RECORD HORSE SHOW ENDS

ATTENDANCE FOR WEEK BEYOND THAT OF FORMER YEARS.

ALFRED G. AND REGINALD C. VANDERBILT WIN A BLUE RIBBON—ACCIDENTS IN THE MORNING.

What is considered to have been the best Horse Show in point of attendance and quantity and quality of the horses presented by breeders from all over the country closed last night at Madison Square Garden in a blaze of glory. The attendance for the week was a record breaker, the management said, although they gave out no figures.

In the polo pony class, not over 14 hands 2 inches, Oakland, the entry of Alfred G. and Reginald C. Vanderbilt, won the first prize, while Queene, the entry of George J. Gould, got the second prize, being ridden by Kingdon Gould. F. Ambrose Clark rode his entry, Dolores, which was highly commended. James R. Purcell, the old white whiskered Virginian from Gainesville, made another attempt for a ribbon in this class with his bay mare Nellie Montague, but, after riding his entry around in the preliminaries, got the gate.

Accidents were dife in the morning, and in one of them the spectators were treated to a clever exhibition of runaway stopping by two of the exhibitors.

Entered among the horses suitable for chargers was Tioga, a bay gelding belonging to Miles W. Baney & Bro., of Newark. The horse was ridden by a colored man, who lost control of him. The animal raced two or three times around the ring before it was realized that he was beyond control. The first to notice it was S. W. Stillwell, Dr. Seward Webb's manager. Mr. Stillwell, who is a gentleman rider, was mounted on Miss F. E. Webb's horse, El Queso, a frequent prize winner this week, and the eventual winner in the charger class. As Tioga went racing around on his wild career Mr. Stillwell turned his horse, set spurs to him, and, reaching out, grasped the bridle of the runaway. Almost at the same moment H. C. Willoughby, mounted on Saratoga, belonging to ex-Fire Commissioner J. J. Scannell, went up on the other side of the runaway and aided Mr. Stillwell in checking him. Several mounted policemen, used to such work, declared that Mr. Stillwell had made a splendid stop. When the blue ribbon was pinned on El Queso's bridle there was tremendous applause.

One of the horses entered in the roadster class was Lilly Langtry, owned by Miss Lillie L. Toplitz, of No. 104 West One-hundred-and-nineteenth-st., and driven by William Cable. As he was making the turn at the Madison-ave. and Twenty-sixth-st. side of the ring, he turned too short and the rig, which was an old fashioned runabout with high wheels, overturned, throwing Cable to the ground. The horse bolted, but Cable, though lying on the ground, tugged at the reins and succeeded in stopping the horse after he had been dragged about fifty feet. The grooms then came to his assistance and the rig was righted. Cable again took his seat on the box, but found that his hand had been sprained.

Probably because it was the last day of the show, and they wished to make the most of the opportunity, the spectators assembled in larger numbers at the morning session than at any time during the week.

Yesteiday cadets of the graduating class at West Point were the guests of the association.

Shetland ponies were the first to take the ring in the morning. Monte Carlo, the grizzled hero of many a contest in the Garden ring, beat his younger competitors with ease.

The prize for horses and carts of the Street Cleaning Department was won by Emma, a black mare of the Manhattan department. Dan, a gray gelding from Brooklyn, took second. All the horses, carts, harness and drivers were as spick and span as rubbing and scrubbing and polish could make them. The special prize for the best pony in harness not exceeding twelve hands, to be driven by children, was won by Mrs. John Gerken's Doncaster Model, driven by Master John Gerken, his mother sitting by his side.

THE AWARDS.

Class 88 (pony stallions; Shetlands, not exceeding 46 inches)—First, Monte Carlo, sk. s., 42½ inches, 14 years, Thomas L. Watt; second, Bressay of Pittsford, br. s., 7 years, Mrs. E. F. Hawley, Pittsford, N. Y.; Toronto, sk. s., 40 inches, 5 years, Thomas L. Watt, jr.; highly commended, Chestnut, ch. s., 42 inches, 5 years, Charles E. Bunn, Peoria, Ill.

Class 89 (ponies under saddle; ponies, exceeding 13 hands 1 inch and not exceeding 14 hands 2 inches, 3 years old or over)—First, Jacquina, br. m., 14.2, 7 years, Mrs. G. Baumann, New-York City; second, Columbia, ch. m., 14.2, 7 years; Miss Virginia Alexandre, New-York; third, Premie, b. g., 14.2, 5 years, Miss Mary Lindsay Carter, Warrenton, Va.; highly commended, Irish Hobby, ch. m., 13.2, 6 years, W. D. Grand, New-York.

Class 108 (special prize, open only to horses and carts of the New-York Street Cleaning Department; to be judged on the condition of the horses, the care taken of the carts and harness and the appearance of the drivers, all to be shown as turned out for daily work)—First, Emma, blk. m., 16.1, 6 years, New-York; second, Dan, gr. g., 8 years, Brooklyn; third, Billy W., br. g., 16.3½, 5 years, New-York; highly commended, Flora, sr. m., 16.2, 7 years, New-York.

