Yale from the moment they flashed forth from the start. It was to be either that Yale would come home alone or Harvard would. There was to be no second.

These were the tactics that put Richardson's name down in the list with Perkins, Storrow, Higginson, Filley, the men who have captained winning crews for Harvard in the last twenty-odd years. It was a race very much like that which Harvard won here two years ago when Filley was stroke and captain—that is, in the result. Harvard rowed the Blue down, and before the finish line was reached Noyes in the Yale boat collapsed.

THE FIGHTING SPIRIT AT HARVARD.

If there is anything to be shown by these races it is that Harvard has developed a new quality. There is fighting spirit, a plugging spirit that almost outgames Yale. It is a spirit that helps the men to drive and pound along, waiting for the others to break up, but sure that they themselves will not yield.

It was the spirit that prompted Harvard in the race with Cornell on the Charles to go out from the gun to see if those Ithacans were not human after all. They tried the mettle of Cornell, they tested the best that the Naval Academy could do, and then they tried out the Yale varsity. It has been a very successful season for Harvard, and the triumphs that have been recorded are due to the gameness and courage of a well taught and well handled crew.

Naturally the varsity race to-day was slow. Harvard finished the four miles in 24 minutes 10 seconds. Even when Yale was rowing its best the time was not fast, because there was a strong head wind against the crews. It was not so much the time as the way the crews rowed that counted. Yale's time was not taken after Coach Kennedy had lifted Griswold into his launch just before the three mile mark was reached.

The fractional times for Harvard and for Yale as far as the Blue went were: Half mile, Harvard, 2:38; Yale, 2:39; mile Harvard, 5:37; Yale, 5:39; mile and a half, Harvard, 9:12; Yale, 9:16; two miles, Harvard, 11:33; Yale, 11:37; two miles and a half, Harvard, 14:25; Yale, 14:45; three miles, Harvard, 18:00; three miles and a half, Harvard, 21:10; four miles, Harvard, 24:10.

The victory over the Blue in the varsity race gave Harvard two of the three races of the day. With a victory of this kind over the Yale varsity and a new record established in the freshman race, which Harvard won, there was no disposition to be worried because the Blue had actually carried off the four oared race.

GREAT CROWD ON THE THAMES.

Probably a greater crowd of persons never before saw the races. Every train this morning and in the early afternoon poured in a mob of Harvard and Yale men fresh from the commencement exercises. The hotels were jammed and the streets were filled with a flying procession of automobiles all bound for some spot or another. Some were going down to the beach, others up along the roads to take a look at the crew quarters—they couldn't get any nearer—and all gayly decorated with flags of the colleges. They dashed along with sirens shrieking and whistles and horns going, forming not a small part of this great aquatic show, in which most of the show is in the femininity on land.

Where, oh, where, do they get them, these lucky Harvard or Yale men. Those girls with eyes of cornflower blue for Yale and those with crimson cheeks for Harvard will be a memory in the minds of those who saw them long after the fact that it was Griswold who collapsed has passed out of their minds.

BLUE AND CRIMSON EVERYWHERE.

They marched past the venders, resisting sometimes, other times not, the blandishments of those who wanted to sell miniature Merry Widow hats in red and blue, Teddy Bears with Harvard, and sometimes even Yale, colors attached; balloons in both colors and the Yale flags with the pictures of Taft on them, because even though it was regatta day it was in a sense a Taft day too.

There was one woman in a Directoire gown of course. She was in gray, or something approaching gray, and as she walked up the track to a place in the Central Vermont Railroad train her left side was toward the observation cars. And they were observation cars to be sure. Every one had a look. Let it be said too that every one was disappointed, that is to say every one was disappointed if every one had an idea that the young women was really and truly Parisian in her gown, which was not slit to the knee.

MANY YACHTS IN THE HARBOR.

In the harbor and along the river there was the usual line of yachts. There were not as many as in years past, but there were more official boats. Mrs. Roosevelt and her children were on the Sylph for the morning races. In the afternoon, Theodore, Jr., and Ethel had a party of friends on the Sylph and Mrs. Roosevelt was on the Mayflower.

Assistant Secretary of the Navy Truman D. Newberry was on the Dolphin. Assistant Secretary of State Bacon was on a houseboat. The U. S. S. ship Hartford sent a crowd of middies into the city. For a wonder their uniforms did not attract to-day and they wandered girtless and disconsolate about. The Chicago and Olympia, cruisers, and the monitors Arkansas and Nevada were there.

The Josephine, the Erin, the Florence, the Aquilio, which was the finish boat; the Arrow, the referee's boat; the Alvina, Niagara, Pathenia, Atlantic, Emerald and Kanawah were among others there. The Dexter, Seminole, Gresham and Guide were revenue cutters, which policed the course effectively and well. All arrangements were in the hands of Charles H. Schweppe of Harvard, who handled things admirably.

