## SHAMROCK II AFLOAT.

Continued from first page.

ton's health, referring to the indomitable perseverance which had enabled him to reach the position he had achieved to-day. He paid a tribute to American fairness.

### SPEECH OF SIR THOMAS LIPTON.

Sir Thomas, in replying, amid frequent cheers expressed his entire satisfaction with the building and designing of the yacht. Mr. Watson, he declared, was second to none. He had worked night and day for months to prepare a boat worthy of his skill and the contest.

"I think I may say," he added, "that apart from the technical excellence of the design, he has turned out a boat which I have every confidence will bring back the Cup. To the Dennys are due thanks for their enthusiasm and interest. They have constructed the most exquisite specimen of the shipbuilder's art that ever floated in British waters. Mr. Jameson and Captain Sycamore are men who will not be found wanting. Sycamore is undoubtedly head and top of the tree of his profession, while what Mr. Jameson does not know about sailing is hardly worth the trouble of learning.

"The last time I had the worst possible luck in Mr. Fife's illness. I know more than I did two years ago. I do not minimize the enormous task of bringing back the Cup. No one knows better than I the skill of our American cousins. Nevertheless, we go across feeling sure of lifting the Cup. Everything that could possibly be thought of to secure success has been done. I am looking forward with the greatest pleasure to the contest. I am going among very good friends, of which I had abundant proof the last time, when everything, by the public, the government and the press, was done to assist the Shamrock. I am perfectly sure that if I had won the Cup it would have been received in a sportsmanlike spirit in America. You may all be assured that the best boat will win. Should it be our fortune to bring back the Cup, when the Americans come across we would not be lacking in extending to them a truly British welcome."

Peter Denny proposed the health of Lady Dufferin, and Sir Thomas J. Lipton presented to her a jewelled souvenir of the occasion.

Lord Dufferin replied, declaring there was not a woman in Ireland who did not share his wife's hope that Shamrock II would win the success so eloquently described. Sir Thomas J. Lipton's second effort was one of the most sporting and chivalrous circumstances in maritime history. "I believe," said Lord Dufferin, "that Lipton is even more popular in America than here. One of the most pleasant characteristics of the contests is the international friendliness and fairness they now engender."

### MR. WATSON'S REMARKS.

Mr. Watson, replying to the toast to his health, was embarrassed, running his hands through his hair. He made a speech, amid roars of laughter and applause.

"I do not know," he began, diffidently, "that we should say much about the ship. She's a good job. I hope she will do well. I was reading in an old book the other day that we should not boast till we have taken off our armor. Regarding Lipton, he has planked down the money and said 'Go ahead.' We will not say anything more about Sir Thomas." Mr. Watson proceeded to thank the heads of the Dennys' departments, and then, with almost dramatic pathos, he declared: "My very good friend Willie Fife is among others who have helped us. I am delighted to see him and his old father here. He has given us the most generous assistance. Shamrock I did not have a fair chance. I hope I am not going to be ill, like Fife. I have no diffidence regarding the way Shamrock II will be sailed with Jameson and Sycamore in control."

Mr. Ward, the manager of the Dennys' works, made a striking speech, showing the sentiment which inspired the hands of the men who worked on Shamrock II. He then proposed the health of Mr. McVeagh, the American yachting expert, who, while not holding out hopes of victory to his English hearers, said the new boat was more in touch with the Herreshoffs' than Crowninshield's boat.

"Archie" Denny, responding to the toast to the firm, made an interesting speech, in which he dwelt on the interest, enthusiasm and sense of responsibility with which they had undertaken this great work. "There is not a man, boy or woman inside our gates," he said, "who would not gladly have given a day's labor gratis for the pleasure of being able to say they had worked on the boat. They had one idea—doing all in their power to make her successful. We recognize the great ability in yachting matters of our American cousins. We are not here to-day to prophesy success. All I can say is that we have worked for it, and if the Cup is to come over I am confident the Americans will be less sorry than otherwise if it is taken away by their friend Lipton."

Mr. Denny also referred to the diversity of work they were constantly engaged on, especially to the novel yacht they have just completed for James Gordon Bennett, and revealed the secret than they have practically finished a flying machine for a client.

While the luncheon was in progress the yacht was towed to the outer dock, to have her spars, which were all lying ready, stepped. This section of the yard was guarded against all but members or employes of the firm. But the correspondent of The Associated Press had the opportunity of examining her spars. They were a study in themselves, so beautifully were they built of light steel plates. Two or three mainmasts will be tried, but the one to be first stepped is of steel, and is built to carry a wooden topmast telescoping inside. The main boom is the longest ever fitted in a racing yacht. It measures 112 feet from end to end. In his anxiety to reduce the weight of the top hamper, Mr. Watson has gone to what seems the extreme limit in lightness, the gaff being built of steel plates only three-sixteenths of an inch thick. The bowsprit is perceptibly shorter than that of Shamrock I, having only 25 feet outboard. There is no disguising the fact that British experts here to-day are very confident about the new boat, and think her the best that ever challenged for the cup.

"But if you don't win," said the correspondent of The Associated Press to Sir Thomas Lipton, "will you try it again?"

