DICKENS AND DOLBY.

SAD DEATH OF THE NOVELIST'S SECRETARY.

REMINISCENCES OF THE READINGS.

From The London Daily News.

George Dolby, formerly private secretary to Charles Dickens, went to Fulham Infirmary twelve days ago, penniless, dirty, emaciated and unkempt. He died on Wednesday of last week, and at the inquest on Saturday it was stated that he was insured for £3,000 in favor of an artist son in Paris. He had no income, but was supplied with money by his friends. He drank to excess, and was turned from his lodgings in Hammersmith on account of his dirty habits. He formerly lived in Herefordshire, and had made large sums of money in the past. A distant relative named Rycroft, who identified, said he thought deceased got so shabby that he had been ashamed lately to approach his friends for help. The verdict was "Bronchitis, accelerated by self-neglect."

The last chapter in the life of the man who was Dickens's aide-de-camp during some of his famous reading tours, both at home and in America, reads like a grotesque episode in a Wilkie Collins novel. Indeed, that wonderful spinner of creepy romances has one character who bears some semblance to poor Dolby in his last days—a man who hides from the world and dwells in a noisome den, where he lives unkempt and unshorn, shunning friends and society alike. Yet for several years Dolby had shared in some of the greatest personal triumphs of the novelist's life, and lived with him on terms of the greatest intimacy. We are, indeed, not at all sure that Dolby's enthusiasm and sanguine temperament did not in some measure lead Dickens on to those last readings which no doubt sent him to his early grave. When first those famous dramatic efforts were begun, the business which they involved was managed by Arthur Smith, the brother of Albert Smith, of Mont Blanc renown. When he died Dolby succeeded to his post, which was a most onerous one. Dolby himself wrote a book describing his experiences, but it is poor, loose stuff, and does not contain one anecdote or reminiscence worth preserving. But Dickens's own letters are full of references to "Dolby," and very curious and amusing they are to this very day, when Dickens and all that relates to him have still a profound interest for the public. The history of Dolby is the history of the readings. He was always in difficulties. So fierce was the demand to hear the reader that Dolby, not being Procrustes, could never accommodate the halls to the public. But enthusiastic crowds used to fill them to the roofs, and hundreds used to be turned away nightly. Their only resource was to "pitch into Dolby."

"In Dublin," says Dickens, "people are besieging Dolby to put chairs anywhere—in doorways, on my platform, in any sort of hole and corner. This was in Dublin. In Liverpool the police intimated officially that three thousand people were turned away—they carried in the outer doors and pitched into Dolby." It was Dolby who used to administer to the distinguished reader the oysters and champagne, and other fillips, between the "acts" in the dressing room. It was Dolby who used to amuse him in the harassing railway journeys between the towns and cities. It was Dolby who, bubbling over with joy, used to bring him the evidence of his amazing popularity, as judged by the heavy bags of money jingling in his hand; and sometimes Dolby used to come with hair dishevelled and garments torn and tattered, after a fight with an enraged and disappointed crowd. It was Dolby who used even to help him on with his clothes when there was a train to catch after the reading was over. "Reading," paid at £70 a night of two hours, with all expenses paid, seems about the most agreeable way of earning a living that one can imagine, until we remember the awful exhaustion, the dreadful reaction which follows violent efforts. The story of his readings is the story of sleepless nights, with terrific applause still ringing in the reader's ears, mingling often enough with the roar of the train rushing through the night. Then it was Dolby who used to carry him off to the sea for a whiff of the briny. It was Dolby who used to provide cold collations and the best of drinks for those night journeys. At some of the bigger cities the excitement to hear him was so great that Dolby used to leave the genteel parts of the house and stem "the shilling tide." It was Dolby who kept off too pressing callers. There was a poet, for instance, who had christened his child after Dickens, and haunted him.

Such was the enthusiasm which led to the final and fatal series of readings in America. Offers came fast and furious, and at last his friends, Forster and Wills, held a consultation, with Dickens and Dolby, as to the advisability of accepting the proposals. They voted against them on the ground of health and strength. But Dolby was dispatched to America to see the ground, for Dickens had determined to run the readings himself, notwithstanding the buzzing speculators who had been overwhelming him with offers. "Have no fear that anything will induce me to make the experiment," he writes, "if I do not see the most forcible reasons for believing that what I could get by it, added to what I have got, would leave me with a sufficient fortune. The prize looks enormous." Dolby said, "Yes," and the result was months of such exciting scenes as have never been equalled for enthusiasm. Immense trains of people would stand outside the booking office for hours in the freezing snow on the chance of getting a seat.

The Americans, for all he had criticised them so sharply, read him more than the English. Millions of them treasured every word he had written. He had complained bitterly of the American pirates who had stolen his books. The homage and streams of sterling gold that were now thrown at him were the arrears. It was Dolby who fought the speculators who made corners in tickets for the readings. He actually made money at the rate of £1,300 a week, and the speculators made a handsome thing out of it. Although no one could buy more than six tickets, of course they employed others to buy for them, and then ran the prices up. Great indignation was the result, and Dolby was the man who was, metaphorically speaking, tarred and feathered in the daily papers. The scenes at the booking offices almost transcend belief. The pay place—we give one instance—was to open at 9 on a Wednesday morning, and at midnight on Tuesday a long line of speculators were assembled en queue; at 2 in the morning a few honest buyers had begun to arrive; at 5 there were, of all classes, two lines of not less than eight hundred each; at 8 there were at least five thousand persons in the two lines; at 9 each line was more than three-quarters of a mile in length. Members of families relieved each other in the queues; waiters flew across the streets and squares from the neighboring restaurants, to serve parties who were taking their breakfast in the open December air; while excited persons offered $5 or $10 for the mere permission to exchange places with other persons standing nearer the head of the line.