HARVARD CREW FIRST OUT.

When the observation trains rolled down to the course in the late afternoon for the varsity race the Harvard crew was already in sight coming down the course. This race was to be from the drawbridge upstream to the customary start of the four mile race. The crew came down along the east shore, in very close view of the Central Vermont trains. The Harvard contingent there uprose and cheered uproariously. They went down the line, giving cheer after cheer for men in the crew from bow to stroke, including little Blagden, the coxswain. Then they cheered long and loud for Coach Wray, not once but several times, and wound up by giving a cry for the crew in general.

There was no sign of Yale for more than fifteen minutes. Although the race was due to begin at 5:30 o'clock, Yale did not show up until five minutes before 6 o'clock. There was a delay when Yale lost the stakeboat, but eventually at 5:58 the crews were in line.

Referee Meikleham called through his megaphone to the crowds to stop cheering, and then when the tangle of Yale and Harvard cries had subsided he could be heard: "Are you ready, Harvard?" Up went Blagden's hand, and Sargent, the Harvard stroke, braced himself while all the others took the far reach. "Are you ready, Yale?" asked Mr. Meikleham, and again came the answering signal.

THEY'RE OFF, BUT YALE STOPS EARLY.

There was a crash from the gun, an answering splash from the oars and another crash from the trains as the volleys of pent up cheers rolled up in a cross current of Harvard and Yale cries

Yale was the first to catch the water and led for the first half dozen swift strokes. Then came Harvard, sweeping powerfully, and the next half dozen strokes equalled matters; and indeed Harvard was ahead. Before twenty seconds had passed up went the hand of Capt. Ide, No. 7 in the Yale crew. The boat slowed down. Harvard kept on going and Referee Meikleham reached for the whistle to signal the Crimson to stop. The whistle did not answer, and it was all that he could do to make the Cambridge men stop.

"Yale's stopped! What's the matter?" ran the cry from one to another in the train. Then they were more mystified that they did not hear the whistle from the referee's boat. Suddenly Harvard was seen to stop and then they knew it was a false start. Capt. Ide had broken his hands were with the tiller rope. For a dozen, perhaps two dozen, strokes he went through the motions of rowing Then after he collapsed and he was through. Up came the Yale launch and Griswold was dragged aboard. Harvard then was a half mile ahead, but Capt. Ide said: "Come on, fellows, we'll row it out." So it was that when Harvard finished and the flag dropped it was not a case of "There was no second, your Majesty."

Away back, three-quarters of a mile or so, there was a second, which eventually did cross the line. It was at three miles that Yale had stopped, but Yale rowed that last mile with seven very tired men. And when it was over Capt. Ide dropped onr his oar and his body shook with the grie and pain of disappointment.

After the race Coach Kennedy said: "Harvard beat us by merit and I have no excuse to offer." Howe, No. 6 in the Yale crew, was elected captain for next year. Harvard's men said they weren't sure whether or not they would elect a captain. At the Yale quarters it was said to-night that Griswold had come around all right.

EVEN BREAK IN MORNING RACES.

Harvard's performance in the freshman race was the feature of the morning contests. It was expected that Yale would win the four oared race, and the Blue did finish first. But it was not as easy a victory as had been predicted, in spite of a crab that Reece, the Harvard stroke, caught just after passing the mile mark, which cost Harvard a length at least. In the freshman race the Harvard crew went out from the start as if determined to get even for the other race, and the result certainly was an abiding satisfaction to the Crimson

The morning was dull and gray, with a little heat haze in the town, but none on the course. There was a strong ebb tide with a brisk breeze blowing out of the north, making conditions ideal for both races. There was not a ripple on the water up at the start and just a few lumpy spots down near the drawbridge at the finish.

Both races were rowed downstream from the naval station. The observation trains were better filled than is usual for the morning races, even though the interest in freshman and four oared crews is not ordinarily great

The observation trains got up near the naval station at half-past 10 o'clock to find the Yale varsity four already on the job, as one hungering for its prey. Harvard came up a few moments later with a sort of sullen, determined expression and got ready quietly for business.

OFF FOR THE FIRST RACE

Referee Meikelham got them straightened out at 10:53:30, and bang went the gun. Harvard slipped out in the lead at the report, and for the briefest space of time that is possible was ahead. Not thereafter, however, for Yale picked up the stroke, going about 36 in the minute, and took away Harvard's trifling advantage.

Before a quarter mile had been covered the Blue was comfortably in front. At the half mark Yale had a trifle of open water showing between the Blue sternpost and the Harvard boat's nose. Yale was rowing a little better than thirty strokes to the minute here and Harvard a couple of notches higher. "Well, they're not holding on so badly," exulted Harvard. They weren't, for that matter, but it was a sort of negative comfort to be less than two lengths behind at the mile instead of more. There was a length and a half of open water at the mile mark, but just after passing it the Harvard boat met with disaster.

