THE NEEDS OF THE NAVY

MORE OFFICERS THE MOST URGENT DEMAND.

SECRETARY MOODY REVIEWS LAST YEAR'S WORK AND FORECASTS THE FUTURE.

Washington, Nov. 28.—Secretary Moody in his annual report, made public to-day, says that the most imperative need of the navy is more officers. The condition of affairs is acute, and when the ships authorized are completed it will be desperate, unless Congress takes early action for its relief. Much important work has been performed by the navy in the last year, the Secretary says. The co-operation of the army and navy has everywhere been cordial. The navy has done its share in restoring order in the Philippines. The conditions throughout the islands have so far improved that the constant presence of a large naval force is no longer necessary. Five gunboats have been put out of commission or laid up for repairs. The disturbed conditions in the West Indies and the Caribbean have required the constant presence of ships charged with the duties of maintaining order by moral influence, protecting the interests of American citizens and those of other nations and of preserving the treaty rights of the government. These duties have been performed in harmonious co-operation with the Department of State. The navy rendered essential aid in the relief furnished to the inhabitants of the islands of Martinique and St. Vincent, afflicted by the volcanic eruption in May. Ocean surveys have been continued to the extent which the number of available officers, men and ships would permit.

The task which is employing the highest energies of the navy and receiving the greatest attention from the heads of bureaus, the commanders in chief of stations, the commanding and subordinate officers of squadrons, divisions and single vessels everywhere, Mr. Moody says, is the work of training. To the development of the greatest efficiency in all branches of the service the attention, zeal and thought of those in charge are mainly directed.

The most important features of the report follow:

THE FUTURE OF THE NAVY.

Among the most important lessons learned in the war with Spain was that a modern navy cannot be improvised during a war or upon the threshold of a war. Much money was then expended in the purchase of ships. Many of them served useful auxiliary purposes, but it may well be doubted whether they added materially to the fighting efficiency of our fleet. The time best suited to the development and perfection of our navy is the time when there is neither war nor threat of war. Happily the present is such a time, and it permits a dispassionate consideration of the future. The country approves, with hardly a dissenting voice, the policy of strengthening our power upon the sea. What would have been an adequate navy some years ago is totally inadequate for the performance of the duties growing out of our new possessions in the Pacific and Atlantic and the determination of Congress to construct a canal across the isthmus.

If, then, the policy of strengthening our power upon the sea to the point where it can respond to the national needs be not abandoned, the navy has manifold needs. There must be additional naval and coaling stations; more ships, fighting and auxiliary; and an increase of officers and men. In all of these respects Congress in the past has dealt with the navy wisely and generously, and I doubt not that in the future it will as accurately register the will of the people.

The most imperative need of the navy to-day is of additional officers. I cannot overstate this need. It invites the instant attention of Congress. The administration of the department is embarrassed almost daily by the lack of officers below command rank. This condition has been approaching for some years, and was clearly apprehended and stated by my predecessor in office. It is acute to-day, and when the ships already authorized are completed it will be desperate, unless there is early action.

A statement of this kind cannot safely rest upon mere assertion, but demands verification by a comparison of the number of officers with the duties which are required of them. Recognizing clearly that the same deficiencies exist in the staff corps, and that an enlargement of them is urgently demanded, I will nevertheless here make the comparison solely with respect to the officers of the line, selecting October 1 last as a recent date illustrative of the present condition. Following is a table descriptive of the conditions then existing:

Number of line officers, including midshipmen, required for vessels now on the navy list	1,206
Officers on inspection, court martial duty, Naval Academy, recruiting, ordnance, equipment and engineering duty	264
In transit to and from stations	70
Sick	30
Leave or waiting orders	30
Total	1,600
Number of officers now on navy list, including midshipmen after graduation	1,023
Deficiency	577

In the above table only the serviceable ships of the navy are included, and to them there is allotted only the minimum number of officers required, the allowance being less than that made in the other navies of the world. It is too obvious to need more than mention that with squadrons in Pacific, Asiatic, European, North and South Atlantic waters, there must always be a certain number of officers in transit from one point of duty to another, and for the time being withdrawn from active duty.