As the fever grew Dolby's task got still more difficult. The speculators used to come with mattresses, whiskey and food, and camp by his office. One night the crowd actually made a bonfire in the street, it was so cold. The police interfered, and a general fight took place. In the morning when Dolby appeared with a portmanteau full of tickets he was saluted with, "Hallo! Dolby. So Charley has let you have the carriage, has he, Dolby? How is he, Dolby? Don't drop the tickets, Dolby! Look alive, Dolby!" In the midst of which he got to business, and concluded, as usual, by giving complete dissatisfaction. Mr. Dolby had more serious troubles. He had to keep a sharp eye on the master who called forth this extraordinary enthusiasm. On the afternoon of his birthday, for instance, a friend dropped in and found Dickens covered with mustard poultices and voiceless. He turned to Dolby and said, "Surely, Dolby, it is impossible that he can read to-night." Said Dolby, "I have told Mr. Dickens so four times to-day, and I have been very anxious. But you have no idea how he will change when he gets to the little table." It was Dolby, though, who was as tender as a woman and as watchful as a doctor. He even sat by his side when he was reading, and kept his eye on him all the time. It was Dolby who got so confused with his manifold duties that he once sent an advertisement in these astonishing terms to the papers:

"The reading will be comprised within two [illegible]inutes, and the audience are earnestly entreat[illegible] be seated ten hours before its commence[illegible]

But [illegible] was Dolby who counted the money, which wa[illegible] the most interesting of all his duties. His own co[illegible]mission was £3,000! The expenses were about £14,000. Dickens's net reward was £20,000. The whole set produced over £30,000. But they killed him, and poor Dolby does not seem to have benefited much by his honorarium.

WM-H-JACKSON COMPANY
UNION SQUARE (North).
We invite your inspection of our new importation of
FRENCH ANDIRONS & FIRE-SCREENS.
We also have over two hundred different designs in
MANTELS and FIREPLACES.
OUR OWN FOUNDRIES AND SHOPS.

TAKE PIPES AND LET WATER RUN.

LEAD AND HAND TRUCKS STOLEN FROM PAPER HOUSES IN BEEKMAN-ST.

Police Headquarters detectives are looking for a set of thieves working in the paper district around Beekman-st., who steal lead pipe and hand trucks. The latest work of the gang was done yesterday morning, when they got into the five-story building at No. 24 Beekman-st., cut away all the lead pipe and let the water run. The flow of water into the lower floors damaged the stocks of Schnakanberg & Mandell, dealers in ball programmes and fancy calendars, and of Jones, Grow & Co., paper makers, doing at least $500 damage.

The thieves must have worked just about sunrise yesterday, as the water was found flowing a little after that time, and it was judged that if the water had flowed all night the damage would have been many times greater.

SEABOARD AIR LINE RUMORS.

TALK OF CONSOLIDATION WITH THE SOUTHERN—THE PENNSYLVANIA AND THE LATTER ROAD.

Rumors that Thomas F. Ryan was about to withdraw the suits which, as a stockholder of the Seaboard and Roanoke and Raleigh and Gaston railroad companies, he has brought in opposition to the Seaboard Air Line consolidation project, and that his stock holdings were to be purchased by a syndicate of which John L. Williams & Sons, of Richmond, and Middendorf, Oliver & Co., of Baltimore, are members, were printed yesterday afternoon, and it was added that a meeting of the Managing Committee of the Seaboard Air Line had been held here earlier in the day, for the purpose of discussing the terms of purchase of the Ryan stock. Mr. Ryan said yesterday afternoon: "I stopped talking about the Seaboard six months ago and I don't want to begin again now."

President John Skelton Williams, of the Seaboard, when seen at the Waldorf-Astoria last night, would say only: "The statements in the evening papers about the Seaboard Air Line are incorrect." It was also reported yesterday that an important conference was being held between officials of the Seaboard Air Line Company and representatives of the Southern Railway Company. At the office of the latter company the rumor was declared to be unfounded.

Despite all denials, it is believed in some circles that important new interests have entered the list of Southern Railway stockholders, and that the Pennsylvania Railroad will have a representative in the Southern Railway Board at the next annual meeting. It is also reported that as a step precedent to the entrance of Pennsylvania interests into the management the present voting trust of the Southern Railway Company is soon to be dissolved. A prominent director of the Southern said yesterday, however, that he was not aware of any intention on the part of the controlling interests to dissolve the voting trust.

Richmond, Va., Nov. 28 (Special).—The consolidation of the Seaboard Air Line and the Southern Railway is the latest subject of rumor and gossip in railroad circles. It is believed here, however, that there is probably no foundation for the rumor, although it is understood that an expert has been examining the books of the two companies for some time. It is pretty well assured that the Seaboard Air Line and the Southern will soon perfect more satisfactory traffic arrangements. A railroad man in a position to know said to-night he did not think there would ever be another rate war between the Seaboard Air Line and the Southern.

MASKED MEN LOOT A BANK.

BLOW OPEN A SAFE AT EMDEN, ILL.—UNWILLING SPECTATOR OF THEIR DEEDS.

Emden, Ill., Nov. 28.—Four masked men wrecked the Farmers' Bank of Emden early to-day. It is stated that they secured all the funds of the bank, between $3,000 and $4,000. The first explosion aroused John Alberts, who lives four blocks away, and he hurried to the bank. One of the robbers on guard in the street seized Alberts, and he was bound hand and foot and dragged into the bank, where he witnessed the drilling into the vault door for the second blast.

When the fuse was lighted the robbers stepped outside, and Alberts lay in the corner when it went off. He was not seriously injured, however. The second blast unhinged the vault doors, and the robbers made off with all the cash. Securing a handcar, they pulled in the direction of Delavan. There they were met by Night Patrolman Sanford, who attempted to arrest them. One of the robbers fired and Sanford fell, mortally wounded. Outside the town the men boarded a passenger train on the Chicago and Alton. All traces of them were lost. The engineer of the passenger train says he saw a man jump from the first car near Minier while the train was moving at a high speed, but a search of the locality failed to show any traces of the man. The bank building was almost a complete wreck, and the vault was entirely ruined.

NOTES OF THE STAGE.

