



H. M. QUEEN ALEXANDRA AND THE CHILDREN OF THE PRINCE AND PRINCESS OF WALES.

A COLORED PICNIC.

SIX HUNDRED PICKANNINIES ON AN OUTING AT CONEY ISLAND.

"Gee! See dem chickens! Wish I had one o' em!" shrieked a youngster, and six hundred mouths watered as the line of trolleys whizzed past a henry, rousing its peaceful occupants. It was the second colored party of the season entered the Park, at its health home, Sea Breeze, Coney Island.

There were the usual delinquents who are always found in crowds, and the adjusting of their misdeeds to the first business of the day for the leaders of the excursion. Some had come uninvited and could show no tickets, and others had their precious bits of cardboard. But all went along after admonitions of varying leniency. After the thirty-ninth-st. ferryboat had finally borne the company toward the Brooklyn shore and the chartered cars that awaited it there, a fresh instalment of guests strolled into the ferry house. They were forced to pay the toll across the water and to Coney Island. Excuses for tardiness were of all sorts, but the most original late comer gave the "L strike" as her cause of delay. One woman, with the air of a demigoddess, felt sure that a "special car" would be sent back for them if they waited long enough.

"The health home" as the health home is known to the children, a bountiful luncheon of coffee and sandwiches was ready for the party in the pretty new pavilion. A trained nurse in attendance there dispensed bottles of milk for the babies. For mothers who requested different fare for their children there was a supply of condensed milk and prepared baby foods.

"Cooching time" followed the repast. In former years, before the demolition of the old pavilion, little hammocks were suspended over the tables, and in them the pickanninies took their afternoon naps. But now, in the airy upper floor of the new building, there is a supply of rattan couches, rockers and chairs, and the children are urged to make the most of them.

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"Think dem children lemme go on a 'picnic' without 'em," she said affectionately. The "children" replied by leaning against her and smiling as fondly into her face as if she had been fair and a princess. There are three colored day parties during the summer. White parties are taken daily except Friday and Saturday. Yesterday's outing was the last of the season, and the colored ones are notably the cleanest and best behaved.

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ALEXANDRA OF ENGLAND.

SOMETHING OF THE PERSONALITY OF THE QUEEN WHO IS CROWNED TO-DAY.

Alexandra of England, who is crowned to-day, has always held her own place in the regard of the British public, a place not infringed upon by any other person whomsoever. From the day when a girl of nineteen, in her quaint, little, old-fashioned poplin frock and shawl, mauve because of the English mourning for the Prince Consort, she landed in Gravesend as the future Queen of the English people have always loved Alexandra. That grave historian, Justin McCarthy, says of her: "On a certain day in March, 1863, I stood on a platform in Trafalgar Square, and saw a bright, beautiful young face, smiling and bending to a crowd on either side, and I, like everybody else, was literally stricken with admiration of the beauty, the sweetness and the entire grace of the Princess Alexandra of Denmark. In truth, I am not in general an enthusiast about princes or princesses; I do not believe that the King's face usually gives grace. In this instance the beauty of the Princess Alexandra had been so noisily trumpeted that one's natural instinct was to feel disappointed, and it was impossible to feel disappointment or anything but admiration at the sight of that bright, fair face, so transparent in the clearness of its complexion, so delicate and refined in its outlines, so sweet and gracious in its expression. I think something like the old-fashioned chivalric, chimerical feeling of personal loyalty must have flamed up for a moment in the hearts of many men, who, perhaps, would have been ashamed to confess that their first experience of such an emotion was due to the passing glimpse of the face of a pretty, tremulous girl."

For years Alexandra has been the acting Queen of England in all social functions. It was she who stood at the head of the many men, who, perhaps, would have been ashamed to confess that their first experience of such an emotion was due to the passing glimpse of the face of a pretty, tremulous girl. Alexandra has laid cornerstones, dedicated orphan asylums and presented diplomas, year after year, in her patient, hardworking way. She has raised, or caused to be raised, \$250,000 for children's charities. The little folk have a warm spot in her heart, and she has a special care for the children of the poor. She has a special care for the children of the poor. She has a special care for the children of the poor.

The new queen has the kindest hearts. One day, in Marlborough House, she noticed a tired-looking young girl, and paused to talk with her. She found that it was a poor, invalid mother, and had come to deliver some children's garments made for the royal household. Taking on the princess found out the girl's name, and she sent her a sewing machine. On Christmas day the machine was sent her, "a Christmas gift from the Queen."

It was after the death of the Duke of Clarence, Eddy, her firstborn, that she met an old woman in the lane of a country house. She carried a load which she carried on her back. Again the woman's eyes stopped at the princess, and she asked her to carry the pack. But now she was dead, "I never carried it when Jack was in the lane with the severe, sea-green, and Wales turned away, the hot tears in her eyes, and the next day sent a donkey and cart to Jack's mother."

Women, it is said, owe to Queen Alexandra two things which have become an integral part of the modern wardrobe. The Queen has a long neck, whence the high collar, as for the tallmaded frock, it was she who introduced the high collar, as for the tallmaded frock, it was she who introduced the high collar, as for the tallmaded frock, it was she who introduced the high collar.