In considering the effect of this table it must be remembered that ordinarily in peace a considerable portion, say one-quarter, of the serviceable ships would be out of commission undergoing repairs and improvements, and that thus approximately three hundred officers would be released for other duty. Even in such case, and by the detachment of officers from every point of duty on shore where the law and the absolute requirements of the service would permit it, we could not in time of peace officer three-quarters of our present fleet.

But any comparison which does not take into account at least the future which is in sight would be totally inadequate, and therefore I project the comparison into the four years of our immediate future. The following table shows the number of combatant ships in course of construction and authorized and the number of officers necessary for them:

Vessels.	Officers.	Vessels.	Officers.
Maine	17	Denver	12
Georgia	17	Des Moines	12
Pennsylvania	17	Chattanooga	12
Rhode Island	17	Tennessee	15
Louisiana	17	Washington	15
California	15	Arkansas	7
Nebraska	15	Nevada	7
West Virginia	15	Wyoming	7
Maryland	15	Paducah	7
Colorado	15	Five submarines	5
South Dakota	15	Cleveland	12
Connecticut	17	Galveston	12
Ohio	17	Tacoma	12
Virginia	17	Florida	7
Missouri	17	Dubuque	7
New Jersey	17	Thirteen torpedo boat destroyers	39
St. Louis	12	Seven torpedo boats	14
Milwaukee	12		
Charleston	12		
Total officers necessary for the new vessels, for which no provision has been made			498

The importance of these ships is seen at a glance. Allowing the same proportion of officers in transit, on shore duty, sick, and on leave, will require 623 officers to produce the 498 demanded by our new ships. In these four years, moreover, it is estimated that not less than 160 officers will leave the service through resignation, retirement or death. The deficiency in the number of officers required for the full complement of naval duty as indicated above will be at the end of four years as follows:

Present deficiency	577
Needed for new ships	623
Needed to fill vacancies	160
Total deficiency	1,360

I am informed that under existing conditions 355 graduates of the Naval Academy may be expected during these four years. There is no other source of supply except a number, not exceeding 6 per annum, which may be obtained by the promotion of enlisted men. Unless, therefore, the above computation can be shown to be erroneous, we shall have in the near future something more than a thousand officers less than the proper complement.

The officers we need can be obtained from three sources only—by appointment from civil life, by promotion from the ranks, or by education and training at the Naval Academy. The first source has been so uniformly rejected by the opinions of all that I will not discuss it. Congress has indicated its opinion by abandoning this method in the Marine Corps, and would not, it is assumed, adopt it for the line of the navy. The law already allows promotion from the ranks of not exceeding six enlisted men per annum. I recommend that this law be amended so as to permit the promotion of not more than twelve per annum.

But the main source of our supply of officers must be from the Naval Academy. The duties of the modern naval officer are so varied and complex that they demand a rigorous and protracted education and training. This training and education can best be obtained at the national school at Annapolis. That school produces officers the equal of any in the world. When the best are obtainable we need not content ourselves with anything less than the best.

I therefore earnestly recommend that without a year's delay the number of midshipmen at the Academy be increased sufficiently to meet present and prospective needs of the service.

It should be stated that as the navy is now constituted, there is and will be in the immediate future a sufficient number of officers above the rank of lieutenant commander. The increase should be in the number of lieutenant commanders, lieutenants and ensigns, and care can and should be exercised to prevent stagnation in promotion, in order that officers may attain command rank at a sufficiently early age, for reasons which are so obvious and have been so frequently stated that they need no repetition.

VESSELS UNDER CONSTRUCTION.

At the close of the last fiscal year there were under construction for the navy, by contract, the following vessels: Eight battleships, 6 armored cruisers, 9 protected cruisers, 4 monitors, 13 torpedo boat destroyers, 7 torpedo boats and 7 submarine torpedo boats. The general progress of work upon these vessels, particularly those of the larger class, has not been found to be satisfactory. The battleships were, on June 30, 1902, from ten to twenty-nine months behind contract time, the armored cruisers from four to thirteen months, the protected cruisers from six to eighteen months, while the monitors were from sixteen to nineteen months in arrears.

In the cases of the larger vessels the causes assigned for slow progress are the non-delivery of structural material, the inability of shipbuilders to obtain a sufficient supply of skilled labor, and, in some cases, strikes. Other causes have contributed to the result. The department has recently taken steps to remove, as far as practicable, any grounds of delay over which it can exercise control, and has notified contractors that they will be held to accountability for failure to push forward the work of construction with due diligence, if such failure shall occur, and particularly for any delays which may at any time be caused by preference being given to private over public work.

