

ALDERMEN EXPLAIN

LIGHT ON TICKET FRAUDS.

Counterfeiters and Ushers Said To Be Responsible.

Counterfeit tickets and tickets passed to confederates by ushers were said yesterday to have been at the root of the trouble at the aldermanic stands on Friday. Aldermen Dowling and Doull said that their investigation of the sale of tickets to persons who could not get on the stands because they were crowded had led to that conclusion. The tickets for these parade points to view are not for sale. The stands from 6th street to 66th street in Central Park West and from 2nd street to 18th street on the east side of Fifth avenue are supposed to seat twelve thousand persons, five thousand at the upper place and seven thousand at the other.

Alderman Dowling, who is chairman of the aldermanic committee which has charge of the arrangements for the celebration, was in the thick of the turmoil at the Madison Square stands. He saw the many turned away, and he said that he was sure the ticket holders that there should be no room for them. He said yesterday: "Of course, none of our tickets were for sale. That some should have been sold by those to whom the aldermen gave them may be true, but this is not supposed to prevent trouble-to-morrow. The tickets sold must in the main have been counterfeit. We got them out in a hurry, and tried to have them printed so that duplication would be impossible."

"We believe, also, that ushers passed some of the tickets to friends, who hawked them about for \$1 each. We shall have sergeants-at-arms of the board as ticket takers to-morrow, with instructions to tear up all that they collect. In addition, we shall have more aldermen at the stands to oversee matters. I will be at the Madison Square stands, and Aldermen Schloss, Kavanagh and McCann at Central Park West."

"Are you going to ask the police to co-operate, to arrest persons selling tickets?" was asked. The alderman said that he thought something of that kind would be done, but did not believe that there would be any selling around the stands.

It was learned that each alderman received 125 tickets for each parade, and that they distributed them among their constituents. There was no doubt, an alderman said yesterday, that some of those who had received tickets from aldermen preferred to sell them. It was also said that if there were police arrangements to arrest persons found hawking the tickets near the stands the word would be passed along, so that none of the faithful commercially inclined would get into trouble.

Alderman Doull, who is on the arrangements committee, said yesterday that there was no doubt that ushers had disposed of tickets to confederates instead of tearing up the pasteboards. The ushers had received no instructions to tear them up, but then the aldermen never expected that such a swindle would occur.

Alderman Dowling was a hunted man yesterday, and it was hard to get hold of him. Persons who had been swindled were after him, as chairman of the committee, to get their money back. He was cornered by several men in the afternoon, but they did not get any satisfaction. He told them that the aldermen were not responsible for the fraud, and that consequently they could not be held for the money spent on worthless tickets. He told a reporter for The Tribune that there were fully seven thousand persons on the Madison Square stands and agreed that they were very much crowded.

The most active man in the heat of the fray, when ticket holders tried to storm the entrances to the stands where Alderman Dowling was, was Inspector Herlihy. He was at one time compelled to drive the policemen to greater zeal in keeping the disappointed men and women away. "The tickets are too high as \$1 at the Madison Square, but what was there to do under the circumstances?" The men who sold the tickets did so under the eyes of the police and were not molested. Tickets were being hawked around up to the time of the appearing of the head of the parade at 28th street, but there was still no interference. If the program of getting police aid is carried out, the scenes of Tuesday will not be repeated at the aldermanic stands to-day.

Henry Smith, the Park Commissioner, said yesterday that the report that there had been speculators at work at stands along Central Park West was untrue. A complaint that speculators were selling seats as high as \$7 at the stands of the Board of Trade and Transportation was investigated by officials of the latter yesterday. It was found that the thirty-nine detectives employed at a private agency to aid in making ticket holders comfortable had been in collusion with the ticket takers and had sold tickets whenever possible. The regular tickets had coupons for seats attached, but these were sold by the detectors without the coupons.

The detective agency called up the thirty-nine men yesterday, took their badges and dismissed them. A repetition of the selling of tickets at that stand, it was said, would be impossible to-day.