Lady Hope, formerly known on the stage as May Yohe, has been engaged for the new burlesque, "The Giddy Throng," which is to be produced at the New-York Theatre early next month. Other members of the cast will be Miss Mabel Fenton, Miss Amelia Summerville, Grafton Baker and Eddie Girard. The piece will include burlesques of "The Gay Lord Quex," "Richard Carvel," "L'Aiglon" and "David Harum."

The matinee performance which Miss May Irwin is to give of Ramsay Morris's new farce, "Madge Smith, Attorney," will take place at the Bijou Theatre on the afternoon of Thursday, December 6, instead of on December 12, as previously announced.

The 100th performance of "Arizona" at the Herald Square Theatre will be celebrated with souvenirs on Tuesday evening of next week.

"In Mizzoura," by Augustus Thomas, will be presented next week at the American Theatre.

Mrs. Jessie Bartlett Davis has been received with much favor by the audiences at Keith's, where she is singing this week, and her experiment in vaudeville is regarded as a success. She sings several of the songs which were popular when she sang them as a member of the Bostonians.

The new play produced in London on Tuesday night at the Haymarket Theatre, entitled "Second in Command," by Captain R. Marshall, author of "A Royal Family," has been secured by Charles Frohman for this country. Captain Marshall is now at work on a new play, which, it is expected, will be suitable for Miss Annie Russell.

The date of the appearance of Miss Edna May at the Herald Square Theatre has been changed from December 24 to January 7.

Mr. Sothern's physicians have informed his manager, Daniel Frohman, that he will be ready to go on with his tour with "Hamlet" Christmas week. Mr. Sothern will therefore open in St. Louis on December 24.

The season of opera in English at the Metropolitan Opera House will close on Saturday, December 15, and on the following Tuesday the organization will start for Chicago, where it will sing for two weeks at the Auditorium. After the Chicago engagement the company will visit Pittsburg, Buffalo, Rochester, Utica, Syracuse, Washington, Boston, Brooklyn, Baltimore, Cleveland, Cincinnati, Louisville, Indianapolis, Detroit, Toledo, Columbus and Philadelphia, in the order named.

M. Coquelin will deliver a lecture at Carnegie Lyceum on Tuesday at 4 p. m., under the auspices of the Alliance Française. His subject will be "Beranger."

SCALPED BY A TROLLEY WIRE.

Binghamton, N. Y., Nov. 28.—Daniel Casey, who at one time was well known as a pitcher in the Philadelphia and other National League clubs, was literally scalped here to-day. Casey is now a trolley car conductor, and was standing on the top of his car repairing a broken spring when the car began to move down a slight incline. Casey was struck by a cross wire and hurled to the ground, where he was picked up unconscious. It was found that the top of his scalp had been torn from the head. Unless he sustained internal injuries he will recover.

KEARSARGE AT OLD POINT.

Newport News, Md., Nov. 28.—The United States battleship Kearsarge passed in the Capes this afternoon and anchored off Old Point. The Kearsarge left New-York on Tuesday and made good time down the coast. Other ships of the North Atlantic Squadron will arrive between now and the middle of December, and on the 20th of that month the entire squadron will sail from the Roads on its cru[illegible]

DEPEW'S NEW PORTRAIT

ADORNS THE OFFICE OF THE SECRETARY OF STATE AT ALBANY.

SENATOR TELLS OF HIS TROUBLES IN SECURING THE NEW-YORK SOLDIER VOTE IN 1864.

Albany, Nov. 28 (Special).—Senator Chauncey M. Depew came here to-day from New-York to witness the placing upon the walls of the office of the Secretary of State in the Capitol of a portrait of himself taken from a photograph made in 1864, when Mr. Depew was Secretary of State. When Alonzo B. Cornell was Governor he initiated the work of securing and exhibiting in the rooms of the heads of State departments and bureaus the portraits of former holders of these offices, and as a result of this project nearly every room of a State official in the Capitol now has many valuable portraits on exhibition.

Several years ago Mr. Depew sent a portrait of himself to Albany at the request of the then Secretary of State, but, while the likeness was an excellent one, Mr. Depew was dissatisfied with it because it did not represent him as he looked when Secretary of State, but as he appeared thirty years later. In the interest of historical truth, Mr. Depew has had a portrait of himself painted from an old photograph, and this was substituted for the old one to-day. The artist who painted the first picture, Muller-Ury, has painted this second one. Mr. Depew was twenty-nine years old when elected Secretary of State. The members of his family, Mr. Depew said to-day, think the portrait an excellent one.

There were many State officers present, among them Secretary of State McDonough, State Engineer Bond, State Treasurer Jaeckel, Deputy Secretary of State Morgan, and John N. Partridge, Superintendent of Public Works. When the portrait was put in place Mr. McDonough asked Senator Depew to say something in relation to his career as Secretary of State. In response Senator Depew said in part:

SENATOR DEPEW'S SPEECH.

There are few of my contemporaries in office now living. Horatio Seymour was Governor, Lucius Robinson was Controller of the State, John Cochrane was Attorney-General, George W. Schuyler was State Treasurer, every one of them, I think, not less than twenty years older than myself; so that I am the only survivor of the State administration of that time. The average age of the members of the State administration and of the Legislature was about forty-five, and I was twenty-nine. Good politics, good habits, lots of work and plenty of fun make me just as vigorous now, thirty-seven years afterward, as I was on the day that picture was taken. Politics in public life has not changed in all these years. I notice the same anxieties for position, the same constant assurance on the part of the officeholder of his desire to return to the quiet neighborhood where he has always lived, the same disinclination to be taken at his word when the period comes around again.

The times are very much changed since then. That picture was taken in January, 1864; it was the last year of Mr. Lincoln's first Administration. It seems impossible to picture that period so that any one can grasp the exciting conditions which prevailed at that time. War had been in progress for two years. New-York State had three hundred thousand of its citizens soldiers in the war. The Presidential year was coming on with a hesitancy about naming Lincoln again—every one was asking whether Mr. Lincoln could be re-elected because of the many objections to the prolongation of the war.