Class 114 (special prize; for best pony in harness, not exceeding 12 hands; to be driven by children)—First, Doncaster Model, b. s., 11.3, 6 years, Mrs. John Gerken; second, Sir Vivian, ch. g., 12 hands, 8 years, Tonzo Sauvage, Newark, N. J.; third, Jim Blaine, b. s., 10 hands, 8 years, H. C. Heisler, South Orange, N. J.; highly commended, Brown Bard, br. s., 11 hands, 10 years, Master Lallas W. Haines, Yonkers, N. Y.

Class 49 (horses in harness; pair of horses, over 15 hands and not exceeding 15 hands 3 inches; should have conformation, quality, style, all around action, and be able to go a good pace; to be shown before a spider, T cart or phaeton)—First, Burlingham, br. g., 15.3, aged, and Viceroy, br. g., 15.3, 5 years, James Hobart Moore, Chicago; second, Flower of Lynnewood, b. m., 15.1½, 7 years, and Coronation, b. g., 15.1½, 5 years, Joseph E. Widener, Philadelphia; third, Dorothy, b. m., 15.2½, and Undermitter, ch. g., 15.2½, 6 years, Jay F. Carlisle, New-York; highly commended, Muzette, b. m., 15.1½, 8 years, and Iris, b. m., 15.1½, 9 years, Reginald Vanderbilt, New-York.

Class 64 (ponies in harness; pair of Shetland ponies, not exceeding 46 inches; three years old or over)—First, Bressay of Pittsford, br. s., 7 years, and Aberdeen of Pittsford, br. s., 4 years, Mrs. E. F. Hawley, Pittsford, N. Y.; second, Montreal, sk. s., 43½ inches, 22 years, and Monte Carlo, sk. s., 42½ inches, 14 years, Thomas L. Watt; third, Nimbus, br. s., 41 inches, 6 years, Dale and Chestnut, ch. s., 42 inches, 5 years, Charles E. Bunn, Peoria, Ill.; highly commended, Toronto, sk. s., 40 inches, 5 years, and Red Fox, ch. s., 40 inches, 4 years, Thomas L. Watt, jr., New-York.

Class 107 (horses suitable for cavalry service; geldings, not under 4 years old, from 15.1 to 16 hands high; should be sound and well bred, gentle under saddle, free from vice, with free and prompt action at the walk, trot and gallop; weight not less than 950 pounds and not more than 1,150 pounds; horses competing must not be docked)—First, El Queso, b. g., 15.3½, Miss F. E. Webb, Shelbourne, Vt.; second, Antelope, b. g., 16, 8 years, Adam Beck, Toronto; third, Saratoga, br. g., 15.2½, 7 years, J. J. Scannell, New-York; highly commended, Irish Bob, ch. g., 16, 4 years, Adam Beck.

Class 87 (horses in harness; horses over 14 hands 1 inch and not exceeding 15 hands; should have conformation, quality, style and all around action, and be able to go a good pace)—First, Royal Flush, ch. m., 14.3½, 7 years, A. A. Housman, New-York; second, Juliet, br. g., 15, 6 years, Mrs. James Hobart Moore, Chicago; third, Kitty Gray, ch. m., 14.3, 7 years, Eben D. Jordan, Boston; highly commended, Coronado, ch. s., 14.2½, 7 years, Albert C. Burrage, Boston.

Class 15 (roadsters; horses and best appointed rig; the following scale of points will govern in judging: Horse, 60 per cent; general appointments, including wagons, harness robes, blankets, whips, style, etc, 40 per cent)—First, Ruritana, b. m., 15.2½, 7 years, E. S. Stotesbury, Philadelphia; second, Vida Wilkes, br. m., 15.2½, 8 years, William M. V. Hoffman, New-York; third, Wilkie Patchen, br. m., 15.3, 5 years, James W. Cooke, Philadelphia; highly commended, Kitty Clan, br. m., 15.1, 6 years, A. A. Housman, New-York.

Class 113 (special prize for horses not under 15.1 hands, to be shown before a woman's single horse victoria; horses to count 50 per cent; victoria, 25; harness, 15; riveries, 10; not open to dealers)—First, Brigadier, br. g., 15.3½, 7 years, Joseph E. Widener, Philadelphia; second, Lord Roberts II, b. g., 15.2, 5 years, James Hobart Moore, Chicago; third, Veteran, b. g., 16.1, Oakland Farm (A. G. Vanderbilt), Newport, R. I.

Class 17 (roadsters; champion prize; single horses; open only to horses having taken a first prize in the roadster classes at this or any of the association's previous shows)—First, Ruritania, br. m., 15.2 hands, 7 years, E. S. Stotesbury, Philadelphia.