Reece, the stroke, caught a crab just as the boat slid between the stakes. From the shore it looked as if he were calling the attention of the others to the prize he had on his oar blade, because Withington, at 3, stopped full and fair for three strokes. The others were a little mixed up too, so that the crew was almost motionless for those three strokes. Then with admirable composure they picked up again and got going. The lapse cost them a length.

YALE WINS FOURS WITH EASE.

Harvard spurted several times in the last mile, while Yale let down the pace considerably. The New Haven men seemed to be able to make what speed they wanted without hitting the stroke too high. Harvard's spurts therefore did not do more than just keep the crew where it was. An eighth of a mile from home there was say three open lengths between them. Here a miserable piece of boat steering by Rand, the Yale coxswain, cost the leaders half a length.

Rand took the four away off to the east of the Aquilo, the finish boat, and had the shell kept on the line it was going it would have finished ten yards to the eastward of that craft instead of on the course where it belonged. It took some quick work and a sharp detour to the middle of the river to straighten the Yale crew. Harvard's spurt and the mistake of Rand cut down the Blue's advantage to two and a half lengths of open water, the way the boats finished. Yale finished in 10 minutes 33½ seconds, Harvard in 10 minutes 43½ seconds.

FRESHMAN CONTEST A HUMMER.

The freshman race was a hummer from start to finish. Yale was first to the mark, having the west course, which Harvard had in the four oared race. The tide was running so strong that the crews, having overrun the mark boats, had trouble backing up to them. Harvard kept Yale waiting a long time before the race, but the moment the gun flashed the Crimson went out without any hesitation.

There was some savage speed rowing for the first minute or so. Cutler, the Harvard stroke, shot the pace away up to 42 strokes to the minute and apparently did not give a cuss whether Yale liked it or not. He was there to win that race and to show Yale that the crew could go the distance at top speed too.

Yale was scratching madly to keep up and there was not a sign of a letdown in the first eighth of a mile. Harvard was a half length to the good at that point and going as hard as possible.

There was nothing but smash, smash for the first half mile, and there Harvard was a length to the good. The bow man in the Harvard boat, Shillito, was a little out of time with his body, but he was pulling his oar through with the others. The Harvard crew put on the power well and the Yale boat, making its very best effort, was just able to keep at the Harvard rudder post.

At the mile Harvard let down the stroke to about 34 to the minute and was going away then. There was half a length of daylight between the boats and the race was half over, in spite of a spurt which Yale made.

THE FRESHIES HANG ON WELL.

The Yale stroke, Livingston, whipped it up to 36 to the minute and did not spare his men at all. The Yale coxswain was having some trouble steering the boat and apparently was worried lest the tide should carry him across into Harvard's water. His overanxiety at the start on this score had cost Yale a little advantage.

From the mile mark to the finish it was hammer and tongs. The Harvard crew rowed never less than 33, a punishing stroke, and Yale did its best to keep up. The most valiant efforts of the Blue were valuable only to keep that same half length of water between the two boats. Spurt after spurt was answered by the hard swing of the Harvard oars, and try as they would the Yale freshmen were unable to gain an inch. Down through the lane of boats to the finish the Crimson swept, fighting and swinging with the assured strength of victors.

An eighth of a mile from home Yale fell back a bit and then made a rush up. It looked like a broad jumper settling a bit at the takeoff before getting in a good leap. The Blue boat did leap forward a little, but then came the reaction. Just as the Yale men were putting forth the strongest of their efforts up and at them came Cutler and his boys.

HARVARD VICTORY IN RECORD TIME.

The Harvard eight boiled through the water, every swish of the oar blades making a bit more gained. The Crimson put on a spurt, in good style, the kind that makes the effort count for something. With 100 yards to go the Harvard boat was an open length before the other. At the finish line when the Harvard flag came down on the Aquilio and the gun boomed to mark the end the Harvard crew had added a half length of open water to the length there was before.

Then happened a curious thing. The men toward the stern of the Harvard crew slumped down just for a minute, but they did drop down. Yale did not seem to show the effects at all. "More shame to them for finishing so fresh," said a Yale man.

The Harvard time was 9 minutes 38½ seconds, which broke the record made by the Yale freshmen boat in 1903 by 4½ seconds. The Yale freshmen to-day finished in 9 minutes 47½ seconds, 4½ seconds behind the record.

The statistics of the crews:

Varsity Eights.

HARVARD.

