

The Aquitania

A LETTER OF IMPRESSIONS, WITH POINTS FOR INTENDING PASSENGERS AND BRIEF DOMESTIC NOTES.

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The Aquitania, June 4.

From all useful information concerning the exact sciences of ship-building and seamanship this letter will be found entirely free. The world has been flooded with accounts of that kind since the Aquitania came into being. In the morning after her arrival in New York other floods will be let loose. You yourself will overflow with them in other columns. I am a landsman with no more technical knowledge of such matters than a landsman who once wished to be a seaman absorbs in the course of many voyages. I content myself with the humbler task of setting down impressions and perhaps a memory or two. What else does the average reader care for? And I write for the average reader, only in this case he is a reader of The Tribune he is himself of the elect.

But the more voyages you have made the reader will be your appreciation of the size and splendor which make the Aquitania a paragon among all existing ships. I use that as a convenient phrase. I have not seen the new German monsters. I believe they are larger by some thousands of tons than this new Cunard. I do not care whether they are or not. I am an American of English descent; with, so far as I know, no drop of any blood other than English in my American veins. As we have no mercantile marine, that is reason enough why I and why other Americans, also of English stock, should feel more at home on an English ship. I have tried many others—German, French, Italian, Spanish, Egyptian (in Ismail Pacha's day), Dutch—and even American. On anything but an English deck I feel myself an alien. On an English deck I feel myself an American. And again I say I think I share this feeling with many thousands of my countrymen.

My first sea voyage was made as the guest of Captain Steadman, commander of the U. S. steamship *Viennoise*, from New York to Port Royal, South Carolina, in the early autumn of 1861. My first Atlantic voyage was in the *Cunard* steamship *China*, their first screw, in 1869, with Mr. Richard H. Dana, to teach me the rudiments of the art and mystery of going to sea. I was on the *White Star Teutonic* in 1889 when she made the most memorable of trial trips, from Liverpool to Spithead, with a hundred of the celebrities of that day as guests and the German Emperor and the Prince of Wales as the star visitors at Spithead. And only the other day, in 1907, I embarked on the *Lusitania* on her maiden voyage from Liverpool to New York.

I have therefore a variety of standards by which to measure the *Aquitania*. The *Teutonic* was the expression of the personal genius of the late Mr. Ismay, head of the *White Star* Line. He was a man of a most original and creative mind, and in the *Teutonic* was to be found the germ of almost every improvement since made in the building of passenger ships. She was the pioneer. She showed the way. She was an almost perfect ship. She was, for her time, a perfect ship.

The *Aquitania* is about five times as large as the *Teutonic*. She has, therefore, about five times the opportunity to provide conveniences and luxuries for the passengers; and of this opportunity she has made full use. Judged by modern standards, the *Teutonic* was a yacht. In everything except size, so is the *Aquitania*; she steers not less handsily. Each of her accommodations is a personal appeal; in other words, when you first walk on board you feel that it has all been done for you. It is like the welcome which the practiced politician in high place gives, or used to give, to each one of his myriad visitors. He says "Delighted to see you." But the visitor alters the accent to suit himself, and the sentence as he repeats it to his fellow citizens of Oklahoma becomes, "Delighted to see you."

Nor will the passenger be mistaken. The list—even the passenger list—is a motley list, but to each one of this variegated company there is a similar greeting—when you arrive and as long as you stay—from officers, stewards—everybody with whom you come in contact. The business of the captain and his lieutenants is to navigate the ship, and in that they for the greater part help; as they ought. But there are officers of the hotel as well as of the ship. With them the passenger is always in touch. They can make him comfortable or uncomfortable, and to make him comfortable they spare no pains. That is the spirit of the ship. I dare say if you found your way down to the engine room the same spirit would be there. Even the passenger who begins to ask before Liverpool is out of sight on what day and at what hour the ship will arrive in New York receives a soft answer. This information is exclusively in possession of the stewards, and to be able to impart, even in the most imaginative form, sweetens their lives.

