YOUNG HINDUS TO STUDY HERE

SOCIETY FOR THE ADVANCEMENT OF INDIA AIDING THEM.

More Are Expected and the Society Will Help Them to Find the School in America Best Fitted for Them—One Newcomer to Look Into "Dry Farming."

The advance guard of the Hindu students who are to pursue their education in this country under the auspices of the Society for the Advancement of India arrived yesterday at India House, 1142 Park avenue. They all wore London made clothes and not one would even admit that he had a turban.

Jijudish Gossain, who is a graduate of Calcutta College and has also taken a course in the Victoria Jubilee Technical Institute of Bombay, starts this morning for Schenectady, where he will study the practical end of electrical engineering.

Mr. Gossain said yesterday that New York did not seem to him so big or so crowded as London, but that he was very much impressed by the skyscrapers.

"It is not nearly so confusing in Wall street," he continued, "as it is in Threadneedle street, because there are no omnibuses and cabs. I think your park is beautiful, much more so than Hyde Park. I have not been in the part of the city where the shops are."

H. H. Raschid is to study mechanical engineering at Columbia; G. H. Raschid, electrical engineering, and James Marcus, who has become a convert to Christianity, will take a classical course at some preparatory school. Another guest of the house is C. S. Shiloti, who has been working in economics and social science at Cornell.

Girindra Mukerji, who is associated with Myron Phelps in the management of the society, is a graduate of the University of California and has since specialized in various lines of agriculture. It is his intention to return to India and to establish model farms on a small scale which can be worked by the peasants for their own benefit.

"I have been specially interested," he said, "in the development of 'dry farming' in Utah. Luther Burbank has made a long series of experiments in this branch of produce raising, from which he has obtained wonderful results. By a careful selection and treatment of seeds he has succeeded in raising excellent wheat, very good rice and fairly good beets in an arid soil, practically without the introduction of irrigation. If the people of India can acquire sufficient knowledge to follow his methods a large portion of the country which has hitherto been nothing more than a famine belt will become a source of supply which will never give out."

While the first object of the society Mr. Mukerji said, was to furnish in India House a headquarters for all Hindu students in New York to advise them concerning the best institutions of learning, and to render financial aid in cases where it seemed advisable, the founders of the association had also in mind another purpose.

"We want," he said, "to spread information concerning India and its inhabitants and to help in forming in this country an intelligent public opinion concerning Oriental manners, customs and philosophy. We want to dispel that bugaboo o. a 'Hindu peril,' which I understand has frightened a few ultrapatriotic persons on the Pacific Coast. The students who come here are not, like those in London, members of wealthy and aristocratic families. As a rule they belong to the middle classes and are frequently obliged to support themselves while they are getting their education. There are, however, many rich men in India who would be only too glad to send over young men if they were assured that their interests would be carefully looked after in this country. It is hoped that the Society for the Advancement of India will form a connecting link between the Hindu and the American. Fifty boys and men seeking industrial training are now on their way to New York. They have been carefully selected by a committee, who have recommended them to the society. We shall give them a warm welcome and do our best to open up to them all the resources of this great country."

PESTERED LOUISE CORWITH.

Negro Coachman Who Said He'd Shoot Her Believed to Be Insane.

Friends of Henry N. Corwith of 293 Riverside Drive, president of the American Knitting Mills Company, made an affidavit of insanity in Essex Market police court yesterday against Parker Howard, a former coachman of Mr. Corwith's. Magistrate Steinert committed him to Bellevue for examination. Howard had threatened to shoot Mr. Corwith's eighteen-year-old daughter Louise.

About eight years ago Howard, who is a negro, was a coachman at Mr. Corwith's summer home at Bridgehampton, L. I. One day he picked up a photograph of Louise Corwith, then a girl of 10, and put it in his pocket. He left the Corwiths' employ soon after and they did not hear of him again until about March, 1907, when he began to annoy Miss Corwith by writing her letters.

In 1907 he was arrested for carrying a revolver. He explained that he was waiting for a chance to shoot Miss Corwith because she did not care for him. He was sentenced to Blackwell's Island for a year. Three months ago he was released and wrote Mr. Corwith asking for a position. He finally got a job in a livery stable on Christopher street.

