Amusements.

AERIAL GARDENS—8:20—The Governor's Son.
BELASCO—8:15—The Girl of the Golden West.
CASINO—8:15—The Social World.
CONEY ISLAND—Thompson & Dundy's Greater Luna Park—Dreamland.
CRITERION—8—Little Cherub.
EDEN MUSEE—The World in Wax.
HAMMERSTEIN'S VICTORIA—2—8:15—Vaudeville.
LYCEUM—8:15—The Lion and the Mouse.
MADISON SQUARE GARDEN ROOF—8—Mamzelle Champagne.
MANHATTAN BEACH—8—Pain's Vesuvius and Grand Fireworks.
NEW YORK—8:15—The Ham Tree.
NEW YORK ROOF GARDEN—8:30—Vaudeville and Skating New York.
WALLACK'S—8:20—His Honor the Mayor.
WEST END—The Streets of New York.

Index to Advertisements.

	Page.	Col.		Page.	Col.
Amusements	10	6	Law Schools	9	5
Bankers & Brokers	8	1	Long Island Real Estate for Sale	9	5
Board and Rooms	7	1	Lost	7	2
Brooklyn Property for Sale	9	5	Marriages & Deaths	5	6
Carpet Cleaning	7	3	Musical	9	5
Citations	8	6	Ocean Steamers	7	6-7
City Hotels	8	6	Notice of Summons	8	6
City Property to Let	9	5	Proposals	10	6
Country Property for Sale	9	5	Railroads	7	7-8
Dividend Notices	8	6	Real Estate	9	5
Domestic Situations Wanted	7	5-6	Real Estate Wanted	9	5
Dressmaking & Millinery	7	2	Restaurants	7	2
Employment Agencies	7	2	Special Notices	5	6
Excursions	9	6	Steamboats	7	6
Financial Meetings	8	1	Summer Resorts	9	6
Furnished Apartments to Let	9	5	Surrogate's Notices	9	2-4
Furnished Rooms to Let	7	1	Teachers' Agencies	9	5
Help Wanted	7	2	To Let for Business Purposes	9	5
Instruction	9	5	Tribune Subscription Rates	5	6
			Trust Companies	9	2-4
			Unfurnished Apartments to Let	9	5
			Work Wanted	7	3-5

New-York Daily Tribune.

MONDAY, AUGUST 6, 1906.

THE NEWS THIS MORNING.

FOREIGN.—Three hundred persons were drowned in the wreck of the Italian steamer Sirio, which foundered after striking a reef off Hormigas Island, near Cape Palos; most of those lost were Italian and Spanish emigrants to South America; the captain committed suicide. ═══ Advices from St. Petersburg prophesy the failure of the strike; the railroad employes show reluctance to leave work; the workmen's council has decided to take desperate measures to prevent traffic. ═══ The wires between Sebastopol and Odessa have been cut, and there are indications in the latter city of preparation for grave disorder. ═══ Conditions in the provinces, as far as can be gathered from fragmentary dispatches, seem serious; a general strike of miners in the Don region is probable; civil war has been renewed in the Caucasus, and a number of minor outrages are reported from various districts. ═══ A memorial service for Admiral Train was held at Che-Foo, after which the Ohio sailed with the body for Yokohama. ═══ The British Admiralty has abandoned efforts to save the battleship Montagu. ═══ William J. Bryan and his party spent the day in Venice; they were entertained at luncheon by Ambassador White.

DOMESTIC.—A Washington lawyer was arrested by secret service men on the President's grounds at Oyster Bay. ═══ A Scotchman found his daughter, who eloped many years ago, in Paterson, N. J. ═══ Joseph Likens, in Mount Holly, N. J., said Charles Ross was living under the name of William Von Hoge, and was employed as a clerk by the Union Pacific Railroad. ═══ Newport, R. I., was in readiness for the carnival week. ═══ Two seamen fought at Newport for the fleet championship; the Alabama's representative won. ═══ It was said at Hanover, Mass, that the case of James A. Garland had been pronounced hopeless. ═══ Harry H. Bender, State Fiscal Supervisor at Albany, replied to the report of the State Civil Service Commission regarding his alleged collection of funds for election purposes.

CITY.—A new witness who appeared in the Thaw case said he saw Mrs. Thaw and White together about two weeks before the tragedy. ═══ Cornelius Vanderbilt, it as said, would refuse to serve as a trustee of the Mutual Life if re-elected on the administration ticket. ═══ An automobile was wrecked by a 14th street car at the Brooklyn entrance to the Williamsburg Bridge. ═══ A young woman was thrown from a car on a switchback at Fort George and dragged till dead in the sight of thousands of people. ═══ The Central Federated Union adopted the platform and amendments of the Independent Labor party and will call a meeting Thursday to organize. ═══ An Italian trackwalker was killed by a subway train and his body rolled along its roof till it struck an automatic brake and stopped it. ═══ Two automobiles were in collision in West End avenue. ═══ Staten Island was without street lights. ═══ A woman before Magistrate Wahle, who accused her husband of abandonment, said she was a Russian baroness. ═══ Several liners were delayed in docking because of fog.