"I expect next year to build a defender, not a challenger," was the diplomatic answer.

The manager of Denny's yard said: "When Mr. James Gordon Bennett saw Shamrock II here a few weeks ago, he said: 'Well, if she wins I am prepared to build a challenger.'"

### INSPECTION OF THE BOAT.

At 11:45 a. m. Sir Thomas Lipton personally conducted the correspondent of the Associated Press over and under Shamrock II. This minute inspection confirmed the description of the cup challenger cabled last night. She is built to a general type, but embodies such novelties as prove that her designer pursued an independent line of development, rather than followed yachting conventions.

When the yacht is viewed in profile the most striking feature is the extreme fineness of her ends. The overhangs fore and aft are drawn out to exceptional length, and the waterline underneath looks deceptively short. Her fin is of the medium length, probably thirty feet at the extreme measurement, and is finished at the bottom with a pronounced rocker. Without doubt the chief characteristic of the yacht's design is the manner in which her beam is thrown right forward, almost into the eyes of the boat. The forward deck lines are carried out full well into the overhang, and the drawing in does not start until half way between the mast and the stern. From about the mast it runs aft in a long, easy curve, and goes out into the longest and finest counter ever seen on a cup challenger, the breadth at the taffrail being only about seven feet.

For the purpose of saving weight forward the stem is snubbed off, leaving a small, flat, triangular surface under the bowsprit. The form of the deck, with its wide lines forward and exceptionally fine run, has the appearance of having been suggested by towing experiments. In Shamrock I the well defined stem was carried from under the bowsprit to the top edge of the fin, but in the new boat the stem stops short before it reaches the waterline. Under this the sections of the boat run in perfect semicircles, and give this part of the hull the exact shape of the forward end of a soup spoon. Some danger of forming an awkward shoulder might have been expected in drawing the wide deck down to the final lines of the underbody, but the problem appears to have been successfully met. Every line runs true and sweeping. The general shape of the bows gives the impression of a boat which should be able to keep her head well up, no matter how hard she may be pressed. It was in this ability to keep her head up that the Columbia's chief superiority over the first Shamrock lay. To take the first Shamrock as a standard for comparison, it may be said that the principal of making the yacht sail over rather than through the water will be pushed much further in the present yacht. There are none of the flat sides under the bow or big shoulder seen in the Fife boat.

### COMPARED TO PREVIOUS CHALLENGER.

When the yacht is viewed end on it is seen that Mr. Watson has departed greatly from the midship section adopted by Fife. The new challenger is immeasurably easier than the previous boat in the turn of the bilge and garboards, and easier even than the Columbia. The fin is narrow in the section where it joins the hull and spreads until it turns in the round of the trough in which the lead is carried. The same principle of skimming water is seen in the after end. All the sections are again in segments of a circle.

The total draught from the waterline to the bottom of the rockered curve of the keel is only an inch or two over eighteen feet, or two feet less than the previous challenger.

In the measurement at the extreme beam there is little difference, though the point of this measurement falls much further forward in the Fife boat. In the matter of over all length, the advantage lies with the new craft by nearly ten feet.

Summing up, the challenger undoubtedly has the finest lines ever turned out of the Clyde. She undoubtedly has a hull that will be easily driven. Her beam will give her a good deal of stability. But she will probably sail a trifle tender, and will be best suited when club topsails can be carried with dry decks.

Captain Hogarth, who sailed the last challenger, said to the correspondent of The Associated Press: "Everything has been done in the best possible way. I have more confidence than I ever had before."

W. G. Jameson, of Dublin, who sailed the Prince of Wales's cutter Britannia with Captain Carter, and who will be Sir Thomas Lipton's representative on board the cup challenger, said: "If this does not bring back the cup we might as well leave it. But I shall be surprised if that is the outcome of our visit to America."

Mr. Herreshoff, jr., voiced the opinion of those Americans present who had knowledge of the recent Cup competitors by saying that Shamrock II embodied all the faults of recent American defenders, without any visible improvements. He admitted that Mr. Watson had made some curious departures from the traditions of yacht construction, but he doubted their effectiveness.

Shamrock II to-night is at Prince's Dock, Glasgow.

## A SPANIARD'S FLYING MACHINE.

### SENOR VERGARA THINKS HE HAS SOLVED THE PROBLEM OF AERIAL NAVIGATION.

Dumbarton, April 20.—The flying machine referred to in Mr. Denny's speech at the luncheon was designed by a young Spaniard named Vergara. Accompanied by his father, he came from Spain, where, he informed the correspondent of The Associated Press, he conducted successful experiments with models of his idea. The machine now building will be completed and tried within a fortnight. Señor Vergara is modest and reticent regarding his invention, but it can be judged that it must possess no little practicability and new ideas to induce a hard headed firm like the Dennys to take it up.

Señor Vergara said to the correspondent of The Associated Press:

My plan is quite simple, and my machine is equally so. It is constructed on the same principle which enables birds to fly. There is no balloon or other similar devices attached. I have always believed that aerial navigation is only a dynamic problem, and I hope that I have solved it on these lines. Other inventors of the present day have worked on the principle that aerial flight is a static or hydrostatic puzzle. This machine now building at Dumbarton will be propelled by manual power. It will be capable of carrying two men. We will eventually substitute a motor for the manual power, but at first these primitive methods rather help to explain the principle upon which we are working. Any scientist will understand what we are aiming at when he hears that we have got an airship, or rather a real flying machine, that is apparently workable on purely dynamic lines.