Frederick Brown, secretary of the American Knitting Mills Company, told Magistrate Steinert yesterday that Howard was a dangerous man to be at liberty. The coachman had the photograph of Miss Corwith in his pocket when he was arrested and Brown took it from him.

END OF OLD 3D AVE. TOWERS.

Receiver Will Rebuild the Sixty-fifth Street Building.

Acting for Receiver F. W. Whitridge, Axel S. Hedman, architect for the Third Avenue Railroad Company, has filed plans with Building Superintendent Murphy for razing the three towers and central mansard of the old street car depot of the road at Third avenue and Sixty-fifth street. These towers are over half a century old and were built to please Henry Hart, the original owner of the car line, who thought them one of the notable architectural features of old New York.

A memorandum accompanying the application to the Superintendent states that there is no structural weakness in the towers but that they are expensive to keep watertight and in repair and are only useful for the storage of old junk, to the presence of which, Receiver Whitridge asserts, the insurance authorities object. The architect proposes after slicing off the towers to make over the building with a low peaked roof with a parapet and central pediment. The old clock in the centre of the façade under the mansard will not be disturbed. It still keeps track of the flight of time all right.

FREE BUT FOR A WOMAN.

Morris Ray, Discharged by Coroner's Jury, Indicted for Murdering Partner.

A general alarm has been sent out by the police for the arrest of Morris Ray, an East Side gambler, who shot and killed his partner, Louis Spielberg, in a cigar store at Sixth street and Second avenue on March 24. Ray kept out of sight for a couple of months and then surrendered to the District Attorney.

A Coroner's jury let him go, but through the activities of Mrs. Spielberg, who got witnesses and interviewed Grand Jurors, Ray was indicted last Friday for murder in the first degree, since then the police have been looking for him.

Many a man in search of a suit looks at our new shades—the "mists" and "smokes" and such, and says "a new suit of good old blue serge for mine."

For blue serge suits, or black never go out of style and never are spotted as "last year's fad."

Good new serge suits—the sort that grow graceful into "good old serge suits"; $18 to $40.

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AMONG THE AUTOMOBILISTS

EUROPEAN CLUBS FROWN ON VANDERBILT RACE.

French Organization Refuses to Consider American Automobile Association's Offer to Change Conflicting Cup Conditions if Proposal Is Made Direct.

In spite of the fact that the racing board of the American Automobile Association questioned the genuineness of the protests made by the French and British clubs against the conditions for the 1908 Vanderbilt cup it became known yesterday that the American Automobile Association had cabled to the Automobile Club of France offering to change the rules if a protest were made direct to them.

The French organization and the Royal Automobile Club of Great Britain recently wrote to the Atuomobile Club of America protesting against the announced conditions for this year's Vanderbilt cup race because they are in disaccord with the conditions adopted by the recognized automobile governing bodies of the world at the Ostend conference last year.

The protests were sent to the Automobile Club of America because that organization is the only one in this country that is a member of the International Association of Recognized Automobile Clubs and for that reason is the sole American representative of the national clubs of Europe. The club sent the protests to the American Automobile Association, which thereupon refused to consider the protests and notified the European clubs that no protests would be considered unless made direct to it or to the chairmen of its various boards.

Not only have the French and British clubs sustained the position of the Automobile Club of America as their sole recognized American representative but the Genoan and Belgian organizations have also upheld the club in the position it has taken regarding rules to govern great road speed contests during this year. The French club approves the Grand Prize race to be run by the Automobile Club of America and will disqualify all French cars taking part in the Vanderbilt cup race. The British club indorses the A. C. A. Grand Prize and will try to secure entries for it, while the German organization has enjoined German factories not to participate in the Vanderbilt cup race.

The following official announcement regarding the matter was issued last night by the Automobile Club of America:

"At a meeting of the board of governors of the Automobile Club of America, held to-day the following were present: Judge E. H. Gary, president, in the chair and Henry Sanderson, first vice-president; Robert Lee Morrell, chairman of the contest committee; William G. McAdoo, third vice-president; William Pierson Hamilton, Dave H. Morris, George F. Chamberlin, Winthrop E. Scarritt and Dr. Schuyler Skaats Wheeler.