THE WEATHER.—Indications for to-day: Local rain and not so warm. The temperature yesterday: Highest, 90 degrees; lowest, 73.

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.

THE FREE ALCOHOL LAW.

In the latest issue of "The Manufacturers' Record" misgivings are expressed relative to the effect of changes made in the free alcohol law before its final passage. As originally drawn and as approved by the House of Representatives, the measure provided that the process of denaturing should be conducted "before withdrawal from the bonded warehouse." In the Senate an amendment was adopted which requires denaturing in "specially designated" warehouses. Although "The Manufacturers' Record" has the good sense to refrain from hasty conclusions, it is evidently disturbed by the "possibility" that the Senate's action will serve to restrict the number both of the distilleries which will manufacture alcohol for industrial purposes and of the places where it will be denatured. In other words, it fears that a monopoly will be created and that there will be no such reduction in price as the public expects.

Perhaps the phraseology of the bill as passed by the House is open to the objection that it is obscure and indefinite. Since there was no specific direction that denaturing should be conducted at any and every bonded warehouse, there is some difficulty in determining just what was intended. Some modification of the language, therefore, was apparently needed. There is not, however, the slightest uncertainty about the purpose of the chief advocates of the bill. They hoped that the country might, sooner or later, have a supply of untaxed alcohol which, if not absolutely unlimited, should be so abundant that it could and would compete with kerosene and gasolene. If it is discovered, after a thorough trial of its workings, that the law does not realize this expectation, it is safe to say that a demand will be made upon Congress for legislation that will give the country what it wants. We are not convinced that there was any mischievous attempt to thwart the people in this matter, but if there was the people will eventually triumph.

Nevertheless, it will not do to ignore the fact that the United States is about to make a colossal experiment. The venture has been made with success abroad, and it should be successful here, but there is everything in beginning right. Not for many years has the Commissioner of Internal Revenue been called upon to assume such responsibilities as have now been imposed on him by Congress. Elaborate and ingenious efforts to defraud the government will unquestionably be made, and the more thoroughly these are anticipated and guarded against the smaller will be the Treasury's loss. The utmost caution is required in putting into effect the new law, and it is fortunate that large discretionary power is lodged with the Commissioner and the Secretary of the Treasury. If the exercise of this power should involve a little delay at the outset, we are sure that all right minded persons, including the constituency which "The Manufacturers' Record" aims to serve, would submit with patience. The manifestation of any other spirit would be a poor compensation for the boon which ultimately, and we believe at no distant day, they are to enjoy.

IMMEDIATE BRIDGE RELIEF.

Bridge Commissioner Stevenson does well to urge upon the New York City Railway Company an increase in the number of cars which it runs over the Williamsburg Bridge. That structure is not used to anything like its full capacity, and something should be done immediately to divert to it some of the traffic which now congests the Brooklyn Bridge. Especially urgent is the establishment of surface lines from the City Hall to and across the Williamsburg Bridge, in order to induce the crowds working downtown in Manhattan and living in Williamsburg to take that road home.

A great deal of attention is being given to the problem of an elevated or underground bridge loop which, it is hoped, will take a considerable part of the present Brooklyn Bridge traffic over the Williamsburg Bridge. But the most sanguine do not hope for any relief by such means for two years at least. Surface cars could give some aid at once. It would not be all that is desired, but every little helps. Tracks already exist, we believe, on which cars can run from the Postoffice to the Brooklyn plaza of the Williamsburg Bridge, and Commissioner Stevenson holds that such a line could be operated without causing congestion on the Manhattan crosstown lines, whose tracks would be chiefly used. Why does not Mr. Vreeland try it? He sends cars from the Postoffice to the upper West Side, why not to Williamsburg? Then if there is need of new tracks it would be easy to build them speedily. A new surface franchise might be granted through East Side streets to the Williamsburg Bridge from the neighborhood of the City Hall. If a single track ran down Pearl or Gold or William street to Maiden Lane and back on one of the others, making a loop, the line could pick up a large traffic which now crowds the Brooklyn Bridge, but which would be better accommodated by the Williamsburg Bridge if only convenient access could be had to that structure. It is folly to wait two or more years for the relief of elevated or subway tracks, when surface lines could be made immediately useful.

CRUISING FOR DERELICTS.

The excellent work in destroying a dangerous derelict last week, begun by the Tacoma and completed by the Columbia, gives renewed point to the suggestion hitherto made in these columns that vessels of the navies of the world might with peculiar profit be employed in tracking and destroying the abandoned hulks which dot the seas and which present one of the most serious dangers to navigation.

