DAGGERS IN HIS ROOM.

STOLEN ZSCHILLE ANTIQUES FOUND IN LEFEBRE'S APARTMENTS.

HE AND SCHMALZ, THE NEPHEW, UNDER ARREST—THE POLICE INTERCEPT A LETTER OF WARNING PASSING BETWEEN THE SUPPOSED ROBBERS.

The police had in custody at the Central Office yesterday two men who were responsible for the disappearance of some of the antiques, worth over $21,000, which were stolen from the house, No. 5 East Thirtieth-st., and evidently thought that the men were directly implicated in the robbery late on Saturday night. Charles Schmalz, one of the prisoners, is a nephew of the owner of the collection of antiques, and the other prisoner is Charles Lefebre, a liquor dealer, at No. 1,325 Avenue A. Both prisoners are young men. The police declare that the manner in which Schmalz was allowed to have the opportunity to steal was worthy of a comic opera.

The antiques are the property of Richard Louis Zschille, of Grossenhain, Saxony. The collection was on exhibition at the World's Fair and later in the Metropolitan Museum of Art. Mr. Zschille went home, leaving the collection in the care of Dr. Ulrich Jahn, who was arranging for its sale. Dr. Jahn sailed for Paris a fortnight ago, leaving the valuable collection in charge of Karl Werminghoff, of No. 208 West Eighty-fourth-st. Schmalz, the nephew of Mr. Zschille, was employed to watch the house at night. When the robbery was reported, Detectives Reidy and McCarthy interviewed Schmalz, who said that he went uptown Saturday evening to visit a friend, and when he returned he found that the house had been robbed.

The detectives ascertained that he had visited Lefebre on Saturday night, and they found Lefebre in his apartments over his saloon. They questioned him as to his acquaintance with Schmalz, and observed standing in a corner an old gun, which had a tag attached to it, and a couple of antique daggers on the mantelpiece. Later Mr. Werminghoff accompanied the detectives to Lefebre's house and identified the gun as part of the Zschille collection. Lefebre was then placed under arrest. The two daggers were also identified by Werminghoff. One is a French Gothic dagger of the fourteenth century. The other is said to have been dug from the bed of the River Rhine during the thirteenth century. Lefebre admitted that Schmalz brought the gun to his house Saturday night and the daggers on previous occasions.

Going to No. 5 East Thirtieth-st. to arrest Schmalz, the detective met a boy with a letter from Lefebre, warning Schmalz of the first visit of the detectives, and ending with the request: "If you get into trouble let me know."

Schmalz was arrested and taken to Headquarters. When he was searched a letter addressed to Lefebre was found in his pocket. It read in part: "No one can visit me now. Detectives will probably come to see you to inquire about me. Tell them you do not know yet there has been a robbery."

Acting Captain O'Brien believes that Schmalz committed the robbery, and that he has the stolen antiques stored somewhere. The two prisoners were arraigned in the Centre Street Court yesterday and remanded. Mr. Werminghoff said that Schmalz formerly was in the military school in Germany, and was sent to this country because he was wild.

Following is a list of the stolen antiques:

Eighteen antique clasps, value	$439
Three silver clasps	4,775
Eighteen antique charms	893
Eleven antique pieces of jewelry	2,263
Twenty pair antique earrings	337
Twenty pair antique gold earrings	709
Twenty-four pair antique earrings	337
Nine antique watches, five silver, two gold and two crystal	5,400
Twelve antique Greek rings	1,208
Nine antique Roman rings	292
Fifty-seven Gothic rings	5,075
Ten antique miscellaneous rings	220
Five antique Egyptian rings	69
Total value	$21,620

Policemen McGuire, McGovern and McVey, of the West Thirtieth-st. station took to the station last night a prisoner, the identity of whom they endeavored in every manner to conceal. They did not arraign him before the sergeant until 12:40 this morning, and then it was learned that he had been arrested for suspected complicity in the robbery of the antiquities last Saturday night. The prisoner gave his name as Alexander Dandhann, twenty-seven years old, a clerk in a tin factory, and said he lived at No. 99 East Third-st. He was arrested at his home. It was learned that the prisoner had been seen in company with Schmalz on Saturday morning, and the police believe that he knows the whereabouts of the stolen goods not as yet recovered.

MISSING PROPERTY IDENTIFIED.

ANDERSON ADMITS RECEIVING THE STOLEN SILVERWARE, AND TELLS THE POLICE WHO HIS ACCOMPLICES WERE.

The police are highly elated over the capture of Andrew J. Anderson, who robbed the houses of Thomas F. Oakes, ex-president of the Northern Pacific Railroad, at Mamaroneck, and of James L. Kernochan, jr., at Hempstead, Long Island. They believe that Anderson has committed many burglaries and stolen property worth thousands of dollars during the last few months. It is believed also that Anderson recently received a reward of $2,000 for the return of some stolen property.