PARK STANDS REMAIN.

Justice Blanchard Denies Taxpayer's Suit for Their Removal.

Justice Blanchard, of the Supreme Court, denied yesterday the application of Louis Epstein, a taxpayer, for the removal of the stands along Central Park West for the erection of stands along public parkways for the Hudson-Fulton celebration and for an order for the removal of the stands or their free use by the public.

Justice Blanchard rendered a long decision on the status of Mr. Epstein, who moved on his own behalf as a taxpayer. The Court says that no application is available to the Park Commissioner for the erection of stands for the benefit of all the people who may desire to review the parades. It seems, under the circumstances, that the commissioner may properly delegate the right to erect seats to such persons and organizations as he may reasonably deem most peculiarly interested in the proper use of the celebration. Justice Blanchard says that Mr. Epstein produced no satisfactory proof that any profit has been sought by any licensee.

In upholding the legality of Commissioner Smith's action in granting the permits, Justice Blanchard quotes chapter 155 of the greater New York Charter, as amended by the Laws of 1906, which gives the commissioner complete charge of the parks. In his decision the justice says: "The moving papers fail to disclose any corrupt motive on the part of the Commissioner of Parks or any attempt at pecuniary advantage on the part of the licensees, and the answering affidavit of the vigilant in refusing and revoking licenses to persons and organizations which sought to derive affidavits of the same, and the answering affidavit in affirmatively showing that such licensees are organizations of a purely speculative character, and that no pecuniary advantage is being derived from the licenses."

RED CROSS STATIONS.

Robert C. Ogden Announces Locations in Various Parts of City.

Robert C. Ogden, president of the New York subdivision of the American Red Cross, announced yesterday that fifteen emergency relief stations had been established in co-operation with the Hudson-Fulton committee on public health and convenience, and that these stations would be open along the line of march on the days of the various parades. Volunteer physicians and enrolled Red Cross nurses will be in attendance. The stations are at the following points: One Hundred and Twenty street and Central Park West, Tent 1, with ambulance. Ninety-sixth street and Central Park West, Swedish Presbyterian Church. Seventy-eighth street, northeast corner Manhattan Square, Tent 2. Fifty-fifth street and Central Park West, Holy Trinity Lutheran Church. Fifty-ninth street and Columbus Circle, corner Central Park Drive, Tent 3. Fifty-eighth street and Fifth avenue, Tent 4. Fifty-ninth street and Fifth avenue, St. Thomas's Church, with ambulance. Forty-eighth street and Fifth avenue, Collegiate Church of St. Nicholas. Forty-second street, northeast corner Bryant Park, Tent 5. Thirty-ninth street and Fifth avenue, Brick Presbyterian Church. Twenty-fourth street and Fifth avenue, New York Co-operative Association. Twenty-ninth street and Fifth avenue, Marble Arch Club. Twenty-third street, southwest corner Madison Square, Tent 6. Twenty-first street and Fifth avenue, Old First Presbyterian Church. Twenty square, northeast corner Fifth Avenue, Tent 7.

PENNSYLVANIA RAILROAD

Bulletin.

FOR THE ACCOMMODATION OF THE PEOPLE.

Great progress has been made in the science of transportation since the days of Hudson's "Half Moon," and since the advent of Fulton's "Clermont;" and every step in this progress has been a benefit to the people. It took Fulton's first ferryboat nineteen minutes to cross the Hudson; electric trains through the tunnels now make the trip in three minutes.

For the accommodation of the people of Greater New York the Pennsylvania Railroad brings to them its facilities for travel to the West and South through nine conveniently located gateways—its stations at Cortlandt Street, Desbrosses Street, West Twenty-third Street, Manhattan; Fulton Street, Brooklyn; and the subway stations of the Hudson & Manhattan Railroad. Tunnel trains under the Hudson run every few minutes between the Hudson Terminal at Church and Cortlandt Streets and Jersey City Station, on which all tickets of the Pennsylvania Railroad from and to New York are good without additional charge. Subway and tunnel trains also run direct between Twenty-third Street and Sixth Avenue and the Pennsylvania Station in Jersey City on which the additional fare is only five cents.