Of the need that derelicts shall be destroyed as speedily as possible there can be no question. Many known accidents and disasters have been due to them, and there is reason for supposing that many, perhaps most, of the mysterious disappearances of vessels might truly be explained on the ground that they had come into collision with those wandering destroyers. Carrying no lights, making no noise, giving no signal of any kind, often lying so low in the water as to be scarcely perceptible, and heavy and solid almost as a rock, a derelict is something against which a vessel can scarcely be guarded in the dark, and collision with which is always serious and often disastrous.

Derelicts are oftenest sighted and reported, of course, by merchant vessels. But these can only report them. They have no means of destroying them without much delay and peril. But naval vessels, even the light, swift cruisers, are at all times equipped with engines of destruction, with which they can quickly dispose of a hulk without danger, and, indeed, with some actual advantage to themselves. For the derelict affords an admirable target for practice with guns, with torpedoes and with mines, the nearest approach to the target of an enemy's ship that seamen can have.

Nor would it be in any sense an ignoble occupation, but rather one of the worthiest for the most gallant of our sea fighters. Navies exist largely for the purpose of protecting the mercantile marine from harm, and it is just as well and certainly as needful to protect it from these blind, remorseless destroyers as from the ships of a foeman.

DARKEST RUSSIA.

There is probably no more judicious comment to be made upon Russian affairs than that of Count Witte a few weeks ago. He was asked—shortly before the imperial coup d'état—to give his views of the future in Russian politics. "I am," he replied, "unable to make a forecast. There are no X-rays for penetrating the veil of futurity, especially in contemporary Russia. The utmost one can say without fear of being speedily contradicted by events is that from time and from men almost anything may be expected." It would scarcely be rash to drop the "almost" from that last clause. The most daring and ingenious imagination could hardly have pictured in advance more astonishing things than those which have actually occurred in Russia in these last few years. It would be rash to predict anything for the coming months and years, or even for to-morrow. But it would be equally rash to deny the possibility of anything which any one might predict.

There was peculiar significance in Count Witte's phrase "especially in contemporary Russia." The future is uncertain in every land, but it is far more so in Russia than in other countries, for at least three major reasons. One is the astounding lack of constancy in the head of the government. Under a ruler who knows his own mind and asserts his will and has a definite policy some forecast at least of probabilities is possible. The future may be in a measure judged from the past. But the Russian Emperor is so given to hesitation and vacillation that any such judgment of his doings is impossible. The fact that he pursued a certain policy yesterday is no reason for expecting him to pursue the same policy to-day. One day he turns toward Count Heyden, and the next toward Mr. Pobiedonostseff. On the third he may join hands with Mr. Alladin. Who knows?

A second reason is that Russia as a whole is not understood, if, indeed, it is understandable, by Occidental minds. It has long been a truism that the Asiatic mind, in China, Japan or India, has different processes from those of the minds of Europe and America. Its observation is different, its ratiocination is different, its conclusions are different, its estimates of ways and means and ends are all different. Well, the Russian mind is an Asiatic mind, and is not to be interpreted, as it is not governed, by the principles which apply to the other minds of the civilized world. A combination of conditions, circumstances, influences and trains of incidents which in England or France or America would almost inevitably produce a certain result might in Russia produce an exactly opposite result. A motive which would impel Germany or Italy or Brazil in a certain direction might move Russia in an exactly opposite direction.

Again, for the third reason, there is the notorious fact that the outside world is not permitted to know what is really going on in Russia. Now and then the veil is lifted a trifle, but each glimpse is different from every other. Voices are heard from behind it, but they are discordant and contradictory. Even while the Douma was in existence and Russia was nominally free, we were permitted to know little, compared with what is easily learned of all other lands. But now the censorship is restored, stricter than ever, newspapers are suppressed, the mails are searched by the police, Russia is not permitted to know what the outside world is saying, and to the outside world Russia is involved in an all but impenetrable veil of darkness and of silence—a veil more dense than the smoke pall over Weissnichtwo, beneath which a stranger medley of deeds exists than that which was pictured in the imagination of the watcher on the tower. For the rending of that veil and the coming of light and knowledge to Russia and to the world concerning Russia we can only watch and wait, remembering that "anything may be expected."

STRIKING AT THE HEAD.

The latest move in the anti-smoke campaign is auspicious and encouraging. It follows the sound precedent set by a Yonkers magistrate the other day in an automobile case in imposing the maximum penalty, not upon the docile chauffeur who actually ran the machine, but upon the owner and employer, who controlled the running of the machine. The present culprit in the anti-smoke campaign is the Long Island Railroad. Hitherto engineers have been arrested for letting their locomotives emit black smoke. But upon the urgent suggestion of a magistrate, who professed to be tired of seeing mere engineers arraigned, one after another, without effect, the policy of the Health Board has been changed, and no less a man than the president of the railroad company has been made the object of arrest and prosecution.