The Dennys refuse to give any further information than that obtained in the speech of their junior partner, but they evidently set much store on this hitherto carefully concealed experiment in aerial navigation.

## NEW PLAYS IN LONDON.

London, April 20.—The theatrical world is busy. No less than five new productions are billed for next week. There is much curiosity regarding Mrs. Langtry's appearance in "The Royal Necklace" at her new theatre, the Imperial, on Monday.

Edna May appears Tuesday at the Duke of York's Theatre, under Mr. Frohman's management.

The appearance of "Sweet and Twenty," by Captain Hood, on Wednesday, and Mr. Anstey's play for Charles Hawtrey, "The Beau from Blankey's," at the Prince of Wales's Theatre, on Thursday, excite the greatest interest. It is Captain Hood's first venture in comedy and Mr. Anstey's first unaided effort as a playwright. When Hawtrey goes to America in September Marie Tempest will appear at the Prince of Wales's as Becky Sharp.

"The Girl from Bohemia" will be withdrawn from the Apollo Theatre next week and the company will disband, some of them going to "The Belle of New-York" and to Budapest, and others helping to swell the large number of American unemployed actors in London.

Phyllis Rankin, supported by six members of the original cast of "The Belle of New-York," opens at the Oxford Music Hall Monday in a selection of songs from the opera.

## CLYDE SUGAR MARKET EXCITED.

London, April 20.—The Clyde crushed sugar market opened excited to-day, but little business was transacted. The reports from the Continental sugar centres received at Glasgow were taken to indicate that unless a higher bounty on refined sugar is paid by the respective foreign governments the British market will be closed to them.

## THE WALKER-MONCREIFFE WEDDING.

London, April 20.—Much interest is shown in the approaching marriage of Miss Amy Morehead Walker, of Chicago, the daughter of the late S. J. Walker, of Frankfort, Ky., to Mr. Malcom Moncreiffe, a brother of Sir Robert Moncreiffe, Bart., and of the Duchess of Athol and Georgiana, Countess of Dudley, which occurs at St. Paul's Church, Knightsbridge, on Tuesday. Miss Helen Jones, of Chicago, will be the maid of honor. Mr. Moncreiffe sold all his polo ponies at Tattersalls' last week.

## GLASGOW'S CENSUS RETURNS.

Glasgow, April 20.—The census returns, issued this afternoon, show a total of 760,329 population, an increase in a decade of 194,615.

## DELCASSE STARTS FOR RUSSIA.

Paris, April 20.—M. Delcassé, the Foreign Minister, started for St. Petersburg this afternoon. The members of the Russian Embassy bade him farewell at the railroad station.

## PRAISE FOR CHINA POLICY.

### CHOW TSZCHI EVOKES ENTHUSIASM AT PRESS CLUB DINNER.

"Our people will not soon forget the forbearance and consideration which have marked and contrasted the American policy from that of the other great powers."

That statement, made by Chow Tszchi, the Chinese Consul in New-York, was the most significant and most heartily applauded sentiment expressed at the twenty-eighth annual dinner of the New-York Press Club, at Delmonico's, last night. The words were spoken near the close of the consul's speech, and Chow Tszchi was one of the last speakers of the evening.

About one hundred men attended the dinner, and the speeches did not begin until a late hour. There was a long and enjoyable musical programme, arranged by Colonel A. B. de Frece, chairman of the entertainment committee, in which Alfred E. Pearsall, Miss Rebecca Mackenzie, Miss Margaret Lemon, Miss Bessie Bonsall and other singers took part. Marshall P. Wilder amused the diners with some fresh and side splitting stories. It was after 10 o'clock when William Cullen Bryant, the president of the Press Club, introduced ex-Senator John M. Thurston, of Nebraska, who made a speech filled with compliments to the press. A witty speech by Louis Wiley, the treasurer of the club, was followed by the reading of a letter from Sarah Bernhardt containing the following sentiment:

I am sending you a few flowers in perfect, though perfumed, expression of my keen appreciation, my gratitude supreme for the many, the wonderful flowers of speech you have so generously lavished upon me in your marvellous criticisms of my humble endeavors in behalf of art.

The "few flowers" sent by the writer covered a large table. Then there was a letter from Constant Coquelin, which contained this sentiment:

Truly, as in life, one ought to cherish kind memory of what is good—and especially of what is very good—I thank you for your goodness from the bottom of my heart, and I shall be proud and happy to continue seeking for such a reward. Keep on extending your fine spirit of hospitality. Do not, in the realm of art, subscribe to the cast iron theory: "America for the Americans." It is beneficial to see and to recognize the artist of every land. To see all is to seize all—to know all.

Edmund Clarence Stedman made a speech, rich with newspaper reminiscences, and the burden of his story was: "Once a newspaper man, always a newspaper man."

