## Index to Advertisements.

| | Part. | Page. | Col. |
|---|---|---|---|
| Amusements | 4 | 3 | 5-6 |
| Auction Sales Real Estate | 1 | 12 | 5-6 |
| Automobiles | 1 | 8 | 4-6 |
| Bankers and Brokers | 4 | 6 | 1 |
| Board and Rooms | 1 | 15 | 4 |
| Brooklyn Advertisements | 5 | 6 | 1-6 |
| Business Chances | 1 | 15 | 4 |
| Carpet Cleaning | 1 | 15 | 1 |
| City Property for Sale | 1 | 13 | 5 |
| Country Board | 1 | 15 | 1 |
| Country Property to Let | 1 | 13 | 1 |
| Country Property for Sale or to Let | 1 | 13 | 1-2 |
| Dividend Notices | 4 | 7 | 3-4 |
| Domestic Situations Wanted | 1 | 15 | 5-7 |
| Employment Agencies | 1 | 15 | 6-7 |
| Excursions | 1 | 15 | 2-3 |
| European Advertisements | 5 | 7 | 5 |
| Financial | 4 | 7 | 5 |
| Financial | 4 | 6 | 1 |
| For Sale | 4 | 8 | 7 |
| Foreign Resorts | 5 | 7 | 5-6 |
| Furnished Rooms to Let | 1 | 15 | 4 |
| Furnished Houses to Let, Country | 1 | 13 | 3 |
| Help Wanted | 1 | 15 | 4 |
| Instruction | 4 | 7 | 6 |
| Marriages and Deaths | 1 | 7 | 6 |
| Miscellaneous | 4 | 8 | 6 |
| Musical | 4 | 3 | 4 |
| New Jersey Advertisements | 1 | 13 | 1 |
| Ocean Steamers | 4 | 1 | 2-4 |
| Railroads | 4 | 1 | 1 |
| Real Estate | 1 | 13 | 1-6 |
| Real Estate for Sale | 1 | 13 | 2-6 |
| Restaurants | 4 | 8 | 4 |
| School Agencies | 4 | 7 | 5 |
| Special Notices | 1 | 7 | 6 |
| Steamboats | 4 | 8 | 6-7 |
| Storage | 4 | 1 | 1 |
| Summer Resorts | 1 | 14 | 1-6 |
| Summer Resorts | 1 | 15 | 1-2 |
| Teachers | 4 | 7 | 5 |
| The Turf | 4 | 3 | 6 |
| To Let for Business Purposes | 1 | 13 | 6 |
| Tribune Subscription Rates | 1 | 7 | 6 |
| Unfurnished Apartments to Let | 1 | 12 | 5-6 |
| Work Wanted | 1 | 15 | 4-5 |



# New-York Daily Tribune.

SUNDAY, JUNE 28, 1908.

*This newspaper is owned and published by The Tribune Association, a New York corporation; office and principal place of business, Tribune Building, No. 154 Nassau street, New York; Ogden Mills, president; Nathaniel Tuttle, secretary and treasurer. The address of the officers is the office of this newspaper.*


### *THE NEWS THIS MORNING.*

FOREIGN.—The contest between the Shah's adherents and his opponents spread to various Persian cities. ═══ Robert Sievier, editor of "The Winning Post," was arrested at Sandown Park on the charge of attempting to blackmail "Jack" Joel, a nephew of Barney Barnato. ═══ The Venezuelan government has withdrawn its suit for an accounting against Ambrose H. Carver, formerly receiver of the New York and Bermudez Asphalt Company. ═══ The reported insurrection in Mexico was said to have been organized chiefly for purposes of looting. ═══ The Russian Council of Empire adopted the naval budget, including $5,500,000 for battleship construction, an item which was not sanctioned by the Douma. ═══ The downfall of the Cabinet is expected in Portugal, but Premier Ferreira will probably be retained in his present post. ═══ The business quarter of Frederikstad, Norway, was destroyed by fire. ═══ The naval manœuvres of the English Channel, Atlantic and home fleets will begin on July 1, under command of Lord Charles Beresford, in the North Sea.

DOMESTIC.—Secretary Taft, General Luke E. Wright, Frank B. Kellogg and William L. Ward had a conference with President Roosevelt at Oyster Bay, after which Mr. Taft said that the chairman of the Republican National Committee would probably be chosen in Washington on July 8; the place was declined by Secretary Loeb. ═══ A. H. Morgan and J. T. Wade, of Cleveland, made an ascension in the balloon Sky Pilot at North Adams, Mass., landing at Monroe Bridge, about ten miles from North Adams. ═══ Harry K. Thaw obtained a new writ of habeas corpus returnable before Supreme Court Justice Mills at White Plains to-morrow. ═══ One man was killed and twenty persons were injured by a railway wreck near Hazleton, Penn., caused by the spiking of the track. ═══ The Detroit police say that Mrs. Gunness, the alleged wholesale murderer of La Porte, Ind., has been seen recently alive. ═══ The gasbag of a balloon in which two women and three men made an ascent from Philadelphia split and the passengers narrowly escaped death in the Schuylkill River. ═══ Representative James S. Sherman passed a comfortable day; he will remain in the hospital at Cleveland a few days to recover his strength. ═══ A Pacific torpedo fleet of three flotillas has been organized.