A representative of the Oakes family went to Police Headquarters yesterday and identified a part of the stolen property which was found in a basement in Orchard-st., near Broome-st. Mr. Kernochan also identified some of the property as his.

Magistrate Brann in the Centre Street Court, yesterday postponed the examination of Anderson. Mark Alter, who appeared as counsel for Anderson, said that his client was willing to admit being a receiver of stolen property, but denied having participated in the robberies. He said that Anderson informed him that three days after the robbery of the Kernochan house he went to see Mr. Kernochan, who had advertised a reward for the return of the missing property. He said that Kernochan immediately called the town constable, a justice of the peace and a foreman, and Anderson was placed under arrest. On the way to the lock-up he protested against the arrest, saying he was a respectable business man and had come on a friendly errand, and threatened to sue Kernochan. The latter and the officers then decided that they had made a mistake, and released Anderson. At that time all of the property stolen from Kernochan was buried at a spot about a mile from his house.

Anderson yesterday informed the officers who his accomplices were, and more arrests are expected.

During the day Mr. Kernochan, while looking over the property at Headquarters in the hope of identifying more goods stolen from his house, recognized a polo cup engraved "Meadowbrooke, 1893," as one of the pieces of silver taken from the residence of Mr. Husted, at Beverley Cove, Mass., in a burglary committed there in September last. Mrs. F. L. Onativia, of West Chester, also called at Headquarters and identified a silver flask inscribed with the letters "F. L. O.," and a silver dog's head ornament as part of the proceeds of a burglary committed at her home on April 17 last. Both from Mrs. Onativia's and Mr. Husted's houses $10,000 worth of silverware and jewelery was stolen.

Evidence that Anderson actually took part in any of the burglaries in which this property was stolen the police as yet have none. It is plain, however, that they have captured a "fence," or receiver of stolen goods, doing a first-class business, and they regard the capture as of the utmost importance, as it may lead to the identification and arrest of the burglars themselves, who are evidently crackmen and at the top of their profession.

Acting Captain O'Brien learned yesterday that Stanley Mortimer, of Beverley Cove, whose residence was robbed of $15,000 worth of silver and jewels a few days before the burglary committed at Mr. Husted's house, received a communication from Anderson some time afterward, offering to return the stolen property for a consideration if he was assured that he would not be molested. Mr. Mortimer consented to Anderson's scheme and met him at the Knickerbocker Club, in this city, a few days before Christmas. He gave Anderson a check for $2,000 and received back all the articles taken from his house. Mr. Mortimer, it is supposed, is the friend whom I. Townsend Burden, the victim of the last great diamond robbery, mentioned as having successfully dickered with the thieves who plundered his house.

Yesterday morning Acting Captain O'Brien received a call from H. H. Heinrichs, a watchmaker, of No. 14 John-st. Mr. Heinrichs identified Anderson as a man who called on him several months ago and sold him a fine gold watch for $115. After purchasing the watch, Mr. Heinrichs wrote to W. C. Potter, of No. 30 Madison-st., Chicago, a fellow-craftsman, asking whether he could find him a customer for the watch. At Mr. Potter's request he sent it to him on approval. Subsequently he received word that the watch had been identified by O. W. Potter, vice-president of the Commercial National Bank, of Chicago, as having been stolen from his country home at Lake Geneva, Wis., in the previous summer. Mr. Potter retained the watch, refusing to reimburse Mr. Heinrichs, who is consequently out $115 by the transaction.

CHAT ABOUT PROMINENT MEN.

Friends of C. Oliver Iselin received word yesterday that Mr. Iselin, accompanied by his wife, will take a trip to Cairo, Egypt. He is now in London. This news disposes of the rumor that Mr. Iselin and the Earl of Dunraven are to fight a duel as the culmination of the hard feeling engendered by the yacht race. Mr. Iselin was living at the Hotel Brunswick previous to his sailing for Europe, and while there had a funny experience with a dog which belonged to Mrs. Iselin. Some time ago a friend gave him the working model of a small steam engine, which ran when a proper amount of steam had been generated by an alcohol lamp. One day Mrs. Iselin lighted the lamp and waited for the engine to get steam up. As the wheels were locked, she left the room for a few moments. The terrier, however, began to play with the machine, and in some manner loosened the brake. The engine began to puff, and to the dog's infinite astonishment started to move out of the room. The dog took after it. The engine gained momentum with each turn of the wheels. The dog was afraid to tackle the puffing "monster," but jumped around barking shrilly in a delirium of excitement. The engine ran out of the room; reached the head of the stairs and then went bumping down the steps. It righted itself at the bottom and kept on going. The clerk in the office witnessed, to his astonishment, an engine pursued by a barking pup go racing through the office. The whole affair ran into a waste-paper basket. The engine toppled over, emitted a cloud of steam, and the dog, anxious to be in at the death, got so mixed up in the waste-basket and paper that he was extricated with difficulty. When Mr. Iselin saw the wreck, he said: "Well, that isn't Defender luck."