The hotel, shopping, and theatre districts are thus conveniently served by the subway stations at Sixth Avenue and Twenty-third, Nineteenth, Fourteenth, and Ninth Streets, and by the station at the foot of West Twenty-third Street. The wholesale district is served by the station at Desbrosses Street; and the financial section and the great office buildings are in direct touch with the Pennsylvania's train service through the tunnel station in the Hudson Terminal and the station at Cortlandt Street.

That it may still better serve the people of New York, and the thousands who visit the city annually, the Pennsylvania Railroad is now completing in the center of Manhattan one of the largest, handsomest, and most commodious railroad stations the world has ever seen. By a series of tunnels beneath the waters of the North and East Rivers this station will bring New York into continuous train communication with the great West and South and with all Long Island.

Pennsylvania Railroad Ticket Offices at 295 Fifth Avenue (open until 10:00 P. M. daily, including Sundays and holidays). Telephone 1002 Madison Square. Pullman "Palace" "Grand Madison Square". 182 Fifth Avenue, 170, 461, 1334 Broadway, 245 Columbus Avenue, 111 West 120th Street, 278 Third Avenue, 24 Mulberry Street, West Twenty-third Street Station, Hudson Terminal Station, Stations foot of Desbrosses Street and foot of Cortlandt Street, New York, 336 Fulton Street, 4 Court Street, 479 Nostrand Avenue, 200 Broadway, and Annex Station, foot of Fulton Street, Brooklyn.

URNS LIBERTY'S HEAD

Continued from first page.

tion, and in an instant more the aviator was soaring.

Two circles were cut over the starting grounds, and then he swung out over Buttermilk Channel to the end, turned west at the northern end of Governor's Island and came back to the starting point. He completely circled the island, having involuntarily dipped a little when saluted by the whistles of the tugs, steamboats and factories. A distance of about two miles was covered in this first flight. Mr. Wright was in the air seven minutes and ten seconds. The landing seemed a little rough, but no damage was done. In making his last turn the aviator rose about twenty-five feet above Castle Williams. From a little distance the passing appeared dangerous.

A STARTLED MISS LIBERTY.

Word was sent out to the reporters that Mr. Wright would soon again mount his paradise bird of the air. Each boat from Manhattan brought excited visitors. Several hundred persons grew tense when, at 10:17 o'clock, the propellers were started, and only a few of the spectators knew that Mr. Wright meant to circle the Statue of Liberty. The weather conditions were ideal. A soft, steady breeze came from the west. Directly into this the aeroplane, which is silver in color, left the monorail, with the aviator in charge, at 10:18:04 o'clock.

Straight almost as an arrow the wings of Wilbur flew to the Statue of Liberty, a mile and a quarter away. The crowd was too engrossed to cheer, but stood tiptoe instead. Only then was the intention of the aviator pierced and understood by all present. A thousand whistles seemed to make announcement to the world that there was something new under the sun. At 10:19 o'clock the flying machine was over the sea wall, and the "total foot" of the startled smokestacks must have reached the ear of that immobile lady, the quest of a great man.

As the aeroplane flew across the Upper Bay a seagull, bewildered by the noise of the new intruder, fluttered back and forth amid the roar of the propellers, and at last settled down on the top of a wave.

Suddenly there appeared beyond the curve of Castle Williams, the bow of the Lusitania, bound for Liverpool. It was as if she had risen from the sea to give contrast to the scene. Her decks were fringed white with flying handkerchiefs; a cheer that sounded faint came floating across the water. But Wilbur kept steadily on his virgin way. As an Irishman who was present said: "Wright is now where the hand of man has never set a foot."