If the vastness of the ship is what first impresses you, and perhaps weighs upon you, you forget it in the scene of beauty which surrounds you. The *Aquitania* has the one supreme merit above all others in her scheme of decoration, and that is lightness or almost whiteness. *Göke* are the days when corridors and dining rooms were black with precious woods—whether oak, cherry, mahogany, or whatever else. The *Mauretania* is the last of that school. She is a noble and beautiful ship, but she is dark. The *Lusitanias*, her immediate predecessor, was cheerful and debonair; and still is. In the *Aquitania* I have seen no room except the smoking room—which Liverpool calls the *smoke-room*—of which the walls and ceilings are in oak. In all the other public saloons the effect is of daylight and sunlight. In none of the rooms meant for ladies is there a hint

of gloom. Pearl white, cream white, ivory white, pale gray white, white and many other shades, but only here and there a touch of more sombre hue.

The great spaces stretch endlessly past you. The ship's interior, you may say, was put up to auction. Decorators of English and European reputation were invited to compete with each other. Each was on his mettle. For sumptuousness of design the prize must be given to the dining saloon: treated in *Louis Seize* style. Next to that and in contrast I should put the library, where symmetry, delicate truth of proportion, delicate ornament are kept rigidly yet gracefully down to the business of ornament, which is to be the handmaiden of architecture and by no means to flaunt as the mistress of the higher art. The lounge may come next, in its rather freighted treatment of precedents dating from Sir Christopher Wren. In each of the three the furniture covers, the carpets and curtains are an integral part of the decorative scheme. Gilding is freely but not exuberantly used where it belongs. The companion ways and staircases are made a meeting ground of competing methods; and the eye never wearies of the gilt bronze railings.

As for cabins or staterooms or "regal suites"—a phrase which need not be perpetuated—it is but a choice. Nothing has a more modern note than the two hundred single cabins. Time was, not so very long ago, when there were none, and men—to use Burke's phrase—pigged together within the same walls if not in the same truckle beds. The horrors of the middle passage or of the Pullman night service go out on sea before they do on land. The ingenuity by which inside rooms on the C deck have direct communication with sun and air is one of the novelties which prove how little there is left of that old *Cunard* conservatism which for so many years delayed progress. There was a long period when the red funnels of the *Cunarders* were the beacon lights of the North Atlantic. They meant safety. They did not always mean comfort. The *Aquitania* is a white flower of Revolution. I take it the policy of this great company may now be summed up: "Nothing rejected because it is new; nothing adopted merely because it is new"; which we shall all accept as a wise and sane policy.

I leave to others comparisons between this ship and her two German and one *White Star* rivals. It cannot be said that any one of these three has been lucky from the beginning. Those who like German ideas of art and of comfort may be commended to the *Imperator* and the *Vaterland*. The *Olympic* was an early attempt at bigness and luxury; and is not Mr. Roosevelt, fresh from his experience of the River of Doubt somewhere, if anywhere, in South America, sailing these northern seas on an auspicious errand to Madrid? Messages came to us yesterday from the *Olympic* announcing his presence. Messages were sent to the great explorer by some of his friends on the *Aquitania*, to which no answers seem yet to have been returned.

As I cannot begin to touch on the points I wish to and ought to, I leave the *Aquitania* to speak for herself. Built and engineered, as the *Lusitania* was, by the great Clyde firm of John Brown & Co., she is, for the present, the last word in mercantile marine architecture. Good authority asserts, and I have no doubt truly, that as a sea-resisting structure of steel she has no superior, perhaps no equal. The experts and professional writers give full and very interesting details of which the public is no judge. The passenger wishes to know about matters that affect him daily and directly. In such matters he is himself an expert. He will like to hear that no vibration is discoverable in any part of this floating city where passengers below; nor, so far as I know, anywhere else. As to motion there has been no test. The Atlantic has been a level plain. But the notion of a vessel that is free from motion always is a chimera. When the Atlantic withdraws itself from under the forefoot of a ship, big or little, that ship will pitch. With a heavy beam sea she will roll; and with a beam sea under the counter she will both roll and pitch.