"What is the use of blaming the American Line just because the St. Paul was unfortunate enough to run into the mud," said H. C. Du Val yesterday. "That is not as bad as the Cunard people having a ship sunk by a coal barge on a clear night, as was the case of the Oregon. I have crossed on the American Line a great many times, and I have noticed that whenever a fog comes up, or there is any danger, two men are sent aloft and two are stationed forward on watch. The Oregon went down on a clear night, and not a thing in the way of property was saved. The St. Paul, while feeling her way in a fog, simply pushed into the bank. Nobody was hurt, nobody lost anything. The only thing was a slight delay. We ought to sympathize with and help the line that flies the American flag when it gets in trouble."

James S. Clarkson, who was one of the sub-committee of the Republican National Committee that was appointed to visit St. Louis and confer with the business committee of that city for the holding of the National Convention, returned from the West Sunday night. Mr. Clarkson, outside of his duties on the National Committee, is looked upon as the engineer of Senator Allison's Presidential boom. He said briefly that all arrangements had been settled satisfactorily, and that St. Louis would make a good convention city. Then he was asked to talk about Allison's chances, but he thought he had better not. It is whispered in political circles that Senator Allison hoped to become the residuary legatee of Governor Morton, and that Mr. Clarkson had arranged a sort of compromise with the New-York leaders by which the Iowa statesman and the New-York candidate will not antagonize each other, but if at either time their combined vote will elect either one, such a combination will be effected. Concerning this Mr. Clarkson says nothing.

"Has any one heard from Joseph H. Manley lately?" was a question asked by a politician in the Fifth Avenue Hotel recently. Mr. Manley has been silent lately. He rushed through New-York about three weeks ago on his way to St. Louis. He is a member of the sub-committee on which Mr. Clarkson serves. He looked over the ground and studied Governor Morton, and then quietly went away. He has not been heard from since. Mr. Manley is expected in the city within a day or so. He is chairman of the National Committee, and after the National Headquarters are opened in the city early in the fall he will be a familiar figure around the political district uptown.

Captain Jamison, whose vessel, the St. Paul, is now ashore off Long Branch, is one of the best known shipmasters in the service of any line. He has followed the sea for years, and has made many acquaintances in the course of his voyages. Everybody has a kind word for him, now that he is in trouble. He is a stern disciplinarian and tireless when "on the bridge," but when relieved of his duties he is a charming man and a good companion. A man at one of the uptown hotels, who had crossed several times with Captain Jamison, told the following story about the captain of the St. Paul: It was many years ago, when the captain was in charge of a much smaller vessel than the floating palace of the American Line. On the way over, an apprentice on board broke into the hold and stole a piece of heavy cloth to use as a muffler. The theft was detected. The apprentice thought that cutting a little piece off the roll would do no damage, but he ruined the whole piece. He was sentenced to be confined in irons. He was accordingly chained to the mast. During a storm, the boat labored heavily, and was pretty badly damaged. The youth in irons did not mind the storm, but he was in terror about his theft. During the night a vessel was passed, and in signalling her Captain Jamison shouted through the trumpet "Took away our foreyards." When he turned around, the little chap in irons said defiantly: "It's a lie. I only took about a yard."

THE SOUTH AND THE UNION SOLDIER.

GENERAL WALKER'S VIEWS.

The debate in the House of Representatives on the Pension Appropriation bill of this year has been an unusually interesting and important one in several respects. It showed among other things that the resentments of the Civil War are actually dead. Such a speech as that of General Walker, of Virginia, was highly significant. For the first time since the war ended, we believe, a prominent ex-Confederate lifted his voice in the House in advocacy of the pension policy of the Government. The attitude of most Southern men toward that subject has naturally been one of silent yet hostile neutrality. General Walker, who won military distinction as commander of the Confederate Brigade first made famous by "Stonewall" Jackson, probably occupied that attitude for many years after the war. If any man now living in Virginia has a right to speak for the people of that State, especially for the ex-Confederates, General Walker is that man, and it is unnecessary to offer any apology for reproducing here a passage from the speech he delivered recently. In the course of a colloquy with Mr. Hemenway, of Indiana, he said:

Mr. Chairman, in the discussion of this question, I had hoped to remain a listener only; but some remarks made by the gentleman from Indiana (Mr. Hemenway), in my opinion, make it necessary that I should say a word on behalf of the people of my State. The gentleman in his remarks said: "We will elect a Republican President and will place at the head of the Interior Department a man who does not come from the South, whose sympathies must be against the soldier, but some one who will fairly sanction and approve of the Pension laws of the United States." As a Representative from a district of the State of Virginia, as the only Republican Representative of that State, as a Confederate soldier who followed the fortunes of the Confederacy from Manassas to Appomattox, I rise to say that the gentleman misapprehends the sentiments of my people and the sentiments of the Southern soldier. (Applause.) I rise to say that in my district and in my State there is no sentiment, no feeling against the Government paying pensions to the Federal soldiers, to their widows and to their orphans.