This change of policy is to be commended from all points of view, excepting, perhaps, the purely personal one of the prosecuted president himself. It is logical, and is likely to be effective, one way or the other. The engineers were presumably not at fault. They did not prescribe the type of locomotive to be used, or the kind of fuel to be burned, or the system of stoking to be followed. They were hired by the company to run such engines as the company provided, with such fuel and with such stoking as the company provided. Of course, it may be said the president of the company did not himself personally do those things either. Nevertheless, he is the supreme executive officer of the company, and the supreme official representative of it, and is technically to be accounted responsible for all that his subordinates, agents and employes do in the management of the company's affairs.

As for the general principle involved, it would certainly be unreasonable and unjust to let locomotives disregard the anti-smoke law while other engines and furnaces of all kinds are required under penalty to obey it. In some respects the smoking locomotive is more offensive than a stationary engine which smokes, because it moves about from place to place, distributing its offensive output widely. There are some important railroads whose engines are entirely free from black smoke, and there seems to be no convincing reason why all should not be similarly free, at least in and near New York, through the use of smokeless fuel. At any rate, the Health Board will do well to see to it that the railroad lines and yards and stations in this city are kept as free from smut smoke as all other places.

A COLOSSAL SODA FOUNTAIN.

One of the latest monographs of the United States Geological Survey is devoted to what is in a certain sense a new mineral industry. Not so very long ago manufacturers of soda water and others who wanted carbonic acid gas obtained it by artificial means. They treated pounded limestone with sulphuric acid, passed the fumes of burning coke through potash lye or made other chemical combinations which would produce the same general result. There are, however, large natural stores of this useful commodity, as is shown by the effervescent quality of the water from mineral springs.

Beneath the surface of the earth in and near Saratoga, for instance, is an immense reservoir of carbon dioxide, and the business of utilizing its contents, independently of the bottling of the waters for which that locality has long been famous, is now conducted on a large scale. The daily output of the gas wells is not far from twenty thousand pounds, and fully half of that amount is recovered and marketed, first going through a process which robs it of its moisture and then being compressed enormously for shipment in steel cylinders.

A picturesque interest is imparted to this story by the speculations of the author of the monograph relative to the origin of the gas. Carbon dioxide might be formed, he shows, in any one of a number of ways, and there is not enough evidence yet to indicate conclusively which method nature employed in the present case. Still, some of these processes seem to be excluded from consideration because the conditions favorable to their operation have apparently been lacking. On the whole, perhaps the most credible suggestion is that the generation of the gas was promoted directly or indirectly by volcanic influences a long time ago and that it has since remained in storage.

An abundant, if not unlimited, supply of cheap carbonic acid gas will doubtless promote some of the more recent applications of that useful agent to industry. Its service is by no means limited to the production of soda water and the imparting of an effervescent quality to other beverages. It is being substituted for compressed air in the working of block signals on railways, possibly because it is more economical in certain localities to rely on cylinders of gas than to install a compressor plant. Again, in Europe it is employed more extensively than in the United States for mechanical refrigeration. The machinery in which it is used is much more compact than that required with ammonia. Pressures of 1,000 or 1,200 pounds to the inch are deemed not only feasible but safe with carbon dioxide, while 150 and 200 pounds represent the common practice with ammonia. Besides, when an explosion suddenly liberates a large quantity of ammonia vapor the effect is not infrequently fatal to those who are near enough to inhale it. No such consequences attend the escape of carbon dioxide.

MONEY AND BUSINESS.

A further advance was recorded last week in the general level of the security market, the sixty most active railway shares rising to the highest point within six weeks and showing a gain of about $6 compared with the low point, about the middle of July. This upward movement continued with scarcely any setback, and yet it is by no means a vigorous market or one in which enthusiasm extends to any large number of securities. Various specialties have taken the lead from day to day, Union Pacific and Southern Pacific and the coal stocks attracting the attention of manipulators, but the ease of call money and the quiet condition of the majority of the commission houses indicate that comparatively a few traders have supplied most of the business, although it has risen above a million shares daily. Splendid reports of railway earnings and industrial conditions supply ammunition for those who seek plausible explanations of higher prices, but it is noteworthy that after each sharp advance in a specialty there is heavy liquidation by the room traders, who hasten to take profits, and the proportion of each day's business that represents investment or even speculative buying by the general public is exceedingly small.

Money markets have been uneventful of late, rates ruling steady at a little over 2 per cent for call loans and 5½ per cent for accommodation extending beyond the end of the year, and it is somewhat surprising that the material advance in the stock market did not cause more pressure in money. This was fortunate for those who counted upon further imports of gold, as the exchange market rose above the point at which engagements could be profitably arranged, the strength in exchange being due to sales of stocks by London. Domestic rates of exchange do not show the discount on New York which indicates heavy interior demands, but these crop moving requirements will soon appear, and it is only because of confidence in Treasury aid that local banks do not prepare for the inevitable. The Treasury deficit in July was about 10 per cent less than expected, owing to large customs receipts, and the total stock of gold attains a new high record nearly every day. It is doubtful whether many people appreciate the increase in government stocks of gold during the last year. A year ago all previous records were surpassed with an aggregate of about $720,000,000, while the high water mark is now $100,000,000 larger.