It is known that there have been strikes among joiners and other sorts of workmen on the *Aquitania* during her construction. The strikes have put her some six months back, and but for the indomitable determination of the *Cunard* company would have delayed her sailing far beyond the appointed day, May 26, when she actually did sail. Her second cabins are still incomplete, and there are minor deficiencies all over the non-essential parts of the ship, daily being put right by cohorts of artisans. They matter little. We do not find ourselves uncomfortable in the hands of Mr. Purser McGubbin, who manages this hotel with unyielding geniality. Mr. Allison is the chief steward, whose executive ability and kindly personal interest have been shown on the *Lusitania* for seven years.

The same passenger wishes also to know that the vessel of his choice is safe, but he does not take ship expecting disaster. If it makes him happier to know that the *Aquitania* is encumbered with the maximum number of lifeboats, capable of carrying, if they can be launched and in favorable circumstances, the 4,230 souls aboard, well and good; let him be happy. But a fatalistic spirit is best. "Things are what they are," said Bishop Berkeley, "and the consequences of them will be what they will be." Let him go on board with that all-comprehending phrase in mind. Superstitions prevail. Most of my acquaintances in London, when they knew I was going on this first voyage, pulled long faces and

cheerfully hoped I should get there safely. The *Titanic* is unforgotten.

We have had, for the most part, summer seas. We had, for two days, much fog. Twice we have been near formidable fleets of icebergs wrapped in fog. Tuesday night for five hours the ship was going dead slow in this undesired vicinity of ice, and for some time was actually stopped. No "tracking" you perceive; no attempt at a record for a first trip. Yet the ship, which was supposed to have a maximum speed of 23 knots, developed from noon Monday to noon Tuesday an average of over 24; a log of 602 miles, and again the same Wednesday to Thursday. In between she dropped to 22; by reason, as above said, of ice and fog. Captain Turner is not a man to lose his head. I will tell you a story of him.

He commanded the *Mauretania*, and that ship was within a few hours of the *Titanic* before her loss. He received on the *Mauretania* the same warning messages about ice which the *Titanic* received and disregarded. Captain Turner was asked what he did when these messages reached him: "What I did? I put my ship about and steamed 90 miles to the south; then put her on her course again." On the *Aquitania*, I think, seven officers in all, holding masters' certificates; of whom any one is competent at any moment to take charge of and command her. They are all master mariners. So are the captains of all Atlantic liners. But I will take leave to express my opinion that Captain Turner, who holds the blue ribbon of the North Atlantic, is the master mariner of all. G. W. S.

M'ADOO HONORED AT BRYAN PARTY

First Appearance of White House Bride Since Wedding at Garden Affair.

[From The Tribune Bureau.]

Washington, June 6.—The Secretary of State and Mrs. Bryan gave official society its first opportunity to greet and congratulate the Secretary of the Treasury and Mrs. McAdoo since their marriage at the White House on May 7. The event was a garden party on the lawn at Calumet Place. The Secretary of State and Mrs. Bryan and the Secretary of the Treasury and Mrs. McAdoo stood before a tall white lattice entwined with pink roses and syringa blossoms. Mrs. McAdoo wore the prettiest gown of her trousseau. Her eyes are blue and the blue of her gown intensified their color. It was simply made with a bodice and panier effect in blue tulle, the bodice cut slightly pointed front and back. She wore a hat of blue tulle trimmed with pink roses. Mrs. Bryan wore a gown of orchid crepe meteor with panier and bodice figured with pansies.

The President arrived early, wearing his white flannels, and was accompanied by his second daughter, Mrs. Bowen Sayre, his niece, Miss Helen Woodrow Bones, Miss Sallie McAdoo, who received a very warm welcome, and Dr. Grayson, U. S. N. A large boxwood tree stood before the receiving party and from the thick foliage the Bryan parrot held a levee of his own, calling, "How do you do," good evening," and other greetings, while guests strained their necks to see whence the voice came.

