NEWS OF TWO CAPITALS. that the maritime business at Marseilles is com-

AFFAIRS IN LONDON.

Balfour's Statement on Neutral Commerce Clears the Air.

(Special to The New-York Tribune by French Cable.)

(Copyright; 1904: By The Tribune Association.) London, Aug. 27 .- Balfour's detailed statement respecting the rights of neutral commerce has cleared the air. The British government lays more stress upon the belligerents' right of search than the American State Department has done; but this is natural, when it represents the traditions of the Napoleonic wars and the existing resources of the greatest modern navy. Otherwise the two governments hold the same views and support each other morally without taking joint action or making common cause. They both refuse to agree to the Russian contention that food or coal is contraband without reference to its destination for military naval use; and while prize courts may condemn or naval commanders selze or destroy neutral cargoes, neither England nor America is bound to recognize the validity of such action, but each retains the inalienable right of getting full compensation for losses by diplomatic means. There will be no protest here if Russian cruisers stop British vessels in the Straits of Dover or off Land's End and search them for contraband; but there will be a full bill for costs for every breach of neutral rights or international law. There is no proof that the Russians have discriminated against the British in favor of German commerce.

The British Association has adjourned after season of unwonted activity. There were two important discussions. One of these debates was in the zoological section, where Professor Karl Pearson made a fierce onslaught upon Mendel's "Laws of Heredity." and Professor Bateson vigorously reaffirmed the current views in regard to natural selection. The other was the discussion regarding the radioactivity of matter, in which there was a substantial agreement that radium does not derive energy from outside sources. The most practical subject debated was that of the cotton growing resources of the empire. The next year's meeting at Cape Town, with George Darwin as president, will open the way for a journey to Australia in the course of a few

The theatrical season's opening this week premises to be a revel in farcical comedy. Managers have been impressed with the popularity of the "Duke of Killicrankie," and agree in declaring that playgoers desire light entertainment and will not have anything serious or thoughtful. The opening play is Henry Arthur Jones's "Chevalier," at the Garrick, with Arthur Bourchier as Mount Eagle, living by his nimble | more, of New-York. H. McK. Twombly has just wit. The conventional Baronet Jones returns in a sprightly mood and is more frankly farcical. Sydney Valentine, Violet Vanbrugh and Nancy Price are included in a strong cast. The Haymarket company will reappear early next week in a new theatre in the "Beauty and the Barge," and as W. W. Jacobs is the chief author, with Louis Parker as stage fitter, a serious drama is not anticipated. One farce will follow enother as the season advances. Even Pinero is returning to light comedy in his style, and Tree's production of "The Tempest" at His Majesty's will be the principal exception to the light vaudeville programmes arranged for the amuse ment of the public.

The high prices in wheat and cotton attract more attention in England than the issues of the Presidential politics of America. Since the demand for cotton has not been met by the opening of enlarged sources in the world's supply, prices have run up. The stable industry of Lancashire is thus affected by natural causes rather than by the unprincipled intrigues of greedy speculators. There will be a marked revival in manufacturing at Lancashire in the next twelvementh whether cotton goes higher or lower. The production has been lessened for two years, and the supplies of cotton goods have been greatly reduced in all the markets and need to be replenished. While the corn markets here have been free from the wild fluctuations of the American markets, wheat has advanced from three to five shillings a quarter nce June; but there is a general impression among large operators that the damages to transatlantic crops have been overestimated, and that the surplus of 12,000,000 quarters will be supplied from the United States and Canada. Even if the mest pessimistic forecasts are fulfilled and no surplus comes across the Atlantic, the situation will be less critical than the year of the Leiter corner, since the Russian and French crops are much larger and the Indian surplus may be heavier.

Shippers in Liverpool and Hamburg are emphatic in condemning the Atlantic rate war when the market for freights is in its present stagnant condition, and when steamship lines are dependent upon the profits of the passenger trade. Lord Inverciyde has agreed to reopen a conference with Herr Ballin at Frankfurt next week, and Bruce Ismay and Mr. Morgan's partner will be within call. It is not likely that the Cunard company will abandon the Hungarian emigrant service at the dictation of the German lines, but it is probable that Herr Ballin, acting under the German Emperor's advice, will propose an equitable division of the emigrant traffic from the Continent and a mutual agreement respecting rates which will leave a margin of profit to all competitors. When the emigrant traffic has been restored to a remunerative basis it is expected that an agreement will be reached in regard to the first class passenger rates, with heavy reductions for the winter sea-

TOPICS IN PARIS.

Marseilles Threatened by Genoa as a Port of Commerce.

Special to The New-York Tribune by French Cable.)

(Copyright; 1904: By The Tribune Association.) Paris, Aug. 27 .- The strike of the naval reserve men forming the major portion of the crews employed in the merchant service at Marseilles has spread to the foremen of dockers, who object to the tyrannical claims of their suberdinates. This has caused a lockout of the dockers, and, spreading further, it has involved in a general strike all

The Martinique isn't leased to some man who is trying to make all he can during his lease—it's managed by the

You can have an apartment of 2, 3, 4 or 6 roomsjust what you want.