Class 114 (special prize; for best pony in harness, not exceeding 12 hands; to be driven by children)—First, Doncaster Model, b. s., 11.3, 6 years, Mrs. John Gerken; second, Sir Vivian, ch. g., 12 hands, 8 years, Tonzo Sauvage, Newark, N. J.; third, Jim Blaine, b. s., 10 hands, 8 years, H. C. Heisler, South Orange, N. J.; highly commended, Brown Bard, br. s., 11 hands, 10 years, Master Lallas W. Haines, Yonkers, N. Y.

Class 49 (horses in harness; pair of horses, over 15 hands and not exceeding 15 hands 3 inches; should have conformation, quality, style, all around action, and be able to go a good pace; to be shown before a spider, T cart or phaeton)—First, Burlingham, br. g., 15.3, aged, and Viceroy, br. g., 15.3, 5 years, James Hobart Moore, Chicago; second, Flower of Lynnewood, b. m., 15.1½, 7 years, and Coronation, b. g., 15.1½, 5 years, Joseph E. Widener, Philadelphia; third, Dorothy, b. m., 15.2½, and Undermitter, ch. g., 15.2½, 6 years, Jay F. Carlisle, New-York; highly commended, Muzette, b. m., 15.1½, 8 years, and Iris, b. m., 15.1½, 9 years, Reginald Vanderbilt, New-York.

Class 64 (ponies in harness; pair of Shetland ponies, not exceeding 46 inches; three years old or over)—First, Bressay of Pittsford, br. s., 7 years, and Aberdeen of Pittsford, br. s., 4 years, Mrs. E. F. Hawley, Pittsford, N. Y.; second, Montreal, sk. s., 43½ inches, 22 years, and Monte Carlo, sk. s., 42½ inches, 14 years, Thomas L. Watt; third, Nimbus, br. s., 41 inches, 6 years, Dale and Chestnut, ch. s., 42 inches, 5 years, Charles E. Bunn, Peoria, Ill.; highly commended, Toronto, sk. s., 40 inches, 5 years, and Red Fox, ch. s., 40 inches, 4 years, Thomas L. Watt, jr., New-York.

Class 107 (horses suitable for cavalry service; geldings, not under 4 years old, from 15.1 to 16 hands high; should be sound and well bred, gentle under saddle, free from vice, with free and prompt action at the walk, trot and gallop; weight not less than 950 pounds and not more than 1,150 pounds; horses competing must not be docked)—First, El Queso, b. g., 15.3½, Miss F. E. Webb, Shelbourne, Vt.; second, Antelope, b. g., 16, 8 years, Adam Beck, Toronto; third, Saratoga, br. g., 15.2½, 7 years, J. J. Scannell, New-York; highly commended, Irish Bob, ch. g., 16, 4 years, Adam Beck.

Class 87 (horses in harness; horses over 14 hands 1 inch and not exceeding 15 hands; should have conformation, quality, style and all around action, and be able to go a good pace)—First, Royal Flush, ch. m., 14.3½, 7 years, A. A. Housman, New-York; second, Juliet, br. g., 15, 6 years, Mrs. James Hobart Moore, Chicago; third, Kitty Gray, ch. m., 14.3, 7 years, Eben D. Jordan, Boston; highly commended, Coronado, ch. s., 14.2½, 7 years, Albert C. Burrage, Boston.

Class 15 (roadsters; horses and best appointed rig; the following scale of points will govern in judging: Horse, 60 per cent; general appointments, including wagons, harness robes, blankets, whips, style, etc, 40 per cent)—First, Ruritana, b. m., 15.2½, 7 years, E. S. Stotesbury, Philadelphia; second, Vida Wilkes, br. m., 15.2½, 8 years, William M. V. Hoffman, New-York; third, Wilkie Patchen, br. m., 15.3, 5 years, James W. Cooke, Philadelphia; highly commended, Kitty Clan, br. m., 15.1, 6 years, A. A. Housman, New-York.

Class 113 (special prize for horses not under 15.1 hands, to be shown before a woman's single horse victoria; horses to count 50 per cent; victoria, 25; harness, 15; riveries, 10; not open to dealers)—First, Brigadier, br. g., 15.3½, 7 years, Joseph E. Widener, Philadelphia; second, Lord Roberts II, b. g., 15.2, 5 years, James Hobart Moore, Chicago; third, Veteran, b. g., 16.1, Oakland Farm (A. G. Vanderbilt), Newport, R. I.

Class 17 (roadsters; champion prize; single horses; open only to horses having taken a first prize in the roadster classes at this or any of the association's previous shows)—First, Ruritania, br. m., 15.2 hands, 7 years, E. S. Stotesbury, Philadelphia; second, Vida Wilkes, br. m., 15.2½, 8 years, and White Mark, br. g., 15.2½, 7 years, William M. V. Hoffman, New-York City.

Class 121 (special champion prize for horses, suitable for chargers)—First, Zapernick, b. g., 15.3 hands, 9 years, Fritz Loeb, New-York City.