	Age.	Wt.	Ht.
Stroke, S. A. Sargent, Jr., '10, B'lyn	20	161½	5.10
No. 7, J. Richardson, Jr., '08, C. Hill	21	187	6.01½
No. 6, E. C. Bacon, '10, W'th'r'y, N. Y	20	177	6.01½
No. 5, J. E. Waid, '10, Denver, Col.	19	173	6.02
No. 4, L. R. Lunt, '09, Col. Springs	21	179	5.10
No. 3, W. R. Severance, '09, N. Bed.	21	177½	5.11
No. 2, E. C. Cutler, '09, Brookline	20	161	5.11½
Bow, R. M. Faulkner, '09, Keene, N. Y.	21	173	5.11
Coxswain, F. M. Blagden, '09, N. Y.	22	106	5.06

Average Weight—173 5-8 pounds.

YALE.

	Age.	Wt.	Ht.
Stroke, D. T. Griswold, '08, Erie, Pa.	23	158	6.01
No. 7, C. E. Ide, '08, Syracuse, N. Y.	21	184	6.01
No. 6, H. A. Howe, '09, Orange, N. J.	20	186	6.12
No. 5, W. E. Dunkle, '08, Pittsburg	21	175	6.01
No. 4, F. C. Hunt, '09, Hot Springs, S. D.	20	175	6.00
No. 3, W. K. Rice, '09, New York	21	160	6.00
No. 2, J. N. Peyton, '08, Duluth	22	182	6.02
Bow, G. Auchincloss, '08, New York	21	157	5.11
Coxswain, J. D. Cass, '09, New York	22	110	5.03

Average Weight—170 1-8 pounds.

Varsity Fours.

YALE.

	Age.	Wt.	Ht.
Stroke, B. F. B. Wallis, '10, Boston	20	160	6.00
No. 3, D. Miller, '08, Wilmington, Del.	19	173	6.00
No. 2, F. A. Godley, '08, New York	21	170	6.02
Bow, R. A. Wodell, '10, Poughkeepsie	20	168	6.01
Averages	20	168	6.01

HARVARD.

	Age.	Wt.	Ht.
Stroke, F. A. Reece, '09, Boston	22	144	5.07
No. 3, P. Withington, '09, Honolulu	20	177	6.02
No. 2, G. G. Bacon, '08, New York	22	168	6.00
Bow, R. Ellis, '09, Cambridge	22	156	5.11
Averages	21	158	5.09

Freshmen Eights.

YALE.

	Age.	Wt.	Ht.
Stroke, E. P. Livingston	18	145	5.09
No. 7, D. Goodrich	20	166	6.00
No. 6, E. Frost	19	154	5.09
No. 5, F. G. Baker	19	185	6.00
No. 4, P. Patterson	19	169	6.00
No. 3, D. Van Blarcom	20	168	6.02
No. 2, R. Jeffrey	18	168	6.01
Bow, L. K. Thomas	19	150	5.11
Averages	20	158	6.00
Coxswain, F. C. Fearing	20	102	5.06

HARVARD.

	Age.	Wt.	Ht.
Stroke, R. W. Cutler, Boston	18	171	6.02
No. 7, R. F. Hooper, Boston	19	171	6.00
No. 6, F. S. Eaton, Marblehead, Mass.	19	180	6.00
No. 5, L. W. Withington, Honolulu	18	176	6.00
No. 4, J. F. Waite, Boston	19	162	5.10
No. 3, R. Whitney, Boston	19	160	6.00
No. 2, H. Forster, New York city	19	156	5.10
Bow, J. Shiletto, Cincinnati	19	151	5.11
Averages	19	166	5.11
Coxswain, DeC. Sales, New York city	20	107	5.08

GOV. HUGHES SIGNS TWO BILLS.

Declines to Approve Anti-Hearst Bill as It Was Improperly Passed.

ALBANY, June 25.—Gov. Hughes to-day disposed of the last of the measures passed at the recent session of the Legislature, signing two local bills. This brings the aggregate number of new laws resulting from the regular and extra sessions of the Legislature this year up to 524.

The Governor has declined to approve the Raines-Phillips bill aimed at the Hearst League. He says that this bill was not in line with the measures which he recommended to the Legislature for passage at the extra session, and that therefore the Legislature had no legal right to pass it.

GOV. HUGHES TO BE HERE TO-DAY.

Will Consider Bids for Education Building, Then Go to Mr. Cleveland's Funeral.

ALBANY, June 25.—Gov. Hughes, Lieut.-Gov. Chanler and Speaker of the Assembly Wadsworth will meet as a board of trustees of State buildings at Hotel Astor at 10 A. M. to-morrow to consider the bids for the new $3,000,000 education building. Nine contracting firms presented proposals for the work on Monday last and State Architect Ware and Architects Palmer and Hornbostel of New York, who designed the building, have been making a tabulation preparatory to reporting the figures to-morrow to the trustees. Afterward the Governor will go to Princeton to attend the funeral of former President Cleveland.

SERIOUS OUTBREAK OF RABIES.

State Agricultural Commissioner Says Thirty Towns Are Under Quarantine.