You can dine a la carte or table d'hote-just as you want.

You can be "at home"be as you want.

The Martinique, 54-58 West 33d street.

classes of workmen connected with the port, so ANTI-SMOKE LAW WRONG.

pletely at a standstill. The postal service between

Marseilles and the French colonies is being

effected by men-of-war. It is feared that the

strike will last a long time, as so many different and opposing interests are involved. Marseilles

is already threatened in her supremacy as a

Mediterranean port by Genoa, which is regain-

ing her ancient historical reputation, and can-

not fail to benefit largely from the present situa-

tion. It is pointed out that Genoa has solved the

problem of strikes by the establishment of a

local council, in which functionaries, merchants,

ship owners, dockers and crews are all repre-

sented, and which has the entire government of

the port in its hands. The superiority in ton-

nage of the Marseilles trade over that of Genoa

is declining every year. At present the Mar-

seilles ship owners are losing as a result of the

lockout \$40,000 a day. Two thousand passen-

gers are waiting to get away, and a company of

musicians unable to keep an engagement at

Tunis and penniless is begging a livelihood from

The flat refusal of the Japanese government

to consider Russia's protest presented by the

French minister at Tokio on the subject

of the Ryeshitelni will not entail any

further action on the part of France. Japan's

attitude is looked upon as tantamount to treat-

ing as belligerent any neutral port in which bel-

ligerent vessels have taken refuge. This view

the Quai d'Orsay considers inadmissible, and

The King of Greece is believed to be closely

connected with the recent events in Crete. The

King will endeavor to ascertain whether the

French government is likely to favor Crete's

demand to be annexed to Greece, but it is im-

probable that the government will make any

The inauguration of the new cab tariff, auto-

As an experiment such a device has often been

collect around cabs furnished with the instru-

delivered by the excited cochers. So far the new

tariff, which cheapens the fare for short dis-

a success. The average earnings have been

longer have to fear complete extinction, and

that the era of strikes and of long and bitter

war between the public and the cocher is now at

Here the fine weather has broken up, but from

most of the Continental watering places reports

of the season are satisfactory. At Chamounix

there has been some snow, yet many Americans

are still there, including Admiral and Mrs. Gil-

returned here after a long tour through France,

Switzerland, Germany and Austria in an auto-

mobile, and he is taking one of his machines to

the United States. Mrs. Vanderbilt, who has

been cruising in Norway, is at Lucerne. One

of the prettiest incidents of the season at Hom-

burg has been the children's lawn tennis tourna-

At Baden are Mr. and Mrs. Charles Carroll,

who are going to Biarritz; Mr. and Mrs. John F.

Carroll, who have come from Carlsbad; Mr. and

Mrs. Adolphus Busch, of St. Louis; Mr. and

Mrs. Charles Yerkes and E. Clarence Jones,

of New-York, who has driven one thousand

miles in an automobile without mishap, and who

THE MOROCCAN REPLY TO BRITAIN.

Sultan's Answer to Protest Supposed To Be

Uncatiofactory.

Tangier, Aug. 27.—The reply of the Sultan to the British protest against the confiscation of the prop-

has been received. It is supposed to be unsatis-

Reason for Action.

quantity to supply the ordinary demand.

duty of \$7 a ton on steel rails. This duty was to

take effect when satisfactory evidence was fur-

nished to the government that rails of the best

quality were being made in Canada in sufficient

Ste. Marie, and this part of the tariff act of 1903

is now in operation. The duty is subject to the deduction under the British preferential tariff. The

duty will not apply to any rails contracted for

abroad prior to this date, but such rails must be

imported into Canada not later than November 30,

1904, and must be laid on the track not later than

BISHOP OF DIJON'S TRIAL PUT OFF.

Still Kept in Retreat-Accused of Abstract-

ing Money from Trust Funds.

Office, which has been suspended, the Pope having

asked that all the documents be submitted to him

It is asserted that the bishop has received from

Dijon evidence to prove that the accusation that

he abstracted money from the fund destined to

erect monuments to Bossuet and Joan of Arc is

false. His trial is expected to take place after the decision of the French Parliament on the question of denouncing the Concordat and the separation of church and state.

Bishop Le Nordez and Monsignor Gray, Bishop of

Laval, are the two prelates whose summoning to Rome by the Vatican for trial without consulting

the French government led to the recent rupture between France and the Vatican. The Bishop of Dilon left France secretly for Rome, but the Bishop of Laval is supposed to be still in France.

M. PICARD SAILS FROM HAVRE.

Paris, Aug. 27.-M. Picard, delegate of the French

government to the St. Louis Exposition, sailed on

ing officials were at the quay, and the band of the

Garde Republicaine, which sailed on the same steamer, was stationed on the upper deck and

The French government attaches unusual im-

portance to M. Picard's mission. He declined to ac-

cept the post of commissioner general, and there-fore it was decided to confer on him the title of

Delegate of the French Government. He will visit Oyster Bay and St. Louis, and will also go to Chicago, Pittsburg Buffalo, Montreal, Boston and New-York. As a member of the Council of State, M. Picard *ractically controls the railways and tariff systems of France.