CITY.—Stocks were dull, closing heavy. ═══ More than fifty persons were hurt in an elevated railroad collision in Harlem. ═══ Secretary Taft reached his train in Jersey City after a thrilling automobile ride. ═══ Commissioner Willcox gave a review of the first year's work of the Public Service Commission. ═══ Four children and a patrolman were bitten by a dog in Borough Park. ═══ Commander Peary's ship, the Roosevelt, is nearly ready for its Arctic trip. ═══ The Appraiser's report for the fiscal year showed a heavy falling off in imports. ═══ The Charity Organization Society started a poster campaign against tuberculosis. ═══ The associated banks reported a larger surplus reserve than at any time since 1894. ═══ The Mount Vernon Board of Health, spurred to action by members of women's clubs, started a crusade against flies. ═══ John Jaeger, an East Side missionary, died. ═══ President Peters of the Long Island Railroad, in a letter to Mayor McClellan, asked the city to pay $590,000 of a total of $4,000,000, the cost of eliminating railroad crossings. ═══ Tammany Hall announced that five special trains would take its delegates to Denver. ═══ The pastor and two trustees of Mount Olivet Colored Baptist Church were arrested. ═══ Three betting arrests were made at Sheepshead Bay and a rumor was current that Governor Hughes had detectives watching the enforcement of the Agnew-Hart law. ═══ An engine jumped into the Hudson, near Yonkers, killing a trainsman. ═══ A boy was drowned in the Rippewan River, but his dog swam safely to shore. ═══ A patrolman was accused of "shooting up" a Hudson tunnel office structure.

THE WEATHER.—Indications for to-day: Fair and warmer. The temperature yesterday: Highest, 83 degrees; lowest, 63.

### *STILL UNDER THE UNIT RULE.*

Increasing dissatisfaction within the Democratic party with the workings of the oppressive two-thirds and unit rules is perhaps responsible for the contention of certain anti-Bryan district delegates from Ohio that they should not be bound by the unit rule resolution adopted by the Ohio state convention. These protestants declare that as the state convention elected only four delegates-at-large its instructions can be binding only on those four delegates. A dispatch from Cleveland to "The New York World" announces that at least six of the forty-six delegates from Ohio are not committed to Bryan, and to avoid voting for him are challenging the validity of the unit rule instruction.

We think that the unit rule is a political anachronism and should be glad to see the Ohio Democrats repudiate it as tyrannical and undemocratic. But unfortunately for the case of the six protestants the Democratic National Convention of 1904 riveted the unit rule tightly on the Buckeye State. Four years ago Ohio was much divided on the question of supporting or not supporting Mr. Harmon as a candidate for the Presidential nomination. Mr. Hearst invaded the state and carried several district conventions. Tom L. Johnson also opposed Harmon. The state convention did not instruct, but passed a resolution directing the delegation to vote as a unit.

On the rollcall at St. Louis the delegates divided. Harmon had eliminated himself and there were 28 votes for Parker, 6 for Hearst, 9 for McClellan, 2 for Cockrell and 1 for Olney. The chairman of the delegation cast 46 votes for Parker. On appeal a delegate, Mr. E. H. Moore, raised the point that the state convention could not bind delegates elected independently by the Congress districts. But the permanent chairman, the Hon. Champ Clark, of Missouri, made short work of this contention. He held that all delegates from a state are delegates of the state and amenable to the orders of a state convention, no matter how they may happen to be chosen. This ruling was not disputed and therefore represents the present policy of the Democratic party.

Democrats are beginning to realize, however, that both the unit rule and the two-thirds rule stifle free party action and put undue power into the hands of political manipulators and bosses. If the Denver convention is wise, it will sweep away both these relics of the era of sectionalism, with which the South, for its protection, tied the Democratic organization fast to the undemocratic principle of minority government.

### *TRIBUTES TO MR. CLEVELAND.*

The unanimity with which the newspapers and the public men of the country have testified to Mr. Cleveland's personal worth and to the fidelity with which as President he followed his ideals of right and duty is an impressive reminder of the fundamental fairness and good feeling of American politics, in which antagonisms seldom last beyond the occasion of difference. Few Presidents ever faced sharper criticism than Mr. Cleveland did, both his own party and the opposition condemning many of his policies as ill advised and harmful. But no critic worthy of notice ever questioned the conscientiousness with which he acted as President or the courage with which he enforced and defended the administrative or legislative policies which he considered sound and necessary.

Appreciation of Mr. Cleveland as a man and as an administrator finds general expression, therefore, even from those who opposed his political programme. He followed his lights, and his service was of a character to give him high rank among the Presidents. Secretary Taft, reflecting, as we believe he does, the enlightened judgment of Republicans generally, said at the Yale Alumni Association dinner on Wednesday:

> I join with the President in an expression of sorrow—deep sorrow—at the death of Grover Cleveland. He was a great man and a great President. He had the highest civic ideals, he had a rugged honesty, he had a high courage, that makes him now happy in his death, as he leaves this life, revered, respected and loved by all his countrymen.

This just and felicitous tribute is at once expressive of the feeling of all fair minded Republican opponents of Mr. Cleveland and characteristic of the broad minded, catholic spirit of Mr. Taft. It retracts nothing of the purely political criticism passed by Republicans on the Cleveland policies as a whole. But it recognizes sincerely and whole heartedly Mr. Cleveland's strength and breadth of character, his high aims, his sense of duty and his genuine patriotism.

### *THE NAUTILUS AT HAVANA.*

A welcome reminder of the swift transformation of vital and passionate animosities into mere "old, unhappy, far-off things" is afforded in the arrival of the sailing ship Nautilus in the harbor of Havana. Only ten years ago the flag which the Nautilus carries was still regnant over the walls of Havana, while the flag which now flies unchallenged there was borne only by wandering bands of rebels in the jungle. Between the five-barred banner of crimson and gold and the one-starred flag of red, white and blue there was insatiable enmity. Yet to-day the two flags fly side by side in peace and friendship, and a Spanish warship raises the Cuban flag to her main peak and fires a national salute to the Cuban government.