In the case of torpedo boats and the destroyers the contractors have assigned as an additional reason for delay that the contracts for their construction were so exacting that compliance with them has been wellnigh impossible.

During the fiscal year the following vessels have been finally accepted: The battleships Alabama, Wisconsin and Illinois; the torpedo boats Bailey, Bagley, Barney, Biddle, Shubrick and Stockton. The torpedo boats Thornton and Wilkes and the destroyers Decatur, Perry and Preble have been preliminarily accepted. Between July 1, 1902, and November 1, 1902, the Thornton has been finally, and the following vessels preliminarily, accepted: The monitor Arkansas, the torpedo boat destroyers Barry, Chauncey, Dale, Paul Jones, Truxton, Whipple and Worden and the torpedo boat De Long.

NEW VESSELS AUTHORIZED.

At the last session of Congress, by act of July 1, 1902, the construction of the following additional vessels of the navy was authorized: Two battleships, one to be built at such navy yard as the Secretary might designate; two armored cruisers and two gunboats. In pursuance of this act the department without delay approved plans for the construction of the two battleships and directed that work on one of them, the Connecticut, be begun at once at the navy yard, New-York.

The contract for the construction of the other battleship, the Louisiana, has been awarded to the Newport News Shipbuilding and Dry Dock Company, after competition, for the sum of $3,990,000. The specifications for these two battleships, the most powerful yet laid down by the navy, call for vessels 450 feet in length upon the load waterline, about 77 feet beam, gross draught about 26¾ feet; trial speed at sea, to be maintained four hours, 18 knots. It is intended to give these vessels each a main battery of four 12-inch, eight 8-inch and twelve 7-inch breech loading rifles, and a secondary battery of twenty 3-inch 14-pounder rapid fire guns, twelve 3-pounder semi-automatic guns, six 1-pounder automatic guns, two 1-pounder semi-automatic guns, two 3-inch field pieces, two machine guns, calibre .30, and six automatic guns, calibre .30.

In pursuance of the requirements of the act of July 1, 1902, above mentioned, instructions have been issued providing for the keeping of an accurate and detailed account of the cost of inspection and construction of these two battleships, in order that the relative cost of navy yard and contract construction may be ascertained and reported to Congress as the law directs.

The plans and specifications for two 14,500 ton armored cruisers, the Tennessee and the Washington, are completed. Bids for their construction will be opened on January 6, 1903. The plans and specifications of the 1,000 ton gunboats, the Dubuque and the Paducah, will soon be ready.

LIQUID FUEL.

Congress, at its last session, by a clause contained in the act making appropriations for the naval service for the coming fiscal year, authorized the expenditure of $20,000 "for extended test of liquid fuel" for naval purposes "from the California and Texas oil fields, under the direction of the Bureau of Steam Engineering, Navy Department." In pursuance of this authorization a series of official experiments have been made since the beginning of the present fiscal year by a board of naval officers. In conducting these tests the board has had at its disposal a thoroughly equipped experimental plant built by private parties for the purpose. Previous to the liquid fuel experiments an extended series of tests had been made, all under the same boiler, various qualities of coal being used as a combustible, and both natural and forced draught being employed. This boiler was likewise used for conducting the oil tests.

As the result of the investigations thus far conducted the Chief of the Bureau of Steam Engineering recommends the installation of liquid fuel appliances without delay in at least a third of the torpedo boats and destroyers. With respect to the larger war vessels, and particularly the battleships, the installation of liquid fuel presents serious difficulties, entirely apart from the question of the satisfactory use of oil under boilers. The safe and convenient storage of a sufficient supply of liquid fuel beneath the protective decks of large ships of war and the question of replenishing exhausted fuel supply, whether in time of war or peace, in case of vessels liable to be sent without warning to unfrequented harbors, are grave matters. Inasmuch as such obstacles are more easily dealt with in the case of commercial steamers, the problem of installing liquid fuel upon fighting vessels differs in important features from the same problem as applied to transports or to the mercantile marine.

ENLISTED MEN.