Mr. Hemenway—Will the gentleman permit me?

Mr. Walker, of Virginia—Yes.

Mr. Hemenway—My remark was "No gentleman from the South whose sympathies are against the Union soldier."

Mr. Walker, of Virginia—I am glad to accept the correction of the gentleman. I want to say that with few exceptions, and those exceptions men who have no influence in my State or section, there is not a sentiment against paying pensions to the Federal soldiers. (Applause.) I come to speak here for the Confederate soldier, and I speak the truth when I say every Confederate soldier not only approves, but sanctions from the bottom of his heart the policy which would reward and keep from want and from suffering the men who fought for the Union in the war. (Applause.)

I want to say here to the gentleman from Indiana (Mr. Hemenway) that there is a loyalty to the flag of this Union in the South to-day which cannot be appreciated or understood by gentlemen who have not mingled with our people and who do not understand their sentiments and appreciate their principles upon this question.

IN THE CYCLING WORLD.

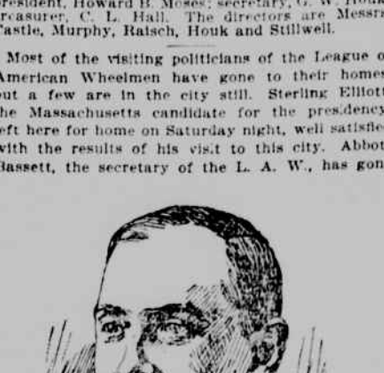
STILL DISCUSSING THE GREAT SHOW.

CYCLE TRAVELLERS' ASSOCIATION FORMED—L. A. W. POLITICS—OTHER NOTES AND COMMENTS.

Wheelmen continue to discuss the Cycle Show and its remarkable result. Many people are wondering still how it all came about. They may forget that the Cycle Show last week was not unlike the continuous performance at some of the local theatres. The doors were opened at 1 p. m. and closed at 10:30 p. m. During those hours a constant stream kept pouring in. The crowd on Saturday was the banner one of the week, and numbered 20,561. The smallest crowd was on the opening night, and the next smallest was on Friday, when it rained, and yet over fourteen thousand people were present. The total attendance for the week was 114,261. While the total cash receipts have not been announced, Frank W. Sanger, the manager of the Garden, sent to the Cycle Board of Trade yesterday a check for $20,000 on account as a part of its share of the receipts. What business arrangements were made between the Garden and the Board of Trade concern only themselves.

As the result of a meeting held by the travellers of the various firms exhibiting at the Cycle Show, an organization which will be known as the Cycle Travellers' Association of America has been formed, and it already has over one hundred members. Its objects are to promote good fellowship and to bring the members together. It is purely a social organization. The meeting was held directly after a dinner given at the Hotel Metropole on Thursday last, and it is the intention of the association to hold an annual dinner at the time of the annual cycle show or when the National League meets. The officers are as follows: President, R. S. Stillwell; vice-president, Howard B. Moses; secretary, G. W. Houk; treasurer, C. L. Hall. The directors are Messrs. Castle, Murphy, Raisch, Houk and Stillwell.

Most of the visiting politicians of the League of American Wheelmen have gone to their homes, but a few are in the city still. Sterling Elliott, the Massachusetts candidate for the presidency, left here for home on Saturday night, well satisfied with the results of his visit to this city. Abbott Bassett, the secretary of the L. A. W., has gone



STERLING ELLIOTT.

back to Boston to tell the people of the wonderful things that this city did in the cycle show line. Bassett says that the L. A. W. secured about two hundred members in the course of the show. Willison, Brewster, Gideon and the others have gone home to prime up for the National Assembly, which will be held at Baltimore, beginning on February 10.

Isaac B. Potter, the Chief Consul of the State for the L. A. W., was in consultation with R. L. Coleman, the president of the Board of Trade, and A. G. Spalding, the ex-president, yesterday regarding Potter's suit, which will come up in the Supreme Court of Kings County to-day. The chances are that the case will be adjourned. The suit resulted from the breaking or discontinuance of a contract held by Potter with the L. A. W. for the publication of "The Good Roads Magazine." Potter has summoned the manufacturers to show by their testimony that certain L. A. W. officials did not live up to their agreement, and that as they had not done so, they had no right to order the discontinuance of the publication. Potter says that he sympathizes with the L. A. W., but the principle involved is wrong. The amount at stake is about $4,000. Potter wished to take the deposition of the manufacturers in writing to save them trouble and legal expense, but the suggestion was not favored by Perkins, the vice-president of the League.