COULD HAVE TOUCHED GODDESS'S HAND

He would keep inviolate his appointment with Miss Liberty, and at 10:22 o'clock it was that the most unusual visitor she had ever received began to show her what a man from Ohio could do "when put to it." It was then he waited around her, his wing tips palpitating excitedly as he safely made the turn. He went high enough in the air to touch, if he had had the time, the upraised hand of the goddess. He returned at once to the island, having been away less than five minutes.

Miss Liberty was reticent and Mr. Wright the same as to what, if any, pleasantries were exchanged, so the truth may never be known. But the crowd on the island was glad to see him back, and, after flying a half circle, Mr. Wright seemed to pick out a particular spot for landing, and ended a splendid, graduated descent by almost swimming into the sand. There was no jar; the machine lighted squarely, but when the soldiers were pulling the aeroplane back to the monorail one of the biplanes was broken.

Ferryboats, a Sandy Hook boat and various nervous tugs around the island stopped all progress during the flight.

Shortly before 1 o'clock Mr. Wright and William J. Hammer, secretary of the aeronautics committee of the Hudson-Fulton Commission, left the island for luncheon at the Singer Building. Mr. Wright, whom thousands at the Battery were waiting to see in the air, passed unnoticed under his tightly drawn black derby hat through the surging mob. In his wake, though unconsciously, were three well fed, curious farmers.

A BUCOLIC DISCUSSION.

"I tell you the flag on the steeple is blowing, and that means they'll be flyin' to-day," said one. "It's the Norwegian Consul's flag that I see over on that tower there," said No. 2, pointing to the identical spot, near by, where it was proper for that emblem to be exhibited. "I can't be seeing that far," said the most elderly of the three, pipingly, "but where is the place for us to get tickets for the balloon ascensions?"

They were told that Mr. Wright expected to fly up the Hudson River shortly after 3 o'clock. Old as he was, the last speaker said he would wait for the show to begin, and his knees trembling with excitement, he started off with his companions in search of a vantage point. During luncheon Mr. Wright was asked how fast his machine was going on its way back from Bedlow's Island. "I made no particular observations," he

answered. "The wind was at my back. I was probably going at the rate of a little over fifty miles an hour."

"Do you expect to go some distance up the river this afternoon?" he was asked. "Oh, I think I will make a flight up the river—maybe about 4 o'clock," he said.

That was sufficient to arouse the visitors to the island to the highest state of expectation. Flags hung limp about the harbor. Persons who had never seen a flying machine before but had read in newspapers the disadvantages that lurk in winds grew eloquent in pointing out that at last ideal conditions were at hand.

AND WRIGHT ATE PIE.

"How long will it take Mr. Wright to reach Albany?" became an oft-repeated question by these enthusiasts, who were most seriously in earnest.

Meanwhile Mr. Wright sat calmly lingering over his favorite dessert—pie—and the momentous concern of the high-keyed spectators grew apace.

"When he says 4 he means 4," maintained the faithful.

He came on time, but there rose in a few minutes a gusty breeze of perhaps twelve miles velocity that made the flags stand out straight to the west and caused the flight to Albany to be omitted from casual talk. The wind did not die down, but became more rapid and more uncertain. When 4:30 o'clock came the aeroplane was seen to leave the shed. Oldtimers at aeronautic carnivals here and abroad said: "He does not mean to risk himself in this wind."

Soldiers were busy clearing the one hundred acres of field of all except a dozen spectators. Reporters and photographers were driven back to the edge of the sand pit, while other soldiers pulled the aeroplane about a quarter of a mile to the monorail.

Nothing further was done until 5:19 o'clock, when, to the amazement of those who understood what the existing weather conditions meant to the aviator, and to the delight of those who didn't, the propellers were again started.

Wright was off in another moment or two, and while not so spectacular as his former ones, the flight showed an ability to meet unfavorable conditions that those who know said marked the last flight as one of the great exhibitions thus far made in the science of aviation.