Tables were arranged on the beautiful lawn, and from high up there was suspended a huge American flag. Flags roofed over the pergola from which refreshments were served, and frozen fruit punch was served from flower laden tables. The Marine Band was stationed at a comfortable distance from the receiving line, and gave a programme specially arranged for the occasion. The scene was decidedly the prettiest seen in this administration, the big garden, with its native forest trees and flowering shrubs, and the brilliant-tinted gowns and flowered hats of the women making a beautiful setting for such an event. To add to the comfort of guests and to the attractiveness of the scene were tables and chairs.

The fifteen hundred guests included the Vice-President and Mrs. Marshall, the latter wearing a gown of embroidered batiste; the Cabinet members and their wives; members of the diplomatic corps, including all of the ambassadors in Washington; the Chief Justice and Mrs. White and the associate justices of the Supreme Court and their wives; Senators and Representatives, with their families, and others from official life.

Mrs. Francis Bowen Sayre wore the gown in which she appeared at the marriage of Secretary and Mrs. McAdoo as matron of honor. It was a creation of pink chiffon, with a grille of black, embroidered in colors, and a band of black velvet encircled the crown of the pink tulle hat and showed beneath the circle of roses. Miss Bones was in an afternoon gown of rose pink crepe, with a black hat, and little Sallie McAdoo was in a gown of white and a white hat trimmed with roses. Miss McAdoo was also in white.

DUNCAN—NEAFIE.

Freehold, N. J., June 6.—In uniform and with a military escort composed of cadets of the New Jersey Military Academy and the United States Military Academy, of which he is proprietor, Major Charles Miguel Duncan married to-day Miss Katharine Taylor Neafie, daughter of Mrs. Belle Ayres Neafie, of South St. Historic St. Peter's Episcopal Church, that stood in the Revolutionary War, was the scene of the wedding, the ceremony being performed at 9 o'clock a. m. by the Rev. John F. Milbank, rector. The bridegroom was Miss Mary Rosell, of Freehold, and the best man Jephtha Duncan, of Panama, brother of the bridegroom. The ushers were William S. Brown and W. Ryall Burtis, of Freehold; Frank E. Clark, of White Plains, N. Y., and John L. Magee, of New York.

POLO CHALLENGERS ATTEND WEDDING

C. D. Moss Marries Miss Katharine Hazard at Cedarhurst.

MANY PROMINENT HUNT CLUB GUESTS

Richard P. Parsons Weds Miss Theodore Winship at Garden City Cathedral.

Cedarhurst, Long Island, June 6.—International in character was the wedding at the country seat of Mr. and Mrs. William A. Hazard, of the Rockaway Hunting Club, here to-day, when their fourth daughter, Miss Katharine Hazard, was married to Courtlandt Dixon Moss, in St. John's Episcopal Church, Far Rockaway. Five hundred or more people, who came from round about Nassau County and by special train and motor from Manhattan, attended the reception following the marriage at seadow Hall.

Members of the International challenging English polo team and other lovers of polo from England and scores from many American polo clubs were present. The bride's father has been for many years secretary and treasurer of the National Polo Association.

The Meadow Brook and Rockaway Hunting clubs were largely represented, as were the Piping Rock and Great Neck clubs and the colonies about Cedarhurst, Lawrence, Hempstead, Westbury, Wheatley Hills and the Oyster Bay sections. The bride wore a white satin gown trimmed with rose point lace. The matron of honor was her sister, Mrs. Charles Reginald Leonard. The bridesmaids were Miss Florence Burton, Miss Caroline Lesley Fuller, Miss Genevieve Leland Sanford and Miss Helen Moller. They wore rose colored gowns with leopards hair trimmed with blue ribbons and flowers.

The flower girls were Camilla Woodward Livingston and Silvia Livingston, daughters of the bridegroom's sister, Mrs. Johnston Livingston, Jr., and Laura Hazard Holmes, daughter of Mrs. Duncan A. Holmes. Robert T. W. Moss was his brother's best man. The bridegroom, who was graduated from Harvard in 1909, is a son of the late Courtlandt D. Moss and a brother of Mrs. Frederick O. Beach.