The Rev. Howard Wilbur Ennis and Congressman Peter J. Otey made brief addresses before the Chinese consul was introduced. Chow Tszchi began with the statement that China possessed the oldest newspaper in the world, "The Government Gazette," established during the T'ang dynasty, between 618 and 907 A. D., and continued to the present day. Then he continued:

Up to recent years "The Government Gazette" was practically the only printed official record issued daily in the capital of the empire, containing court movements, lists of promotions, memorials from the high officials and imperial rescripts and edicts. But this was only a few years ago. What has taken place since? You say China seems to sleep and not to know what is going on in the world. True, we are not prepared for the contests of arms as other great powers, but China does not sleep, I can assure you. A change almost akin to revolution has taken place since the continuous issuing of newly born newspapers over the country. While a decade ago we had to rely chiefly upon the official "Government Gazette," we have now hundreds of Chinese papers to supply information to the people. The movement for the issuing of Chinese papers was started among the more enlightened Chinese business men of the treaty ports like Shanghai. The Chinese of Canton, Macao, Hong-Kong, Han-Kow, Tien-Tsin and other places have followed suit. And so we find a slow but steady growth of daily and other periodicals in the interior of China, where foreign influence is little known.

In one respect I have to confess that I am jealous about you gentlemen, because you enjoy the freedom of the press, which the Chinese press does not enjoy. I believe, however, that our central government is going to make reforms as soon as it appears that our writers like yours possess the capacity and judgment to treat political and other matters with sufficient care and discretion; for the great power of the press may be abused to the injury of the people.

I am glad before closing to add that from the time I entered Peking University I became a correspondent of our great Chinese newspapers, and I am glad to say that I have continued in this capacity to this day. I am still sending "copy" and correspondence to those papers about the favorable and interesting reports in American papers relating to the great events which have taken and are taking place in China.

Permit me on this occasion to express to you the gratitude of our people and of myself for the generous tone of the American press and their support of the policy of justice with regard to the Chinese imbroglio. Our people will not soon forget the forbearance and consideration which have marked and contrasted the American policy from that of the other great powers. Again I thank you.

The speech of the consul evoked tremendous enthusiasm.

It had been expected that Governor Odell and Controller Coler would be speakers at the dinner, but both were kept away by other engagements.

## GEN. SCHWARTZKOPF'S FUNERAL.

### IMPOSING CEREMONY AT PEKING—FIRE NOT INCENDIARY.

Peking, April 20.—The funeral of General Gross von Schwartzkopf was held here to-day. The ceremonies constituted the most imposing military spectacle since the memorial service to Queen Victoria. Troops from all the nations represented at Peking were present. The Americans were represented by General Chaffee, the officers of his staff and a troop of American cavalry.

Berlin, April 20.—Count von Waldersee reports that the fire in which General von Schwartzkopf lost his life does not appear to have been of incendiary origin. Sufficient of the Winter Palace remains to provide headquarters for him.

## WOOD AND CUBANS SAIL.

### THE GOVERNOR-GENERAL AND DELEGATES START FOR WASHINGTON.

Havana, April 20.—Governor-General Wood, Mrs. Wood and General Wood's private secretary, sailed at 7 o'clock on the steamer Morro Castle for New-York.

The Cuban Constitutional Convention's commission left here by way of Tampa at 4 o'clock.

## THE MAD MULLAH AT LASSIDAR.

### BRITISH AND ABYSSINIAN FORCES PREPARING TO CHECK HIS ADVANCE.

Aden, April 20.—The Mad Mullah is now at Lassidar, four days' march down the Tug-Dayr River. It is understood he has 40,000 followers, including 8,000 horsemen, with quantities of ammunition, obtained from an unknown source. A British force will shortly be concentrated at Burac, preparatory to a general advance in conjunction with the Abyssinians.

## TRIES SUICIDE IN FIFTH-AVE.

Terence Haggerty, thirty-nine years old, a bartender, of Orange, N. J., yesterday afternoon in front of the Presbyterian Building, No. 156 Fifth-ave., drew a penknife and jabbed it into his throat. The janitor of the building saw him bleeding on the sidewalk. He had a newspaper in his hand, and tried to stanch the flow of blood with the paper while he called out for help. Haggerty was taken to Bellevue Hospital.

The bartender said he had worked in Orange, but had lost his place and could not find another, though he had tried for weeks. He was shabbily dressed.

## STILL HUNTING FOR STUDENT'S BODY.

Lakeville, Conn., April 20.—The effort to recover the body of Otis Sawyer, of Montclair, N. J., one of the Hotchkiss School students drowned by the upsetting of a canoe, was resumed to-day when a diver made another descent. As the lake is seventy feet deep at the point where the search is being carried on the diver has had to work in darkness, with the added disadvantage of being in ooze to his hips. To assist in the search arrangements were made for the employment to-day of a submarine arc light, the invention of a recent graduate of the Hotchkiss School. Ten thousand feet of insulated wire, brought from New-York for the purpose, were connected with a dynamo in the academy grounds to furnish light for the diver's submarine lamp.

This afternoon it was found necessary to suspend work on account of the high wind, which roughened the surface of the lake. Probably nothing more can be done until the storm ceases.