Both aviators hope to fly up North River as far as Grant's Tomb, using a warship for a stakeout. Everything, however, depends upon the weather, but Wright expressed confidence last night that conditions would be favorable for flights to-day. The official flights may, therefore, take place about noon.

WITH THE UPLOOKERS.

Afoot and Afloat, Now They See Wright and Now They Don't.

A purple haze spread over the setting sun yesterday when a dozen soldiers in khaki moved slowly over the new parade ground with Wilbur Wright's aeroplane. The haze hung on for an hour and seemed to be an elemental signal that the great aviator was not ready for flight. For the moment it faded the big mechanical man-lifting kite soared over the Buttermilk Channel and satisfied the occupants of a flotilla of craft that had been moored there since noon.

The sleek yacht Mermad, owned by J. P. Morgan, Jr., picked her way among the dirty skiffs and hugged close to the wall when the soldiers came out of Wright's shed, and when the propellers of the big biplane turned slowly during the preparations for flight the comments from the adjacent small craft must have been heard on board the Mermad.

"Guess he has left his instruments up in the air," shouted "Bill" Quigley, the Battery boatman, who loitered with the fleet on his way to Atlantic Basin. "There will be no flying to-day, if that is the case, because Curtiss won't let them come down on his ship."

"Send for Whitney, Bill," shouted "Mike" Conners, who had taken out two passengers for \$1 each.

Quigley said nothing, but rowed quickly to mid-stream, where he made fast to a Hudson Fulton float being towed to Brooklyn for further service. It came along slowly and looked like a cross between a floating Hamerstein roof garden and a big head of lettuce. The men in the Whitehalls and launches called it everything from a garbage scow to an Eveslee Eden.

Along the Battery sea wall thousands upon thousands of persons attested by their presence the interest that Americans take in aerial navigation. There was an army corps of camera and field glass bearers scanning every inch of the Governor's Island skyline. All of the grass plots of the park were thrown open to spectators to prevent crowding along the sea wall, but it was only by strenuous effort that those on the brink of the wall kept from being pushed into the water by the crush behind them.

In the Wall Street district the calls of "There she goes!" caused every one to look skyward amid a general laugh at frequent intervals during the afternoon. Hundreds of sightseers stormed the Governor's Island ferry gate all the afternoon and showed to the sergeant in charge everything from personal cards to excuses—but they were turned away. Only the official circular ticket was accepted for passage on the hardworked Meigs and the Colonel Wilcox, of the quartermaster's department of the army, were pressed into service to help bring to Manhattan the crowds of visitors to the army post.

The Coward Shoe



Save the Children's Feet

Let them walk in the COWARD ORTHOPEDIC SHOE. In this shoe the child's foot meets the ground in correct position to balance the body. The shoe is perfect fitting, comfortable and pliant; strengthens the ankle muscles, and supports the arch of the foot.

SOLD NOWHERE ELSE

JAMES S. COWARD 264-274 Greenwich St., New York (NEAR WARREN STREET) Mail Orders Filled | Send for Catalogue

HISTORIC CRAFT START

Half Moon and Clermont Begin Their Trip Up the Hudson.

Yonkers welcomed the Half Moon and the Clermont yesterday with shrieking whistles and cheering crowds. Every bit of available space along the waterfront was thronged with people, who gave vent to their enthusiasm by sending up cheer after cheer and by continual waving of flags. Just below the city two or three hundred school children assembled on a small dock sang their school songs as the boats passed. One song, in particular, written to the tune of "Auld Lang Syne," which the youngsters sang when the Clermont was only a short distance away, sounded especially impressive and sweet as it was wafted over the water.

Throughout the whole distance from 110th street to Yonkers the vessels received a continual ovation from the spectators gathered on the hills overlooking the river. The warships, too, dipped their colors as the procession passed, and the sailors crowded along the rails burst into loud cheers. The hundreds of yachts and small craft kept up a constant rattling to add to the general din.