The number of enlisted men in the naval service on June 30, 1902, was 21,433. Of these 8,032 were landsmen for training and apprentices. Many of these came from the Middle Western States, and at the time of their enlistment were unacquainted with the new life upon which they had entered. Their progress has been eminently satisfactory.

All men now enlisted are required to be either citizens or to have declared their intention to become such. Eighty-nine per cent of the enlisted force are now citizens, and 76 per cent are native born. Ninety-three and three-tenths per cent of the landsmen for training and 94 per cent of the apprentices are native born.

The advance in general intelligence and education of the enlisted men presents new problems which, with all other questions concerning them, are receiving the critical attention of the department. It is believed that in intelligence, education, adaptability to the service and fidelity to its interests our men will compare favorably with those of any other navy.

The same reasons which demonstrate the necessity for an increase of officers call for the increase of men. The increase can be made gradually, and I recommend that an addition of 3,000 be authorized during the next fiscal year.

INCREASE OF SHIPS.

After most careful consideration, I believe it to be my duty to recommend a continuance without interruption of the increase of ships. The precise type of ships authorized must, of course, like the authorization itself, be referred to the wisdom of Congress, to whose committees recommendations in detail may be made. Differences of opinion exist among naval authorities, but all agree that not less than two battleships should be among the number authorized. Whether the others should be of the armored cruiser type or of the unarmored cruiser and gunboat type, which have proved so useful, may well be left for future discussion.

A permanent ambulance or hospital ship, designed for hospital purposes only, and having the right to fly the flag of the Geneva Conference, would undoubtedly prove an important adjunct to extended naval manœuvres, whether in time of war or peace. The work of the Solace and Bay State throughout the period of the Spanish war, in the West Indies and during subsequent activities in the Far East, established the value of hospital ships in time of war.

In time of peace such a vessel should accompany each large squadron in the more serious evolutions as a hospital, and also as a recreation asylum for debilitated members of the ships' companies. But their most important service would be as ambulance vessels, to carry the sick and disabled from the fleets or from tropical island stations to naval hospitals, giving them while in transit intelligent and wholesome care. Two vessels of this type, one for the Atlantic and one for the Pacific, to be equipped for the work outlined in time of peace, and ready for instant service in time of war, are earnestly recommended.

NAVAL STATIONS.

There is no subject which deserves more careful consideration than that of naval stations. Their situation and development have sometimes been controlled more by accident and local wishes than by the broader consideration of national needs. We surely have an abundance of them within the United States, but there is imperative demand for the establishment of a naval station in the Philippines and in the West Indian islands or the Caribbean. My own experience leads me to express the hope that Congress will make some provision which will enable the committees especially charged with the consideration of naval affairs to inspect our naval stations. I cannot but believe that such an examination would result in very considerable economy in public expenditures. If the examination could be extended, as it should be, beyond the seas, it would insure the selection of proper sites and their development on wise and economical lines.

WIRELESS TELEGRAPHY.

The Chief of the Bureau of Equipment reports the purchase, after investigation, of apparatus for the purpose of conducting experiments in wireless telegraphy, according to four different systems recently developed in Europe and offering promise of usefulness to the navy. Stations have been established at the navy yard, Washington, and at Annapolis, Md., and experiments will thus be conducted between points distant from each other about thirty miles. Upon the completion of a series of overland tests, it is proposed to install one set of each kind of apparatus on board a ship and the corresponding set at Annapolis, Md., in order to conduct tests from ship to shore at varying distances. The next step will be to install apparatus on board separate ships, in order that tests may be made at sea, outside of land interferences.

THE MARINE CORPS.

I take pleasure in making reference to the prompt response of the Marine Corps on more than one occasion during the year to urgent demands of the service. In one instance, upon telegraphic instructions, a battalion, fully organized, armed and equipped with supplies of all kinds, including arms, ammunition, rations, tents, camp equipage, implements, etc., was assembled at League Island, Penn., ready for embarkation within seventy-two hours after the receipt at headquarters of the order, and twenty-four hours before the expiration of the time fixed therein. This is in keeping with the traditional readiness of the organization to answer at the shortest notice calls made upon it for active duty.

TUTUILA AND GUAM.