## THE NEW BRITISH LOAN.

### FOR £60,000,000, HALF OF WHICH HAS BEEN PLACED—PRICE FIXED AT 94½.

J. P. Morgan & Co., of this city, last evening received by cable from London the details of the proposed issue of £60,000,000 British consols. The announcement was made that £30,000,000 has already been placed. The first dividend for a full three months' interest is payable on July 5, 1901. The price of the issue has been fixed at 94½ per cent.

The governor and company of the Bank of England are authorized to receive applications for £30,000,000 British consols, the balance of the issue of stock. J. P. Morgan & Co., and Baring, Magoun & Co., of New-York; Drexel & Co., of Philadelphia, and Kidder, Peabody & Co., of Boston, are authorized to forward applications for allotments of the consols.

Among other things the circular says:

The stock will be in addition to and will rank pari-passu with the 2¾ per cent consolidated stock (consols) already existing. The interest at 2¾ per cent per annum until April 5, 1903, thereafter at 2½ per cent, will be payable on January 5, April 5, July 5 and October 5. The first dividend for a full three months' interest will be paid on July 5, 1901. The stock cannot be redeemed until April 5, 1923, but on and after that date it may be paid off at par on such notice, at such times and in such amounts as Parliament may determine. Both the capital and the interest will be a charge on the Consolidated Fund of the United Kingdom. The books of the 2¾ per cent consolidated stock (consols) are kept at the Bank of England and at the Bank of Ireland. Dividend warrants will be transmitted by post unless otherwise desired.

Applications, which must be accompanied by a deposit of 3 per cent, will be received at the chief cashier's office and at the dividend pay office, rotunda, Bank of England, and may be forwarded to that bank either directly or through the medium of any banker or stockholder in the United Kingdom. The list will be closed on or before Thursday, April 25, 1901.

The instalment may be paid in full on and after May 17, 1901, under discount, at the rate of 2¾ per cent per annum.

Applications must be for even hundreds of stock, but the stock, once inscribed, will be transferrible in any sums which are multiples of one penny.

## THE SULTAN AVERTED A PANIC.

### ORDERED A PRAYER WHEN PEOPLE SHOWED SIGNS OF FEAR IN AN EARTHQUAKE.

Lloyd C. Griscom, chargé d'affaires of the American Legation in Constantinople, arrived here yesterday on a sixty days' leave of absence on the steamer St. Louis. This is his first leave of absence in two years, as in the absence of the United States Minister he has had charge of the legation. Mr. Griscom took the 5 o'clock train over the Pennsylvania Railroad for his home, at Haverford, Penn. Mr. Griscom declined to discuss in any way the diplomatic relations of Turkey and the United States, but said that he liked the Turks, and that they had a kindly feeling for the United States.

He spoke of the courage and presence of mind of the Sultan on the occasion of the earthquake in Constantinople on April 1, the day before Mr. Griscom started for this country. The Sultan was attending the ceremonies of the fête of Bairam in the Dalmabagtcha Palace, when the earthquake was felt, at 9 o'clock in the morning. The plaster began to fall, and the three thousand persons present rose to their feet. A panic was imminent. The Sultan's voice was heard above the rising clamor directing the chief Moslem priest to offer the Moslem prayer for relief from earthquakes. This had a steadying influence on the assemblage, and while the prayer was in progress the people became quiet. The earthquake had subsided when the prayer was finished.

## BREECHES BUOY SAVES CREW.

### THREE MASTED BRITISH SCHOONER GROUNDS IN FOG ON NEW-JERSEY COAST.

Point Pleasant, N. J., April 20.—The British three masted schooner Mola, Captain McCulla, bound from Buenos Ayres for New-York, went ashore near Chadwick in a thick fog early this morning. As soon as the vessel struck, rockets were sent up. These were seen by a patrol of the Chadwick Life Saving Station. An effort was at once made to launch the lifeboat, but owing to the tremendous seas that were running, caused by the easterly wind, it was impossible to do so. Subsequently a line was shot across the vessel, and the captain and seven members of the crew were brought ashore in the breeches buoy.

The Mola is laden with hides. She pounded heavily all day, and the easterly wind sent her higher and higher on the shore. There is little hope of saving her. The Mola is of 350 tons burden. She was built in St. John, N. B., in 1892.

The Merritt & Chapman Wrecking Company, of New-York, sent Captain Anderson to the place to survey the situation. He will do nothing to save the vessel until the storm abates.

## TROLLEY EXTENSION NEAR UTICA.

### A MERRY WAR ON BETWEEN STEAM AND ELECTRICITY.

Utica, April 20 (Special).—A few weeks ago a syndicate of street railroad operators bought up a controlling interest in all streetcar lines in this city. The purchase also included a line running to Oriskany, seven miles west of this city, and a franchise for a line from Oriskany to Rome, fifteen miles from here. The new company has begun to extend the Bleecker-st. line to Frankfort, and negotiations are well under way for transferring passengers at Frankfort to a line running through Ilion and Mohawk and terminating at Herkimer. The lines now controlled by the syndicate and its franchises will allow the installing of a direct trolley line from Herkimer to Rome, a distance of thirty miles, and serving local traffic in half a dozen good sized towns as well as the cities of Rome and Utica. The trolley line will practically parallel the Central Hudson Railroad, a fact which the steam road has already taken cognizance of. On May 1 the Central Hudson road will sell round trip tickets to Frankfort for 25 cents, a reduction of 10 cents in the present round trip fare. This is the beginning of the local passenger traffic war which the steam road will wage against the trolley line. The local street railway interests are represented by Horace E. Andrews, of Cleveland, Ohio, a son of Mr Andrews, the former business partner of John D. Rockefeller.