Time was when quarrels were not so quickly ended but when a war was followed by many years of smouldering resentment and watching for revenge. Even in our own day, a full generation had to pass after the tragedy of Querétaro before the brother of Maximilian would recognize the successor of Benito Juarez. We do not know that there ever was a conflict in which passions were more intense than in that in Cuba ten years ago, or that there ever was a people more proud, more sensitive and more resolute than the Spanish nation. Yet Spain was prompt to recognize the accomplished fact in Cuba, and now the work of recognition is completed with the arrival of one of her warships in the chief Cuban harbor, not only on an errand of peace, but in circumstances of mutual greeting as cordial and as enthusiastic on both sides as though Havana had never been other than the capital of an "ever faithful isle."

It would be presumptuous for America to claim all credit for the achievement. But it is fitting for this country to feel sincere satisfaction at having been associated intimately therewith. It may not be because of us that reconciliation has so expeditiously been completed between the two nations. At least it was because of our intervention that a relationship which for years had consisted of incessant revolt on one side and incessant repression on the other was transformed into one which possessed the inherent potentiality of mutual respect and friendship. It may confidently be declared that no country more than, if, indeed, so much as, the United States rejoices in every mark of perfected reconciliation between Spain and Cuba.

### *LONG RANGE FORECASTING.*

In the latest issue of "The United States Weather Review" Professor Alexander G. McAdie, long in the government service in San Francisco, discusses the possibility of making long range forecasts for the Pacific Coast. He points out that several notably dry periods occurred in California in winter, the time of year when rain is to be expected, and were associated with a peculiar distribution of air pressure over the western part of the country. On these occasions an area of high barometer lingered almost continually over Oregon, Idaho, Utah and Nevada. The winds in California then came mainly from the north or northeast and were devoid of moisture. Several unusually wet seasons, which he enumerates, were accompanied by another state of things. An area of low pressure which lingers for weeks at a time over the Pacific Ocean, and which seems to be the birthplace of some of the storms which invade the country, would extend well into Oregon. The migratory low areas, as distinguished from the permanent one, would reach far enough south on their eastward journey to give heavy rain to the greater part of California. Professor McAdie believes that if any way can be found to foresee the duration of abnormal pressure conditions like those here described valuable predictions for a period of ten days or so would become feasible.

Several well established facts justify faith in this proposition. Both temperature and precipitation are largely, if not entirely, dependent on the wind, and winds result from differences in atmospheric pressure. Air flows from a region where it is in excess to one where there is a deficiency—in other words, from a "high" to a "low" area. If the direction thus given is from the south or southwest the breeze should be warm, and if from the north it should be cold. If the wind takes a route which enables it to pick up vapor from the ocean or the Gulf of Mexico precipitation may be expected. When it proceeds from the heart of the continent clear skies are assured. These are the principles on which daily "indications" are based, though one additional element in the problem needs to be mentioned. The temporary "highs" and "lows," shown on the government weather charts, undergo more or less change in shape from day to day, and the velocity of their movement is also variable. Nevertheless, they travel from west to east at a rate which can be determined approximately.

The phenomena described by Professor McAdie are observed more or less distinctly elsewhere than on the Pacific Coast. When charts are drawn to show the average air pressure over the United States and contiguous regions for a whole month the distribution is found to vary somewhat from the mean for that month for thirty or forty years. The same is true with regard to the temperature and rainfall for any month. Deficiencies will be discovered here and excesses there, but practically everywhere a departure from the standard will be detected. In some places the variation is trifling and in others it may be large, but its existence is so common that the term "abnormal" hardly seems applicable to it.

Obviously, if the persistence of any such departure from the average air pressure for many years could be foretold, the effects might also be announced in advance. Whether the foresight on which prediction would be based is feasible is, of course, the vital question. The plan here outlined has for years been under consideration, with a view to benefiting the East as well as the West, but it has not yet been carried into effect publicly. That it will eventually prove practicable is a consummation which may reasonably be hoped for. If Professor McAdie wants to try his hand at the work he deserves every encouragement. To publish his forecasts at first would be unadvisable. They should be well tested before a chance is given to mislead his constituency. Yet much good might result from a trial and from giving him such additional resources, like wireless reports from ships in the Pacific, upper air observations and office equipment, as he may require.

### *A LEPER HEALED?*

Wonders never cease, but ears grow deaf and eyes blind to tale-bearers. Modern man is so beset by novelties, prodigies and revolutionary discoveries that he can scarce discern a marvel for the wizardry about him. The first edition of the morning paper tells of a new airship, the next of a new explosive; a fifty-storied office building is announced at noon, and sunset leaves men talking about a $20,000,000 bequest. The upshot of it all is that when something really extraordinary and important is reported it is likely to get lost in the multitude. A striking illustration of this danger was afforded the other day by the fate of a news dispatch from New Orleans reporting that the Louisiana state leper colony physicians had discharged a patient as cured and had released on probation five others as practically cured.