DR. HARPER'S SON RELEASED.

St. Louis, Aug. 27 .- Paul Harper, the fifteen-

bing post of her husband's tug, the Mary, Mrs. Luke

the Savole to-day from Havre. A number of lead-

for personal examination.

played the Marseillaise.

A rail mill is now in successful operation at Sault

maintained at the British legation.

is going to Dinard.

ment, won by Miss K. Steinway, of New-York.

has aroused great public interest here.

representations to Turkey.

there the matter ends for the present here.

café to café.

Justice Dickey Declares It Is in Private Yard Beats Government in Restraint of Trade.

Declaring that the section of the Sanitary Code which forbids "any owner, lessee, tenant, occupant, superintendent, manager, fireman or any other per-son where business is done in the city of New-York to cause, suffer or allow smoke to escape York to cause, suffer or allow smoke to escape from such building," is "unreasonable, in restraint of trade, against public policy and void," Justice Dickey, in the Supreme Court, handed down a decision yesterday granting a writ of habeas corpus for John Fallon. The latter is a moulding mill owner, who was arrested three times for allowing smoke to escape from the mill in Greenpoint. Justice Dickey grants his discharge on the ground the complaint showed no erime.

Mr. Fallon some time ago declared that he was being persecuted because of his friendship for Senator McCarren. He was arrested while the Brooklyn health office was in charge of a Man-

Brooklyn health office was in charge of a Manhattan man.

"The mere permitting of harmless smoke to come out of a chimney cannot be made a crime," says Justice Dickey in his decision. "Such an ordinance, if literally and strictly enforced, would close every manufacturing establishment in this city. Of course, it is well within the powers of the Board of Health to prevent the use of soft coal, or the burning of any noxious thing creating a nuisance or interfering with the health of the public, but this is no such ordinance."

NEW-YORK AT THE FAIR.

Bridges, Tunnels and Buildings Shown at St. Louis.

A section of the Louisiana Purchase Exposition that has attracted crowds is the model city, just inside the Lindell Boulevard entrance. The only Eastern city represented there is the city of New-York, which has a building suggestive in design of the New-York City Hall. The exhibits of New-York City are entirely of a municipal character. Two of New-York's great undertakings are reprematically indicated by a registering machine to sented in beautiful aluminum models, each about which the name of taxameter has been given, 24 feet long, of the Brooklyn and Williamsburg suspension bridges. Photographs showing the entire bridge system of Greater New-York are part of this exhibit

tried before, but it has invariably failed. Crowds The Street Cleaning Department has full size ment and listen breathlessly to explanations models of the single and double ash and garbage wagons and the artillery shaped wagon used in removing the steel cans containing street sweepings. To these wagons are attached full size models tances and augments it for long ones, has been of horses harnessed, with wax models of drivers in the department uniform on the seat. Wax models of a foreman in uniform, and of the famous "white wins" trundling his two wheeled cart are also shown. tripled each day. Allowing for curiosity to wear off, it is thought that the Paris cab will no

wins" trunding his two wheeled cart are also shown.

Models of the new public library, the Appellate division of the Supreme Court House, the Chamber of Commerce Building the soldiers' and saliors' monument on Riverside Drive and the big pavilion in the Seward Webb Park are also shown.

The subway is represented by a costly model that is showing the station at Twenty-eighth-st. and Fourth-ave, the uprights supporting the tunnel, the ballasted roadbed with its four tracks for north and south bound express, and local trains, the ticket offices, platform, exits and entrances for passengers.

Owing to the rules of classification of the fair, the exhibits of the health, tenement house and charities departments, the Board of Education and charitable institutions are in the social economy division of the Educational Building.

NO ATTEMPT TO RESCUE NEGROES.

Witness Testifies at Lynching Inquiry at Statesboro, Ga.

Savannah, Ga., Aug. 27.-A newspaper man of this city testified before the court of inquiry into the action of the military at Statesboro at the recent lynching. He said that he saw the negroes dragged along the road to the stake within thirty feet of the military camp, where fifty men were drawn up in line. It was testified that there was no movement at that time by the officers and men to rescue the prisoners. The mob of about two hundred men were in their shirt sleeves, and few of them were armd, so far as the witness could see. This was at the time Captain Hitch had been pinioned and surrounded in the courthouse some distance away.

DEVOTION TO MUSIC COSTS LIFE.