## CHRISTIAN SCIENCE CHARTER DENIED.

### MUST HAVE MEDICAL CERTIFICATE TO PRACTISE IN GEORGIA.

Atlanta, Ga., April 20.—Judge Lumpkin, of the Superior Court, yesterday denied the application for a charter for the Atlanta Institute of Christian Science, the effect of his decision being that Christian Scientists cannot practise their treatment of diseases in the State of Georgia without having been regularly graduated in medicine or having passed an examination before the medical examining board, the same as other physicians. Judge Lumpkin holds that, according to the decision of a case in the Supreme Court of Nebraska, Christian Science is the practice of medicine, and he further holds that the practice of medicine in Georgia, according to the State law, must be accomplished by persons who are regularly graduated from a medical school.

## CITY TO PAY $44,170 MORE IN SALARIES.

### BOARD OF PUBLIC IMPROVEMENTS HAS TWENTY-EIGHT MORE TOPOGRAPHICAL DRAUGHTSMEN.

The Municipal Civil Service Commission announced in "The City Record" yesterday thirty-eight appointments to places in city departments and two promotions, the total aggregating in cost to the city $44,170. Twenty-eight of the appointments are for the place of topographical draughtsman in the Board of Public Improvements.

## DUTCH TROOPS ROUT JAVANS.

Batavia, Java, April 20.—The Dutch troops recently made a sortie from the post at Blangpedir, on the west coast of Achin, and routed five hundred natives who were attempting to surround the place. Fifty-three natives were killed. The Dutch had no casualties.

## SUPPORT THE PROFESSORS

### STUDENTS OF SCHOOL OF PEDAGOGY ASK THAT THE THREE BE INDUCED TO WITHDRAW RESIGNATIONS.

Nearly two hundred students and former students of the School of Pedagogy of New-York University met yesterday afternoon at the New-York University Building, Washington Square, for the purpose of taking action regarding the division that exists in the faculty of the school. Three of the professors recently resigned from the faculty. A good deal of feeling was expressed at the meeting yesterday. After nearly two hours of discussion the following was adopted:

To the Council of the New-York University.

Gentlemen: We, the former and present students of the School of Pedagogy of New-York University, having learned through the public press of the resignations of Professors Weir, Buchner and Judd from the School of Pedagogy, hereby beg leave to express our firm belief that the loss of these professors from the faculty will greatly weaken public confidence in the institution and will undoubtedly impair its usefulness in the future. These gentlemen are everywhere recognized as thorough scholars, inspiring instructors and men of sound judgment and impressive personality. We beg leave, therefore, to express our further conviction that the university will do itself and the educational public of this city a service by securing, if possible, a withdrawal of these resignations.

Bernard Cronson, principal of Public School No. 65, presided, with E. D. Stryker, of No. 163, as secretary. The proceedings were begun with the presentation of a report from a committee appointed by the students a week ago. Mr. Stryker presented this report. He said the committee had been informed that the difficulty had been referred to the Rev. Dr. George Alexander, of the university council. The doctor had been out of town most of the week, but an interview had finally been obtained with him. Mr. Stryker quoted the doctor as saying that the university authorities really wished to know the sentiment of the student body regarding the question at issue. He had said that the university council would at any time withhold final action until the students should have an opportunity thoroughly to consider the situation and to give expression to their sentiments. The committee had not yet been able to see the chancellor, Dr. MacCracken, but expected to have an opportunity to confer with him to-morrow afternoon. Before the meeting closed the committee was continued and empowered to represent those at the meeting at the conference with the chancellor to-morrow afternoon.

The Rev. Mr. Noble, of New-Jersey, moved a resolution of a radical character. It almost demanded the retention of the three professors, and declared that if they were not reinstated the students would not return to the university next year, but would, if not through their courses this year, complete them at some other institution. Dr. John Dwyer, the principal of No. 8, said that it would be a foolish thing to make a threat such as was embodied in this resolution. As showing the sentiment of the university authorities, he related the experiences of a committee of school principals appointed at a meeting last Tuesday night. The committee had spent two hours in conference with Chancellor MacCracken yesterday morning, and had found him willing to listen to all their arguments. This committee had presented to the chancellor a petition similar to the resolution finally adopted yesterday afternoon. In two days more than three hundred signatures of students and former students had been secured. Besides Dr. Dwyer there were on this committee of principals James M. Kieran, of No. 103; Dr. W. L. Ettinger, president of the Teachers' Association; Dr. Edward W. Stitt, of No. 89; Dr. Joseph S. Taylor, of No. 19, and Professor John S. Roberts, of the Boys' High School.