It need not concern us here whether the dispatch is wholly accurate or whether the medical authorities are sure of their decision. The curious feature of the incident is the cold reception given to the brief news item by the commentators of the daily press. The lightest rumor that an institution as reputable as the Louisiana colony has cured a leper ought to make men prick up their ears even in the June of a Presidential campaign. Leprosy is one of the most ancient, most hopeless, most universal, most terrible of all diseases. The records of dimmest antiquity are darkened with its name; India, China, Egypt and Greece knew its flail. Mediæval Europe was scourged by it, with greatest violence between the tenth and fourteenth centuries. To-day it is seriously prevalent in half of South America, the Antilles, the African coast countries, all Mediterranean countries save Austria and Egypt, the Philippines and Japan. It is moderately common in California, Louisiana, Mexico, Brazil and India. Isolated cases are found in practically every part of the world, and, in the opinion of leprosy specialists, the fearful malady is destined to become common in the United States. Ever since the bacillus of leprosy was discovered by Hansen in 1873 the medical world has been convinced that the disease is curable. Many failures have been recorded by heroic investigators and many empty boasts have been uttered by reputation seekers. But these cannot detract from the importance of the Louisiana report, which, if able to endure investigation, heralds one of the greatest achievements in the history of medicine.

### *THE GREATEST OF FLEETS.*

While the greatest fleet that ever made such a voyage is preparing in Californian waters to continue its peaceful journey around the globe, that which we must esteem the greatest fleet that ever assembled for actual service under one command is entering upon an impressive series of manœuvres in the North Sea. There gathered off Esbierg, on the Norwegian coast, yesterday, under the flag of Lord Charles Beresford, a combination of the British Channel fleet, the Atlantic fleet and the home fleet, comprising no fewer than 28 first class battleships, 19 armored cruisers, many of which are of battleship strength; 50 protected cruisers and gunboats and 186 destroyers and torpedo boats —a total of 283 vessels.

We have spoken of this as the largest fleet which has ever thus assembled for actual service, for, unlike mere gala reviews at Portsmouth, it is for service of a highly practical kind. No war is to be waged against another power. But all the tactics and evolutions and detailed work of real warfare will be performed, on the theory that even the best fleet in the world would be of little value unless it was constantly ready to display full efficiency in any emergency, however sudden. Our own fleet sails around the world to secure the indispensable practice and discipline of such a voyage. The British fleet spends a week in the North Sea in such manœuvres as might be expected in actual warfare. Both performances are of the greatest practical value, each in its own way. It may be added that the businesslike practicality of these North Sea manœuvres is accentuated by the fact that no reporters or correspondents are aboard the ships. The Admiralty intends to keep its own counsel and to have the performances of the fleet, with whatever of discouragement or of inspiration they may contain, known only to itself and to the service.

The international interest attaching to the work is considerable, but not of a disquieting nature. Doubtless other nations, particularly Germany, will observe with thoughtful care all of the fleet's performances which they are permitted to see or to know about. But it is not supposable that any will regard the scene of the manœuvres as possessing menaceful significance. There have been manœuvres in the Channel with no idea of a demonstration against France, and these in the North Sea will be equally void of offence against any of the powers which border upon that water. With all of those powers, indeed, Great Britain is now on friendly terms, and with four of them, and the four most directly concerned, she is strongly related by dynastic kinship. Her naval gathering is therefore to be regarded as no less peaceful than our own.

### *FRANCE'S RAILROAD POLICY.*

The French government has narrowly escaped a ministerial crisis and has secured adoption of its policy of state ownership of railroads, or of some railroads. The margin of votes in the Senate was narrow, but it sufficed. Half a dozen votes held the balance of power. But Mr. Clemenceau is one of the most fortunate as well as most adroit and masterful of Prime Ministers, and he turned an awkward corner in the Senate with the same success which has attended so many of his proposals. The state thus more than doubles its direct railroad holdings. It already managed nearly twenty-five hundred miles, and it has now taken more than thirty-one hundred more, so that its systems comprise close to fifty-six hundred miles.

The spoke which his opponents attempted to put into Mr. Clemenceau's wheel was the Orleans railroad system. For three or four years the managers of the latter had been trying to transfer their property to the state, without success. The opponents of the government's scheme for taking the Western Railroad system incited the Orleans people to renew their offer, on what seemed particularly tempting terms to the government, the intent being to put the government in the dilemma of either seeming inconsistent in taking one road and refusing to take another or taking both and thus embarrassing itself with the magnitude of the undertaking. This Mr. Clemenceau met and disposed of with characteristic courage. He declined the Orleans offer, and freed himself from the charge of inconsistency by pointing out that the circumstances of the two systems were quite different, the reasons for state acquisition in the case of the Western Railroad not existing in the case of the Orleans line. He did not believe, he said, in state ownership of all things, not even of all railroads, but merely of such as were necessary for the correction of abuses and for the serving of the public welfare.

In thus having possession of nearly fifty-six hundred miles of railroads the government is still a long way from active universal ownership of such utilities, for there are about twenty-five thousand miles altogether in France. In time, however, all may come under state ownership practically, as they now are potentially. For the railroads of France are all *concédes*. They were built by private companies, sometimes with state aid, on limited time franchises, and when the franchises or concessions expire, as some will in 1914 and as all will by 1935, the roads will revert to the state, which may lease them to operating companies or may operate them itself. Mr. Clemenceau, veteran opportunist that he is, purposes to be directed in such matters by the expediency of each individual case, judged by the standard of public welfare. Neither private nor public management is to be esteemed a fetich or is to be universally adopted of necessity, but in one case one and in another case the other may be adopted as the public good may require. Of course there will always be room for dispute as to what the public good does require, and that fact suggests the weak point in the system.

---

A recount of the recount? Really, that would be "2 mutch."