R. Lindsay Coleman, the new head of the Cycle Board of Trade, and Joseph McKee, the secretary, spent a part of yesterday looking for headquarters for the Board. The quarters when secured will be centrally located and will be more commodious than the old quarters. The scope of the Bureau of Information will be extended materially. In speaking of the work to be done Mr. Coleman said yesterday: "At the next meeting of the Board of Directors I shall make an effort to have our form of electing officers changed so that the officers will be elected at the meeting of the stockholders. A resolution will be offered also that no member can serve as president for more than one year. We promise to have a busy year before us." "That you will," said A. G. Spalding, who was standing near.

The cycle path in Brooklyn is in bad shape in places, and if the thaw continues, it would not be a bad idea for wheelmen to keep off it for a few days at least. The frost has been leaving the ground and the path is soft and the wheels cut it badly. Going to the island was nice enough yesterday, but the return trip against the wind was hard work.

The Queens County Board of Supervisors favor the plan of building a road from Rockville Centre to Wreck Lead.

C. Murphy objects to the giving of the one-mile competition record to Bald alone. The record was made at Denver on October 17, and in the race Bald and Murphy ran a dead heat. The race was ridden in 1:55.

There are said to be 150 bicycle clubs in this city, with a total membership of over 75,000.

A meeting of the Cyclist Federation will be held at the Lenox Lyceum on Saturday night. There will be a discussion as to the advisability of drafting a bill for presentation to the Legislature, taxing bicycles $1 for the maintenance of good roads.

NATIONAL BASEBALL BOARD.

Special interest was shown in the meeting of the National Board of the National Baseball League at the Fifth Avenue Hotel yesterday. This august assembly meets annually, and it is supposed to adjust all the baseball squabbles of the year. Even in an association so well managed as the League is squabbles will crop up occasionally which require the cool heads of the baseball world to adjust. The National League is itself a party to the squabbles at times, but as a general thing justice is done.

More interest was felt in the appeal of John M. Ward that he be released from reservation than in any of the other cases which came before the board. Ward says that he has been illegally reserved by the New-York Club, and his claim is substantiated. According to the constitution of the League, the club has no right in the premises. Baseball law says a player must receive a contract within a stipulated time. This was not done. Ward's case came up yesterday and on the request of the present president of the New-York Club the board decided to transfer the matter to the regular meeting of the National League, on February 24.

When seen last night, Ward said that he did not care much, but he thought that the case should be settled as soon as possible, and he could see no reason for further delay in the matter. "You don't suppose for a minute," said he, "that if I had been out of the city they would have postponed the case until my return?"

A delegation from the Eastern League was present to ask the board that an injustice, under which they were suffering, be removed. P. T. Powers, the president; E. F. Bogart, of Wilkesbarre; W. H. Draper, of Providence; C. T. Snean, of Springfield, and J. C. Chapman, of Toronto, were present. The small league men said that their clubs were inconvenienced by the system in vogue of allowing a National League Club to draft a player and keep him as long as they felt like it before signing him or giving him back to the club. It was the sense of the board that such players should be signed within twenty or forty days after they are drafted, or else be returned to the smaller club.

The claim of the Norfolk Club against Gilman and Whaley was sustained, and those players are debarred from playing with any club until they make amends for their transgressions. Each player was charged with deserting his club and signing elsewhere while in possession of money that belonged to the Norfolk club. Hagen goes to New-Haven, while the case of J. Freeman was laid over. The board was represented by N. E. Young, of Washington; A. H. Soden, of Boston; C. H. Byrne, of Brooklyn, and John T. Brush, of Cincinnati.

BROOKLYN JOCKEY CLUB ENTRIES.

The entries to the stakes of the Brooklyn Jockey Club, which closed on January 15, compare with those of last year as follows:

	1895.	1896.
FOR THREE-YEAR-OLDS AND UPWARD.		
Brooklyn Handicap	30	32
Brookdale Handicap	26	25
Parkway Handicap	27	26
Montauk Handicap	—	25
Myrtle Stakes	28	24
Seagate Stakes	—	27
Patchogue Stakes	—	26
FOR THREE-YEAR-OLDS.		
Boulevard Stakes	30	26
Montague Handicap	—	21
Preakness Stakes	31	26
Hempstead Handicap	—	25
Falcon Stakes	30	22
Bayside Stakes	—	26
May Stakes	41	23
FOR TWO-YEAR-OLDS.		
Amazon Stakes	52	54
Clover Stakes	52	51
Roslyn Stakes	—	49
Manhanset Stakes	—	46
Hanover Stakes	59	54
Bedford Stakes	—	46
Seaside Stakes	60	48

A DENIAL FROM MARCUS DALY.