ALBANY, June 25.—State Agricultural Commissioner Raymond A. Pearson says that thirty towns in this State are under quarantine for rabies or hydrophobia.

"Officials of the department," says Commissioner Pearson, "have never known of such a serious outbreak of rabies as at present. Similar conditions exist in other parts of the country."

Hughes to Rest at Saranac Inn.

ALBANY, June 25.—Gov. Hughes expects to leave on Monday for Saranac Inn, in the Adirondacks. The Governor's family will accompany him, and they intend to stay from four to six weeks there. The appointment of a legal adviser to the Governor in place of Edward Sandford of New York city, who has resigned to resume the practice of his profession, is not expected in the near future.

No Proof Yet of Mrs. Brandenburg's Divorce

Mrs. Valine Brandenburg, who had her husband, Broughton Brandenburg, arrested on Tuesday on a charge of non-support, did not have the proof of her divorce from her first husband in the Jefferson Market Court yesterday, as she had promised on the previous day. The first husband, she said, was Joseph R. Elsess, and the divorce was obtained in 1901 in Kenton, Ohio. Later in that year she met Brandenburg, and she married him in 1902. Brandenburg said that when he was lecturing in Philadelphia in 1906 a detective came up on the platform and informed him that his wife was a bigamist. Mrs. Brandenburg offered to get a copy of the divorce decree and have it in court on the 30th. Magistrate Walsh extended Brandenburg's parole until that date.

Trevor—Wilmerding.

The wedding of Miss Caroline Murray Wilmerding and John B. Trevor took place yesterday at the home of the bride's parents, Mr. and Mrs. Lucius K. Wilmerding, 18 East Seventy-seventh street. The Rev. G. A. Strong, rector of Christ Church, performed the ceremony at 12 o'clock. He was assisted by the Rev. Dr. Burgess of Islip, L. I. Miss Adele Colgrate and Miss Caroline Drayton attended as bridesmaids. Robert Walton Goelet was best man and there were no ushers. After the ceremony a bridal breakfast was served at small tables in the dining room and library.

Howe—Howard.

The marriage of Miss Pauline Howard and Willard Duncan Howe took place last evening at the home of the bride's parents, Mr. and Mrs. Ora Howard, 304 West Ninety first street. After the ceremony, at 8 o'clock, a bridal supper was served. Mr. Howe is a son of Mr. and Mrs. Addison K. Howe of Pittston, Pa.

Can You Guess ? Can You Solve

The Mystery of the Yellow Room?

Translated from the French

BRENTANO'S

5th Avenue & 27th Street, New York

Correct Dress for Men

Special efforts here to permanently hold the chance customer.

Extra values repeatedly bring that result.

Sale of Fine Suits

$18 were $22, $25, $28, $30 & $32

A large variety—and every suit stylish

George G. Benjamin

Broadway Cor. 26th St.

WHY NOT BROADWAY USHERS?

IF THE AVENUE NEEDS THEM, HOW ABOUT THE MAIN STREET?

Think of the Possibility of a Corps of Uniformed Men Who Could Direct the Stranger to the Stage Doors and Point Out the Homes of Famous Show Girls.

They are thinking of getting ushers for the busy corners on Fifth avenue, so it was said yesterday by Simon Brentano and others of the Fifth avenue business men who are banded together under the name of the Fifth Avenue Association. Which leads one to think that doubtless ushers and water boys and conveniences like that are needed for Broadway too, not to mention Forty-second street.

"The usher," said Mr. Brentano yesterday, "must be a young man well informed about the business of the whole avenue—as well informed as the elevator man in an office building. Suppose you come up to this usher who is helping out the traffic squad policeman on the corner and ask for Mr. Jones's office. He tells you the name and number of the building without hesitation and adds, "Room 1323, thirteenth floor."

Above all things the Fifth Avenue Association wants it understood that the policemen now on duty at the crossings are doing their work beautifully.

But the association does think that Fifth avenue, particularly as it is Fifth avenue, ought to have uniformed ushers of svelte intellectuality. The association further thinks, again according to Mr. Brentano, that each usher should know the names of all the shops in the neighborhood. It was suggested to one member of the association that it was dollars to buttons that each usher would know the address of one particular shop and none other, but this was jeered at.

"Fifth avenue really should be a well ordered household," Mr. Brentano continued, "with good servants, efficient and well disciplined, always in attendance. You remember when Inspector Byrnes established a deadline above Maiden lane to protect the diamond dealers down in that neighborhood? Well, I believe that the shoppers along Fifth avenue should have a deadline something like that to protect them. The avenue should be so protected that even the few, the very few, pickpockets and shoplifters now on the avenue should have as difficult a time to practise their vices as the crooks now have since Byrnes's time to operate in Maiden lane or Wall street."