Believers in the periodicity of calamities who have been looking for some time for a check to the marvellous prosperity of the nation are beginning to get discouraged. This is especially noticeable now that the year's agricultural results are assured. Signs are numerous and all point the same way. Not only have savings banks deposits increased, but withdrawals were heavy during the last year, which probably signifies that homes have been purchased by the thrifty depositors, and still the splendid earnings of the year more than replace the unprecedented sum taken out. The common stock of the greatest industrial corporation in the world has been restored to the dividend list because net earnings warranted such action, the highest previous quarterly record being surpassed by about $2,500,000, and after making all proper allowances for development and maintenance of the property over $5,000,000 was added to the surplus, raising that sum close to $90,000,000. These are large figures and testify to the recent unprecedented activity of trade, while some idea of the future may be found in the statement that there are now about seven million tons of unfilled orders on the books.

One of the most interesting developments in the commodity markets was the sharp advance in coffee, which can be attributed only to the successful progress of the "valorization" bill in the Brazilian Congress. Within a month an advance of one cent a pound has occurred, and a further rise of two cents seems to be threatened by this artificial support provided by the government of Brazil. In connection with the possible curtailment of consumption, it is interesting to note that imports in the fiscal year ended June 30 were almost 20 per cent smaller than the average for the two preceding years. Yet the domestic visible supply is by no means exhausted, and, whatever the result, holders of the present stock of over three million bags have already seen their market value rise over $4,000,000. Cotton has ruled remarkably steady, encouraging crop prospects in the Southwest being neutralized by decreasing supplies, a better foreign demand and too much rain in Atlantic states. Holders of options have suffered by the gradual settling of wheat prices to a much lower level, but the nation as a whole will benefit, since it means not only assurance of large crops to the producers, but cheaper flour to the consumer and a better international trade balance through a return to more normal exports than have gone out during the last two years.

Scarcity of labor is still retarding progress in some manufacturing industries, the most serious feature pertaining to the coke industry, because it is particularly desirable at this time to have a large supply of fuel for pig iron furnaces. With so much business in sight at the steel mills and resumption taking place at iron furnaces as fast as repairs can be made, all records of production will soon be surpassed, provided the coke can be delivered. Shoe factories continue to eclipse all previous records as to weekly shipments, and there is good reason to anticipate long continued activity, as supplementary fall and winter orders are already followed by preliminary spring business, and the leather market is readily maintained by the certainty that consumption will continue heavy. Current business for both hides and leather is not large, but holders are so confident that the only changes in prices are upward. If it were possible for cotton mills to accept all orders for immediate delivery it is probable that there would be a large volume of business, but most spinners are supplied with contracts for the immediate future, and as this is gradually being realized by the distributing trade there is more willingness to place forward orders.

The International Polar Congress is to be held in Brussels in September. That is no place for it. It should show its faith by its works, and meet at least within the Arctic Circle.

A poor clerk writes to a newspaper to say that he is the owner of a bond of the Brooklyn Ferry Company, which has defaulted on its interest, owing to subway competition. He thinks the public should reimburse him, which, of course, is not its duty; but his plight brings to attention the frequently forgotten fact that many of the corporations which poor people are so glibly taught to regard as their enemies and urged to ruin are in large part owned by those same poor people.

As a political boss Mr. Bryan is the real thing. He isn't a bit afraid to say who may and who may not have a voice in a truly good, unbossed Democracy.

The English government has spent much time and money in planning agricultural schemes for the London poor, and offers them opportunities to become farmers. The landless cockney, however, seems to prefer to do his farming as a squatter rather than to occupy the fields which the government would supply. That sort of socialism is not acceptable even to a Radical Ministry, and the West Ham socialists have been evicted.

If the city could only enter into a contract with General Humidity to condense his surplus stock of moisture in its reservoirs, there would be no need to build new dams in the Catskills.

Politics makes many strange and misfit bedfellows. The Hon. Thomas E. Watson, Populist candidate for Vice-President in 1896, and for President in 1904, has now turned Democrat and become the political righthand man in Georgia of a former pillar of President Cleveland's second Cabinet, the Hon. Hoke Smith.

Parisians who are inclined to depreciate the beauty of the visiting Kentucky girls would do well first to make sure no Kentuckian is present.

It is a pleasure to know that ex-Representative Robert Baker is still with us politically. He hasn't fulminated for so long that the public may have got the idea that he was tired of fulminating. At Mr. Bryan's homecoming, it is now announced, he will serve as a committeeman and undertake the task of harmonizing himself with the fifty-six other known varieties of neo-Bryanites.