"The following cable was received from W. S. Hogan, the official Paris representative of the Automobile Club of America:

PARIS, May 31, 1908.

The Automobile Club of America, New York:

French Club much interested in your grand prize. Holding extraordinary meeting Tuesday. Will then cable fully.

French Club has also received cable from American Automobile Association offering to amend Vanderbilt conditions if proposals sent direct o them. (Signed) HOGAN

"The result of the meeting of the Automobile Club of France above referred to, is told in the following cable received to-day from Baron De Zuylen, the president of the French club:

PARIS, June 2, 1908.

The Automobile Club of America, New York.

The commission sportive has decided to-day to only recognize as official the Grand Prize race organized by The Automobile Club of America, which is to be run under rules adopted at Ostend, and to disqualify all French cars taking part in the Vanderbilt cup race; and furthermore the Automobile Club of France will continue to recognize no one but The Automobile Club of America as its official representative. BARON DE ZUYLON.

"The third cablegram is from the Royal Automobile Club of Great Britain and Ireland:

LONDON, May 30, 1908.

The Automobile Club of America, New York:

Your position as our representative will be upheld. Congratulate you on organizing grand prize race. Will endeavor to induce entries from this side. (Signed) J. W. ORDE, Secretary.

"The fourth cablegram is from the Automobile Club of Belgium:

BRUSSELS, June 2, 1908.

The Automobile Club of America, New York:

"We will maintain and respect the agreements and rules adopted at the congress of Ostend in 1907. AUTOMOBILE CLUB DE BELGIQUE.

"The fifth cable is from the Imperial Automobile Club of Germany:

BERLIN, May 29, 1908.

The Automobile Club of America, New York:

Imperial German Club has joined by letter dated May 25 the protests of French and English clubs, and has enjoined German automobile factories not to participate Vanderbilt cup. We indorse the projected Grand Prize of the Automobile Club of America.

KAISERLICHER (IMPERIAL) AUTOMOBILE CLUB.

More than fifty different cars have been entered for the time trials on Hillside avenue next Friday afternoon at Jamaica in connection with the Long Island subway celebration. The trials will be at three distances—two miles, one mile and one kilometer—and as many of the cars have been entered for several of the nine events at each distance it is expected that there will be about two hundred trials altogether. The Jamaica subway celebration committee has offered a number of prizes, and four special cups have been offered for the fastest mile, the fastest kilometer, the fastest two miles and the fastest two miles by any of the stock cars, excluding the free for all and stripped chasses classes. All of the classes filled except the one for steam cars.

Most of the entrants have received their numbers from Fred J. Wagner, assistant secretary of the race committee, and are practising on the course each morning. A. R. Pardington, chairman of the contest committee of the Long Island Automobile Club, has made arrangements with Inspector Sweeney so that contestants will be permitted to practise with their cars from sunrise to 7 o'clock in the morning, provided they display the numbers that have been assigned to them. The official numbers are recognized by the police, who have instructions to arrest all speeders other than competing cars bearing their official numbers. The garages of the Hillside Motor Car Company, the Jamaica Motor Car Company and Disbrow Bros. have been thrown open without charge to entrants whose cars are being prepared for the trials.