Far be it from the association to ask the city to pay for these ushers that are to be installed in the new shopping district. And far, far be it from the association to set up a holler that the traffic squad is inefficient. But the association does think that greater safety would be offered shoppers if the ushers were added to the force of cops. 'Let the cops do the work they now have in hand, says the association, and let the ushers add the nice little pleasantries and social amenities that a busy cop now has no time to bother with.

Take Daly's Theatre, for instance—to mention only one theatre that has a complicated (we're over on Broadway now)—that has a complicated stage entrance. And suppose your brother-in-law were in town and you took him to Daly's and some one on the stage made the grand slam with you and your brother-in-law. And suppose that it occurred to you that if this person were approached in the right way she could be induced to partake of a broiled live lobster. Well, you could come out of the Broadway entrance and look for the stage door, and you'd look and look and look, and you'd never find it.

You'd be that ashamed before your brother-in-law too. You'd try to cover your confusion by saying irritably, "Why, when Valeska Suratt was playing here in the 'Belle of Mayfair' I used to call for her often, but they've changed the entrance since then." Maybe you'll get away with it with your brother-in-law for a while; but when midnight comes and you still haven't found that stage entrance away over in a dark spot on the north side of Twenty-ninth street your brother-in-law may go back to Charlestown, R. I., perhaps impressed with the fact that you had caviar on toast for an appetizer, but he will hold it against you that you couldn't find the stage entrance to Daly's.

A uniformed usher on Broadway (salary paid by the association) would end all such embarrassment. Or if this brother-in-law asked you where the best glass of beer in town was to be obtained there would be the usher to lead you straight to a place on a certain street that this newspaper individually has looked into and has found good.

"Who is this Stuffy Davis that the New York papers write about," your guest from the country may ask you—"this Stuffy that we don't know anything about? Lead me to him that I may have a look." And right at your elbow is the usher to lead you to the Knickerbocker King Cole room immediately. For how should you know anything about Stuffy?

If the water boys are added to the Broadway ushers—walking up and down Broadway crying inquisitively "Watah! Watah!"—they would accomplish more for the prohibition wave than the combined magazine efforts recently made by Mr. William Irwin (Wallace's brother) bound into one volume. Water boys would cut down Mason Peters's expense account fully $150 a day. Incidentally the ushers could tell your visitor who Mason Peters is!

But first of all the ushers are to be installed. Definite dope as to their accomplishments was not to be obtained yesterday, but it is understood that they are to lead you up the street and call out at each crossing the attractions of that particular cross street, like the elevator boy in a department store.

"Twenty-eighth street! 'Much Obliged to You,' 'Arab Lady,' 'Frsid to go Home in the Dark,' home of Miss Vera McCord to the left. 'Yama-Yama' and other popular songs. Twenty-ninth street! Couple of stage entrances. Thirtieth street! All out for apartments of Charles Belmont Davis. Home of Fay Templeton, et ceterah, rah! rah! Thirty-third street! Linkie Waterbury's apartments on the corner, fifth floor, entrance room 51. Thirty-fifth! New York office of Mayor G. Washington Sammis of Sound Beach, second floor of Herald Square Theatre, room 4."

And so on and so on. The possibilities are infinite. And think of the half hour spiel that the usher could rid himself of when the corner of Forty-second street is reached.

Take it all, it's a good thing that somebody thought of it. Too long have visitors to our thriving city gone around trying to find the homes of Fay Templeton, Vivian Blackburn, Ida Conquest and Vera McCord, and too long have they tried to find out who Stuffy is and why. Nobody here knows, and so it is about time that somebody hired somebody that somebody pays to know.

J. P. MORGAN OPTIMISTIC.

Notes Many Recent Improvements in Financial Conditions.

J. Pierpont Morgan, who sailed yesterday for Havre aboard the French liner La Provence, said he had noticed many improvements in the financial situation since the time he went abroad early in the year and that he was optimistic over the business outlook. In regard to the death of Grover Cleveland Mr. Morgan said:

"Mr. Cleveland was indeed a great man. The news of his death came to me as a shock, as I had the honor of knowing him personally for many years."

The chief object of Mr. Morgan's trip to New York was to attend the wedding of his niece. He said he was returning to Europe to keep an important business engagement. M. Jusserand, the French Ambassador to the United States, was also a passenger by La Provence.

KICKING AGAINST THE ERIE.

Complaints Concerning the Northern Railroad of New Jersey Heard.

Patrons of the Northern Railroad of New Jersey, a branch line of the Erie, appeared before the Public Service Commission yesterday at a hearing presided over by Commissioner Decker and protested against the manner in which the road is run. Witnesses testified that the cars are not kept clean, that trains are run infrequently and that the reduction in the train service has seriously incommoded the people living along the line. It was also charged that there has been a general depreciation in the value of property on the line as a result

William McMurtrie Speer, who was a witness for the Railroad Improvement Association of Nyack, said he had been unable to sell his house even at a loss on account of the reduction in train service. Others were in the same boat, he said. He cited the case of a fellow townsman who sold a piece of property at a loss of something like $18,000. For some time past, Mr. Speer said, he had been trying to sell his property for $5,000 less than it cost him, but owing to the condition of the railroad nobody is willing to buy.

