Embassy, and Mrs. Gibbons, wife of the naval attaché, while at the entrance to the station several hundred Americans living in London had gathered to welcome the couple. The greeting between Ambassador Reid and his family and Mr. and Mrs. Longworth was most hearty, and the party was soon on its way to Dorchester House, where Mr. and Mrs. Longworth will be the guests of the American Ambassador and his wife until this afternoon was spent in resting. In the evening there was a family dinner, which was attended by members of the embassy staff. To-morrow Mr. and Mrs. Longworth will have an opportunity to see London, no engagements having been made for the day. In the evening they may visit the Alhambra with Mr. and Mrs. Reid for the first performance of the ballet "L'Amour," the music for which was written by Mrs. Thy Ritchie, an American.

It has not yet been announced whether King Edward will entertain Mr. and Mrs. Longworth, but it is expected they will dine with him at Anson House in Anson street. Queen Alexandra, being still in mourning for her father, is not accepting any special court engagements, and therefore will not accompany King Edward to the dinner at Dorchester House Tuesday evening.

Mr. and Mrs. Longworth thoroughly enjoyed the Atlantic voyage and joined the other passengers in the sports and amusements incident to the trip. The weather from land to land was splendid, the delay to the St. Louis being caused by bad coal and a slight fog.

During the voyage Mr. and Mrs. Longworth shared their own cabin with Mr. and Mrs. Orme Wilson and Mr. and Mrs. Alexander, of New York. When approaching the Solent, Mr. and Mrs. Longworth received a wireless telegram of welcome from the Duke of Manchester. Beyond their stay to the Kiel regatta, the programme in Germany has not been decided.

R. J. SEDDON DEAD. New Zealand Premier Expires Suddenly on Steamer. Sydney, N. S. W., June 10.—Richard John Seddon, Prime Minister of New Zealand, died from heart disease this evening aboard the steamer Owestry Grange, on which he had embarked this morning to return to New Zealand. The Owestry Grange put back into Sydney. Mr. Seddon was sixty-one years old.

Mr. Seddon's death was totally unexpected. He had been in Australia since the middle of May. He came here to consult Alfred Deakin, the Prime Minister of Australia, on questions mainly concerning the New Hebrides. He visited the principal towns, making vigorous speeches and receiving deputations on matters interesting to Australia, such as colonial preference and alien immigration. He made a speech at Sydney on Saturday, saying that it was a suicidal policy for the colonies to send trade to foreign countries, thus enabling them to strengthen their navies. Trade, he said, should go to the Motherland to assist in strengthening the British navy.

When Mr. Seddon sailed this morning he appeared to be in good health.

Richard John Seddon was born at Eccleston, Lancashire. He emigrated to Melbourne in 1882. Thence he went to New Zealand, where he was chosen a member of the Colonial Parliament in 1879. He was a mechanical engineer, and an associate member of the American Institute of Mining Engineers. Both Cambridge and Edinburgh universities conferred on him the honorary degrees of LL. D. He attended the conference of colonial premiers in London in 1895 and 1892.

POPE PIUS AT ST. PETER'S. Rumors of Plot to Kill Pontiff Cause Extra Police Precautions. Rome, June 10.—Pope Pius to-day went to St. Peter's for the beatification of the Venerable Bonaventura of Barcelona. Thousands of persons were admitted to the basilica on request. There was some fear felt for the safety of the Pope, in view of a rumor having been spread that three French anarchists intended to make an attempt on his life. The police took energetic measures to see that there was no breach of the crowd, and the ceremony passed off with no untoward incident.

SOCIAL NOTES FROM NEWPORT. (By Telegraph to The Tribune.) Newport, R. I., June 10.—Mr. and Mrs. Cornelius Vanderbilt arrived to-day on their yacht, the North Star, for a visit. Mr. and Mrs. W. K. Vanderbilt, Jr., after a short visit here, started this afternoon for New York on their steam yacht Tarantula.

The yawl Vigilant, with W. E. Iselin on board, left port this afternoon and sailed to the westward. Mr. and Mrs. I. Townsend Burden and their family arrived to-day and are at their cottage, Fairlawn, for the season. The steam yacht Norman, with Frank Thford aboard, arrived in port this morning.

SERVIAN MINISTER TO BRITAIN. Belgrade, June 10.—Dr. Milicevich, Servian Minister to Berlin, has been appointed to the same post at London. Great Britain has expressed approval of the appointment.

THE SHAH IN NORMAL HEALTH. Constantinople, June 10.—The Persian Embassy here has received advices from Teheran to the effect that the Shah is in normal health, having recovered from the severe attack of gout from which he suffered recently.

TRANSATLANTIC TRAVELLERS. Among the passengers who arrived yesterday from Liverpool on the Celtic were: Mrs. Sydney Appleton, Mr. and Mrs. Frederick Galton, Mrs. Robert C. Clowry, Mr. and Mrs. J. B. Clowry.

The cabin list of the Umbria, which arrived yesterday from Liverpool, included: William F. Bennett, Ronald C. Lindsay, Mrs. E. B. Calhoun, Mrs. S. Norton, Professor Edward Brown, Miss A. H. Gunning.

Travelers who arrived on the St. Paul, which arrived here yesterday from Southampton, were: Mr. Roosevelt R. Merritt, Mr. and Mrs. E. F. Galland, Mrs. J. C. Oden, Mr. and Mrs. E. F. Dodge, Mr. and Mrs. J. P. Talbot, Mrs. E. B. Clowry, Mr. and Mrs. Edward R. Jewett, Mr. and Mrs. A. W. Hunt.

On La Touraine, which arrived yesterday from Havre, were: Miss H. Quimby, Dr. J. F. Bion, F. H. Wairas, Dr. G. Spencer.

The Blücher arrived last night from Hamburg with the following passengers: Mrs. O. F. Foster, Mr. and Mrs. J. S. Brown, Professor and Mrs. A. W. Charles D. Morgan, W. Jackson, Miss C. V. Jackson, Dr. Rowell Johnson.