Young 'Cellist Who Showed Aptitude at

erty of Hamet Jalya, a British subject here, and one time secretary to El Menebhl, the former War Minister of Morocco, who recently resigned, factory, but the strictest reserve on the subject is paid with his life for his devotion to his musical career. Young Knapp, who was a 'cellist of abilwas an untiring student, and the constant pressure of the instrument on his leg led to osteo-CANADA STEEL TARIFF IN FORCE. pressure of the instrument on has leg led to occasional pressure of the instrument on has leg led to occasionate proved unavailing, and it was found necessary to resort to amputation. Death followed from shock.

Knapp was twenty-seven years old, and at four years was recognized as possessing musical apritude: at ten years he selected the 'cello on which to devote his study. Two years later he was a member of a string quartet which made a tour of the Northwestern cities.

Cheers heralded the approach of the naming party, which was driven to the stand in carriages. Among those on the launching stand were Charles to the construction and Repair; Lieutenant H. C. Dinger, Bureau of Steam Engineering; Naval Congressional Construction and Repair; Lieutenant H. C. Dinger, Bureau of Steam Engineering; Naval Congressional Construction and Repair; Lieutenant H. C. Dinger, Bureau of Steam Engineering; Naval Congressional Construction and Repair; Lieutenant H. C. Dinger, Bureau of Steam Engineering; Naval Congressional Construction and Repair; Lieutenant H. C. Dinger, Bureau of Steam Engineering; Naval Congressional Construction and Repair; Lieutenant H. C. Dinger, Bureau of Steam Engineering; Naval Congressional Construction and Repair; Lieutenant H. C. Dinger, Bureau of Steam Engineering; Naval Congressional Congression Congress A Duty of \$7 a Ton Imposed on Rails-Ottawa, Aug. 27 .- A proclamation was issued today bringing into force the act of 1900, imposing a

KING'S FORMER YACHT DAMAGED.

E. R. Coleman's Hildegarde Strikes Sunken Wreck-Boat Once G. J. Gould's.

Rockland, Me., Aug. 77.—The yacht Hildegarde, owned by Edward R. Coleman, of Philadeluhia, is at this port with her bottom badly damaged. She was bound from Bar Harbor to Newport, and it is supposed she struck a sunken wreck off Eggsupposed she struck a sunken wreck on Egg-mogin Beach. The yacht will be towed to New-London, Conn., for repairs.

The Hildegarde, which is valued at \$150,000, was formerly owned by King Edward when he was Prince of Wales, and later by George J. Gould, of New-York

CALL CANCELLATIONS A FARCE.

Asphalt Workers Say Tammany Administra-Rome, Aug. 27 .- The "Patria" says that Bishop tion Is Continuing to Reduce Wages. Le Nordez of Dijon is still kept in retreat here while waiting for a decision in his trial before the Holy

The Asphalt Workers' Association, which recently preferred charges against the borough M. V. D. Doughty, superintendent of construction, presidents, and asked Governor Odell to remove the wedges were driven home until the big mass them for violating their oaths of office, is not satisfied with the cancellation of contracts which has followed. The association declares that in Manhattan and The Eronx the cancellations have been in nearly every instance on jobs that were practically completed, and characterizes the recent activity of the officials in these two boroughs as a farce, though they have praise for the Brooklyn officials, who have taken more extended action. The association is preparing to take further steps, and its members are determined that the eight hour law shall be observed.

members are determined that the eight hour shall be observed.

"In 1903 we received satisfactory wages," said
J. L. Wallace, of No. 210 West Sixty-second-st.
walking delegate of the union, yesterday. "Eight hours constituted a day's work except on special occasions when we worked overtime and were properly recompensed From March 1 to August 55, this year, we have been on strike, and have been forced to file with the State Labor Bureau rearly one hundred complaints of violation of the ship. Miss Lallande cast the bottle of pagne against the receding bow, exclaiming:

"I christen thee Louisiana."

THE BATTLESHIP TAKES THE WAT Foaming champagne raced down the great prow as the hull sped down the ways, slow first, but rapidly gaining momentum, and st the water with a rush of ten or twelve known that the state Labor Bureau prow as the hull sped down the ways, slow first, but rapidly gaining momentum, and st the water with a rush of ten or twelve known the string the string that th

tigated by State inspectors and 39 per cent have been fully sustained.

"Most of the contracts cancelled by Mr. Ahearn and Mr. Fiaffen are contracts practically completed some time. Men are still working in Jerome-ave. from One-hundred-and-sixty-second-st. to Kings-bridge Road, ten, elever and twelve hours a day. There has been no cancellation in Lexington-ave. from One-hundred-and-third to One-hundred-and-nineteenth-st., in Eighth-ave. from Thirteenth to Fifty-ninth-st., in Fourteenth-st., between Eventh and Tenth aves., and on repair work contracts taken under the eight hour law.

"Since the new administration came in each man has been reduced from 43 to 62 cents a day. This reduction is made by adding two hours to each day's work."