Politics in our own State was uncertain. Governor Seymour had been elected in 1862 by a large majority. I ran ahead of the Republican ticket as Secretary of State and was elected by 30,000 majority. All of the Legislatures of all the States in 1864 passed laws permitting the soldiers to vote. At that time the Army numbered nearer two million than one million men, as was thought. In every other State but this the Governor was authorized to take the soldiers' vote. Seymour being a Democrat, the Legislature assigned to the Secretary of State the duty of taking the vote. Governor Seymour felt bad about it. He said he would like to join with me in this function. I would have been very glad to have done it, for partisanship has never been very bitter with me. But the Legislature was specific, and I knew the state of feeling in the State, and I said it was impossible for me to grant his request. I then went down to Washington for the purpose of getting the location of the different New-York State troops for the purpose of securing their vote. Each State had a different process. The process adopted by our State was for the commanding officer of the regiment or company of New-York soldiers to open the polls and have the vote cast, and then, under the proper directions, that vote was certified and sent to the polling places of the soldiers at home. There were two incidents connected with that soldier vote which I think I never have told, because people were living and they might be regretted if told.

AN EXPRESS MANAGER'S WORK.

When I was told to get the soldiers' vote I went to the several express companies, and all declared that it was impossible to collect it; that there was no machinery by which a district canvass could be made, and the soldiers could not be reached and the ballots safely brought back so that they could be transmitted safely to the respective polling places. The New-York State soldiers were situated in isolated posts and scattered in foraging and scouting expeditions. I was in despair. I went to the War Department and asked them if they could furnish any facilities by which this vote could be secured. I then went up to see Mr. Butterfield, father of General Daniel Butterfield, who was one of the original express managers in the United States. This office began originally with the cart and then the wagon, and finally has developed into one of the greatest transportation agencies in the country. I explained the matter to Mr. Butterfield, and he said that an express company could do the work, or they should surrender their charter and abandon the business for which they were organized. He was an old man, seventy or eighty years of age, and he said that he would take personal charge of the distribution of the ballots and of the returns. There was not a single complaint that every company of New-York State troops was not reached, nor as to the returns coming back inviolate, and it was that vote which carried the State of New-York for Mr. Lincoln in his second election.

After I had arranged for securing the ballots I went to Washington to see where the express companies would have to send the ballots in order to reach the various bodies of New-York State troops. I expected to have no difficulty whatever in that matter. During those days, when I was engaged in this, I journeyed backward and forward between New-York and Washington every night. One night—the state of the country was such that accidents were often happening—the train was crowded and all I could get was an upper berth. I found myself sailing along the roof of the car and the train had stopped. After a while I got out, and discovered that the car was on the wrong track; that some fifteen or twenty people had been killed and some forty or fifty had been wounded. Some Army surgeons who were on the train were doing the best they could for the injured. There was one soldier who met with a cut, so that the vein had opened and he was bleeding to death. A young medical student stepped up, got his thumb on the vein with a strong grip and it stayed there long enough to save the soldier's life. If this accident had happened now every paper in the country would have had an account of it the next morning, but there was no notice of that accident in any paper in the country.

I went to Mr. Stanton, who was the most imperious and ill mannered public official I ever had the fortune to meet. He absolutely refused to give me any information whatever. I went every day, to meet with the same answer. One day he said to me, after I had pressed him very much and he got very angry: "Do you know, sir, that the New-York State troops are in every command throughout the country, great and small? And if I give you the location of these regiments and companies in which they are, how do I know but that information might get into the hands of the enemy, and it would be of great importance to them in this campaign?"

HE HAD ONLY SEEN STANTON.

I said to him: "Sir, I have never heard a remark like that before. I am going to New-York to publish the fact that you refused to allow the New-York State soldiers to vote. I want to put the responsibility where it belongs." He turned in his chair and apparently regarded that indifferently. As I was going out of the War Office in a towering rage—a thing very rare for me; I believe I have only been angry twice in my life, and that was one of the times—I met Mr. Washburn, who was a member of Congress. He said to me: "Well, Chauncey, what in the world is the matter with you? Has everything gone to pieces?" and I told him my story. He said: "What are you going to do?" I replied: "I am going to take the first train to New-York and publish this fact to the people of the State."

"Now," he said, "why didn't you go to the President?" I said I did not want to bother the President. I saw the Secretary of War. "Well," he said, "you should have seen Mr. Lincoln. He is a great President and a great patriot, but he is a great politician, and would go around personally with a carpet bag and collect those votes himself if there was no other way. You remain here until I come back." So I waited until Mr. Washburn reappeared and said, "Mr. Depew, you will find no further trouble in regard to the matter which you came here to accomplish, if you will call on the Secretary of War." Well, I told him that I had already called on the Secretary of War with unfavorable results. He said: "But I do not think you have called on him as yet. No, you did not meet the Secretary of War; you met Mr. Stanton." So I went into the Secretary's office, and he said: "Good morning; are you Mr. Depew, Secretary of State of New-York?" I told him that was my name and office. He said: "I am glad to see you. What can I do for you?"

After trying for three or four days to influence this gentleman to be received in the way that I was I thought was the best joke of the season. I told him that the Legislature of New-York had passed a law to secure the soldiers' vote, and that the Secretary of State of New-York had been directed to secure that vote. He said: "There is no reason why this cannot be done, and if you will take this card to Colonel Somebody I think you will find no difficulty." I said: "Mr. Secretary, I wish to express the acknowledgments of the State of New-York for your kindness and the quick way in which you have favored them." He said it was only in the line of duty, and no acknowledgments were necessary. I went to this Colonel's office and handed him the card. He said: "Are you Secretary of State Depew? What do you want?" I said: "I want to know the location of each company of New-York State troops, so that the ballots can be transmitted and the returns got back." That night I came back to New-York with the addresses of the three hundred thousand soldiers of the State of New-York.