Class 93 (qualified hunters (light weight) up to carrying 165 pounds to hounds; conformation and quality to count 50 per cent; performance over fence 50 per cent)—First, Upto-Date, b. g., 15, 6 years, Cortland H. Smith; second, Solitaire, b. g., 15.3, 4 years, Adam Beck, London, Canada; third, Albert, b. m., 15.3, 5 years, Charles Pfizer, of Bernardsville, N. J.

Class 82 (polo ponies, not over 14.2 hands, up to carrying 150 pounds; to be judged for their manners, handiness and conformation)—First, Oakland, b. g., 14.2, 6 years, A. G. and R. C. Vanderbilt, of New-York City; second, Queene, ch. m., 14.1, 7 years, George J. Gould; third, Eliza J., br. m., 14.1, 7 years, Alexander Brown, of Torresdale, Penn.

Class 49 (pairs of horses; to be shown before a brougham; the horses to count 50 per cent, the brougham 25 per cent, harness 15 per cent, liveries 10 per cent; the horses to have good manners, stand quietly and back well)—First, Kitchener, b. g., 14.3½, and Kopella, b. m., 14.3½, Harry Payne Whitney, of New-York City; second, Muzette, b. m., 15.1½, 8 years, and Iris, b. m., 15.1½, 9 years, Reginald C. Vanderbilt; third, Sinbad, br. g., 14.3½, 8 years, and Cinderella, br. m., 14.3, 7 years, Oakland Farm, Newport, R. I.

MUSIC.

MR. KOCIAN'S DEBUT.

The conditions were not wholly favorable at Carnegie Hall last night, to a solution of the problem which the coming of the young Bohemian violin virtuoso, Jaroslav Kocian presents to the judgment of New-York music lovers. The voice of the people acclaimed the young man vociferously, but so it did everything and everybody implicated in the affair, and thereby it raised a question as to its wisdom and impartiality. The audience had been gathered together for that purpose; it saw its duty and did it with a whirl. Mr. Damrosch, his orchestra, Miss Julie Geyer, who played the pianoforte and of whom we would not speak in dispraise, but over whose performance we cannot wax enthusiastic, all were applauded to the echo, and had they been s willinga as Kocian to respond to recalls, the concert might be going on yet. As for the visitor, a spirit of fairness would seem to prompt the expression that his whole case was not proved by the evidence advanced last night. He is a master technician, and a self-contained, capable musician. He placed admirable work to his credit in Ernst's concerto in F sharp minor, played Tschaikowsky's "Serenade Melancolique" like an artist of the very highest rank, and rasped his G string grievously in the same composer s "Valse Scherzo." It was rather bewildering to have so varied an exhibition from a single source, and must have called up a desire in many minds to take his case under advisement or permit the recording of a Scotch verdict for the present. All that was incontestable was the proof of his possession of extraordinary powers as a violin player, and of a maturityt of thought and style far beyond his years. Lofty feeling and genuine artistic refinement spoke out of his performance of the serenade, and if a greater dignity and breadth might have been desirable in his performance of the first movement of Bach's sixth solo sonata, which he played on his first recall, greater purity of intonation and lucidity of reading, in spite of phenomenal speed could not have been asked of mortal violinist.

MR. WHITING'S RECITAL.

It is one of the contradictions with which the music reviewer comes in contact that while he must recognize the unwisdom of an artist giving a concert devoted exclusively to the music of a single classic composer, even a Beethoven, he must also view with an auspicious eye the devotion of an entire concert programme to the work of a young composer of to-day, especially if he be an American, and more especially still if he chance to live in the town in which the recital takes place. Of course, the cases are not at all parallel. Beethoven is dead; has, indeed, been dead for more than seventy-five years, and his artistic proclamation is made—"Hear ye, hear ye! The words are spoken! Take or reject!" Of special propaganda there is no longer need. But the young men of to-day ought to be heard, and if other artists are fearful of adventuring their reputations on unfamiliar music there is nothing for the composer to do but to produce his own music and trust a complacent people to forget that what is sauce for the Beethoven goose is sauce also for the Smith gander. Thus we have two concerts in Mendelssohn Hall within one week devoted exclusively to the music of the concert givers. Only the unyielding facts of history bring the two affairs into the same category, however. In the first case charity cried loud for silence; in the second the toast proved an excuse for the glass. All of the music to which Mr. Arthur Whiting gave a hearing yesterday afternoon had something to commend it, some grace of expression, some dainty bit of melodic or harmonic characterization to arouse passing, if not lasting, interest. There were duets for contralto and barytone, and soprano and tenor; settings for soprano of poems by Christina Georgina Rossetti, expressive measures in a ballad strain of three of Kipling's "Barrack Room Ballads," a cycle of ingeniously humorous songs culled from Oliver Herford's Flower Garden; finally a suite of more than pretty dance pieces, giving modern expression to the graceful conceit which occupied the fancy of such French clavecinists as Couperin and Rameau. Most of this music is still in manuscript, but is not likely to remain so long, and when once it is printed amateurs will find out for themselves what there is that is piquant and pleasing and original in Mr. Whiting's talent. Mr. Whiting was his own pianist, and his songs were sung by Miss Marguerite Lemon, Miss Marguerite Hall, John Young and Francis Rogers.