---

President Fallières wants $80,000 for expenses on his trip to Russia and other lands, and will probably get it. We can imagine that in some countries many stern economists would call that a "junket." But they order this matter better in France.

---

With bubonic plague raging in its principal places, Venezuela is in condition to be suppliant rather than defiant.

---

"The Evening Post" says that the McCall bill to compel publicity of campaign accounts was "mysteriously done to death in Congress." There was no mystery about it. The House of Representatives passed this bill over Democratic opposition and the Democratic Senators prevented action on it in the closing days of the session by threatening to filibuster. Democratic responsibility for its open-day hold-up cannot be concealed or evaded.

---

One daylight robbery in Central Park does not make a crime wave.

---

Plans have been made for laying the thirty miles of railroad necessary to complete the line from the Mexican border to the city of Guatemala. This extension will greatly hasten the march south of the Pan-American through system, to which the American republics look as an important means for facilitating commercial intercourse, personal acquaintance and altogether friendlier relations.

---

That was a melancholy accident off Long Island, from the point of view of the consignees, which resulted in a cargo of ten thousand watermelons being thrown overboard from a Clyde liner. In the opinion of the thrifty people along the shore, however, the incident was not without its brighter side—this being the inside of the melons.

### *THE TALK OF THE DAY.*

In an open letter to the president of Mount Sinai Hospital the Rev. Dr. H. Pereira Mendes takes that institution and others to task for failure to observe the Mosaic dietary laws. Dr. Mendes says: "For a so-called Jewish institution to be carried on without due regard to the requirements of the Jewish religion is nothing less than sailing under false colors. The institutions were all established for the wants of the Jewish community. They were founded by Jews for Jews, and they are supported by Jews, very many, indeed most of whom believe that their money is being used in such a way as will satisfy not the directors, but the men and women or the children who are to be benefited. . . . Let it not be forgotten that that mental repose which is so important an element in sickness is denied to the conscientious patient who knows that he is being forced to eat what to him is unclean."

"Why have you named your airship the Sirloin?"
"I had an idea that would make it go up if anything would."—Chicago Record-Herald.

Dr. Edmund J. James, president of the University of Illinois, who has been commissioned by Governor Deneen to make a study of recent educational developments in Germany and other European countries, has sailed to fulfil his mission. The results of his inquiries will serve as the basis of a report to the State Educational Commission of Illinois, recently appointed by the Governor. Dr. James will also inspect the chief veterinary schools in European countries, to gather information for recommendations as to the plan and scope of the new College of Veterinary Surgery and Research, to be established as a part of the university.

Pat—What was that Chicago convention I hear so much about?
Dan—Well, it was something to prevent six Presidents coming in when only one goes out.—Judge.

The class of '05 of New York University recently held its annual dinner at an uptown hotel. One of the class wags, by way of enlivening the evening, committed a harmless bit of forgery, which was served as a separate course. The young man hied him to a telegraph station near University Heights, wrote out a message and obtained a promise of its delivery about 9 p. m. In due season and in due form the telegram was handed to the class president. It read thus: "Congratulations on your class reunion. To hell with Columbia. Henry Mitchell MacCracken." Uproarious shouts of glee greeted the message. "Hurrah for Chancy!" was heard on all sides. "I wonder if Chancy really did write that?" asked a solemn B. S. More shouts of laughter. Chancellor MacCracken is a Presbyterian clergyman, who follows strictly the Biblical injunction about communications being yea, yea and nay, nay, believing that more than that cometh of evil.

Tired Tatters—I wisht I had money enuff t' patent a idee uv mine.
Weary Walker—Wot's de idee?
Tired Tatters—A noomatic tire fer perlice clubs. —Chicago News.

A "burial association" in Paris has automobiles arranged for the transportation of coffins, and in a circular which has been sent to all members of the Paris Automobile Club makes this statement: "There is something almost revolting in handing over for transportation to a railroad the body of a departed relative. Still, this must be done in many instances. How much better to place the coffin in one of our automobiles, arranged for the purpose, and prevent its being handled as freight." In commenting on the automobile funeral a Berlin paper says: "The enthusiastic speeder's last hours may now be cheered with the hope that when all is over he may still be carried at the rate of fifty miles an hour, with the chances for tire trouble the same as when he sat at the wheel."

"Say, Mike," queried Plodding Pete, who was looking at the piece of a Sunday school paper that had come with a handout, "wot does it mean 'bout bein' between de devil an' de deep sea?"
"It's de same as bein' told t' take yer choice between goin' t' work an' takin' a bath," explained Meandering Mike.—Chicago News.

### WORTHY LEADERS OF A GOOD CAUSE.

From The Boston Herald.

The ticket is not reactionary. Neither is it touched with the taint of the demagogue in its indorsement of radical policies. It stands for the middle course, which is that of true progress. It may not appeal to the mob, whose shouting is sometimes mistaken for the voice of the people. But it will appeal to the men who stop to think calmly and to form intelligent judgment upon the problems of the day and who base their political acts upon that judgment rather than upon some passing whim or impression, which is miscalled opinion. Confidence in the continued prosperity and the future welfare of the nation, in the permanence of the Constitution and its institutions of government rests upon the belief that these men are in the majority in the country and will vote in the majority at the polls at the next national election. Taft and Sherman are worthy leaders for such men.

## *About People and Social Incidents.*

### THE CABINET.

[From The Tribune Bureau.]