COMMODORE VANDERBILT'S ADVICE.

Mr. Depew then referred to his life in Albany as two of the most charming years of his life. At the close of his term of office as Secretary of State he was nominated and confirmed as Minister to Japan. On the other hand, Commodore Vanderbilt offered him the place of counsel to the Harlem Railroad at the salary of $2,000 a year. Commodore Vanderbilt said to him: "There is nothing in politics; railroads are the great business of the future for a young man. Don't be a fool."

Mr. Depew said he took Commodore Vanderbilt's advice and accepted the office of attorney for the Harlem Railroad, and had never regretted it. He then concluded his speech with an expression of the pleasure he had taken in life. Secretary of State McDonough in behalf of the State officers thanked Senator Depew heartily for his gift.

INVENTOR KILLED BY A TRAIN

HAD DEVISED MUCH MACHINERY USED IN MAKING CARPETS.

Halcyon Skinner, an inventor, of Yonkers, met his death shortly after 1:30 p. m. yesterday by being struck by an express train on the New-York Central Railroad at Vark-st., Yonkers. Mr. Skinner was widely known as the inventor of looms for weaving tapestry, moquette, axminster and chenille carpets.

Mr. Skinner was an enthusiastic yachtsman and owned a fast boat. He was in the habit of going from his rear yard to the railroad tracks and walking up to where his boathouse is. He went out as usual yesterday afternoon, and was on the track when a southbound train approached. He stepped out of the way of that train, and was struck by a rapidly passing northbound train, which he evidently did not notice. The body was so badly mangled that it was hardly recognizable, but it was identified by means of papers found in the pockets and by the clothing.

He was twice married, his second wife surviving him. Two daughter and three sons also survive.

Mr. Skinner's first connection with the carpet trade was in 1849, when he attracted the attention of Alexander Smith, who then had a small carpet factory at West Farms. His first work was on a machine to so dye different parts of a skein of yarn that when woven into the fabric each color would be in its proper place. He invented what is known as the "drum," which greatly improved the method of making tapestry carpets. The Smith factory was removed to Yonkers, and grew into the present Smith Carpet Works.

Mr. Skinner next invented a loom for weaving axminster carpets, which was a success. When English tapestry looms were imported into this country he so improved them that the output was doubled. In 1877 he invented a power loom for the weaving of moquette carpets, and constantly improved it until the capacity of a weaver increased so that now he can run two looms and put out thirty times as much carpet in a day as he could with the best previous machinery. In 1881 he invented a loom for the weaving of body brussels carpet. In 1889, after a service of forty years, Mr. Skinner severed his connection with the Smith company.

MANY SEEK MISSING LAWYER.

WESTCHESTER CLIENTS ALLEGE THAT MORTGAGES HE OBTAINED FOR THEM ARE WORTHLESS.

Morris F. Kane, a lawyer, who for several years practised at Mamaroneck, is missing. Some of his clients who gave him money to invest on bond and mortgage for them, finding, it is alleged, that their securities are worthless, are looking for him. Kane closed his offices in Mamaroneck and New-Rochelle several months ago and came to this city, where he is supposed to have opened an office.

Miss Mary Frances Parker, of Mamaroneck, who gave Kane $4,000 to invest on bond and mortgage, and lent him $700 more on his note, has engaged a law firm to recover her money, if possible. Howard S. Meighan, who represents the law firm, said last night that he had heard that Kane had an office in the Emigrant Industrial Bank Building, but on investigation had been told that Kane had rented desk room only and given a check for $14, which was afterward returned by the Lincoln Bank as worthless. The lawyers say that Kane recorded Miss Parker's mortgage on propety owned by his sister, Mrs. Gebhard, of Larchmont, and already encumbered by mortgage. His sister, it is alleged, denies that the signatures on the bond and mortgage are hers. One thousand dollars, the lawyers say, was lent on a mortgage recorded in the name of Miss Whiteridge, of Larchmont, who they believe is either a fictitious person or a dummy. Mr. Meighan says that the case will probably be laid before the Westchester County Grand Jury and that an effort may be made to disbar Kane.

William Gartner, an iceman, of New-Rochelle, alleges that he gave Kane $250 which he collected by laborious work to pay the interest on a mortgage, but that the lawyer instead of discharging the debt kept the money. The iceman has retained lawyers to press his claim. The lawyers got an order from Supreme Court Justice Keogh ordering Kane to pay back the money to Gartner in five days or go to jail. The police of New-Rochelle say that several complaints have been made to them by persons to whom Kane gave worthless checks.

When Miss Agnes Kane, sister of the missing lawyer, was seen last night at her home in New-Rochelle she said that she had not seen her brother in several weeks and knew nothing of his present whereabouts. Kane is about twenty-six years old. He inherited valuable property from his parents and the lawyers say that they will levy on any of it that is yet in his name.

MARK TWAIN READY TO BE PLACATED.

AN INTIMATION THAT THE SUSPENDED CABMAN WOULD DO WELL TO APOLOGIZE.

Mayor's Marshal David Roche was asked yesterday about rumors that William Beck, the cab driver who charged Samuel L. Clemens (Mark Twain) an exorbitant fee, and was suspended in consequence, was running his cab as usual. Mr. Roche said:

No, he is not running his cab. I heard similar rumors and had Beck's cab owner, Byrne, down here yesterday. I told Byrne that if he allowed Beck to drive cab No. 191 I would not only have Beck arrested, but would take away all licenses from Byrne.

I do not wish to be severe with Beck. I do not think that Mr. Clemens wanted to be so either. He was aiming at the system of charging exorbitant fares and not at an individual. Byrne could easily give Beck something to do in his stables without giving him a regular stand with a cab. He could take out special calls and such work.

It seems to me that if Beck would write a letter of apology to Mr. Clemens the latter would not press the charge any more, and I could reinstate Beck without any further action. Beck acknowledged that he was in the wrong, and the letter would go a long way toward settling the trouble.

TO CONTEST MONTANA SENATORSHIP.