The cars, entrants and drivers entered up to yesterday afternoon were: Thomas, E. F. Buchanan, entrant; Isotta-Fraschini, Clifford V. Brokaw, John Lang; Mercedes, E. Russell Thomas, entrant, or H. Johnson; Flat Cyclone, Fiat Automobile Company, E. Cedrino; Fiat, Fiat Automobile Company, G. P. Parker; Hotchkiss, Harry Levey, George Robertson; Mora, Mora Motor Car Company, W. W. Burke; Wolseley, Harry Levey, Harry Scheffts; Corbin, Corbin Motor Vehicle Corporation, J. W. Swan; B. L. M., R. W. Buckley, jr., entrant; Haynes, Walter E. Shuttleworth, entrant; Ford, J. P. Dietrow, entrant; Pope-Hartford, A. G. Southworth, Philip Hines; Isotta-Fraschini, George West, jr., William M. Gago; Rainier, Disbrow Brothers, L. A. Disbrow; Thomas, E. F. Buchanan, entrant; Allen-Kingston, Walter C. Allen, R. De Palma; Stearns, James Doig, entrant; Mercedes, R. E. Trevor, entrant; Thomas, T. F. Cheesebrough, entrant; Ford, Bishop, McCormick & Bishop, Joseph Kenny; Pennsylvania, Pennsylvania Auto Motor Company, Leonard Zongle; Pennsylvania, Pennsylvania, A. Gentile; Palmer and Singer, C. A. Singer, driver not named; Mitchell, Mitchell Motor Company, O. R. DeLamater; Mitchell, Mitchell Motor Company, C. F. Skinner; Mitchell, Motor Company, W. Olney; Cadillac, J. D. Rourk, entrant; Peerless, Jack Rutherford, entrant; Haynes, Walter E. Shuttleworth entrant; Acme, Acme Motor Car Company, C. A. Patchske; Midland, Allenhurst Garage, Deacon Holmes; Moyer, Richard Stevens, entrant; Jackson, G. J. Scott, Robert Burman; Mercedes, Broadway Auto Exchange, H. A. Harkin; Crawford, R. S. Crawford, entrant; Stearns, Allen-Swan Company, D. E. Farrell; Stearns, Allen-Swan Company, Arthur Warren; Stearns, Allen-Swan Company, Halstead Swan; Ford, F. J. Nolto, entrant; Pullman, Cimiotti Brothers, J. A. Kline; Pullman, Cimiotti Brothers, Robert Morton; Acme, Acme Motor Car Company, C. B. Rogers; Stearns, C. F. Alcott, entrant; Ford, R. J. Johnston, entrant; Christie, Walter Christie, entrant; Pope-Hartford, Summit Auto Company, A. P. Hedrick; Imperial, Imperial Redwell, W. H. Owen; Hotchkiss, G. F. Stoppenl, Stephen Carouser; Simplex, Palmer & Singer, J. Morton Seymour; De Dietrich, Caleb Bragg, entrant; Stevens-Duryea, I. M. Allen Company, F. J. McDermott; American, Stewart H. Elliott, W. H. Owen; De Dietrich, Cooke's Jamaica Machine Works, G. Kissam Cooke.

The following applications for active membership have been received by the Automobile Club of America: Joseph Agostini, S. D. Brewster, John Geron Dutcher, Harry S. Houpt, Henry J. Kaltenbach, William Knabe, Gottfried Kreuger, George H. Malcolm, P. J. McIntosh, Theodore B. Nisbet, Albert Plaut, Monroe S. Rothschild, A. Alexander Smith, James A. Stillman, Jacob Wortheim and R. Thornton Wilson. Applications for associate or non-resident membership have been made by the following: F. L. Bartlett, Olean, N. Y.; Hinsdill Parsons, Schenectady, N. Y.; Elie Ponvert, Horniguero, Cuba; George A. Reach, Bala, Pa.; Henry S. Redfield, Hartford, Conn.; George H. St. Clair, Virginia, Minn.; Gaston Vuitton, Paris, France, Georges Vuitton, Paris, France, and Howell L. Williams, Bristol, R. I.

James B. Ryall of the New Jersey Automobile and Motor Club, at Newark, who has recovered sufficiently from the injuries he received while driving on the Briarcliff trophy course in Westchester county in April to go out driving in a car, told a story yesterday in which he advanced the claims of a New Jersey tradesman for "meanest man" honors. Ryall says there is a garage keeper in Passaic who has the worst disposition he ever heard of. An automobilist of Passaic was recently arrested on a charge that he had violated the speed limit provided by the State motor vehicle law. It appears that the officers charged the automobilist with driving his car at the rate of eighteen miles an hour and the garage keeper was called as an expert witness. The latter declared stoutly that the officers were mistaken because he knew, as an expert on such matters, that the accused driver had been travelling at the rate of twenty-six miles an hour. Ryall says the accused driver does not store his car in the garage of the expert witness.

Polo.

PHILADELPHIA, June 2.—The score at the close of the second game of the Polo Association at the Country Club Grounds, Bala, this afternoon was Meadow Brook, 14; Philadelphia Country Club, 13. The Country Club lost a goal by being penalized two half goals—one for hooking and the other for crossing.