Among the guests were Mr. and Mrs. Henry Payne Whitney, Mr. and Mrs. Harry L. Herbert, Mr. and Mrs. Mantalga La Montagne, Mr. and Mrs. John E. Cowdin, J. Cheever Cowdin, Rene La Montagne, Mr. and Mrs. August Belmont, Mr. and Mrs. Paul D. Cravath, Miss Vera Cravath, Mr. and Mrs. Phillips B. Thompson, August Belmont, Jr., Mr. and Mrs. Thomas Hitchcock, Jr., Mr. and Mrs. E. D. Morgan and family, Mr. and Mrs. H. M. Earle, Mr. and Mrs. Henry Carnegie Phillips, Mr. and Mrs. John S. Phelps, Mr. and Mrs. Herbert M. Harriman, Mr. and Mrs. W. Goodby Loew, Foxhall P. Knox, Mr. and Mrs. F. Ambrose Clark, Devereux Milburn, Mr. and Mrs. J. G. Milburn, Jr., Mr. and Mrs. Joseph E. Davis, Mr. and Mrs. Arthur Scott Burden and J. A. Burden.

Garden City, Long Island, June 6.—Miss Theodora Winslip, daughter of Mr. and Mrs. Samuel C. Winslip, was married to Richard Percival Parsons, son of Mr. and Mrs. Albert Ross Parsons, by Bishop Burgess, assisted by Dean Moses, at the Episcopal Cathedral of the Incarnation here to-day.

Daisies were used prominently in the floral decorations at both the cathedral and Honeysuckle, the Winslip home. The bride wore a dress of satin trimmed with old family lace. The matron of honor was Mrs. Frederick D. Foxhall P. Knox, Mr. and Mrs. F. Ambrose Clark, Devereux Milburn, Mr. and Mrs. J. G. Milburn, Jr., Mr. and Mrs. Joseph E. Davis, Mr. and Mrs. Arthur Scott Burden and J. A. Burden.

DENNIS-DELATUSH.

Red Bank, N. J., June 6.—Miss Vera Delatush, daughter of Jacob C. Delatush, of Reckless Place, and Leslie Mortimer Dennis, son of Alonzo C. Dennis, of Branch av., were married early this evening in the First Methodist Church of Red Bank by the Rev. S. Monroe Van Sant.

Mrs. George Delatush, sister-in-law of Miss Delatush, was matron of honor. The bridesmaids were Miss Leola Moore, of Asbury Park, a cousin of the bride, and Miss Estelle Sherman, of Red Bank. The flower girl was Hazen Dennis, of Rumson, Mr. Dennis's niece. Leroy Graves, of Roselle, Miss Delatush's cousin, was page boy. Hollis Delatush, of Red Bank, a brother of the bride, attended the bridegroom. The ushers were William Elliott and George Delatush, of Red Bank; Walter Dennis, of Rumson, and Frank Cook, of Asbury Park. After a trip through the New England states they will live in Red Bank.

NOYES-BLANCKE.

Montclair, N. J., June 6.—Miss Agnes Augusta Blancke, daughter of Mr. and Mrs. Rudolph Charles Blancke, was married this afternoon at the home of her parents, Haus Windeck, in Essex Fells, to Frederick W. Noyes, son of Mrs. Frederick W. Noyes, of 344 West 72d st., New York. The ceremony was performed by the Rev. D. N. Kirby, of St. Peter's Church, Essex Fells. The maid of honor was Miss Elsie H. Blancke, sister of the bride, and the best man was Frank Rich Wallace, of Philadelphia. The bridesmaids were Miss Katharine Noyes, sister of the bridegroom; Miss Clara Peddle and Miss Helen Peddle, of Suffern, N. Y.; Miss Emily Bachman, Miss Man Winifred Bachman, Miss Margaret Stevenson, Miss Charity Mulford, of Roselle, and Miss Anna Baldwin, of East Orange. Miss Noyes was graduated from Cornell University and is a member of the Cornell University Club of New York, Squadron A, St. Andrew and Montclair Golf clubs and the Psi Upsilon fraternity.