BUILDING HUGE STEAMSHIPS

NAVAL ARCHITECTS ASTONISHED AT WORK THAT IS BEING DONE AT CAMDEN.

Two hundred members of the Society of Naval Architects and Marine Engineers took a lesson in modern shipbuilding yesterday at Camden, N. J. At the invitation of Henry G. Morse, one of its members, the president of the New-York Shipbuilding Company, they boarded a special train at 8:45 o'clock, at Jersey City, that travelled direct to the plant, which is on the Delaware, nearly opposite the League Island Navy Yard, arriving there at 11 o'clock.

These men were astonished to find on the ground where three years ago a corn field flourished, two great steamships, each of 26,000 tons displacement, in course of construction for the Atlantic Transport Line—the Minnekahda and the Minnelora—as well as two other ships each 320 feet long, for the J. M. Guffey Oil Company. These four, and the steamship Massachusetts, some 500 feet long, afloat in a dock, are all being constructed under what is undoubtedly the largest ship shed built of steel and glass in the world.

Naval architects and naval officers who have visited shipyards in all parts of the world declared they had never seen such a perfect electrically equipped plant anywhere. There are forty cranes that lift weights of from seven to one hundred tons. The engines and boilers for these great steamships are lifted and placed in them before launching, while electric magnet cranes lift immense sheets of steel that would otherwise require twenty men to handle them. They are transported by the touch of a switch in the hands of a boy.

Four thousand men are employed, and each machine has its individual electric motor. Hydraulic power is used in the boiler shop. In the construction shop and ship shed compressed air is the power. Captain Randle, formerly master of the steamship St. Louis, who is now treasurer and marine superintendent of the company, told the visitors of a most interesting experiment being made to discover by hourly data how much time is lost by building vessels out in the open. "On one ship alone which we built that way," said he, "2,130 hours were lost. All work comes to a stop in any kind of a storm, but the work never stops on a ship built under cover. Where the ships now building stand we had to dig and dredge out 700,000 cubic yards of material to get water enough."

Henry G. Morse is the president of the company, Myron C. Wick, of Youngstown, Ohio, vice-president; S. M. Knox, secretary; Captain De Courcey May, general manager; L. D. Lovekin, chief engineer, and W. D. W. Dimock the New-York representative.

After luncheon served in the basement of the office building, the guests spent three hours inspecting the $3,000,000 plant, taking the train back to New-York at 3:30 p. m.

At the close of the luncheon, Colonel E. A. Stephens spoke of the work that has been accomplished by the shipbuilders of this country. "There is no reason why we should build ships to sail under foreign colors," he said. "Something better than ship subsidy is needed. The American merchant marine does not need ship subsidy, as it smells too much of almsgiving. Gatherings like this will make Congress recognize the merchant marine as a factor in the affairs of the country."

Colonel Stephens was followed by President Morse, who said: "With reference to the building of this plant I have hesitated, and still hesitate, to say much. It is as yet an experiment. We build ships here of all kinds. The cost on ships in duplicate is low, the cost of a single large ship is low, but as to the cost for the construction of very small ships there still seems to be a question. The cost of building a ship is not in the laying of the plates, but in the preparation of the material for them months before the keel is laid."

Prominent among the two hundred who visited the plant at Camden were Clement A. Griscom, Lewis Nixon, Rear Admiral P. C. Asserson, U. S. N.; Edwin S. Cramp, Commodore C. H. Loring, Lieutenant Sabri and Lieutenant Abi, of the Imperial Russian Navy; Rear Admiral A. C. Engard, U. S. N.; United States Constructors F. L. Fernald, W. J. Baxter and D. C. Nutting, Commander A. B. Canaga, U. S. N.; Professor Alexander McLean, Professor W. F. Durand, Chief Engineer Magee, U. S. N.; Horace See, W. H. Fletcher and Mrs. Fletcher, J. W. D. Forbes, Darwin Almy, J. R. Meed and George Rowland.

MR. KRUGER'S MEMOIRS.

A FORETASTE OF THE BOOK WHICH IS TO APPEAR NEXT WEDNESDAY.

THE EX-PRESIDENT IN ERCLES'S VEIN—BITTERNESS AGAINST MR. CHAMBERLAIN—THE RAID FROM THE POINT OF VIEW OF THE RAIDED.