Iowa Democrats are said to have "hope." Hope springs eternal in the human breast, and with all their faults the Iowa Democrats are men.

Arrests have been made in Chicago for watering and adulterating milk in restaurants. The commission of these offences is by no means limited to the shops where dairy products are sold or to the dairies themselves. The temptations to such frauds are especially strong in summer, when the demand occasionally exceeds the supply.

The week-end run for automobiles has become an institution. As for pedestrians, their run as they set out for a half holiday on Saturday is usually for an umbrella.

PERSONAL.

The Rev. Frederick H. Page, of Lawrence, Mass., is to become pastor of the First Congregational Church, of Waltham, Mass. Mr. Page was a newspaper man before entering the ministry, having been managing editor of "The Boston Commercial Bulletin" and an editorial writer on "The Boston Advertiser."

The Emperor of Austria was the first royalty to have a newspaper specially condensed and written out for his private reading. This was started some thirty years ago. Nothing which concerns him, whether pleasant or the reverse, is omitted.

The Interstate Commerce Commission is trying to employ Professor Henry C. Adams, of the University of Michigan, to devise a uniform system of bookkeeping for railroads. He will accept the task if he can obtain a two years' leave of absence from the university.

The Rev. J. Harry Holden, pastor of St. Paul's Universalist Church, at Meriden, Conn., has resigned to become pastor of the First Universalist Church, at Roxbury, Mass.

M. Delcassé, ex-Minister of Foreign Affairs in France, intends to visit the United States soon.

The Rev. J. L. McLaughlin, who received his theological training at the Boston University School of Theology, graduating in 1899, has been appointed Philippine agent of the American Bible Society.

Prince Ferdinand of Bulgaria is a distinguished ornithologist, and his knowledge of the science of birds is equalled by very few in Europe. He devotes a good deal of time to the subject, and is a member of the Ornithological Society of Vienna.

Professor K. G. Matheson has been unanimously elected president of the Georgia School of Technology at Atlanta, to succeed the late Captain Lyman Hall.

Bowman H. McCalla, recently retired as a rear admiral in the United States navy, was a strict disciplinarian. In the Spanish-American War some marines from the Marblehead signalled: "Come and take us off; we are getting the worst of it here." "The only kind of marines I will take on my ship will be dead marines," McCalla answered, and the marines stayed and won.

An Italian court has awarded Pietro Mascagni, the composer, damages against the Rossini Lyceum, the musical conservatory at Pesaro, for having deprived him of the directorship of the Lyceum in the summer of 1902, in consequence of his having undertaken a concert tour in the United States.

Miss Mary Ann Lincoln, of Leominster, Mass., celebrated her 100th birthday a few days ago in the same house in which she was born, and in which she has passed her entire life.

THE TALK OF THE DAY.

Two curiously inscribed stones by the wayside have been noted by correspondents of "The Manchester Guardian." One is about a mile from the village of Hope, in Flintshire, and reads: "Here my God did spare my life. For the tenement was the strife—1777." One would think that the incident the stone commemorates must be well known in the neighborhood, but the correspondent was not successful in finding any one who could tell the story. The other stone is by the side of a lonely road in the neighborhood of Jenkin Chapel, and bears the following inscription: "Here John Turner was cast away in a heavy snowstorm in the night on or about the year 1735. The print of a woman's shoe was found by his side in the snow were (sic) he lay dead."

THE ORDEAL OF CHOICE.

(A golfing soliloquy by a junior partner.)

Round comes July, and with it comes the need,
Ordained by custom, of my annual flitting—
My senior partner having so decreed—
But e'er I start, it first of all is fitting
To settle whither I intend to speed;
And I have no compunction in admitting
That each successive year the task of choosing
Becomes more difficult and more confusing.

Golf summons me afield; yet who am I
To weigh the claims of Gullane versus Tantallon?
To judge between Deal, Littlestone and Rye?
Portmarnock, Rosapenna and Port Salon?
Fain would I see Strathpeffer ere I die,
And quaff its healing waters by the gallon;
Or view the lambent lights of the aurora
Amid the bunkers and the bents of Brora.

Some pens wax lyrical on Westward Ho!
Spite of its rushes loudly execrated.
St. Andrews is supreme; yet some I know
Pronounce it overrun and overrated.
Sandwich is sleepless in the dog star's glow,
And by stockbrokers somewhat devastated.
Lahinch allures, albeit somewhat windy;
And there are varying views about Kilspindie.

Nor are my hours of slumber docked at night
By musing merely on the choice of scene.
The choice of ball, its "carry" and its flight,
Its subsequent behavior on the green
Claim anxious thought. Last week it was the "Kite";
But now comes Horace—Hutchinson, I mean—
And fills me, in the Friday W. G.,
With hopes of Haskells costing one-and-three!