MR. PAYNE'S PLAN LIKELY TO FAIL

year-old son of the president of Chicago Univer-sity, and his three friends, Fred Taylor, Fred Gates and Frank Gates, who were arrested at the Berlin, Aug. 27 .- Postmaster General Payne's sug-Gates and Frank Gates, who were arrested at the World's Fair for disturbing the peace, after spending several hours in the World's Fair police station, were released on the refusal of the manager of the Moorish Palace, on the Pike, to proceed WOMAN HURT IN STRANGE MANNER. Ogdensburg, N. Y., Aug. 27.-Sitting on the snub-Mallen, of Irequois, Ont., became tangled in the towrope of the schoquer which was swinging at anchor outside of the harbor here. The rope tightening, tore the fiesh off both her legs, and she is thought to be fatally injured.

LOUISIANA LAUNCHED.

First Stage of Battleship Race.

[BY IELEGRAPH TO THE TRIBUNE.]
Newport News, Va., Aug. 27.—In the great race that is now on between the New-York Navy Yard and the Newport News Shipbuilding and Dry Dock Company for honors in battleship construction contest that may settle the question of warship construction at government navy yards—the private yard won the first heat to-day, when it launched the 16,000 ton battleship Louisiana, amid the cheers of a great crowd and the shrill blasts of many steam whistles ashore and afloat. The new de-fender was named by Miss Juanita Lallande, of New-Orleans, who came with a large party of Louisianians. Governor Blanchard was unable to be present, and was represented by Lieutenant Governor J. Y. Saunders, who arrived here several days ago and was an interested spectator of the

launching preparations.
Governor Blanchard's staff was on hand, occupying places on the platform at the bow of the ship. Governor A. J. Montague of Virginia arrived from Richmond, accompanied by his staff and a party of friends. The Navy Department was represented by Rear Admiral Harrington, commanding the navy yard at Norfolk, and a number of officers from Washington and others stationed at the shippard and at the navy yard.

In the launching of the Louisiana another record was established, the new battleship having the largest displacement of any armorciad put overboard up to this time for the United States navy. Her sister, the Connecticut, which is building at the New-York Navy Yard, will follow closely on the heels of the Louisiana, the date for her plunge having been fixed for September 29. The time for the launching of the Connecticut was announced before the Louisiana date was given to the public. MONTH AHEAD OF THE GOVERNMENT.

At that time there had been nothing given out by the shipyard officials here that would lead to the belief that their ship would be ready to go overboard prior to October 1. Soon after the announcement that the Connecticut would be ready for launching September 29 the Newport News company announced that the Louisiana would go overboard August 27, a month earlier than its sister ship. When it slid off the ways to-day the Louisiana was 54 per cent advanced toward completion, or more than 5 per cent ahead of the government ship, which was started some months be-fore the Louisiana award was made to Newport News. Now that the ship is in the water, the ship-yard officials here expect to forge further ahead of the government builders, and are confident that

Some Quaint Furniture of Earlie Time

finds perfect reproduction in a number of pieces that we have built on the simple theme of straight line simplicity, with

the all important point of comfort.

The mahogany Settle with its movable cushions, the deep seated high back "Whispering" Chair for the leisure hour, and the long Study Table with its columns or scrolls,-all bearing an individuality for fine handicraft and perfect outline.

Grand Rapids Furniture Company

34th Street, West, Nos. 155-157 "MINUTE FROM BROADWAY."

Come here this week and meet the Browns!

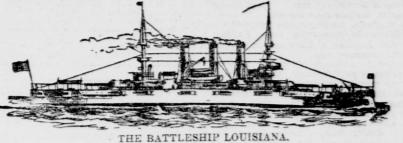
There's a large family of them-all rich. We set the style late in spring and it will be more popular than ever all this fall and winter long. In plain cloths-some in wood tones-some deep mahogany, some with the hint of the olive. Just as many with big overplaids. The proper shade for the proper man.

ARNHEIM

Broadway and 9th St.

8 inches thick on the sides and back; the 8-inch turret armor will be 5½ inches thick on the port plates and 5 inches thick on the sides and back.

The main battery will consist of four 12-inch breechloading rifles, mounted in two turrets, one forward and one aft; eight 8-inch breechloading rifles mounted in four side turrets. There will be a secondary battery of twenty 3-inch (14-pounder) rapid-fire guns of 50 calibres in length, twelve 3-pounder semi-automatic guns, stx 1-pounder automatic guns, two 3-inch field pieces, two machine guns of 30 calibre and six automatic guns of 30 calibre. There will also be four 21-inch submerged torpedo tubes.



Launched at Newport News, Va., yesterday,

they will have the Louisiana in commission some time before the flag is raised over the Connecticut. ARMY AND NAVY NEWS. There were thousands of visitors in the city today, the vanguard arriving last night and all the steamer lines and railroads entering Hampton Roads cities running excursions specially to accommodate the launching crowds. The naval party and the shipbuilding company's guests from Wash ington and the North arrived on a specially char-tered steamer this morning from the national capital. At an early hour men, women and children began to wend their way to the yard. The time announced for the event was 10 o'clock, because the tide was highest at that hour. Washingtonave., the city's principal thoroughfare, which leads directly to the plant, was thronged all the morning. It was a public affair, and no passes or cards were required for admission to the yard.