The Half Moon and the Clermont were scheduled to leave 110th street at 9 o'clock, but it was an hour later before the Half Moon was towed out into mid-river. Shortly after, as if to be sure that the two boats did not repeat their warlike actions of Saturday, when they bumped into each other off Stapleton, Staten Island, the Clermont, scoring the assistance of another tug, started its antiquated paddlewheel going and pulled out from the dock.

Captain Wilhelm Lam was in command of the Half Moon. Her crew was made up wholly of members of the Dutch cruiser Utrecht. The Clermont was under the command of Ulster Davis. Robert Staten, who had been in the great-granddaughter of Luke Sharp, who was on board the original Clermont; Mrs. Charles Mandeville Reynolds, of Rochester, the great-granddaughter of David Mandeville, Fulton's pilot, and Mrs. Joseph Devlin and Miss Florence Bionne, of No. 17 West 43d street, great-granddaughters of Charles Brown, who built the original Clermont.

The escort was made up of the police boat Patrol and several police launches. A short distance below Yonkers the revenue cutters Drake, Androscoquin and Seneca, the gunboat Castine and the submarines Tarantula, Cuttlefish, Plunger and Viper swung into line.

The Half Moon arrived at Yonkers at 11:55 and the Clermont at 12:25. Upon their arrival the boats were boarded by Nathan W. Warren, Mayor of Yonkers, and a committee of citizens. An official reception was given for the visitors yesterday afternoon at the City Club.

PARADE IN THE BRONX.

Great Crowds Greet Marchers, Who Are Reviewed by Mayor.

The activities of the Hudson-Fulton celebration shifted to The Bronx yesterday. The idea of a separate parade for the borough and the bracing air brought out every one in that section of New York to cheer and applaud the marchers. For blocks around the line of march those who could not find room on Washington avenue crowded house-tops and fire escapes and filled windows. There were only a few minor accidents before the procession started, but the general behavior of the crowd was good. Inspector Flood, with over nine hundred men, was on duty. Shortly after 11 o'clock a bugler gave the signal for the advance, and following a platoon of mount-

At WANAMAKER'S Today

THURSDAY, September 30, 1909.

Store Closes at 6 P. M. Eight Car Lines Each Way Direct to Store.

Before Today's Parade

Would perhaps be the best time for your visit to Wanamaker's.

And the Subway is not bothered by the confusion on the streets above—it brings you direct to the store, you know.

There is so much to see—so much of historic interest dating back from the time of A. T. Stewart—that you will want to spend as much time as possible. Please feel free to avail yourself of all our conveniences.

Lots to see Here

Exhibition of the Herring-Curtiss Airship that won the championship—First Floor, New Building. In the Auditorium, 10:30 A. M. Motion Pictures of the great Airship flight at Rheims. 2:30 P. M., Hudson-Fulton Cycle. Dr. J. K. Dixon will lecture on Historic New York. Souvenir Hudson-Fulton Plaques, lithographic reproductions of a \$100 Holland Delft plate, in the First Floor, New Building.

All New York Seems to Be Interested in Airships, and All New York Seems to Be Coming to See the Herring-Curtiss Airship at Wanamaker's

Here it is on the First floor, New Building. Walk around it. View it from all sides—get an idea just what it is that is going to enable man to defy the laws of gravity.

First Glimpse Today of Marble Urn and Pigeons

A new home beauty idea. A graceful urn, in various sizes, carved out of Castilena marble, beautifully veined, with four marble pigeons—pure white—sitting on its edge. The urn may be filled with flowers, or ferns, and pigeons can be turned in any graceful direction. Urn and four pigeons, \$10—in the largest size. You'll hardly believe how beautiful they are, when we say that the smallest size is only \$2, with other sizes between. But remember that we bought them direct—which accounts for many remarkable things at Wanamaker's. Second floor, New Building.