Washington, June 27.—Mrs. Taft, wife of the Secretary of War, reached Washington last night, accompanied by their son Charles. Every moment of Mrs. Taft's time is occupied receiving callers who come to extend their congratulations in person and answering the numerous notes and letters which have accumulated in her absence, while incidentally she is directing the packing of her household goods and the beautiful but cumbrous furniture which has been one of the attractive features of the Taft home. As Mrs. Taft's plans for the future are still somewhat indefinite, it will be necessary to place all the furniture in storage. It is probable that the Secretary and Mrs. Taft will spend some weeks at Hot Springs, Va., and the latter part of the summer and the fall at Cincinnati, but until a chairman of the national committee has been appointed and the Secretary has had an opportunity to confer with his political advisers their future movements necessarily will remain indefinite. One of the most interesting epistles which Mrs. Taft found awaiting her in Washington was a letter of congratulation from the British Ambassador, in which he gives a somewhat elaborate description of the Chicago convention, which he attended.

The Secretary of the Interior and Mrs. James R. Garfield will have as their guest at Mentor, Ohio, next week the retiring German naval attaché and Mme. Hebbinghaus, who are leaving Washington for a series of visits preparatory to sailing for Germany in August. Mrs. Garfield, who was the guest of her mother, Mrs. Newell, in Chicago while the Republican convention was in session, has gone to the old Garfield farm near Mentor, where she will remain until fall.

The Secretary of Commerce and Labor and Mrs. Straus have gone to Elberon to remain over Sunday with their sons-in-law and daughters, Mr. and Mrs. Hochstadter and Mr. and Mrs. Schafer, who have summer homes there.

### THE DIPLOMATIC CORPS.

[From The Tribune Bureau.]

Washington, June 27.—Baroness Takahira, wife of the Japanese Ambassador, will arrive in Washington the middle of next week, accompanied by her younger child and a governess. They will rest at the embassy in K street for a short time, and will then go to some resort not far from the capital.

Mme. Wu, wife of the Chinese Minister, has arrived at the legation. She was accompanied by her son and his wife and daughter, as well as a retinue of servants. Mme. Wu is particularly interested in the legation, as she assisted in planning it in her husband's former years of service here.

The French chargé d'affaires, M. des Portes de la Fosse, will go to Bar Harbor on Monday, where he will establish the summer embassy headquarters. Viscount de Chambrun, French secretary, and Third Secretary and Viscountess de Martel will leave Washington on Tuesday. The former will go to Manchester for a visit, while Viscount and Viscountess de Martel will sail on Thursday for France.

Mr. Vogen, the Swiss Minister, will sail from New York on Wednesday to spend the summer in Switzerland.

### IN WASHINGTON SOCIETY.

[From The Tribune Bureau.]

Washington, June 27.—Admiral and Mrs. Dewey will leave Washington on Tuesday for Blue Ridge Summit, where they will spend July and August.

The Assistant Secretary of War and Mrs. Robert Shaw Oliver will leave Washington Monday morning for Murray Bay, Canada, where they will spend the summer.

Colonel and Mrs. Henry May and their daughters, Miss May and Miss Cecelia May, will go to New York to-morrow to sail on Tuesday for the summer abroad.

Rear Admiral and Mrs. Upshur went to Newport to-day for the seasson.

General and Mrs. Powell Clayton have gone to York Harbor, and will be joined there by their son-in-law and daughter, the Belgian Minister and Baroness Moncheur, and their daughter, Mrs. Grant Duff, wife of the British Minister to Cuba, all of whom will spend the summer with them.

### NEW YORK SOCIETY.

Independence Day constitutes, of course, the chief feature on the programme for the week opening to-day. It will be observed with all the customary festivities at the various summer resorts, where society is now established for the next eight or ten weeks. At Newport Mrs. James P. Kernochan, who has her grandson, Herbert C. Pell, and Mr. and Mrs. Alexander Butler Duncan staying with her at Sea View, will have her usual Glorious Fourth reception, which will be attended by the entire colony, excepting those men who belong to the Clambake Club, who will go, as in previous years, to Gooseberry Island for the observance of the national holiday. All the country clubs and yachting organizations have arranged sporting contests and races in honor of the day, and in the evening hospitality will reign everywhere supreme and the sky will be lighted up in every direction with gorgeous displays of fireworks.

---

Departures for Europe continue to be numerous, and many well known people will be missing from their accustomed haunts this summer. Thus Mr. and Mrs. H. McK. Twombly, with Miss Ruth Twombly and Mr. and Mrs. William A. M. Burden, are going abroad on Wednesday to remain until the fall, and consequently there will be no Fourth of July celebration either at Florham, their place in New Jersey, or at Vineland, their villa at Newport. The latter, which is still in the hands of the builders and decorators, will not be ready for occupancy before the autumn, and accordingly its owners have determined to spend the next few months abroad. Sailing, too, on Wednesday are Mr. and Mrs. Frederic R. Halsey, Mr. and Mrs. H. De Berkeley Parsons and H. Van Rensselaer Kennedy, who goes to join Mrs. Kennedy and his daughter at Carlsbad, while Mrs. Alfred G. Vanderbilt, with her little boy and her mother, Mrs. Francis Ormond French, are booked to depart for Europe next week Monday. Mr. and Mrs. Stuyvesant Fish sailed yesterday to spend the summer on yonder side of the Atlantic, and Crossways, their villa at Newport, will remain closed throughout the season. Among their fellow passengers were Mr. and Mrs. J. J. Oakley Rhinelander and Mrs. William Rhinelander, bound for their castle on the Rhine, where they will be joined by Mr. and Mrs. Maturin L. Delafield, 3d, from St. Moritz. Mrs. O. H. P. Belmont departed for England last Wednesday with her son Harold, to stay in London with her daughter, the Duchess of Marlborough. J. Pierpont Morgan, who arrived only ten days ago to attend the wedding of his niece, Miss Ursula Juliet Morgan, to the Rev. William Fitz Simon on Tuesday at Tuxedo, and to be invested with his honorary degree of LL. D. at Yale on Wednesday, sailed again on Thursday, and for the first time in a number of years he will be missing from the annual cruise of the New York Yacht Club, which starts from New London on Thursday, August 6, and extends to Marblehead. The races for the King Edward trophy and the Astor Cup will be sailed off Newport on Saturday, August 8, and Monday, August 10, on the way up to Massachusetts Bay.