Ex-State Senator Clarence Lexow, counsel for the association, testified that property in Nyack, where he has lived for twenty-three years, has been depreciating to an alarming extent and is now worth one-third less than it was twenty years ago. He would willingly sell his property if he could at a 25 per cent. loss.

Other residents of Nyack and New Hempstead voiced their grievances, and then the officials of the road were called. J. C. Tucker of the general manager's office of the Erie said he had studied the conditions of the Northern Railroad of New Jersey and declared that the road compared favorably with all other similar lines hereabouts.

Other officials maintained that the service was good and that there was no just cause for complaints. Commissioner Decker announced that he would give both sides an opportunity to submit further statements in writing. He said he hoped the road officials and the patrons would get together and come to some amicable agreement.

SHIP CANAL FOR NEWARK.

Reclamation of Meadows and Building of Docks Will Cost $5,136,000.

The Newark Board of Works yesterday received a report from the advisory dock commission recommending the reclamation of the Newark meadows, the development of the waterfront of Newark Bay and the building of a 12,000 foot ship canal. The report calls for the improvement of more than 1,000 acres of land, the building of wharves and slips and the laying out of streets and railway and trolley tracks, all to cost $5,136,726.

The site selected for the development is land facing the bay and extending 2,000 feet either way from Peddie ditch, now an open sewer. The ditch will be extended to Avenue A, or within two blocks of Freylinghuysen avenue, and utilized as a ship canal. It is proposed to begin the development immediately on the north side of the ditch under an act passed in 1907. The development will be gradual and in unit system, allowing the city to carry on the work as the demand requires and its financial condition permits.

The specific recommendations for the present development are as follows:

To excavate a 16 foot channel from the channel of the bay to the shore line; to excavate the canal 350 feet wide, 22 feet deep and 3,400 or 4,000 feet long, dredged material to be used for filling; to build a bulkhead for 30 feet of water 3,400 or 4,000 feet long; to extend Bay avenue from the present terminus at pumping station to the canal, with temporary trestle crossing over the New Jersey Central Railroad, including grading and paving 20 feet wide, and to construct an open ditch for the discharge of sewage from the pumping station to the bay.

TROLLEY TO A MOUNTAIN TOP.

Line Nearly Ready for Opening at Orange—Special Tests Being Made.

ORANGE, N. J., June 25.—The first trolley line to run to the top of the Orange Mountain is now ready for the opening and inspection trips were made to-day by Frank Brewer, president of the Orange Mountain Traction Company. The opening for the public will be deferred for a few days until further tests are made.

Although the line has no connection with any of the Public Service railway routes it is expected that as soon as a franchise for crossing one street is obtained arrangements will be made for running the line to Jersey City. It may be extended also to Morristown.

A year ago an attempt was made to run a trolley up the line of the old Orange Mountain cable road. An accident in which one man lost his life and several others were hurt when the preliminary trip was being made resulted in this plan being abandoned, and Mr. Brewer went to work to get another route.

The new line uses only 1,200 feet of the old cable road and that a level stretch. To overcome the heavy grades there are three switchbacks. It is expected that within a month the road will be continued to the St. Cloud section, half way over the other side of the mountain.

From the present terminus of the line there is a view of the homes of 9,000,000 people. To-day the air was so clear that the naked eye took in nearly all of Staten Island, while the lines of the Singer and other buildings in Manhattan were plainly visible.

WATER FROM SUFFOLK

For Brooklyn at a Cost of $47,000,000—Won't Be Voted for Just Now.

The Board of Estimate will give a hearing to-day on the proposal which has been submitted by the Board of Water Supply for providing Brooklyn with an additional water supply from sources in Suffolk county. The scheme is to tap the underground water beds in Suffolk by sinking wells 100 to 200 feet and to bring the water to Brooklyn by a conduit seventy-three miles long.

"If work is begun immediately," the Board of Water Supply has reported, "50,000,000 gallons can be delivered within two years into the present Brooklyn Aqueduct at the Suffolk county line at an estimated cost of $7,200,000, and in an additional two years this supply could be delivered at the Ridgwood pumping station at an additional cost of $9,500,000. In five years after work is begun 70,000,000 gallons can be delivered at Ridgwood at a total estimated cost of $21,700,000. The remaining development can be provided from time to time to meet requirements."

It is estimated that to carry out the entire plans of the Board of Water Supply an expenditure of $47,173,000 would be needed. Although the Board of Estimate will give a public hearing on the matter to-day, it is certain that the board will not approve of the proposal at this time.