Again, shall I adopt the disks of Scaife
Or stud my solid soles with nails of metal?
Alas! here too the cracks no clew vouchsafe
But differ each from each, like pot and kettle,
While I, in search of guidance, fret and chafe
Beneath a load of problems none can settle.
I cannot even find which rule is Cocker's—
To golf in trousers or in knickerbockers!

When the acknowledged experts disagree—
Taylor with Braid, and Sandy Herd with Vardon—
The indecision that bewilders me,
A foozling layman, surely merits pardon.
Were it not safer, then, to shun the sea
And drive a captive ball in my back garden,
Arranging with my housekeeper to say
To callers that I've gone to—Cruden Bay?

Stay, what is that I hear, what ancient lilt?
"The Campbells," so the organ grinds, "are coming."
Shall I, then, in these sultry chambers wilt
With Scotia's spell in all my pulses drumming?
I had the omen. Jenkins, pack my kilt!
Farewell to Fashion's thraldom soul-benumbing!
The die is cast: my doubts instanter vanish;
I'm off to Campbeltown and Machrihanish.

—Punch.

Bishop Mandell Creighton was once asked the difference between a Cambridge man and an Oxford man. The professor, as he was at the time, replied: "An Oxford man looks as if the world belonged to him; a Cambridge man as if he didn't care to whom the world belonged."

As They Do with Potatoes.—Silas Hayfield: That stuff growing over there is cattails.

Miss Summergirl: Do they have to pull them up to get the cats?—Life.

As a ship was nearing the harbor of Athens a woman passenger approached the captain, and pointing to distant hills covered with snow, asked: "What is that white stuff on the hills, captain?" "That is snow, madam," answered the captain. "Is it, really?" remarked the woman. "I thought so; but a gentleman has just told me that it was Greece!"

A VILLANELLE.

"Winifred,
Ætat eight":
So it read.

Overhead,
Just the date;
"Winifred."

Then—"The dead
Will await":
So it read.

As if, led
From her mate,
"Winifred!"

One had said
At some fête,
So it read.

"Come! To bed!
It grows late,
Winifred!"
So it read.

—Pall Mall Gazette.

STEALING SEA WATER.

From The London Mail.

A very curious case has occurred at Paris Plage, near Boulogne-sur-Mer. A woman who drew two buckets of water from the sea in order to give her children a warm sea water bath, as ordered by the doctor, was threatened with a fine for doing so by two passing customs officers. She was obliged to write on a sheet of paper what she wanted the water for, and obtain permission from the authorities, before she was allowed to take water from the sea.

It appears that in the reign of Louis XIV a decree was passed forbidding people to take sea water without special permission lest they should extract the salt from it and so defraud the revenue.

THE INDISPENSABLE "WELL."

From The London Chronicle.

Across the club luncheon table a man looked up from his grilled sole and proclaimed that no man in England can carry on a conversation without saying "well." The usual bet was made. For a week the two friends glared at each other, knowing that "well" is the beginning of most casual sentences. . . . You may not have noticed that! Dumbly they parted day by day, with a handshake, and the word "well ——" frozen on their lips. After a week one of the two had to confess that the language had got the better of him. "Well," he said, "I'd rather drop a sovereign over that dinner than choke that 'well.' I can't talk without it!"

READY FOR CARNIVAL

NEWPORT IN GALA ATTIRE

Attractive Programme Arranged for the Week—Auto Races To-day.

[By Telegraph to The Tribune.]

Newport, R. I., Aug. 5.—Newport is in gala attire for the carnival week, which starts to-morrow morning and which will continue throughout the week. All that is needed now to assure a most successful celebration is good weather, as most of the affairs arranged for the week will take place out of doors. It is expected that the city will be crowded and on the go from morning till night. The committee which arranged for the affair hope to make it the most elaborate affair of the kind ever given in the East, and they feel that with good weather their hopes will be realized.

The business section of the city is one mass of bunting, and even in the residential district there is a generous display of red, white and blue. All have entered into the spirit of the celebration and are working for one end. It is hoped that this will be the beginning of an annual fixture of the Newport summer season. The finishing touches were not put on until to-day, and this evening the decorators and electricians who have been busy for weeks had completed their work, and will now take a rest until it is time to take down the bunting and the thousands of lights which have been put on buildings and suspended across the streets.

When the celebration was arranged it was thought by the committee that the people who would come would do so from day to day, returning to their homes at night, but it was wrong in this idea, as there has been a demand for rooms which has exceeded the supply, and many will have to return to their homes each night. All of the hotels have disposed of all their rooms, and some have even set up cots. All the boarding houses are already filled to overflowing, and hundreds of the townspeople have placed rooms at the disposal of the committee, so the indication is that a record-breaking crowd will be in the city. All the steamers on the bay will run to Newport, and special excursion trains will be run from Boston every day, returning late at night, while the New Haven road has also made arrangements for excursions from points as far west as New Haven, special rates being made for the week.