Alexandra's proficiency at needlework is well known. She has a special care for the children of the poor. She has a special care for the children of the poor. She has a special care for the children of the poor.

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CHICAGO VACATION SCHOOLS.

REPORT BY SUPERINTENDENT MELONEY ON THEIR EFFICIENT EDUCATIONAL WORK.

Superintendent Clarence M. Meloney was detailed two weeks ago by Mr. Maxwell, city superintendent of schools, to visit the vacation schools and playgrounds of Chicago and report upon them, with a view to improving the system in New York.

Mr. Meloney's report is exhaustive, and of exceeding interest to any one interested in educational matters. The vacation schools of Chicago have never been supported from public funds. They were started by the women's clubs of the city, who raised the first funds for them and have ever since been the leading influence in their perpetuation.

The Chicago vacation schools do not only result in extra special attention to the children, but in classes corresponding to our so-called primary and manual training classes. The work is much better than that of the regular schools. The children are engaged in manual work, and the teachers are employed throughout the year.

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NEW SIGNALS IN THE TUNNEL.

LIGHTS SHOWN WITHIN THE ENGINE'S CAB BY A NEW SYSTEM.

The signal system which is being installed in the New-York Central's Park-ave tunnel was tested yesterday at 3 p. m. on a round trip through the tunnel on observation engine No. 28, which has been equipped with the electric signal. The system consists in transferring both danger and clear signals as shown by the semaphore to the inside of the moving cab, where they are indicated in red and white incandescent bulbs. The veiling of track signals by smoke or fog is thus robbed of danger, because the engineer has them duplicated under his nose.

The system, while working in conjunction with the present block signal system, works also independently, for if the block ahead is occupied the danger light is shown in the cab, whatever the position of the track signals may be. On the other hand, a danger light shows in the cab whenever the block signal is so placed, whether the track be occupied or not. Any failure in the wiring arrangement along the track results in showing a danger light in the engine, and the absence of any light in the bulbs is an indication that the apparatus is out of order on the engine, and is tantamount to a danger light. Even should this occur, a small semaphore in the apparatus carried would still give the proper indications. Thus the system gives due warning unless the apparatus is damaged utterly, and this would be at once evident.

The apparatus in the cab consists of an electro-magnet machine which, upon receiving the current of the track circuit, conducted through the fore wheels of the tender, establishes a circuit through the signal bulbs for an independent illuminating current supplied by a small dynamo carried on the engine. An armature in this machine playing between two electro-magnets governed by the track circuit current makes connection for the red light or the white light, segregated by insulating Weber joints, to be influenced by the condition of the circuit in the second block ahead. The presence of wheels on the rails short circuits the block at that point, thus breaking the current in the wires to the rear blocks, releasing the armatures of electro-magnets in the wiring, and changing the polarity of the current.

This electrical condition is transferred to the entrance of the second block below, so that an engine coming upon that part of the track, with the signal bulbs re-energized, will receive a current breaking the white light circuit and establishing the red. An overlap of eight hundred feet is provided at the beginning of the block, and there the signal is re-energized. When the train ahead leaves its block, the track circuit is restored in the rails, the opposite current is transmitted through the wiring to the rear, and the rear engine gets a clear signal again. This way the space of a block kept clear by signals in the cabs of the moving engines.

The installation of the system in the Park-ave tunnel was complicated by the necessity of maintaining unaltered the old track signal system or the "foreign" engines not equipped with the electric receiving signal. The tracks in the tunnel have now been properly outfitted and it only remains to equip the engine with the apparatus.

Those who rode in the engine on the trial trip besides representatives of the morning newspapers were W. C. Brown, city superintendent of the Central, Mr. McCormack, assistant manager of the Harlem line, George H. Daniels, general passenger agent, A. C. Miller, the inventor of the system, and Mr. Price, his superintendent of construction.

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SENATOR DIETRICH EXPLAINS.

THAT HE AND THE OTHER 'BOXERS' WERE REALLY THE TRUE FRIENDS OF RECIPROCITY WITH CUBA.

Senator Dietrich, of Nebraska, has issued to the press a long statement in the form of an interview with himself, giving his version of his conduct in relation to Cuban reciprocity. The salient points of it are as follows: "Senator, it is true, as has been published in the Eastern press, that you and I and other Republicans at the hands of the State Central Committee, that you were an unbiased guest and your offer of assistance related to a reduction upon all products terms with Mr. Lindsey, the chairman of the Republican State Central Committee."

"I wish to state further that all other charges that we, the so-called 'insurgents,' were not willing to aid the President in helping Cuba were grossly exaggerated, and that the conditions there are fully as prosperous for the masses of the people as they were before. It was the only reason that we were willing to aid Cuba at the expense of the American producer was because of our loyalty to the President."

"Cuban reciprocity legislation was defeated by the power and advice of the Sugar Trust, they feeling if a bill should be reported to the Senate the differential would be repealed. Other Senators were also opposed to having a bill reported, feeling that some other protected industries might be attacked and a general attack made upon the tariff schedule. It was the only reason that we were willing to aid Cuba at the expense of the American producer was because of our loyalty to the President."

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KILLED BY HIS OWN TRUCK.

MAN STRIKES ELEVATED PILLAR AND IS THROWN UNDER THE WHEELS.

As a result of