Butte, Mont., Jan. 27.—Marcus Daly, who returned from an Eastern trip yesterday, denies the story that he had determined to organize a Montana racing circuit, to last from spring to fall, with $300,000 in purses and stakes. He said he had neither desire nor time to devote to racing, and would be entirely out of it. The Montana Association, which he has for years supported out of his own bank account, has gone out of business.

NATIONAL GUARD SHOOTING RECORD.

The following members of the 7th Regiment qualified as sharpshooters at the armory range last Saturday:

	200 yards.	500 yards.	Total.
Major A. W. Conover, Field	34	35	69
Private F. E. Baker, Co. F	33	32	65
Private A. B. Ashford, Co. I	33	34	67
Sergeant R. C. Flaner, Co. F	31	34	65
Private G. Du Val, Co. I	31	34	65
Private G. D. White, Co. C	30	35	65

The following qualified as experts:

	Deliberate fire.	Rapid fire.
Sergeant O. M. Beach, Co. B	68	69
Sergeant E. C. Robinson, Co. C	69	62

At the 22d Regiment range the prize match was won by Captain Lilliendahl, who has been in the lead from the start. Three other members of the regiment came dangerously near the prize winner's score, as the following record will show:

	200 yards.	500 yards.	Total.
Captain Lilliendahl	23	24	47
Private Sargent	22	24	46
Private Dressler	22	24	46
Sergeant Romaine	21	25	46
Sergeant Price	22	23	45
Captain Tuttle	22	23	45
Private Conrow	21	24	45
Private Sterling	21	24	45
Private Hanlon	21	23	44
Private Mehrmann	21	22	43
Private Porter	21	22	43
Private Stooke	23	19	42
Corporal Stubbe	22	20	42
Private Berwick	20	22	42
Lieutenant Stoddard	18	24	42
Private Mood	20	21	41
Private Haight	20	21	41
Private Merritt	15	25	40
Private Watson	20	19	39
Private Wolfe	15	24	39

THE REPORT COMING SOON.

ARRANGEMENTS FOR PUBLISHING THE DUNRAVEN FINDINGS.

The Dunraven Inquiry Committee of the New-York Yacht Club, which will present to the club the result of its labors on Friday evening, will have no statement to make as to the Dunraven matter until then. Arrangements have been made for furnishing the report for publication at that time, and it is expected that it will appear in the London publications next Saturday.

The evidence makes a large book, but the report proper, the findings of the committee, will probably be comparatively short—about two columns or so of The Tribune. The verdict has been anticipated by most people who have given the matter any attention, and it will probably contain nothing of a startling or surprising nature.

A NEW YACHT FOR J. P. DUNCAN.

Charles L. Seabury & Co., of Nyack, N. Y., are building a new steam yacht for John P. Duncan, of this city, who formerly owned the Washita. The yacht will be ready for delivery about January 1. She will be 140 feet over all, 114 feet water-line, 17 feet beam, 9 feet 6 inches depth and 7 feet draught. The yacht will be both stanch and artistic, and if the plans as laid out are executed she will be one of the most beautiful of her class. She will have a triple expansion engine, and her builders have guaranteed a speed of sixteen miles an hour for three consecutive hours.

STRIKE AFFECTS THE NEW HOTEL.

The strike at the new Manhattan Hotel, at Forty-second-st. and Madison-ave., still continues. The strike is due to a fight between the Board of Walking Delegates, the United Brotherhood of Carpenters and the National Electrical Workers' Union. The last two organizations named are not affiliated with the board, hence the trouble. The hotel has been practically tied up by the strike for several weeks. It is owned by Congressman James J. Belden. Only the carpenters and electrical workers are working on it now, and unless the war between them and the Board of Walking Delegates is settled, the balance of the work will have to be done by non-union mechanics.

FOR AN INVESTIGATION IN MARYLAND.

Baltimore, Jan. 27.—A series of resolutions providing for the appointment of an investigating committee of seven members of the Legislature will be introduced in the House of Delegates at Annapolis in a day or two by Frederick R. Bye, of this city, looking to the investigation of the State and municipal governments during the last thirty years. Mr. Bye will also ask that the committee be directed to report as to the charges that "legislation has often been a matter of barter and sale"; that "offices have been needlessly multiplied"; that "salaries of public officials have been needlessly increased, so that professional politicians might the better maintain themselves and their retainers."

One provision of the resolution relates to the oyster police force. It states that the force is "useless and expensive," and that appointments to office have been habitually and systematically made for purely partisan purposes and without regard to public interests.

Such a committee as the resolutions call for has, under the constitution of Maryland, extraordinary powers. It can demand the custody of all books, papers and records, and can imprison offending officials. It is stated that ex-Congressman John V. F. Findlay will be the examining attorney if the resolutions are adopted.