Helena, Mont., Nov. 28.—Major Martin Maginnis, who was appointed United States Senator last spring by Governor Smith to fill a vacancy caused by the resignation of W. A. Clark, has gone to Washington to present his claims before the Senate. He feels confident that he will be seated over Clark, who, after resigning, was reappointed by Acting Governor Spriggs in the absence of Governor Smith.

THE TREVOR CASE AGAIN ADJOURNED.

The hearing on the protest made by Henry G. Trevor against the accounting of the trustees of his father's will in regard to the fund for the maintenance of the family homestead in Warburton-ave. was to have been heard before Surrogate Silkman at Yonkers yesterday, but was again postponed for one week. A stipulation to that effect was filed.

ADDRESS BY GENERAL N. M. CURTIS.

General O. O. Howard presided last evening at a meeting in the Judson Memorial Hall, Washington Square South. Patriotic songs were sung, and the audience listened to an address by General N. M. Curtis, who was introduced as the hero of Fort Fisher. The speaker had for his subject, "Reminiscences of War and Reconstruction."

JAPANESE OFFICIALS AT SAN FRANCISCO.

San Francisco, Nov. 28.—A party of Japanese officials arrived in this city on the steamer Nippon Maru. Captain T. Matsue and Commander K. Yamada will inspect some modern war vessels here, and, provided satisfactory terms can be made, negotiate for the construction of one or two more gunboats or cruisers. They will then go East and to England to inspect the torpedo boat destroyers now being built there for Japan.

H. Keizumi, superintendent of the Yokohama Warehouse Department and chief accountant in the Japanese custom house, is on his way to France to investigate custom house taxation.

Torajiro Watasa, a member of the Higher Imperial Industrial Council, is to make a tour of the Eastern cities, paying special attention to agricultural development.

Castian Takenouche is on his way to Paris, where he goes as Naval Attaché to the Japanese Legation there.

PREPARING THREE BILLS.

EX-JUSTICE COHEN'S STATEMENT REGARDING PROPOSED POLICE LEGISLATION.

Ex-Justice William N. Cohen is preparing three police bills aiming primarily at a reorganization of the Police Department of this city. For the first time Mr. Cohen yesterday gave an intimation of what may be expected in police legislation for this city and the State this winter. Mr. Cohen was somewhat reluctant to speak of the bills, but, realizing the extent of the public's interest in the proposed police legislation, he made the following statement:

I have in mind the drafting of three distinct police bills, but none of them have been written out. At this time I am justified in outlining only in the briefest possible manner what these three bills will provide. The order in which I state them does not necessarily indicate their comparative importance or the comparative likelihood of their adoption. Briefly stated, the bills I shall soon prepare for transmission to the Republican leaders are:

First—A measure providing for a single Commissioner, to be appointed by the Mayor and removable by the Governor of the State.

Second—A bill providing for a State Commissioner, to whom all the chiefs of police in the State must report once a month, these reports to be sworn to, and an omission on the part of any chief of police to render a full and truthful account of the condition of affairs under his jurisdiction, or a wilful exaggeration of the existing facts, to constitute a cause for summary removal by the State Commissioner.

Third—A comprehensive State measure, affecting every city and incorporated village in the State, with supervisory powers lodged in the State Commissioner at Albany.

These are the three measures I have in preparation. There does not seem to be any necessity for drafting a so-called Metropolitan District bill, because such a bill was drawn some years ago and is still on file.

Just at this time I am giving my attention to the bill I referred to as No. 1, for a single Commissioner to be appointed by the Mayor and subject to removal by the Governor. As I already have remarked, the three bills are not yet drafted, and a discussion of anything beyond merely the general features of the bills would be premature.

In commenting upon the warfare against vice just opening in this city Mr. Cohen said:

It seems to me that the glaring evil is not the existence of rampant vice, but the notorious and open alliance between the criminal classes and the police, who are hired and paid and sworn to hold them in check. There is now in our city no equality before the law, so far as the wrongdoer is concerned. He who may be hardened and beyond reformation, and who can and will pay, is shielded and goes free, while he who may be once sorely tempted and yields, but will not or cannot pay, is pursued and punished. The persons responsible for this condition are the bosses and district leaders of the gang in power, who are the partners of the police in this nefarious business. And this gang, singularly enough, obtained and retains much of its support by its loud professions of friendship for the industrious poor, whose homes are invaded and whose young children are debauched and outraged as the result of this alliance.

The ends to be attained are the protection of the young and innocent, the apprehension and conviction of the lawbreaker, irrespective of his "pull" or his purse, and a respectful hearing of decent citizens and prompt redress for the wrongs of which they complain. Let us make it known that we have suffered and have been patient too long; that we do not wish to make men saints, but law abiding citizens; that we shall divorce the police from politics and break the unholy alliance; that the honest and capable men of the force—and there are many such—shall receive due recognition, and that they shall respect us and we them, as the embodiment and personification of the law. It can be brought about and it must be. Then shall we no longer hang our heads in shame, but look straight into each other's eyes and walk fearlessly and erect in the streets of our great city. There should be no retrogression in the development of the social conditions of this city. These conditions should be better from year to year. It may not be possible to exterminate vice: it probably is not; but at the same time there should be no such pronounced retrogression along moral lines as has been only too noticeable in the last two or three years.

Senator Platt last night refused to discuss the proposed bills as outlined by Mr. Cohen.

TRAIN PLUNGES INTO OHIO RIVER.

EXPRESS MESSENGER DROWNED IN HIS CAR—PASSENGER CARS STAY ON THE TRACKS.

Beaver, Penn., Nov. 28.—The Cleveland night express leaving Pittsburg at midnight on the Cleveland and Pittsburg road ran into a washout half a mile west of Beaver at 1 o'clock this morning, and locomotive, mail, baggage and express cars jumped from the tracks and plunged into the Ohio River. The three day coaches and a Pullman sleeper stayed on land, although derailed, and forty-one passengers escaped with slight bruises.