ENGAGEMENTS.

The Rev. and Mrs. Robert Bruce Clark announce the engagement of their only daughter, Marjorie, to Lieutenant John Morris Smealle, U. S. N. Miss Clark is a graduate of Wheaton. The wedding will take place soon.



MRS. LATHROP R. THATCHER.

STAGE LEADS TO ALTAR

Amateur Leading Man Takes Leading Woman as Wife.

Hackensack, N. J., June 6.—After appearing in many amateur theatrical entertainments with Miss Ann Madeline Haring, on which occasions he was leading man, Lathrop Russell Thatcher played that role again this evening, when he led her down the centre aisle. The ceremony was performed by the Rev. Dr. A. Peter Tulp.

Both young people are members of the Hackensack Dramatic Society. Their acquaintance began at rehearsals and ripened behind the footlights.

George Haring, father of the bride, gave her away, while the bridesmaids were the Misses Beatrice and Dorothy Haring, Miss Margaret Harrison and Miss Mildred Humphrey. Mrs. George Gordon Andrews was matron of honor, Hortense Page-Wood flower girl and Donald Haring page. The best man was Walter George Thatcher, brother of the bridegroom, and Marshall Williams, Taylor Holburn, Edward Gronan and Charles Heller were ushers.

MISS WILSON COMES HERE

Speaker and Mrs. Clark Entertain at the Capitol.

[From The Tribune Bureau.]

Washington, June 6.—The President, accompanied by the Secretary of the Navy and Mrs. Daniels, returned this morning from Annapolis. The trip was made on the *Mayflower*, Miss Margaret Wilson went to New York this morning for a short visit.

The Russian Ambassador and Mme. Bakhtmeteff will leave here to-morrow for New York, to remain for a short time before going to Newport. Boris Yonine, Russian secretary, left here to-day for Newport, stopping en route in New York for a short visit.

The Speaker of the House and Mrs. Champ Clark entertained guests at luncheon at the Capitol to-day. This afternoon they were guests at a studio tea given by Miss Fannie Burke, a portrait painter, and a direct descendant of Thomas Jefferson, at Alexandria, Va.

NEW GIRL "GRAD" TO WED

Miss Stuart To Be Bride of C. E. Hughes, Jr., After Graduation.

Miss Marjorie Bruce Stuart, daughter of Mr. and Mrs. Henry C. Stuart, of 450 Riverside Drive, who finished her examinations at Vassar yesterday and will get her degree Wednesday, a week later, June 17, will become the bride of Charles E. Hughes, Jr., in the chapel of the Cathedral of St. John the Divine. The son of the justice got the license yesterday.

The engagement was announced two years ago, and while it has been understood all along that the young couple would not delay their wedding long, Vassar had no idea it would furnish a bride so soon after commencement. Miss Stuart prepared for Vassar at St. Agatha's college in this city. Her classmates at college was Miss Helen Hughes, who is to be her sister-in-law.

WILSON TO BE AT REUNION

Class of '79, Princeton, Also Expects John B. Silliman.

Princeton, N. J., June 6.—The thirty-fifth reunion of the class of '79, Princeton, is to have present this year the President of the United States, Woodrow Wilson. Another who will attend the anniversary dinner on Saturday evening is "Jack," or John R. Silliman, who escaped from Huerta at Saltillo, and has telegraphed that he'll be on hand for commencement.

Pope Receives Mexican Bishop.

Rome, June 6.—The Right Rev. Juan Herrera, Bishop of Tulancingo, Mexico, was received to-day by the Pope, with whom he discussed the Mexican situation and the efforts being made by the mediation conference to restore peace.

HUNTERS FEATURE AT TUXEDO PARK

Annual Horse Show a Big Success in Both Contests and Attendance.