Since the acquisition of these islands no action has been taken by Congress to establish civil government within their limits or to provide revenues for its maintenance. Such action is necessary to the peace and well being of the islands, and is earnestly recommended.

ADMIRAL DEWEY.

I cannot close this report without acknowledging the sympathy, co-operation and aid which I have received from the Admiral of the Navy. As president of the general board of the navy his services have been of great value to the department and the fleet. The security of his own fame has not lessened his interest in the service or diminished his effort for its improvement. His zealous earnestness in the cause is the good fortune of the department, and gives him an added title to the favor of the nation.

TO APPOINT W. J. YOUNGS.

THE PRESIDENT TO MAKE HIS FORMER SECRETARY ATTORNEY FOR THE EASTERN DISTRICT OF NEW-YORK.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, Nov. 28.—President Roosevelt informed Senator Platt to-day of his intention to appoint William J. Youngs, of Oyster Bay, as United States Attorney of the Eastern District of New-York. Senator Platt promptly agreed to the appointment, which will be made at the expiration of the term of George H. Pettit on December 20. Mr. Pettit has held the office four years, and there is nothing against his record. The President will give the office to Mr. Youngs for personal reasons entirely. Mr. Youngs is a neighbor of the President at Oyster Bay. They live within a short distance of each other. In addition to close social relations, Mr. Youngs was associated with Mr. Roosevelt as his secretary when the President was Governor of New-York. Mr. Youngs resigned the place of District Attorney of Queens County to become the Governor's private secretary. He is now deputy superintendent of banking of New-York, and is well known throughout the State. The President has had the appointment in mind for a long time, but did not consult Senator Platt until to-day.

The New-York Senator, who is looking in better health than in many years, spent some time with the President this morning. Senator Platt was reminded of many stories a year ago that he would leave the Senate because of ill-health. "Well, I would not leave for that now," he said.

OTHER DISTRICT ATTORNEYS SELECTED.

Washington, Nov. 28.—The following appointments under the Department of Justice were agreed to at the Cabinet meeting to-day:

Judge L. L. LEWIS, of Richmond, United States District Attorney for the Eastern District of Virginia.

SOLOMON H. BETHA, United States District Attorney for the Chicago District.

MORGAN H. BEACH, United States District Attorney for the District of Columbia.

FOR A BOY'S FOOT, $12,000.

BROOKLYN LAD GETS THAT SUM FROM BROOKLYN RAPID TRANSIT AS RESULT OF AN ACCIDENT.

For the loss of his right foot, Frank Castellan, an eight-year-old boy, has received a verdict for $12,000 damages against the Brooklyn Rapid Transit Company, from a jury in the Brooklyn Supreme Court. The case was tried before Justice Garretson on Wednesday and a sealed verdict was prepared, which was opened yesterday.

The Castellan boy was crossing Seventh-ave., between Fifteenth and Sixteenth sts., Brooklyn, on October 25, 1900, when he was knocked down by a trolley car, and his right foot was taken off just above the ankle.

POLICE TO GET WEST POINT POINTERS.

CAPTAIN PIPER TO TAKE MOUNTED MEN THERE FOR RIDING LESSONS.

Deputy Police Commissioner Piper a few days ago sent a letter to Colonel Mills, superintendent of West Point, asking him to name a day when the Commissioner, with some captains and mounted men of the Police Department could visit West Point and get pointers on riding horses, particularly as to clinging to a horse with their knees. Yesterday the Commissioner received a reply from Colonel Mills giving him his choice of two days next week. Captain Piper selected next Friday, when there will be three riding classes—one from 11 a. m. to 12 m., another from 2 to 4 p. m. and another from 4 to 5:30 p. m.

Captain Piper will decide within a couple of days on the men he will take with him.

GRAY'S INN DESTROYED BY FIRE.

THE LOSS IN THE DESTRUCTION OF THE WELL-KNOWN WHITE MOUNTAIN HOTEL ESTIMATED AT $175,000.

Jackson, N. H., Nov. 28.—Gray's Inn, one of the well known summer hotels in the White Mountains, was totally burned to-night, together with Woodbury Hall and all outbuildings, including two cottages and the Casino. The total loss will be $175,000. The insurance is about $80,000.

The property was owned by Charles W. Gray, who, with his family, was living at the hotel during the winter. The fire was due to a defective light wire.