M. S. Casey, of Cleveland, the express messenger, was unable to escape, and was drowned in his car, which is below the surface of the river. Four trainmen were injured. Albert Coughnour, of Cleveland, the engineer, had one foot cut off. He remained at his post and went into the river.

The passengers were taken back to Beaver, and at 4 o'clock were transferred to another train for Cleveland.

Wrecking trains were sent from the Allegheny station as soon as word of the accident was received. The clearing of the tracks did not take many hours, but it may be several days until the flood recedes before the submerged cars are recovered. A large quantity of business mail was in the mail car and considerable valuable and perishable matter in the express car. The total loss will amount to a large sum.

ENGINE AND CARS WENT DOWN.

Birmingham, Ala., Nov. 28.—The engine of an extra westbound freight train on the Kansas City, Memphis and Birmingham Railroad jumped the tracks while running at full speed yesterday afternoon near Horse Creek, twenty-five miles west of here. The locomotive turned over down an embankment and was followed by three cars. William Jones, colored, a brakeman, was killed; Jesse Wilder, the engineer, was caught under the engine and badly scalded. It is thought he will die. Two others were hurt.

KELLER REPLIES TO KEARNY.

SAYS THE NEW GOUVERNEUR HOSPITAL HAS NEVER BEEN OFFERED TO HIS DEPARTMENT.

John W. Keller, Commissioner of Charities, sent a letter yesterday to Henry S. Kearny, Commissioner of Buildings, Lighting and Supplies, in regard to the report that he would not accept the new Gouverneur Hospital "until every bed was in its place and all the surgical instruments were properly arranged." He said in the letter that no tender of the hospital had ever been made to him by any person, but he was ready to accept it in its unfinished state if power was conferred upon him to make the contractor carry out the specifications of his contract. He thought that the building could not be got ready for occupancy in a month.

GOVERNOR'S THANKSGIVING TURKEY.

HAD PLANNED TO HAVE A NUMBER OF FRIENDS WITH HIM, BUT INVITATIONS WERE PREPARED TOO LATE.

Oyster Bay, Long Island, Nov. 28.—Governor Roosevelt has decided not to have a gathering of friends at his home to-morrow. It was his intention to have a number of personal friends to help him eat his Thanksgiving turkey, but owing to the lateness of the preparation of the invitations he decided to postpone the dinner until later in the year. It will probably be given about Christmas. To-morrow he will have no guests, unless unexpected ones.

BANQUET FOR NEW AUSTRIAN CONSUL.

A banquet was given for the new Austro-Hungarian Consul-General, Thomas de Dessewffy, by the Austro-Hungarian colony of the city last night at the Union Square Hotel. Dr. Joseph H. Senner, Commissioner of Immigration, and Dr. Joseph Grulich, acted as toast masters. Speeches were made by the Consul-General, Dr. O. G. Gerster, Senator H. A. Hall, of Pennsylvania; Dr. Breitenfeld, Professor Max Schwartz, Alexander Blumberg, Eli Bernays, Synatius Weitner, Professor Heinrich Schmidt and others. Freidrich Pollok, a representative of the Vienna Chamber of Commerce, was among those present.

HOW LIEUTENANT WAGNER DIED.

Watertown, N. Y., Nov. 28.—A letter from a correspondent with the 26th Infantry in the Philippines gives a detailed account of the death of Second Lieutenant Max Wagner, of that regiment, who was killed on the evening of October 2 while en route to Santa Barbara from Jaro, with Private Lamoreux, his orderly. They were attacked by insurgents hidden in the bamboo brush. At the first volley Private Lamoreux asked Lieutenant Wagner what they would do, and the gallant officer replied, "Fight." Both sprang from their horses, but the next instant the young lieutenant fell dead with a bullet in his brain. Lieutenant Wagner leaves a wife and two children at Medford, Mass.

DIVE KEEPER'S SHORT TERM.

RECORDER GOFF GIVES HIM EIGHT MONTHS, WHILE INMATES GET YEARS IN PRISON.

Michael Davis, arrested and indicted as the proprietor of the "Black Rabbit" dive, at No. 183 Bleecker-st., and for two more serious crimes in connection with that place, was permitted to plead guilty to keeping a disorderly resort yesterday. Recorder Goff, in Part I, General Sessions, gave him eight months in the penitentiary. Pauline Sheldon, arrested in the same place, got a like sentence.

"Edith Myrtle" Lynch, a woman arrested in the place, was sentenced to eight years' imprisonment, while the man known as "Jarbeau," the floor manager, got fourteen years.

When the prisoners made in the raid on the "Black Rabbit" were arraigned in the Centre-st. court, Davis was released on $5,000 bail, which was furnished by Samuel Kahn, of the Occidental Hotel, No. 148 Bowery. The others arrested were unable to get bail and were sent to the Tombs. When the prisoners appeared before Recorder Goff to plead the Recorder learned that Davis alone had been at liberty. In some strong language he expressed the opinion that it was a miscarriage of justice to allow Davis out on moderate bail when his victims were compelled to languish in prison. He increased the bail to $7,500. Davis, however, furnished this sum as readily as the first, but it seems to have foiled any attempt to jump his bond, which the Recorder seemed to fear.

The remaining two indictments were quashed upon the recommendation of District Attorney Gardiner, who acted upon the report of his assistant, Mr. Le Barbier, who prosecuted the other cases. Mr. Le Barbier's name appeared on the papers indorsing this recommendation. He said later in the day that it would have been a waste of time and expense to have tried to convict Davis had he fought the case, and it was deemed best to let him plead to one and dismiss the others.

WAGON NIPPED BY TWO CARS.

DRIVER TRIED TO GET ACROSS AND WAS CAUGHT BETWEEN THEM.

An electric car of the Amsterdam-ave. line, bound north, and a car of the same line, bound south, both going at a high rate of speed, smashed a wagon of Dunkley's Harlem express between them at Seventy-eighth-st. last night. George Ahles, sixteen years old, of No. 77 St. Paul's Place, had his nose broken and his body bruised. A number of windows of the cars were smashed, the express goods were scattered over the pavement, and the passengers in the two cars, which were crowded were badly shaken up and frightened.