Shakespeare

Budweiser

SPARKLES with life. It has a brilliant glow—is full of solid nutriment—snappy and inviting to the palate—the combined soul of malt and hops—the cream of the harvest fields—the health bringing home beer.

POSSESSED the highest type of literary genius. It is more than two centuries since he ceased to write, but when shall he cease to be read?

He grasped all things. He saw into the profoundest depths of human nature. Thoughts illimitable were at the point of his pen.

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He was not a man of one idea, but part of the intense life of flesh and blood that seethed around him. Exuberant vitality of mind, body and soul was his supreme characteristic.

Personally he was a handsome, well-shaped man, of a merry temperament, abounding in energy and overflowing with health.

His favorite eating place in London was the celebrated Falcon tavern. Here men like Ben Johnson, Marlowe, Ford, Fletcher, Herrick, Raleigh, etc., met him daily.

These literary giants of the heroic Elizabethan age were in the habit of discussing the burning topics of their time (which included the colonization of America) over foaming tankards of beer.

"Wife, bid these gentlemen welcome. Come, we have a hot venison pasty to dinner; come, gentlemen, I hope we shall drink down all unkindness."—Act 1—Scene 3—The Merry Wives of Windsor.

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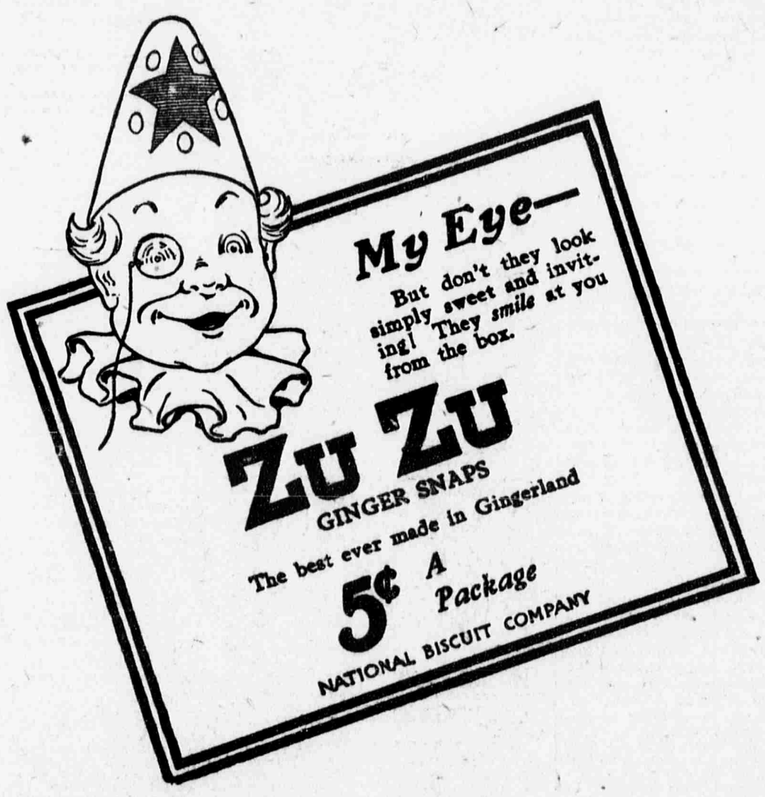

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¶ Two-piece Suits in all popular cutting fabrics, $15 to $28.

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¶ The LOZIER (detachable tonneau) BRIARCLIFF RUNABOUT is proving one of the most popular and raciest-looking speed cars of the year, and our intended season's allotment has already been sold and delivered. The first cars of a necessary second allotment are now coming through, and deliveries can be made this week.

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Last 5 Times. LEW FIELDS in Girl Behind the Counter. Reopens June 15th. LEW FIELDS' HERALD SQ. Evgs. 8:15. Mat. Sat. 2:15. "Three Twins."

JOHN MASON | WITCHING HOUR | 5TH Month. Mat. To-morrow, 2:15. HACKETT Evgs. 8:15. 42d, W. of B'way.

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SAVOY 34th Street & Broadway. Eve. 8:20. Mats. Thurs. & Saturday at 2:15. HENRY MILLER'S ASTOR PLAYERS The Servant in the House

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