The hotel had accommodations for about two hundred and fifty guests.

CRAMPS TO PASS DIVIDEND.

FLOATING DEBT MAKES PAYMENT INEXPEDIENT. DIRECTORS THINK.

Philadelphia, Nov. 28.—The board of directors of the Cramp & Sons Ship and Engine Building Company decided to-day not to declare the usual December dividend. A circular will be issued announcing that it is deemed inexpedient to declare the dividend in view of the floating debt, and also showing that the earnings in the last six months have made a substantial increase. The company has for several years paid dividends aggregating 5 per cent a year.

NEGROES PRAISE THE PRESIDENT.

METHODIST CONFERENCE AT NORFOLK COMMENDS HIS ATTITUDE ON RACE QUESTION.

Norfolk, Va., Nov. 28.—The African Methodist Conference, embracing the States of Virginia and North Carolina, representing seventy-five thousand colored people, adopted to-day strong resolutions expressing pleasure and gratitude at what is termed President Roosevelt's broad and philanthropic letter with reference to Dr. Crum, of Charleston, and heartily commending his attitude toward the negroes.

Bishop Walters and others prominent in the conference, spoke in advocacy of the resolution. The conference also passed a resolution commending the attack John S. Wise is making on the constitution of Virginia.

KRUPP AND OCHILTREE.

Characteristic anecdotes of these two noted men, who died the other day. In to-morrow's Tribune.

NAMED FOR BRAVE OFFICERS.

Washington, Nov. 28.—By direction of the President, the following names of seacoast batteries were announced at the War Department to-day: Battery Hartshorne, Fort Smallwood, Maryland, in honor of Captain Benjamin M. Hartshorne, jr., United States infantry, who was killed in action near Lanang, Samar, Philippine Islands; Battery Alexander, Fort Baker, California, in honor of Colonel Barton S. Alexander, brevet brigadier general United States Army, who served with distinction in the Mexican and Civil wars, and died at San Francisco in 1878, and Battery Mendell, same fort, in honor of Colonel George H. Mendell, who served with distinction in the Civil War and died at San Francisco in 1902.

HUNTER NOT UNDER PROTECTION.

Washington, Nov. 28.—Minister Hunter, at Guatemala City, has informed the State Department that his son Godfrey, jr., who shot Fitzgerald, is twenty-four years old, and is in business on his own account, and therefore is not under the protection of the legation. All he asks is that Mr. Bailey, the secretary of the legation, be allowed to testify before the Guatemalan courts. This permission has already been granted by the department.

CLEMENCY FOR LIEUTENANT OWEN ASKED.

Washington, Nov. 28.—The President has suspended final action in the case of Lieutenant Alfred C. Owen, of the navy, in order to consider an appeal for clemency filed by his counsel to-day. Lieutenant Owen was convicted by court martial of financial irregularities and absence without leave, and sentenced to be dismissed from the service. It is understood that his counsel base their appeal on the ground that Lieutenant Owen was suffering from a temporary aberration of mind at the time of the alleged misdemeanors, and was not entirely responsible for his conduct.

CABLE COMPANY GETS THE SOUNDINGS.

Washington, Nov. 28.—The formal transfer of the soundings and surveys of the Nero, to be used in the construction of the Pacific cable, occurred yesterday in the office of Rear Admiral Bradford, Chief of the Bureau of Equipment, the manager of the Washington office of the Postal Telegraph Company receiving them for the cable company.

SUNDAY SERVICES AT VARIOUS CHURCHES.

The Tribune publishes each Saturday announcements of the leading churches in New-York and Brooklyn, with name of preacher and topic of sermon. Consult these advertisements to-day under heading of "Religious Notices."

AWAITING "DOUGH" WAGON

FRANCHISE OPPOSITION, COACHED BY MURPHY AND SULLIVAN, ARE FOOLING LABOR.

"Waiting for the 'dough' wagon" That sizes up the attitude of about twenty Tammany and Willoughby Street aldermen toward the Pennsylvania tunnel franchise. It is an attitude that Tammany Hall believes in and has become accustomed to. Charles F. Murphy, the new leader of Tammany Hall, knows all about the situation, and the aldermen who have joined in the "holdup" of the tunnel franchise have not been censured by him.