The Century Company will publish on Wednesday next, November 26, "The Memoirs of Paul Krüger," the testament, so to say, of a man who, having failed to preserve intact the political fabric put in his hands by his people, is resolved to justify himself before them, in words at least. From advance sheets of the critical chapter in this volume, in which the history of the famous raid is traversed, it is plain that the discrediting of the inflammatory tone adopted by Dr. Leyds, hitherto his spokesman, has not shown Mr. Krüger the dangers of headlong assumption and violent diatribe. It is not necessary that the reader should hold a brief for the Colonial Secretary in order to deprecate the bland discourtesy with which, as Mr. Krüger seems to think, he is put in his place, in the opening paragraph of this chapter. "It is true," says the ex-President, "that Mr. Chamberlain, at the time of the raid, declared that he knew nothing of the whole conspiracy." A great many people, remembering that the British statesman spoke upon his honor, have considered that point settled. But they reckon without Mr. Krüger, who says: "Later, however it was shown that the British Government, or at least the Colonial Secretary, was fully informed of Cecil Rhodes's plans and intrigues, which resulted in Jameson's disgraceful raid."

Cecil Rhodes, we are told, "had long entertained the project of making himself master of the republic in one way or another, and he devoted his money, his influence and his position as Premier of Cape Colony to this object." He is described as employing the National Union "to keep men's minds at Johannesburg in a constant state of ferment;" it was through his instrumentality, the author continues, that arms and ammunition were smuggled into the city; and it is stated that he was the largest shareholder in the mine in which this material was concealed. His negotiations with the British Government for extension of the Chartered Company's territory were opened, it is said, because in this way he hoped to obtain the strategic positions he lacked for the contemplated rising. Mr. Krüger lays stress upon the aid which he believes was given in these negotiations by Dr. Harris and "a lady journalist called Flora Shaw," and in support of his argument he cites certain familiar telegrams that passed between Miss Shaw and Rhodes. Not content, however, with incriminating Rhodes, he says:

It must be remembered, moreover, that the British Government laid only a portion of the telegrams before the so-called Select Parliamentary Committee on British South African Affairs, and probably kept back those which were most compromising. Why should this be done when an inquiry is instituted to discover the truth? Is it not the natural conclusion that Chamberlain was equally guilty with Rhodes? However, no one can seriously deny that the above mentioned published telegrams clearly proved Mr. Chamberlain's complicity in the plot.

Alluding to the burning question of the franchise, Mr. Krüger asserts that, while it was one of the main grievances set forth in the National Union's manifesto of December, 1895, Lionel Phillips "had not long before written to his partner in London, a German Jew called Beit, who was closely connected with Rhodes, that 'we do not care a fig for the franchise.'" He has some words of his own to explain. He said to the burghers who were keen on punishing the rebellious element, when Johannesburg was in turmoil and doubt, "you must give the tortoise time to put out his head before you can catch hold of it.' These words have been taken as implying a knowledge of the preparations for the Jameson raid, the tortoise being understood to mean Jameson; but Mr. Krüger denies that he, or any of the Transvaal authorities at that time, thought such an enterprise possible. He maintains that he was deceived in regard to the horses, provisions and fodder then being bought up by the British. He believed that they were intended for an expedition against the Kaffirs, and describes the burghers as so little suspicious that they assisted in the purchase and conveyance of these stores. He declares that he had himself, shortly before, offered the British High Commissioner the assistance of the republic for the protection of the women and children against the Matabele, who were giving trouble. "If I had had the smallest inkling of Jameson's plan," he says, "I should assuredly not have allowed him to push so far into the republic," and adds:

What I meant by the tortoise was the National Union, which was continually abusing the government and threatening to resort to force in order to obtain the removal of its grievances. I intended to convey that we must allow the movement quietly to take its course, until it revealed its true character and showed itself so undoubtedly guilty that the government could punish the leading members, the real rebels, for high treason. Had those men been arrested earlier they could still have tried to deny their misconduct, and we should then, perhaps, have been unable to convince the world of their guilt.

Are we to regard Mr. Krüger as a kind of Dutch Machiavelli? The foregoing passage certainly suggests it. Yet the grim policy thus hinted at was apparently not incompatible with a refusal to "look upon the rebellion as serious." In fact, Mr. Krüger says that "the whole thing would have presented a farcical spectacle if the results had been less serious," and there is a note by the editor of the German edition affixed to this page, denying the story that the President kept his horse saddled in his stable and his rifle loaded by his bedside during the time of the raid. The "Memoirs," as a whole, will be awaited with interest, of course, and in the hope that new facts may be forthcoming in them. In the mean time the advance fragments clearly indicate that Mr. Krüger remains as irreconcilable as ever, and has no intention of admitting anything like good faith anywhere on the side of his opponents.

TRANSATLANTIC TRAVELLERS

On the St. Paul, which arrived here yesterday from Southampton, were:

Henry P. Binney.	Richard C. Parsons, secretary of the United States Embassy at Rome.
Mr. and Mrs. George E. Bullard.	Captain and Mrs. Tamblyn and family.
Mr. and Mrs. George S. Capelle, jr.	Rhona Hanbury-Tracy.
John Lee Carroll.	Miss M. Wainwright.
Dr. and Mrs. Charles F. Hatfield.	W. J. Young.
Mrs. James Spear.	