Dr. Stitt moved the resolution finally adopted. An animated discussion followed. Mr. Noble accepted Dr. Stitt's resolution as a substitute. Mr. De Hoxie moved a substitute, which expressed complete confidence in the council and declared that the meeting would not take sides. Mr. Stryker said that Dean Shaw had refused to meet the three professors in a conference with the chancellor. The adoption of the substitute meant simply the abandonment of the cause of the professors. David B. Corson, of Newark, said: "The student body is not clothed with the control or the administration of the university, and all we can properly do is to express our confidence in the regularly constituted authorities."

"There is no use in mincing matters here," said Dr. Dwyer. "There are fewer students in the school now than there were two years ago. Many are going to Columbia, and more will go there if this matter is not adjusted harmoniously."

Chairman Cronson said: "By the leave of the meeting I desire to say that I have studied here for five years, but if these men are to be turned out I do not want my doctor's degree from this institution. As teachers we should protest against such summary evictions."

Dr. Stitt's resolution was carried by a vote of 85 to 4. Another meeting may be held next week.

## VICE-PRESIDENT'S COLLECTION OF SKINS.

### NOW ON EXHIBITION—AFTER BEING MOUNTED THEY WILL GO TO COLONEL ROOSEVELT'S HOMES.

The collection of skins taken from mountain lions, lynxes and other wild animals by Vice-President Roosevelt in the course of his recent hunting trip in Colorado has been brought East, and is now at C. G. Gunther's Sons' place, No. 184 Fifth-ave., where the skins will be mounted. The skins are to be on exhibition for a few days. They make a fine showing, and some are exceptionally good specimens.

It is understood that the skins will go part to Vice-President Roosevelt's home in Washington and part to his home at Oyster Bay.

## DIFFER ABOUT APPROACH TO NEW BRIDGE

### CITY AUTHORITIES DISAGREE AS TO BEST ROUTE TO THE EAST RIVER STRUCTURE.

Lefferts L. Buck, chief engineer of the New East River Bridge; Lewis Nixon, president of the commission, and President Holahan of the Board of Public Improvements, are in favor of making the Manhattan approach to the bridge run diagonally to the intersection of Third and Fourth aves. at Cooper Union. The opponents of this plan say that it will cost $20,000,000, and that the city cannot afford it. Borough President Coogan, the head of the local Board of Public Improvements, is in favor of simply widening Broome-st. to the Bowery, at a probable cost, he thinks, of about $3,000,000. President Coogan has called a meeting of the local board for to-morrow to consider the approach problem. While there is no pressing need of settling the question within the next few weeks it is believed that it will be decided this spring. Chief Engineer Buck considers the subject of enough importance to write about it to "The Railroad Gazette." He says in part:

This (diagonal street to Cooper Union) would cut several avenues, and in connection with Fourth-ave. to Union Square and thence by Broadway northward will be equivalent to a diagonal street nearly across Manhattan Island. In the other direction southward in Manhattan we have Madison-st. and East Broadway, which would form very good outlets. Should we depend upon widening Delancey-st. to the Bowery as our outlet we should arrive at the most congested part in the Bowery, and no relief afforded to that street, as for a crosstown line Delancey-st. would not very well serve the purpose. At the Bowery it would be necessary to turn northward and then westward in Spring-st. I think that Broome-st. would be the best for crosstown purposes, as it is direct, and much of the way is already wide enough, besides having at present no railroad except for a short distance, and this street bounds the south side of the plaza at the end of the bridge. I judge that this diagonal street would not cost more than $5,000,000, and it would be a grand addition to the streets of the city quite apart from its connection with the bridge.

## COLLECTOR MISSING, ACCOUNTS SHORT.

Keyport, N. J., April 20.—Henry C. Geran, assistant superintendent and collector of the Standard Gas Company, of Matawan, has been missing since last Tuesday. The officers of the gas company report a shortage in his accounts, the amount of which has not yet been ascertained.

Superintendent Davis discovered that money reported by Geran to have been placed in the bank to the credit of the gas company had not been deposited. This led to an investigation, which is still in progress. It was reported to-day that Geran was seen in Philadelphia yesterday.

## METROPOLITAN HOTEL FURNITURE SOLD.

City Marshal Louis Levy yesterday sold at auction the right, title and interest of Fife & Selover in the furniture of the Metropolitan Hotel, at Broadway and Twenty-seventh-st., under the foreclosure of a chattel mortgage of $21,000. The sale was in ten lots and realized $3,000. Everything was bought, it was said, by the trustees of the storekeepers who have stores on the ground floor of the building.

## NATIONAL CITY BANK STOCK.

National City Bank stock sold at 750 yesterday, the highest price yet paid for those shares. The advance was said to be due to confidence in the plans of its managers and to the general belief in

Financial.

## The Financial World.

The appearance of the market in these days is often that of a panic turned upside down. It seems as if Europe and America were frantically buying securities; and it goes without saying that even bold men occasionally get scared at the look of things. They shake their heads doubtfully, murmur something about wild speculation, and wonder where it will end. There is reason for this. But there is also something of weight to be said on the other side. When great companies, headed by the most prominent financiers and railroad men, are willing to take a stock like Burlington, officially stamp it as worth 200, and put their corporate guarantee upon it at that figure—it logically raises the level at which all other railroad properties must be valued. A new standard is established. Like things must be measured by that standard, and the security market is readjusting itself to the measure established by the Burlington purchase.