Charles Van Ness, who was driving the express wagon, thought he could get across Amsterdam-ave. ahead of the cars. The motormen were clanging their bells as a warning, but did not stop, and the cars caught the wagon between them. The boy was taken to a drug store, where his nose was bandaged. He refused to go to a hospital. The wreckage was removed, the passengers who had left the cars went back, and the block, which lasted some little time, was cleared. No arrests were made.

ONDERDONK MAKES NEW RECORD.

LOWERS THE TIME OF THE SEVENTY YARD SACK RACE AT TWENTY-SECOND REGIMENT GAMES.

F. A. Onderdonk, of Company E, of the 22d Regiment, made a new record for the seventy yard sack race at the twenty-fifth annual games of the regiment's athletic association, held at the armory last night. Onderdonk was a scratch man in the race and got a good start. He covered the distance in nine and three-fifths seconds and was loudly applauded for his performance.

Everything was favorable to make the contests a success, the weather being fine, the attendance good and the games exciting. The two mile bicycle race resulted in an easy victory for W. H. Connors, of Company H, also a scratch man. The four lap relay race was another feature of the evening. It was won by Company I. The points for the armory's trophy resulted in a tie for Companies I and F, with twenty-two points each. Following is the summary:

Seventy yard novice, dash—First heat won by F. T. Holden, Company E; time, 0:08⅘. Second heat won by A. Kent, Company K; time, 0:08⅘. Third heat won by H. O. Winsor, Company E; time, 0:08⅗. Final heat won by H. O. Winsor, Company E; F. T. Holden, Company E, second; G. H. Waters, third; time, 0:08⅗.

Seventy yard dash, handicap—First heat won by W. S. Edwards, Company I (scratch); time, 0:08⅕. Second heat won by T. J. Fitzpatrick, Company F (8 feet); time, 0:07⅘. Third heat won by P. A. Sayles, Company I (7 yards); time, 0:07⅘. Fourth heat won by F. A. Onderdonk, Company E (4 feet); time, 0:07⅘. Fifth heat won by C. M. Hopkins, Company E (10 feet); time, 0:07⅘. Final heat won by F. A. Onderdonk; P. A. Sayles, second; W. S. Edwards, third; time, 0:07⅘.

Mile bicycle race, novice—Won by F. Kiefer, Company C; H. J. Bailey, Company F, second. Time—2:40⅘.

Four hundred and forty yard run, handicap—Won by W. S. Edwards, Company I (scratch); C. M. Hopkins, Company E (20 yards), second; E. Collyer, Company F (32 yards), third. Time—0:52⅖.

Eight hundred and eighty yard run, handicap—Won by W. F. McLaughlin, Company I (scratch); M. J. Wheeler, Company A (35 yards), second; E. M. Carrette, Company G (50 yards), third. Time—2:03⅘.

One mile bicycle race, handicap—Won by E. Carbonnelle, Company B (90 yards); M. J. Nicholas, Company I (105 yards), second; W. E. Mosher, Company H (15 yards), third. Time—2:29⅘.

Eight hundred and eighty yard run, novice—Won by J. Snyder, Company K; D. J. McCague, Company D, second; W. F. McLaughlin, F. M., third. Time—2:15⅘.

Two hundred and twenty yard hurdle, handicap—Won by D. M. Daley, Company F (8 yards); R. Hutcheson, N. C. S. (16 yards), second; P. J. Corley, Company H (3 yards), third. Time—0:28⅘.

One mile run, handicap—Won by E. M. Carrette, Company G (100 yards); E. A. Strobecker, Company D (70 yards), second; J. Coffey, F. M. (80 yards), third. Time—4:58⅘.

Seventy yard sack race, handicap—Won by F. A. Onderdonk, Company E (scratch); M. J. Wheeler, Company A (8 feet), second; R. Hutcheson, N. C. S. (8 feet), third. Time—0:09⅗.

Two mile bicycle race, handicap—Won by W. H. Connors, Company H (scratch); W. E. Mosher, Company H (20 yards), second; E. Carbonnelle, Company B (120 yards), third. Time—5:07⅘.

Four lap relay race, handicap, each man to run two laps—Won by Company I, composed of W. S. Edwards, F. A. Sayles, H. W. Weston and W. F. McLaughlin; Company F, was second and Company E third.

SIGMA CHI FRATERNITY DINES.

EX-PRESIDENT CLEVELAND, WHO WAS EXPECTED, SENDS HS REGRETS.

Ex-President Grover Cleveland was expected last night at the tenth annual Thanksgiving dinner of the New-York Alumni Chapter of the Sigma Chi fraternity. He sent his regrets, saying he was unable to be present. The dinner was eaten at Gaston's, No. 2 West Thirty-eighth-st., and about sixty-five persons were present, including two grandsons of General Robert E. Lee.

President G. W. Cummings presided at the dinner. He and Dr. Theodore Gessler made formal speeches, but the dinner was mostly informal. College songs were sung and a good time was had. It was announced that Cornell's chapter had built a house worth $30,000, to be opened December 14. Among those present at the dinner were Governor Meringo of Mississippi, Dr. Dudley, of Nashville University; Robert E. Lee, jr., and Dr. T. Bowling Lee. Regrets were sent by Burr McIntosh, Judge Howard Ferris and George Adee, of Chicago.

REVIEW OF THE 47TH REGIMENT.

At the annual review of the 47th Regiment, N. G. N. Y., held last night at its armory, at Marcy-ave. and Harrison-st., Brooklyn, medals for long service were presented to many members. The regiment was reviewed by General McLeer. Among those who received medals for twenty years' service were Colonel John G. Eddy, Major Eddy, Adjutant McCutcheon and Captain Joseph Marks.

Would you have the harmony of Thanksgiving all the year?
The Knabe
Cor. 5th Ave. & 20th St.