---

At Newport the season may be said to have begun with the arrival yesterday of the yachts from New London freighted with people who, as usual, had been taking in the inter-university boat races on the Thames on their way from their country seats around New York to their seaside villas. The races at New London always mark the close of the early summer suburban season and the begining of that at Newport, at Bar Harbor, Dark Harbor and other points along the Sound, New England and Maine coasts. Mr. and Mrs. Thomas Hitchcock, sr., Commodore and Mrs. Cornelius Vanderbilt, Mr. and Mrs. J. Laurens Van Alen, James V. Parker, Mrs. John Nicholas Brown, Mr. and Mrs. George Henry Warren, Robert Walton Goelet, Mr. and Mrs. Elisha Dyer and Miss Swan, Mr. and Mrs. Robert Goelet and Mr. and Mrs. Robert L. Gerry have already arrived, as well as Mr. and Mrs. William Payne Thompson, whose father, Atherton Blight, has begun a series of dinner parties. Mr. and Mrs. Henry S. Redmond are also at Newport, spending much of their time on board their steam yacht Diana, on which they make frequent trips to town. Lispenard Stewart is at White Lodge. Mr. and Mrs. R. Livingston Beeckman are due at their villa, Land's End, on the Ledge Road, on Wednesday, and Mrs. Richard Gambrill, who has been in Europe for several weeks, will open her villa at Newport on Thursday. James J. Van Alen, however, who has been at Newport for the last week, staying with his son and daughter-in-law, Mr. and Mrs. J. Laurens Van Alen, will sail almost immediately, and after a few weeks at Marienbad will go to Rushton Hall, his place in England, for the fall.

---

While at Newport the prospects for the summer are somewhat gloomy the season in the Adirondacks promises to prove brilliant, the liveliest in many years, and camps and cottages are in great demand. Mr. and Mrs. Payne Whitney have rented the fine place of the late Charles T. Barney, on the Upper St. Regis. D. O. Mills will occupy the Whitelaw Reid camp near by, where a number of notable additions and alterations have been made since last year. Mr. and Mrs. Frederick W. Vanderbilt, who will soon return from Europe, will go at once on their arrival to the camp which they purchased on the Upper St. Regis some years ago from H. McK. Twombly, and to which they have added so many picturesque Japanese buildings that the estate, with its gardens, laid out by a clever Japanese gardener, looks like a bit of Dai Nippon. President Hadley of Yale University has taken for the summer The Rocks, which belonged to the late William K. Townsend, and Mr. and Mrs. Anson Phelps Stokes will, of course, spend the summer and fall at Birch Island, where their daughter, the Baroness Halkett, is already established. Mrs. T. H. Howard has the I. N. Stokes camp on Pearl Island, and Dr. and Mrs. Raynham Townshend, who were married a few weeks ago at West Chester, have the Henry L. Hotchkiss camp, on the Middle St. Regis. This is rather a dull season for yachting, and whenever this is the case the Berkshires and Adirondacks always benefit, since people, having less inducement to keep them by the seashore during the summer flock to the mountains.

---

At Saratoga the depression caused by the enactment of the new betting laws at Albany is gradually disappearing. People are putting the best face possible on the matter, and are determined to show that this once most famous of all summer resorts in America is not entirely dependent upon its three weeks' racing season. Mr. and Mrs. Richard T. Wilson, jr., August Belmont, with his son and daughter-in-law, and Mr. and Mrs. Herman B. Duryea, have all leased cottages there as usual for the month of August, and, of course, there will be the customary polo tournament, which is always a great attraction. Motor boat racing on Saratoga Lake will be one of the chief sports of the summer, and the series of contests of this character will begin on Independence Day.

---

Mr. and Mrs. William Douglas Sloane, having returned from Europe, will open Elm Court, their place at Lenox, this week, for the summer, and will have Mrs. Elliott F. Shepard staying with them for several weeks. Mr. and Mrs. Giraud Foster have likewise returned from abroad, and are settled for the season at Bellefontaine, while Mr. and Mrs. Newbold Morris have just moved into Brookhurst, the country place which they purchased from W. B. Shattuck, erecting an entirely new mansion on the site of the former house, which was burned down three years ago. Mrs. H. M. Schieffelin and her granddaughter, Miss Eleanor Crosby, are spending the summer at Lenox, and Mrs. Robert Winthrop has just arrived at Ethelwyn, her country place, with her son, Granville, for the season. Attorney General and Mrs. Bonaparte are expected this week, and will make their headquarters at the Aspinwall until the autumn.

---

Mr. and Mrs. Cleveland H. Dodge, the Misses Dodge and Cleveland E. Dodge sailed for Europe yesterday to spend the summer abroad.

---

W. Butler Duncan left town yesterday for Bar Harbor and has opened his villa there for the season.

---

Mrs. J. Edgar Bull and her daughter will spend the summer at Bar Harbor, where they have taken the Higgins villa for the season.