PIERRE LORILLARD RIDES TO VICTORY

Mrs. E. H. Harriman's Irish Heather Wins Blue for Saddle Horses.

[By Telegraph to The Tribune.]

Tuxedo Park, June 6.—The annual horse show of the Tuxedo Park Horse Show Association was favored to-day with beautiful weather and a large gathering. Competition was keen in each class, with the hunting classes the feature of the day. The morning session was devoted to trotting, which was very interesting. The prizes were evenly distributed, and one of the best shows ever held at Tuxedo was witnessed. W. M. V. Hoffman won the roadster class, trotting under saddle, with his chestnut gelding *TenTiffie*. He also won with Peter Cecil in the single horse novice class from a field of seven.

In the hunter class, where only performances counted, Pierre Lorillard rode his gray gelding to victory over a field of eighteen, making four perfect jumps over the hurdles. Dennis Stocken, of Squadron C, was second, with *Corvette*, and Miss Julia Breitung third, with *Cherie*.

The most exciting event of the day was the military classes. Conditions were as follows: For horses owned and used in the army or militia for at least six months, ridden by a member of any branch of the army or militia in dress uniform, officer's charge to be shown at a walk, trot, canter and gallop; turn on the forehand, charge, lead at a canter, passage, back readily, stand while being mounted and take a brush over the neck, feet high without wings, conformation counting half, schooling 25 per cent and performances 25 per cent.

West Painters Compete.

A special cup, first prize, Lieutenant D. D. Pullen, of the engineers corps, West Point, with *Flourine*, carried off the blue, and Lieutenant H. H. McGee, of West Point, was second, with *Rex*. Third prize went to W. W. Erwin, of the cavalry, West Point, who rode *Orman*.

In the officers' hunter and jumper class, where only performances counted, Dennis Stocken, of Squadron C, from Brooklyn, won first honors, and Captain R. G. Alexander, engineer corps, West Point, was second, riding *Metaphor*.

The championship of the show for saddle horses was won by Mrs. E. H. Harriman's Irish Heather. W. S. Baker's *Aldana* was reserve.

Dance at the Club at Night.

A large and fashionable gathering filled the boxes, and many prominent people witnessed the show. Many of the colonists entertained to-night at their cottages, and later all went to the club for the dance.

Some of the awards were as follows: Saddle horses, ridden by amateurs (fourteen entries)—Irish Heather, ch. g., Mrs. E. H. Harriman, first; Woodbury, blk. g., Mrs. E. G. Babcock, second; *Metaphor*, ch. g., Mrs. David W. Wood, third; *Footy*, b. g., George G. Robill, fourth.

Ladies' saddle horses, not over 15.2 hands—*Metaphor*, ch. m., C. Douglas Franks, first; *Harvest Queen*, ch. m., W. T. Milmore, second; *Lucy*, brown, h. m., Paradise Farm, third; *Dolly*, b. m., Miss Margaret Wagsta, fourth.

Pairs of hunters under the same ownership—*Metaphor*, br. h., and *True Heart*, b. g., Capt. R. G. Alexander, first; *Dr. Jones*, b. g., and *Watchful*, br. p., Robert Goetz, second; *Pip*, br. g., and *Louis*, ch. g., W. A. Harriman, third.

Competition saddle and harness horse, to be shown first in harness and the under saddle performance counting 40 per cent, saddle 60 per cent—Southern Rose, ch. m., Paradise Farm, first; *Tony*, br. m., Paradise Farm, second; *Paradise*, br. m., Paradise Farm, third; *Walter*, ch. m., Paradise Farm, fourth.

Trotting class C, half-mile heats—*Mechanic*, Rockland Farm (Goetz), 1-1; *Valley*, Parkaway Farm (Dickerson), 2-2; *Little Century*, Arden Farm (Townsend), 3-3; *Jeanette*, Arden Farm (Townsend), 4-4; *Peter Mantel*, Parkaway Farm (Burgess), 5-5. Time, 1:10 1/2, 1:11.