Have You Seen These TAILORED SUITS for Women

WHY not find out for yourself what the Wanamaker Store is showing in tailored suits between \$25 to \$65 or so? We are as interested in letting customers see them as you are in showing your new suit to your husband or your friends.

In \$25 suits we believe women prefer the best material and the best linings and not much trimming. Anyway that is the theory we have been working on.

Man-tailored suits of broadcloth, chevot, wide-wale diagonal chevot, and that fashionable two-tone diagonal, in severe mannish styles, \$25, \$30, \$32, \$33.50, \$35 and upwards. A long Tuxedo collar with a dash of black and white piping, a touch of jet, a soft satin lining of contrasting or matching color—just little things, but just such little things give tone and character to a suit, no matter how much it may cost.

A special suit for medium and short women with the trimmings and lines to give the effect of greater height. \$30.

Every extra dollar on the price of a suit means so much more distinction or exclusiveness. It is really a pleasure to see the many new styles of beautifully tailored suits at \$45, \$57 and on up to \$65. One can be proud of American tailors—even though many an idea comes from the other side. Second floor, Old Building.

Some Very Special Clothing for Men

VERY special as to quality, cut and finish we mean. Built of fancy Scotch fabrics and beautiful effects in very high grade worsteds that we have had tailored into ready to wear suits to sell at \$35 and \$45.

There are no better fabrics than these in the world, and a merchant tailor for the same money will not give you the same details in fit and finish. In these exclusive things we have only a few suits of a kind, for the men that buy \$35 to \$45 suits do not want something everybody else in town will be wearing.

We invite your critical inspection of these things while our size ranges are complete. Main floor, New Building.

Formerly A. T. Stewart & Co. Broadway Fourth ave., Eighth to Tenth sts.

GIFTS TO CITY COLLEGE.

Simon Newcomb's Library and Fulton Bust Included.

Hudson-Fulton exercises were held yesterday at New York University and the College of the City of New York. At the exercises at the city college announcement was made that the library of the late Simon Newcomb had been acquired by the college through a gift by John Clafin, of the class of '69. The library is regarded as one of the most complete and capable astronomical libraries in the world. It includes a complete set of Professor Newcomb's own works.

The exercises were held in the afternoon, when two thousand students and two hundred professors marched to Riverside Drive and listened to a poem, written and read by Dr. Henry van Dyck, which was entitled "Henry Hudson's Last Voyage." In the Great Hall of the college three bronze busts were presented. One a copy of Oudin's bust of Fulton, given by several of the alumni; one a copy of Volk's bust of Lincoln, and a bust of Washington.

A collection of Dutch historical medals was presented by John C. Gulick, of the class of '72, and a set of maps of early New York was presented by Hanford Crawford, of the class of '73. President Finley also announced that General Henry E. Tamm, of the class of '86, had given \$5,000 as a permanent endowment for the General Tamm prizes in history.

New York University received a bronze bust of Robert Fulton, which was unveiled in the colonnade of the Hall of Fame at the university. Fulton already occupied a niche in the Hall of Fame. The formal presentation of the additional memorial was in the chapel of the university. Dr. M. M. Cracker, president, an address was made by Charles Stewart Smith, president of the Chamber of Commerce of the State of New York from 1887 to 1894.

James G. Cannon, of the Chamber of Commerce, read an address by S. P. van Egghen, president of the Chamber of Commerce of Amsterdam and the Chamber in charge of the Half Moon. Samuel W. Fairchild, chairman of the committee on internal trade and improvements of the committee on internal affairs of the State of New York, then released the flag which hid the bust, and cheers greeted the unveiling.

RECEPTION AT COLUMBIA UNIVERSITY.

A reception for the foreign guests will be held at Columbia University on Saturday. The entire college would take fire, an address was made by a grounds area to be thrown open to the visitors. A collation will be served, and there will be dancing in the gymnasium. The patronesses, who include many of the prominent women of the city, have each contributed \$100 toward the necessary expenses. It is expected that many of the representatives of the principal state and city officials.