AN ASTRONOMER.

Mrs. S.—By the way, I hear Jupiter, the evening star, is worth seeing just now. Can either of you girls tell me where to look for it?

Bertha—Yes, I can. It's exactly two yards and a half to the right of the Great Bear!

Mrs. S.—Two yards and a half! What on earth do you mean?

Bertha—Well, I've measured it carefully with my umbrella!—Punch.

(My mama used Wool Soap) (I wish mine had)

WOOLENS will not shrink if

WOOL SOAP

is used in the laundry.

Wool Soap is delicate and refreshing for bath purposes. The best cleanser. Buy a bar at your dealers.

Raworth, Schodde & Co., Makers, Chicago.

63 Leonard St., New-York.

CHESS PRIZES AWARDED.

TWO DRAWN GAMES ON THE LAST DAY OF THE TOURNAMENT.

LASKER, STEINITZ, PILLSBURY, TSCHIGORIN THE ORDER OF THE FINISH IN ST. PETERSBURG—DETAILS OF THE CONTEST.

St. Petersburg, Jan. 27 (Special).—The chess tournament was concluded to-day, when Lasker received the first prize, Steinitz second, Pillsbury third and Tschigorin the fourth.

The game left adjourned between Tschigorin and Steinitz on Thursday, an Evans Gambit, offered by the Russian, was finished on Saturday and ended in a draw, after ninety-six moves. Tschigorin would have won the game but for careless play.

To-day the final sitting took place, when Pillsbury and Steinitz were pitted against Tschigorin and Lasker, respectively. The first named opened the games with queen's gambits, and in both cases the gambit was declined. Pillsbury and Tschigorin played an even game throughout, and divided honors after fifty-nine moves.

Steinitz, however, allowed Lasker to escape with a draw after forty-four moves, when the veteran might easily have won the game.

Following is a summary of the tournament, giving the details of all the games played, openings and number of moves:

FIRST ROUND.	
Lasker ..... 0 vs. Pillsbury... 1 Petroff's Defence	33
Steinitz .... 0 vs. Tschigorin. 1 P—Q 4	38
Lasker ..... 1 vs. Steinitz... 0 Ruy Lopez	32
Tschigorin .. 0 vs. Pillsbury... 1 Four Knights	26
Steinitz .... 1 vs. Pillsbury... 0 Petroff's Defence	60
Tschigorin .. 0 vs. Lasker.... 1 Evans Gambit	26
SECOND ROUND.	
Pillsbury ... 1 vs. Tschigorin. 0 Queen's Gambit Decl'd	57
Steinitz .... 0 vs. Lasker.... 1 Queen's Gambit Decl'd	39
Pillsbury ... ½ vs. Steinitz... ½ Queen's Gambit Decl'd	54
Lasker ..... ½ vs. Tschigorin. ½ Ruy Lopez	44
Pillsbury ... 1 vs. Lasker.... 0 Ruy Lopez	45
Tschigorin .. 0 vs. Steinitz... 1 Evans Gambit	60
THIRD ROUND.	
Steinitz .... ½ vs. Pillsbury.. ½ Petroff's Defence	37
Tschigorin .. 0 vs. Lasker.... 1 Giuoco Piano	47
Lasker ..... ½ vs. Pillsbury.. ½ Petroff's Defence	31
Steinitz .... 1 vs. Tschigorin. 0 Queen's Gambit	34
Tschigorin .. 0 vs. Pillsbury... 1 Petroff's Defence	33
Lasker ..... ½ vs. Steinitz... ½ Ruy Lopez	32
FOURTH ROUND.	
Pillsbury ... 0 vs. Lasker.... 1 Queen's Gambit Decl'd	31
Tschigorin .. 1 vs. Steinitz... 0 Evan's Gambit	25
Pillsbury ... 0 vs. Tschigorin. 1 Queen's Gambit Decl'd	40
Steinitz .... 1 vs. Lasker.... 0 Queen's Gambit Decl'd	30
Pillsbury ... 0 vs. Steinitz... 1 Queen's Gambit Decl'd	45
Lasker ..... 1 vs. Tschigorin. 0 Ruy Lopez	50
FIFTH ROUND.	
Tschigorin .. 1 vs. Pillsbury.. 0 Ruy Lopez	43
Lasker ..... 1 vs. Steinitz... 0 Ruy Lopez	44
Steinitz .... 1 vs. Pillsbury.. 0 Petroff's Defence	66
Tschigorin .. ½ vs. Lasker.... ½ Two Knights Defence	34
Lasker ..... ½ vs. Pillsbury.. ½ Queen's Gambit Decl'd	40
Steinitz .... 0 vs. Tschigorin. 1 Queen's Gambit Decl'd	44
SIXTH ROUND.	
Pillsbury .. 0 vs. Steinitz... 1 Queen's Gambit Decl'd	98
Lasker ..... 1 vs. Tschigorin. 0 P—Q 4 Opening	34
Pillsbury ... ½ vs. Lasker.... ½ Ruy Lopez	51
Tschigorin .. ½ vs. Steinitz... ½ Evans Gambit	56
Pillsbury ... ½ vs. Tschigorin. ½ Queen's Gambit Decl'd	50
Steinitz .... ½ vs. Lasker.... ½ Queen's Gambit Decl'd	44

TOTAL SCORE.