While awaiting the arrival of the naming party and instending to the discordant music of the sledges as workmen busied themselves with the final preparations, the spectators had an opportunity to see the other war vessels building at the yard. On Chicago, Aug. 77.—Paul Palmer Knapp, son of the Rev. and Mrs. H. W. Knapp, of Oak Park, has paid with his life for his departure to his depart building for Japan. In the water, in the last stages of completion, are the battleship Virginia and the cruisers West Virginia, Maryland and Charleston.

THE NAMING PARTY ARRIVES.

Construction and Repair; Lleutenant H. C. Dinger, Bureau of Steam Engineering; Naval Constructor H. L. Perguson, Bureau of Construction and Repair; Byrd McDonaugh, Naval Constructor W. C. Robert, Mr. and Mrs. F. M. Stover, Captain W. C. Robert, Mr. and Mrs. H. M. Stover, Captain W. F. MacLennan, Mr. and Mrs. H. J. Pack, Harry C. Whiting, Mr. and Mrs. W. E. Winant, General Joseph A. Dumont, Adolph Meyer, H. C. Gauss, R. H. Moses, John Callahan, Lieutenant H. V. Butler, I. E. Gates, Horace See, J. W. Kellogs, Mr. and Mrs. M. T. Spicer, Mr. and Mrs. C. C. Walker, Mr. and Mrs. C. E. Potts, and Mrs. and Mrs. W. E. Mr. and Mrs. C. E. Potts, and Mr. and Mrs. W. F.

President C. B Orcutt and Superintendent W A. Post, of the shipbuilding company, headed the naming party. Miss Lallande was assisted by Miss Alice Stauffer, first maid of honor; Miss Margot Castellanos, second maid of honor, and Miss Ruby Lallande, her sister.

Lallande, her sister.

Up to this time the great hull had rested entirely on the keel blocks on which it was built. Now came the process of transferring the weight from the keel blocks to the sliding ways that were to carry the ship to the water. Long wedges were driven between the two sets of ways along their entire length at short intervals. At the word from M. V. D. Doughty, superintendent of construction The signal was given to Miss Lallande and she

the bow, which held the sliding ways to the ground ways, and a snap and cracking of timber announced that the time was at hand. The big hull quivered for an instant, and then started down the wavs slowly and majestically. With the first movement of the ship. Miss Lallande cast the bottle of cham-

THE BATTLESHIP TAKES THE WATER. Foaming champagne raced down the great steel prow as the hull sped down the ways, slowly at first, but rapidly gaining momentum, and striking the water with a rush of ton or twelve knots an hour. She buried her stern well above the water line, rose aft, gracefully dipped her stem, and was steamers and tugs, noisy with their shricking whistles and cheering passengers.

ery, to the Massachusetts.

Midshipman E. FRIEDRICK, detached the Montgomery, to the Hartford. off on the river between the flanking rows of

There was a general rush for the exits, and soon the shipyard was emptied, with the exception of the company's guests, many of whom were escorted on a tour of inspection of the yard by the shippard officials, prior to repairing to the hotel for the dinner in honor of the sponsor. The Louisiana was picked up by several tugs and docked at one of the piers to receive her engines and machin-

one of the piers to receive her engines and machinery and the finishing touches.

The dimensions of the Louisiana are as follows: Length on load waterline, 450 feet; beam, extreme, to outside of plating, 70 feet 8 inches; draught, on normal displacement of 16,000 tons, 24 feet 6 inches; designed indicated horsepower, 16,500; speed, 18 knots; complement of others, 41; complement of seamen, marines, etc., 778. There will be two sets of vertical, inverted, triple expansion, direct acting, propelling engines, designed for 16,500 collective horsepower at 130 revolutions a minute. Each engine will be placed in a separate watertight compartment, and will have cylinders 32; inches, 33 inches and two 61 inches in diameter, by 48 inches stroke of piston. Steam at 265 pounds pressure will be supplied from twelve boilers of the Baboock & Wilcox marine type, placed in six watertight compartments. The total grate surface of the twelve boilers will be 1,100 square feet, and the total heating surface will be 52,750 square feet. The smookapipes will be three in number, standing fore and aft.

There will be a complete waterline belt 9 feet 3 aft.