Trotting class B, best two in three—half-mile heats—*Clark*, Leghorn, Parkaway Farm (Burgess), 1-1; *lap*, Glenmere, Stably (Goetz), 2-2; *Selan*, Gratton, M. O. Schaefer (Schaefer), 3-3; *Valley*, Parkaway Farm (Dickerson), 4-4; *The Muscoteer*, Monte Clara (Stable Townsend), 5-4-5. Time—1:14, 1:13, 1:12.

Trotting class A, half-mile heats—*Ed Waller*, Brook Farm (Murray), 1-1; *Exito*, Glenmere Stables (Goetz), 2-2; *Barstetter*, Parkaway Farm (Burgess), 3-3; *Valley*, Parkaway Farm (Dickerson), 4-4; *Stable*, Parkaway Farm (Dickerson), 5-5. Time—1:09 1/2, 1:09 1/2, 1:09 1/2.

Trotting class D, half-mile heats—*Axide*, Parkaway Farm (Burgess), 1-1; *Clare*, Parkaway Farm (Dickerson), 2-2; *Notice*, b. p., Lorillard, Jr. (Lorillard), 3-3. Time, 1:10 1/2, 1:07, 1:11.

Another British Trophy Won by an American.

London, June 6.—W. L. Brock, the only American entrant among the eleven competitors for the Aerial Derby, with a purse awarded the gold cup and a purse of \$1,000 as the winner of the first prize.

Move in Favor of Gen. Asbert.

Havana, June 6.—It was reported to-day that an appeal was to be presented to the Supreme Court against the verdict of twelve years' imprisonment rendered on June 3 against General Ernesto Asbert, former Governor of Havana Province, on the charge of killing General Armando Riva, chief of the National Police. It was said that the ground for the appeal was to be the unconstitutionality of the laws applied in General Asbert's case.

10,000 IN MONEY HUNT

Workers Organized to Raise \$150,000 for Hospital.

Organization of 10,000 workers to raise \$150,000 for St. John's Hospital, Long Island City, was effected last night at a mass meeting in Bryant High School. Headquarters have been established at the Plaza Court, and announcement was made yesterday that the campaign starts with a tentative subscription of \$25,000.

Money is needed to enlarge the plant and equipment of the hospital, which is the most important of its kind in Queens County. Emergency patients are taken there from the big industrial centre of Long Island City and from as far as Corona and Newtown, six miles away. Recently nurses have been forced to give up their rooms to make place for patients.

OBITUARY.

THE EARL OF CASTLE STEWART.

London, June 6.—The Fifth Earl of Castle Stewart, male representative of the Royal Stuarts of Scotland, died to-day at the age of seventy-seven years. He left no sons, and is succeeded in the title by Andrew John Stuart, a cousin.

CALEB PRATT.

Caleb Pratt, seventy-four years old, well known among clock and watch makers as the inventor of valuable devices used in timepieces, died late Friday night at the home of his daughter, Mrs. Frederick Pratt, in 12th st., near Bay-side av., Flushing. Mr. Pratt was born in London and came to this country forty years ago. For many years he was employed in the experimental department of the Hammond Watch Company.

MRS. ERNESTINE LOUIS.

Mrs. Ernestine Louis died yesterday at her home, 184 Seventh av., at the age of ninety-four years. Mrs. Louis was the widow of Ernest Louis, a woolen merchant, who died five years ago. Mr. and Mrs. Louis came to New York City from California in the early 80s. She leaves 5 children, 11 grandchildren and 5 great-grandchildren.

GABRIEL FERRIER.

Paris, June 6.—Gabriel Ferrier, one of the best known French painters, died to-day at the age of sixty-seven years. He was a professor at the French National School of Fine Arts and a member of the Institute.

King and Cousin Friends Again.

Copenhagen, June 6.—Prince Aago of Denmark, son of Prince Waldemar and cousin of King Christian X., who six months ago married an Italian countess, Calvi di Bergolo, without the knowledge and consent of his family