It must be borne in mind in respect to this affair, that it was not an ephemeral and competitive buying which set 200 as the price of Burlington. That was the price fixed by the large holders of the stock, at nothing below which would they consent to part with control of the property, although at that time the market quotation for the stock was no more than 140. From this position they never budged. The negotiations lengthened out over the form of payment; but there never was a moment's wavering about the price to be paid. The men, then, who had done most to build up the Burlington property and knew it thoroughly, deliberately refused to part with it at less than 60 points above the then quoted market price; and the purchasers finally paid them that price, believing that they could pay it and yet find profit in the transaction. There could not, therefore, have very well been a purchase and sale in its circumstances more fitted to establish a standard of price for other like properties.

One error the purchasers made was in practically proclaiming to the world that they were going to buy the property. This set everybody else to buying, and prevented the purchasers from picking up in the open market at comparatively moderate prices such stock as was there for sale. Compared with this, the purchase of the B. & O. by the Pennsylvania, and of the Southern Pacific by the Union Pacific, was effected quickly and secretly.

As we have now a sort of official price of 200 for Burlington, payment to be made in 4 per cent bonds, the question arises, what by this standard of price are other leading railroad stocks worth? What, for example, is Pennsylvania worth,—the greatest money earner of the Eastern trunk lines? Or New York Central, the next to it? What is St. Paul worth, or Atchison? Or if we go to municipal properties, what is a stock like Metropolitan worth, having a monopoly of the street traffic of New York? Every one must answer these questions for himself; but it is demonstrable that the general level of market value for all, has been appreciably raised by this great Burlington contract.

That since the completion of the contract Burlington, Northern Pacific and the Eries have shown some reactionary tendency, is only the customary experience. With the completion of the anticipated thing, the general speculative buying slacks off, and seeks other objects.

It is likely to find one in St. Paul. In this column, on the 31st ult., it was noted that with the completion of the Burlington deal, "the St. Paul is left out; but the St. Paul is a great property and there may be other plans for it." This was, in a sense, a semi-official announcement. It was also noted that recent buying of the stock indicated a coming advance in it. There were indeed other plans for the St. Paul, not matured probably at the time the above lines were written, but sufficiently outlined to determine their general features. This column has no information now as to what the plans are. A variety of rumors are afloat, in which leases, bond conversions, purchases of control, extension of lines to the Pacific, and other things figure. Any, or all of them, or none of them, may be true, so far as our present information goes; but this at least may be absolutely depended upon—that something is in contemplation by the controlling interests in the St. Paul company calculated to make the stock sell much higher even than its highest quotation of yesterday, when it rose eight points, to 170, from its closing quotation of the day before.

It may perhaps be recalled to mind that following the failure of the Morgan-Hill negotiation to secure control of the St. Paul, a variety of significant statements were sent out on the Wall Street slips from St. Paul sources, such as that "stockholders would have no reason to regret the failure of the negotiations"; that "they would be well pleased in a short time to remain where they were"; and other remarks to the same effect. The management virtually pledged itself by its action in rejecting Mr. Morgan's proposals, to do as much for the stockholders of the company as Mr. Morgan would have done. This pledge must be lived up to; and the plans, whatever they may be, are sufficiently advanced to redeem the pledge. The earnings of the road, it should be noted, are running at the rate of 9½ per cent on both classes of stock. One of the many rumors in circulation was that the big buying of Union Pacific, which carried it over par, was connected with the St. Paul affair.

The buying of Rock Island stock is credited to the Moore brothers, who having got their money from the United States Steel Corporation, are apparently desirous now to figure as railroad magnates.

In respect to the Southwestern stocks, Atchison easily takes first place. The dividend to be declared next month will be, so far as we can find, 1½ per cent. The stock has been up to 71, and was close to that figure yesterday. The buying which carried it there was enormous. The Street has it, and every time there is a strong buying movement in Atchison it has the same thing, that Pennsylvania interests are back of it. This time it is reported that Pennsylvania interests will soon be represented in the Atchison board. There are rumors also of a Southwestern combination, centring around the Missouri Pacific, with a Wabash connection, which will take in the Texas Pacific and M. K. & T. The earnings of the latter road are worth noting. Up to the end of February, it had earned the full 4 per cent on the preferred stock, and over half a million for the common with four months of the fiscal year yet to hear from. If prices look high, earnings never were so high, or anything near it.

In the traction stocks, there was a lively upward rush in Brooklyn yesterday, something like we used to have in the Flower times. A dividend was talked of, and proceeds of the sale of real estate. The latter item is something to consider in respect to Metropolitan. With the introduction of electricity, the old cable houses become unnecessary, and the company will have some very valuable parcels of real estate to dispose of. This is one of the several things Metropolitan stockholders are looking forward to, to justify their prediction that the stock will settle permanently around 200 per share.

Barring some calamity, the coming week promises to be a lively one in the market, with new records for prices. Whether the steel stocks will be to the front, or continue yet a while longer in the background, is as yet uncertain.

CUTHBERT MILLS.

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