There will be a complete waterline belt 9 feet 3 inches wide amidships and stepped down at the ends. In wake of machinery spaces the arror will be 11 inches thick at the top, tapering to 9 inches at the bottom. Forward and aft the armor will step down to 9 inches at the top and 7 inches at the top and 7 inches at the top and 7 inches at the bottom, then to 7 inches at the top and 5 inches at the bottom, then to 7 inches at the top and 5 inches at the bottom, then to 8 inches constant thickness, then to 4 inches constant thickness. There will be lower casemate armor 6 inches thick and upper casemate armor 7 inches thick. The 12-inch turret armor will be 12 inches thick on the port plates,

MANASSAS MANŒUVRES .- The regular army officers who will have prominent command in the combined manœuvres in Virginia are beginning to arrive at the two camps at Manassas and Thoroughfare. The quartermasters and engineers have been at work for several weeks on the preliminary touches, and everything is in readiness for the reception of the regulars, the first of whom began

the profit to them from the invasion of soldiers and citizen spectators. A saddle horse for any length of time from one day to twenty days costs & a day; white board at the farmhouses commands such rates as one does not find outside of the most expensive hotels in the country. The neighborhood of the railroads and the vicinity of the camps are infested by booths where refreshments are to be sold. The credulity of the military men must be enormous, judging from the prevalence of fortune tellers and palmists.

by the troops are at Manassas, for which the officers are greatly rejoicing. Precautions have been Cheers heralded the approach of the naming taken to preserve order among the troops and to party, which was driven to the stand in carriages. avoid any collision which will lead to sensational

The officers who will act as the judges of damages wrought during the operations are already on the ground. The expectation of the farmers is that the corn crop this year in the zone of activity will yield more than ever before. Two claims for damages have thus early been filed. They are for horses collected for the preliminary work. One of the disappointments of the occasion will be the decision not to have lectures and decisions before or after the problems. This proved most profitable to every one who attended the mancaurtes of last year, and the absence of such work this year will mean that many of the militia officers will come away from the camp with a very imperfect knowledge of what it was all about. Every one must await the published report of the chief umpire. Coionel A. L. Wagner, who reported to-day at corps headquarters, ready to assume his important duries.

The coming week will be devoted to minor skirmishes by the regulars, more to get acquainted with the country than anything else. ages wrought during the operations are already

ARMY AND NAVY ORDERS.-The following

Resignation of Second Lieutenant WILLIAM B. BRIS-TER artillery corps, has been accepted.

First Lieutenant J. DE CAMP HALL, 26th Infantry, to Vancouver Barracks to report to Brigadier General Constant Williams as aide-de-camp.

Major wannesses.

for mannesses.

Captain DAVID F. CORDRAY. 28th Infantry, to Columbus Barracks, with recruits to Department of Texas.

to Fort McIntosh.

ond Lieutenant WILLIAM C. RUSSELL 5th Infantry, to assume charge of construction work at Fort Slo-cum, relieving Second Lieutenant Raiph W. Kingman, 16th Infantry.

NAVY. Commander J. H. PERRY, placed on retired list navy with rank of captain. with rank of captain.

Lieutenant A. CRENSHAW, detached the Montgomery: General Grant Will Soon Be at Governor's await orders. Lieutenant E. F. ECKHARDT, detached the Montgom-ery, to the Chicago. Lieutenant A. RUST, detached the Montgomery; await orders.

ARRIVED.

August 27-The Topeka, at Tompkinsville SAILED.

TO OPEN DRYDOCK BIDS ON SEPT. 3.

Lincoln Trust Company Madison Square

Crisp bank notes, fresh minted coin, a reception room, maid in attendance, are features of this company's Ladies' Department.

INTEREST ON DAILY BALANCES SAFE DEPOSIT BOXES AT SPECIAL RATES

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TROOPS AT MANASSAS.

Manoeuvre Camps Practically Completed.

Headquarters Camp, Gainesville, Va., Aug. 27.— The three mancauvre camps, that of the "Blue" army at Manassas; the "Brown" army at Thoroughfare, and headquarters camp, to be occupied by Major General Corbin, his staff and guests, are practically completed. Trops are arriving at Manassas and Thoroughfare, and will continue to do so for several days until the thirty thousand of the regular army and militia which are to participate

in the manœuvres have reached their tents.

General Corbin, who is to be in command of both forces, will reach Gainesville to-morrow. At his camp to-day are Colonel Knight, chief of staff; Colonel Hiestand, adjutant general; Colonel Garlington, inspector general; Colonel Pullman, chie quartermaster; Colonel Hull, president of the dam

quartermaster: Colonel Hull, president of the damage board; Major Phillips, chief surgeon: Captain Moss, aide-de-camp to General Corbin: Captain Brewer's troop of cavairy and Captain Harmon's battery of artillery.

At the Manassas camp General Grant and General Wint are in command. The camp at Thorough fare is in command of Generals Bell, Lee and Barry.

A camp for the accommodation of the press has been established adjacent to headquarters camp, near Gainesville, where from fifty to seventy-five newspaper men are to find accommodations. The two main actions are scheduled for September 4 and 7 and 5 and 3.

Washington, Aug. 27 .- General Corbin to-day passed through Washington to the manceuvres at Manassas, Va. He paid his respects to the General

cal officers at the Manassas manesuves, principal among which will be the transportation to the front of first aid packages by the use of pack mules. They also will try the travois for the transportation of patients. While this method is an old one, it has never had a practical test under service conditions. It is the intention of the medical department to make its equipment at Manassas more complete than it ever has been before. Stationary as well as movable, hospitals will be established. The signal corps of the army also is making arrangements for the test of various new apparatus during the forthcoming manesures. Among other things to be tested is an automobile telegraph car, which combines a telegraph office and a supply equipment. It will be fitted with facilities for making repairs to the various lines.