Loving Cup for Director of Montclair Bach Festivals.

MONTCLAIR, N. J., June 25.—Frank Taft, director of the Montclair Bach festivals, received a silver loving cup to-night from the members of the Bach choir in appreciation of his work in training the choruses. The presentation was made the occasion for a large gathering of music lovers at the First Congregational Church.

JOTTINGS ABOUT TOWN.

The Grand Republic of the Iron Steamboat Company will begin daily service next Sunday to Rockaway Beach.

William Nason and Frank Keegan, counterfeiters, were sentenced in the United States Circuit Court yesterday, the first to five years and eleven months in the Federal prison in Atlanta, Ga., and the second to eleven months on Blackwell's Island.

Trouble Makers

And the circulation Builders said the land is Dark. There are Fish in troubled Waters.

Let us stir Up trouble.

So the magazines were filled with Exposure and Travail.

The waters were Roughed Up and there was a tremen-dous run Of fish.

The magazine that Could make the Most Trouble was the Real Article.

But one Magazine stuck by the Up Lift Idea during the moral Eclipse and said There was a little good Still left.

• • •

That one was Pearson's.

• • •

In the July Pearson's, James Creelman tells some interesting Facts about the Real trouble Makers and the magazine Socialists.

His articles—in Pearson's exclusively—will be Full of Tabasco dur ing the campaign.

Hard Headed business men will read them to keep in touch with affairs.

• • •

The leading merchant in New York in his class, with a big mail order depart ment, until recently adver tised in practically all the magazines.

Now he has sifted it down to four general maga zines. Pearson's is one of the Four.

Pearson's Magazine

"Long Beach—Watch It Grow"

(And Watch the Newspapers)

For Particulars, Write or Call

ESTATES OF LONG BEACH,

225 5TH AVENUE, N. Y.

BUSINESS NOTICES.

Mothers will find MRS. WINSLOW'S SOOTHING SYRUP the best to use for the baby while teething.

MARRIED.

ANDERSON — GREGORY.—At Wilton, Conn., Thursday, June 25, Clarissa Eugenie Gregory to George Shepherd Anderson.

CROCHERON—DAVIDSON.—On Tuesday, June 23, at Rutherford, N. J., by the Rev. A. Peter Tulp of Newark, N. J., Lucia Rosetta, daughter of Mr. and Mrs. Duncan M. Davidson, to Edmond Parker Crocheron, all of Rutherford, N. J.

KENT—MILLAR.—On June 24, 1908, at home, Corinne, daughter of Mr. and Mrs. Franklin B. Millar, to Edward Gruet Kent of East Orange, N. J.

TREVOR—WILMERDING.—On Thursday, June 25, 1908, at the residence of the bride's parents, by the Rev. George A. Strong, assisted by the Rev. Ralph L. Brydges, Caroline Murray, daughter of Lucius K. Wilmerding, to John B. Trevor.

DIED.

AMES.—At her summer home, Weekapaug, R. I., on June 24, Mrs. Eleanor Kirk-Ames. Funeral private.

BUCHANAN.—At her residence, 14 East 60th st. on Wednesday, June 24, Mary Josephine Pise, aged 73 years, wife of William Buchanan. Funeral from St. Agnes Church, East 43d st., on Friday, June 26, at 10 o'clock. Kindly omit flowers.

CLEVELAND.—THE SOCIETY OF THE FRIENDLY SONS OF ST. PATRICK in the City of New York announce the death of Honorary Member Grover Cleveland on June 24, 1908, at Princeton, N. J.

STEPHEN FARRELLY, President.
WARREN LESLIE, Secretary.

COWL.—At his residence, Berlin, Germany, on June 4, 1908, Walter Yeomans Cowl, M. D., eldest son of William H. and the late Mary A. A. Cowl of this city.

EDSON.—On June 25, 1908, Jennie Finch Hutchinson, wife of Herman Aldrich Edson. Funeral private. Interment Peekskill, N. Y.

KILPATRICK.—On Wednesday, June 24, Rev. Joseph Kilpatrick, rector of SS. Peter and Paul's Church, Wythe av. and South 2d st., Brooklyn. Funeral Saturday morning, June 27; divine office 9:30 A. M.; solemn requiem mass 10 o'clock. Reverend clergy and friends are invited to attend.

SOUTHARD.—Suddenly, on Wednesday, June 24, 1908, at West Medford, Mass., Caroline Jerusha Southard, daughter of the late Zibeon Southard, in her 77th year. Services on Friday, June 26, at 11 o'clock, at Forest Hills Crematory, Walkhill st.

WILBUR.—At Clifton Springs, N. Y., June 23, 1908, Euphenia Duickinck Wilbur, daughter of the late Marcus and Catharine Campbell Wilbur, in the 70th year of her age. Funeral private. Inter