	Won.	Lost.		Won.	Lost.
Lasker	11½	6½	Pillsbury	8	10
Steinitz	9½	8½	Tschigorin	7	11

The St. Petersburg Chess Club had the following expenditure in carrying out the tournament: Lasker prize, $400; Steinitz prize, $370; Pillsbury prize, $255; Tschigorin prize, $225; travelling expenses to the first three named players, $900; hotel and other expenses, $650; sundries, $100; total, $3,000.

EVOLUTION OF THE MOTOR.

HOW THE DEMAND BY ELECTRIC RAILROADS FOR INCREASED POWER HAS BEEN MET

From The Boston Herald.

Since their first introduction, electric railway motors for street railway purposes have undergone great changes. Those first introduced by the Sprague and the Thomson-Houston companies were far too feeble for the work required of them, and thus failures in operation were numerous, and the cost of repairs became excessive. These motors were of the "double reduction" type, and consequently each motor had two pairs of gears and six bearings, which were all exposed to the dust and grit of the roadbed, and thus the friction and wear of the moving parts was abnormally great.

To the Westinghouse Electric Company is due the credit of first comprehending the true requirements in motor construction for street-car propulsion by electricity, for it designed and brought out a "single reduction" motor of great strength and ample power, having only a single pair of heavy gears which were inclosed in a dust-proof case, containing a lubricant for the gears, the effect of which was to greatly reduce friction and lengthen the life of the various parts. This motor, known as the "No. 3 Westinghouse electric motor," was, as soon as offered to railway companies, recognized as a radical departure of great commercial value, and its merits enabled the Westinghouse Company to make rapid strides in the introduction of its railway apparatus. As a matter of fact, when it became known that the Westinghouse Company had produced a successful single reduction motor, there was no longer a market for the double-reduction motors of the forms being manufactured by the Sprague and Thomson-Houston companies, and these two firms were obliged, in order to compete at all, to hastily bring out single-reduction motors. The Thomson-Houston Company first brought out their "S. R. G." (single reduction gear) type, which, by reason of lack of time to consider every feature, was not successful. This was followed shortly after by the "W. P." (water-proof) motor (often referred to in the trade as "Westinghouse pattern"). In many instances the Thomson-Houston Company was obliged to substitute "S. R. G." motors for its double-reduction motors before the railway companies would accept and pay for electrical car equipments, and in one instance it was further obliged to substitute "W. P." motors for the "S. R. G." motors in order to effect a settlement of account. Following the consolidation of the Thomson-Houston and the Edison General companies into the General Electric Company was the bringing out of the "G. E. 800" motor—that is, a motor capable of exerting a pull equal to a force of 800 pounds applied to the drawbar of the car. These motors have also been found wanting in many respects. The motors had insufficient power for the heavy work often required in towns where there were steep grades, and where trailers were used, and, their armatures being defective, were frequently burned out. During the past two years the Westinghouse Company has brought out its "No. 12" and "No. 12 A" motors, the "No. 12 A" being the same as "No. 12" except in the form of casing. The "No. 12 A" motor has all of the essential features of its "No. 3," but with additional advantages which have made it by far the best twenty-five to thirty horse-power motor that has yet been produced for street railway purposes. The "No. 12 A" motor, of the type used in cities, has a power of 1,100 as compared to 800 of the "G. E. 800" type, so that cars fitted with Westinghouse "No. 12 A" motors have been able to haul trailers up the steepest grades in places where the "G. E. 800" have been unable to more safely take up the motor-car alone.

Those roads which first started with the "No. 3" Westinghouse motors have continued to order them for their extensions, notwithstanding the fact that the "No. 12 A" Westinghouse motor is some hundred pounds lighter per car, and is of greater power than the "No. 3." The form of armature adopted by the Westinghouse Company in its "No. 3" motor has proved a perfect device, and other makers have copied it in order to avoid many of the difficulties due to their former construction.

In talking with the engineer who gave the foregoing information, it was brought out as a matter of importance that there had never been for sale a single second-hand Westinghouse motor of either type, though there have been, because of their defects and insufficiencies, thousands of motors manufactured by others replaced by better forms.

DEFECTS IN THE RAINES EXCISE BILL.

THE GOOD FEATURES OVER