Some of those who sailed yesterday for Liverpool on the Lucania were:

Mrs. J. R. Busk.	Miss Virginia Lee.
Miss Margaret Busk.	Mr. and Mrs. T. Mitchell.
Walter S. Bigelow.	Mrs. M. L. Maconochie.
W. A. Clark.	Miss Cicely Northcote.
James Kerr.	H. C. Richards, K. C., M. P.
Miss Georgiana Gordon King.	Harry Rosenfeld.
Mr. and Mrs. James W. Lee.	Mrs. Ethelbert M. Smith.
	William Porter Ward.

London, Nov. 22.—Among the passengers booked to sail for New-York on the Cunard Line steamer Campania, from Liverpool to-day, are Sir Sydney Waterlow and Lady Waterlow, Sir Tatton and Lady Sykes and James H. Martin.

Paris, Nov. 22.—Deputy Consul General Bowen, who had been seriously ill for the last two months, and to whom has been granted a leave of absence, sailed from Cherbourg for New-York to-day on the American Line steamer St. Louis. He is able to walk and has almost recovered his health.

TO-DAY IS THE DAY.

The regular meeting of the many little business houses that have bargains to offer in their respective lines takes place to-day. You will find them under the "Little Ads. of the People."

PROFESSOR HYSLOP RESIGNS.

HE RELINQUISHES THE CHAIR OF LOGIC AND ETHICS AT COLUMBIA BECAUSE OF ILL HEALTH.

James H. Hyslop, professor of logic and ethics in Columbia University, has resigned because of ill health. Professor Hyslop had a leave of absence last year because of poor health. He spent his vacation in the Adirondacks, and returned to college in October, apparently much better. Professor Hyslop had been at Columbia for thirteen years and is widely known for his psychical researches. He is a graduate of West Geneva College of Northwood, Ohio. He has been on the teaching staff of Columbia, Smith College, Bucknell and the New-York public schools. At one time he was connected with The Associated Press. He is a prominent member of the American Psychological Association.

MISS GILMAN BUYS A HOUSE.

SO IT IS SAID, AT LEAST—ALBANY APARTMENT BUILDING THE ONE.

The Albany apartment house, which occupies the greater part of the block front on the west side of Broadway between Fifty-first and Fifty-second sts., was last night reported to have been sold to Miss Mabelle Gilman, the actress. John J. Emery, of No. 5 East Sixty-eighth-st., is the owner of record of the property.

The apartment house's number in Fifty-second-st. is 224 and in Fifty-first-st. 215. The house is four stories high, with stores which front in Broadway. It is one of the best constructed buildings of its kind in this city. It comprises thirty-two spacious apartments.

One of the apartments on the Fifty-first-st. side of the house is occupied by Miss Gilman.

The sum paid for the property was not made public.

SAYS WAS ARRESTED FOR SPITE.

A YOUNG MAN, CHARGED WITH FORGERY, DECLARES HE IS PERSECUTED BY RIVAL.

Morris S. Sherlock, agent at Elizabeth for the American Realty Company, was arrested yesterday at his home, No. 39 Rector-st., Newark, by Detective Tuite on a charge of embezzlement, preferred by C. Gordon Ware, secretary of the company. The specific complaint alleges the embezzlement of $22 50, but Ware says the alleged peculations will amount to a much greater sum.

Sherlock, who is twenty-six years old, says that his arrest is purely spite work on the part of Ware. He says that he and Ware are fond of the same girl, and that he finds more favor in the young woman's eyes than does Ware.

The police say that Dr. Cohn, the vice-president of the realty company, when he heard at police headquarters yesterday that Sherlock had been taken into custody, denounced the arrest as an outrage. Sherlock was handed over to the police of Elizabeth and taken to that city.

MRS. PARSONS HURT IN RUNAWAY.

HORSES ATTACHED TO CARRIAGE FIRGHTENED BY AUTOMOBILE.

Mrs. Charles Parsons, of No. 99 Park-ave., this city, had her shoulder dislocated in a runaway accident in Ossining yesterday afternoon. The horses were frightened by an automobile. Mrs. Parsons was attended by a physician, and later was placed on a train and taken to her home.

Mrs. Parsons had been the guest of Mr. and Mrs. Hoglen at The Lodge, the big hotel recently erected at Briarcliff Manor. She was riding in a ferry carriage with three other persons when the accident occurred. While the party was passing the home of James Speyer, the New-York broker, in Morrow Road, a large automobile dashed out of the grounds and almost ran into the carriage. The horses were frightened and bolted. The coachman tried to check their speed, but was unable to control the team. The carriage finally swung against a telegraph pole, and the occupants were thrown out. Th only person injured besides Mrs. Parsons was the coachman. He had two ribs broken.

The automobile did not stop after the accident. There were two men in it, but they are not known.

GOLDEN JUBILEE OF ST. ANN'S.