THE PROGRAMME OF THE WEEK.

The committee in arranging the celebration selected attractions which it knew would appeal to all classes, and that it has done so is evinced by the interest which is taken by all. As an inducement to get societies from out of town to come to Newport the committee set apart different days for the various organizations. The committee has also arranged to have the emblems of these orders displayed about the city on the various days, which will add to the effect and will let the people know to whom the day is dedicated. The programme for the week is as follows:

Monday: 2 p. m.—Automobile and motor cycle races at Sachuest Beach. Evening—General illumination of the city and yachts and battleships in the harbor, the fleet of the New York Yacht Club to arrive in the afternoon.

Tuesday: 10 a. m.—Astor Cup race; start of Brenton's Reef lightship. 2 p. m.—Parade of schoolboys, followed by the crowning of the carnival queen, Miss Mary Gillis, at Touro Park. 8 p. m.—Navy cutter races, in which a crew has been entered from each of the eight battleships in the harbor for money prizes offered by the committee, $150 for first and $100 for second. This is to be followed by the sixteen-oared barge race for the Prince of Battenburg Cup by crews from the warships. This feature was arranged by Rear Admiral Evans, and he requested that it be put on the programme. In the evening there will be a general illumination.

Wednesday: 10 a. m.—Race for the King's Cup; start off Brenton's Reef Lightship. 11 a. m.—Balloon ascension at the beach. 2 p. m.—Military and naval parade. Evening—General illumination and harbor parade of decorated boats.

Thursday: 10 a. m.—Races under the auspices of the Narragansett Bay Yacht Racing Association in the lower bay. 2:30 p. m.—Trades' carnival parade. 4 p. m.—Automobile floral parade. 8 p. m.—Carnival parade of decorated and illuminated floats, with illumination of the city.

Friday: Motor boat races in the bay.

REGULAR MARDI GRAS EXPECTED.

In addition to the above there will be band concerts in two of the city parks each evening, with the exception of Thursday evening, when the carnival parade will be the centre of attraction; and as all are requested to appear in the street in masks, there is every reason to believe that it will be a regular Mardi Gras. In this carnival parade sixteen floats have been entered, and it should be one of the most elaborate affairs of the kind ever witnessed in New England, some of the societies having worked for weeks. The procession is to be headed by the float on which will ride the carnival queen, it being decorated by the gardeners of Newport, and those who have seen the design say it will be a most elaborate affair, costing thousands of dollars. The various organizations which have entered floats in this parade are as follows:

Training Station, torpedo station, marine barracks, Bradford coaling station, Newport artillery, Newport Horticultural Society, with queen and maids of honor; Father Mathew Total Abstinence Society, Benevolent and Protective Order of Elks, Independent Order of Red Men, Foresters of America, Fraternal Order of Eagles, Ancient Order of Hibernians, Newport Carnival Club and the Middletown Cavalcade.

Probably no affair of the week will attract more interest than will the cutter races on Tuesday afternoon, when eight crews from the battleships in the harbor will pull over a two-mile course for money prizes offered by the carnival committee. Some years ago the race crews of the various ships had especially built racing cutters, but when Admiral Evans took command of the fleet he made them discard these cutters, telling the men that they must race in regulation cutters, which put all crews on an equal footing. Following this race there will be a race between 16-oared barges for the cup offered by the Prince of Battenburg, which has never been won by the crews of the fleet. This is the only contest of the week in which the men from the ships will take part, as the ships leave too early for the men to take part in the naval and military parade on Wednesday afternoon.

INTERESTING CONTEST EXPECTED.

The automobile races to-morrow afternoon at the second beach, the opening contests of the week, promise to be good ones, and although the committee has as yet not made known the number of machines entered, it states that they are sufficient in number to insure good racing. In the class for motor cycles alone it is known that there are twenty-two entries, and a most interesting contest is looked for in this class.

The carnival yacht race, which is to be sailed on Thursday morning, promises to be interesting if a good wind prevails, as a number of entries have been received by the committee in charge of this affair. The prizes for the races, as well as the prizes for the other contests for the week, have been exhibited in Providence and Fall River, and are now on exhibition in one of the store windows in Thames street and attracting much attention.

The decorations are worthy of note, and are the most elaborate ever seen in Newport, there being nothing but color as far as the eye can reach. No matter how the city is entered, the red, white and blue greets the eye at every hand. Buildings are completely covered with flags and bunting, while across the streets are stretched streamers and flags. A building which attracts much attention is the City Hall, which has been profusely decorated, while hundreds of electric lights outline the big stone structure at night. Other buildings are decorated in a like manner, and while they are resplendent with color during the day, at night they will be a glow of electricity. Coming down Washington Square, one imagines he has suddenly walked into daylight from night, as at the foot of the square at the old City Hall