---

J. Hampden Robb and Miss Cornelia V. Robb will sail from London for New York on Wednesday next. On their arrival here they will go at once to Southampton, Long Island, for the summer.

---

Ernesto G. Fabbri left town yesterday to join Mrs. Fabbri at Bar Harbor, where they will spend the summer.

---

Mrs. Albert H. Gallatin and Miss Louise and Miss Cornelia Gallatin, who are now at Tuxedo, will go to Northeast Harbor, Me., the beginning of next month for the summer.

---

Mr. and Mrs. Hall McCullough have gone to North Bennington, Vt., for the summer.

---

Mr. and Mrs. William Manice, who have been staying at the Meadow Club, at Southampton, will sail for Europe next month to spend the summer abroad.

---

Mr. and Mrs. Charles Astor Bristed have left Lenox for Oyster Bay, where they are the guests of Mr. and Mrs. George T. Maxwell.

---

Mr. and Mrs. J. Borden Harriman, who are now at their country place at Mount Kisco, will spend the month of August at Newport.

### IN THE BERKSHIRES.

[By Telegraph to The Tribune.]

Lenox, Mass., June 27.—Mr. and Mrs. Richard C. Dixey, of Boston, who since May have been at their country home, Tanglewood, in West street, made famous by Hawthorne in "Tanglewood Tales," gave a garden party this afternoon. The reception was given for Mrs. John Thorndike and her daughter, Miss Olivia Thorndike, of Boston, who are guests of Mr. and Mrs. Dixey. Mr. and Mrs. Dixey received, assisted by their daughter, Miss Rosamond Dixey, Miss Tanner, Mrs. Thorndike and Miss Thorndike. Invitations were issued to about three hundred, and nearly all of the villa owners of the Berkshire Highlands were at the party, the occasion bringing together the Lenox social set for the first time this summer. Among those invited were the British Ambassador and Mrs. Bryce, Mr. and Mrs. Joseph H. Choate and their house party, Mr. and Mrs. Giraud Foster, Mrs. Carroll Jackson, Mr. and Mrs. Thatcher M. Adams, Mr. and Mrs. John E. Alexandre, Mrs. Robert Winthrop, Grenville L. Winthrop, Mr. and Mrs. George Westinghouse, Mr. and Mrs. George E. Turnure, Mr. and Mrs. S. Parkman Shaw, Miss Anna B. Shaw, Mr. and Mrs. Henry H. Pease, Mr. and Mrs. Robert W. Paterson, Mr. and Mrs. John E. Parsons, Miss Helen Parish, Mr. and Mrs. Newbold Morris, Mr. and Mrs. David Lydig, Mr. and Mrs. James B. Ludlow, Mrs. J. Lawrence Lee, Mr. and Mrs. H. Livingston Lee, Miss Adele Kneeland, Dr. and Mrs. Henry P. Jaques, Mr. and Mrs. J. Woodward Haven, Mrs. Richard C. Greenleaf, Major and Mrs. F. C. Grugan, Mrs. Henry Winthrop Gray, Mrs. George Cabot Lodge, Mr. and Mrs. Samuel Frothingham, Mrs. Richard S. Dana, Mr. and Mrs. Thomas Shields Clark, Mr. and Mrs. Lindsay Fairfax, Miss Kate Cary, Mrs. Joseph W. Burden, Mr. and Mrs. Robert S. Brewster, Mrs. William H. Bradford, Mrs. Francis C. Barlow, Mrs. John S. Barnes, the Misses Barnes, Mrs. William B. Bacon, Miss Emily Tuckerman, Mr. and Mrs. Daniel Chester French, Mr. and Mrs. Charles S. Mellen, Dr. and Mrs. W. G. Thompson and Mrs. Oscar Iasigi.

Mrs. Frederick D. Tappen and Miss Brooks, of New York, have arrived for the season.

Mr. and Mrs. Henry H. Pease are entertaining Mr. and Mrs. Michael Van Buren, of New York, at the Orchard.

Mrs. Benjamin Brewster, of New York, is a guest of Mr. and Mrs. Robert S. Brewster.

Mrs. Henry Monroe, of Tuxedo Park, has arrived at Fairlawn, the country estate of her sister, Miss Adele Kneeland.

Richard Gambrill is a guest of his aunt, Mrs. Carroll Jackson. J. D. Nichols came up from town with Mr. Gambrill.

Mrs. William Draper and Miss Draper, of New York, are guests of Mr. and Mrs. Joseph H. Choate, in Stockbridge.

Mrs. Clark Voorhees and Van Ness Phillips are guests of Mr. and Mrs. George W. Folsom, at Sunnyridge.

Mr. and Mrs. James Lawrence, who have been guests of Mr. and Mrs. Edward R. Wharton, departed to-day for Islesboro, Me.

Miss Phyllis De Kay, of New York, and Miss Phœbe McCormick, of Chicago, are guests of Miss Dorothea Gilder, at Four Brook Farm, in Tyringham.

Mrs. James R. Jesup heads the list of patronesses of the Lenox band concerts.

Colonel and Mrs. H. S. Kearney, Miss Ellen Carr, Miss Rose Allen, Miss Lucille Allen, Mr. and Mrs. Henry A. Carpenter, Benjamin P. Moulton, Mr. and Mrs. Barton Sewell, and Mr. and Mrs. W. B. Sewell, of New York, arrived at the Hotel Aspinwall to-day.

Dr. A. B. Cheney, of New Haven, has leased a cottage on the Hotel Aspinwall properties.