The Catholic Church of St. Ann, No. 112 East Twelfth-st., will celebrate its golden jubilee next Sunday. Archbishop Farley will preside, and among the officers of the Church present will be the Rev. Henry Gabriels, Bishop of Ogdensburg, N. Y.; the Rev. John E. Burke rector of the Church of St. Benedict the Moor, New-York City; the Rev. Francis Lamb, the Rev. James P. O'Brien, the Rev. Patrick Hayes and Bernard McQuaid. Pontifical mass will be celebrated at 11 a. m. and vespers at 8 p. m. At the vesper service the Rev. Joseph F. Delaney, of the Church of the Holy Name, will preach.

A large musical programme will be rendered at both the morning and evening services, which will include the "Kyrie" and "Credo" from Haydn's "Imperial"; the "Sanctus," "Benedictus" and "Agnus Dei," from Gounod's "Messe Solennelle," and other selections from the best works of Mendelssohn, Hoffman, Mozart and Maynard.

The Church of St. Ann was founded in 1852 by Dr. Murray Forbes, and for ten years met in the church house, recently condemned, in Eighth-st. From 1862 to 1892 the church was under the charge of Monsignor Thomas Preston, under whom it was moved to its present quarters, in Twelfth-st. During Mr. Preston's pastorate it was one of the most wealthy and fashionable churches in the city.

COAL BARK RUNS ASHORE.

Vineyard Haven, Mass., Nov. 22.—The bark Hattie G. Dixon, Captain Shanks, from Port Reading for Boston, with 700 tons of coal, ran ashore on Hedge Fence Shoal this morning during a light westerly wind and heavy weather. Captain Shanks sent here this evening and the Boston Towboat Company will send a tug to float her. The vessel is making no water and has as yet sustained no apparent injury.

PROMINENT ARRIVALS AT THE HOTELS.

ASTOR—J. E. Bowen, of Norfolk, Va. CAMBRIDGE—A. P. Burgwin, counsel for the Pennsylvania Railroad's Eastern Division. EMPIRE—J. Henry Smythe, of Philadelphia. FIFTH AVENUE—Robert McCormick, of Pittsburg. GILSEY—Dr. J. W. Walmsley, of Philadelphia; Robert D. Pruyn, of Albany. GRAND—Captain G. C. Reid, U. S. M. C.; Captain George E. Stewart, U. S. A.; Captain K. L. Martens, of the Revenue Cutter Service. HOFFMAN—W. B. Kirk, of Syracuse. HOLLAND—Elmer P. Howe, of Boston. MANHATTAN—Ex-Governor Charles Warren Lippitt of Rhode Island; A. L. Du Pont, of Wilmington, Del.; J. R. Cudahy, of Chicago. SAVOY—Wilson Catherwood, of Philadelphia. VICTORIA—A. H. Honefanger, Mayor of Marion, Ohio.

THE WEATHER REPORT.

YESTERDAY'S RECORD AND TO-DAY'S FORECAST.

Washington, Nov. 22.—The area of low pressure central Friday evening north of Lake Superior has moved rapidly eastward, increasing in intensity, a barometer reading of 29 inches being reported to-night from Father Point. An area of high pressure is moving southeasterly over the east slope region, its crest to-night overlying Nebraska, and a second area of low pressure is moving southeasterly from Assiniboia. Rain has fallen in Southwest Texas, Tennessee, the Ohio Valley, the lake region and eastward, including the Middle Atlantic States and New-England. It is somewhat colder to-night over the middle Rocky Mountain region, the middle slope, the middle Mississippi Valley and thence eastward to Eastern Pennsylvania. Temperatures east of the Mississippi are still above the seasonal average. The weather Sunday will be fair in all districts except the South Atlantic Coast and along the Gulf Coast westward to New-Mexico and Arizona. It will be fair Monday in all districts except Florida and possibly the upper lake region, where showers are probable. It will be cooler Sunday in the Middle Atlantic States, Tennessee and the interior of the East Gulf States and South Atlantic States. It will be warmer in the upper Mississippi Valley and the Northwest. The winds along the Atlantic Coast from Hatteras northward will be brisk northwest, diminishing Monday; south of Hatteras fresh west to northwest winds will prevail; along the Gulf Coast winds will be mostly light north to northeast; the winds on the upper lakes will be light west to northwest, and on the lower lakes fresh northwest, diminishing. Steamers departing Sunday for European ports will have fresh northwest winds and fair weather to the Grand Banks.

Storm warnings are displayed on the lower lakes.

FORECAST FOR TO-DAY AND MONDAY.

For Eastern Pennsylvania, New-Jersey, Delaware, Maryland and the District of Columbia, fair and cooler to-day; Monday fair; brisk northwest winds, diminishing.

For New-England, fair and colder to-day; Monday fair; brisk northwest winds.

For Eastern New-York, fair and colder to-day; Monday fair; brisk northwest winds on the coast.

For Western Pennsylvania and Western New-York, fair to-day; Monday fair, warmer; fresh northwest winds, diminishing.

FOR GOOD ROADS, $2,800,000

THE COUNTIES OF THE STATE PROMISE TO PAY THEIR HALF.

THE SUPERVISORS' HIGHWAY CONVENTION TO BE HELD NEXT JANUARY TO ASK THE LEGISLATUR