TROOPS GO TO MANASSAS.

Buffalo, Aug 27.—Companies I, K and M, 1st United States Infantry, from Fort Porter, and Companies K and M, of the 5th United States Infantry, from Fort Niagara, left here to-day for Manassas, Va., over the Pennsylvania Railroad Major George Bell was in command.

MOVEMENTS OF GENERALS.

Island in Command.

Midshipman E. FRIEDRICK, detached the Montgomery, to the Hartford.

Passed Assistant Surgeon J. E. PAGE. detached the Montgomery, to the Puritan.

Assistant Paymaster C. N. WRENSHALL, detached the Yankee, to the Puritan.

Assistant Paymaster F. T. WATROUS, detached the Montgomery, to navy yard, League Island.

MOVEMENTS OF NAVAL VESSET 6 towns of the Department of the East on September 2 to the Department of the Lakes, made vacant by the transfer of General Grant to the Department of the East, General Funston preferred the Department of the East, General Funston preferred the Department of the Columbia, but when he found that General Williams, who had been assigned there, was already on the way there with his bousehold effects, General Funston accepted the nost at Chicago.

MORE FREQUENT DOCKING.

Washington

tleship squadron in European waters, it is not unlikely that it will be found necessary to dock battleships oftener than once a year. One ship, according to the official reports just received at the Navy Department, averaged 3.15 knots to a ton of two ships in this squadron it was found that one was consuming 50 per cent more coal than the other, because of the fact that the former had not been docked for nearly a year, and the bottom was, in consequence, so foul as to hinder her progress.

FOR STUDY OF TROPICAL DISEASES. Washington, Aug. 27 .- Announcement is made at the Navy Department that Surgeon P. A. Lovering has been ordered to the Naval Medical School at Washington, to assume the new chair of tropical diseases. Because of the extensive duty in tropical countries which officers and men of the navy and marine corps are called on to perform this chair was thought to be necessary.

HARRISON SEES ALBANY DEMOCRATS. Albany, Aug. 27.-Congressman Francis Burton Harrison, special member of the Democratic State

Executive Committee, who will assist in the up-State organization, is in the city. He is at the Fort Orange Club, and will probably remain here until Monday, when he will continue his tour of the State. He is holding conferences with the lea-ing Democrats of this city.

Germany Unwilling to Agree to a Two-Cent Rate of Postage.

gestion that the time is at hand for a two-cent postage between the United States. Germany and Great Britain, although the subject of favorable comment in the press, is not regarded at the Ministry of Posts as feasible. Such a proposal in the International Postal Congress would bring out an instructive interchange of views, but the German postal delegates would be against its adoption. Were Germany to reach a two-cent agreement with the United States, it would be expected also by her neighbors. Switzerland, Belgium, France and Holland, Consequently the question must be considered by Germany as a proposal for a single rate of postage with all countries. This would reduce the revenues by many million marks, and the Finance Ministry is not likely to consent to such a scheme. The Amsterdam Chamber of Commerce not long ago asked the Netherlands government to arrange a domestic rate of postage with Germany, but the Dutch government declined to act in the matter. stry of Posts as feasible. Such a proposal in the It really is, when you can increase your business by many, but the using the "Little Ads. of the Prophy" and don't do it. in the matter.

Washington, August 27.

to arrive to-night.

The country is alive with natives, who have already aroused themselves to the possibilities of

The only liquor stores in the country occupied reports calculated to operate against the continuance of the manœuvres.

army and navy orders have been rescived: ARMY.

Major WILLIAM C. BROWN, 3d Cavalry, to Manassas for manœuvres.

16th Infantry.

Captain JOSEPH F. JANDA, ist Infantry: First Lieutenants FRANK W. ROWELL, 11th Infantry, and ABRAHAM U. LOEB, 9th Infantry, to Jafferson Guard, Louisiana Purchase Exposition.

Major JAMES ULIO, retired upon his own application and detailed professor of military science and tactics at the North Dakota Asricultural College.

August 26-The Michigan, at Muskegon; the General Alva, at Chemuipo.

August 26—The Scorpion, from Colon to Woods Hole.
Newport News. Va. Aug. 27.—The United States
cruiser Minneapolis arrived in Hampton Roads at 4:32
o'clock this afternoon. Three minutes later the cruiser
Columbia steamed into the roads. The Columbia and
the Minneapolis, the Frairie and the Topeka sailed for
Hampton Roads from Newport. R. I., yeaterday afternoon. The voyage took the form of a race to determine
the present speed of the cruisers.

Poston Aug. 27.—The cruiser Des Moines sailed to-

Boston, Aug. 27.—The cruiser Des Meines sailed to-day for Gibraltar. The Des Meines has been ordered to join the European squadron.