Some of the aldermen are opposed from conscientious motives to the present form of the franchise, and the formation of the combination in the board whose members are hiding, or trying to hide, their real motives behind the cloak of sympathy for organized labor has put these honest aldermen in an extremely embarrassing position.

The "combine" does not take the Pennsylvania at its word. The men who think that there ought to be "something doing" for them say with great complacency that the Pennsylvania company is rich, and if the subway interests were willing to pay $20,000 for a little thing like the Lenox-ave. extension, the Pennsylvania company, which asks for much more, ought to "come down" handsomely for its franchise.

Not in years has organized labor been so completely fooled by sharp "boodlers" as this time, when it has been induced to rush to the support of a bribe seeking "combine" in the Board of Aldermen, whose members are only too ready to use labor as a cloak.

With Charles F. Murphy and Timothy D. Sullivan secretly coaching the opposition to the tunnel franchise, the Tammany men feel secure in the game they are playing.

The railroad committee was to have met yesterday at the City Hall to consider the franchise resolution. Alderman Diemer sent word to President Fornes's office that the committee would not be able to get together until Monday. President Fornes still is in hopes that the franchise will be passed, but the indications now are that the "combine," backed by Murphy and Sullivan, will be able to defeat the resolution.

It is a case, in the Sullivan vernacular, of "waiting for the 'dough' wagon."

President Cassatt of the Pennsylvania recently said to a prominent city official: "We have come to New-York for this franchise with clean hands, and we are going to keep our hands clean. We will not pay one cent for the granting of this franchise beyond the terms stated in the proposed contract."

As before noted, the "combine" in the board does not take the Pennsylvania at its word. They can't believe it. They are waiting for the "dough" wagon. They are confident that the Pennsylvania will not abandon its enterprise, and they are likewise confident that the company will be willing, before the robins nest again, to pay the "combine" $10,000 apiece for "services" in connection with the granting of the franchise.

Senator Platt was quoted yesterday in a Washington interview as saying that the legislature would probably assist the Pennsylvania in getting its franchise if the aldermen did not act promptly. The Tammany men replied that Governor Odell will not permit the city's control of the franchises to be taken away. Senator Plunkitt said yesterday that if any such attempt were made the Democrats, with their twenty-two Senators to the Republicans' twenty-eight, would hold up appropriation bills by preventing a two-thirds vote for them.

NORTH SIDE BOARD FOR FRANCHISE.

At the November meeting of the North Side Board of Trade resolutions were passed condemning the proposed garbage crematory at Rider-ave. and One-hundred-and-fortieth-st., urging the granting of the Pennsylvania Railroad franchise without irrelevant conditions, and approving the granting of terminal facilities to the New-York Central under conditions, so far as practicable, satisfactory to adjacent property owners. A vote of thanks was extended to Dock Commissioner McDougall Hawkes for his comprehensive report of proposed improvements along the Bronx waterfront. The board will urge the United States Government to have the Bronx Kills made navigable.

LEFT BODY IN DEPARTMENT STORE

A NOTE FROM THE UNFORTUNATE MOTHER ACCOMPANIED CORPSE OF BABY FOUND IN NEWARK.

The body of a large male child newly born was found in a large parcel that was left yesterday afternoon in the basement floor of a department store in Broad-st., Newark. The body was in a paper box. Under the paper in which the box was wrapped was a note reading as follows:

Don't open this box, as it contains the body of my infant. May God forgive me for doing this, but I am too poor and unable to care for it in a proper way. Its father died April 1, 1902. I have three other little ones, and am consumptive. Oh, my heart is broken! Bury it for me, and I can, perhaps, rest when I know it is done.

AN UNFORTUNATE MOTHER.

The county physician examined the body and found that the child had bled to death.

SORRY HE WAS NOT PILATE.

POSTAL CARD WRITER TELLS MAGISTRATE CRANE HE COULD HAVE AVERTED CRUCIFIXION.

While sitting in the Yorkville court yesterday Magistrate Crane received a postal card, on which the following was written:

11, 25, '02.

Magistrate Crane, Yorkville Court.

It is too bad you did not sit in Pontius Pilate's place in Judea. You could have sent Jesus to prison and saved a crucifixion. Why do you not punish the beggar at fairs and churches?

ARION SOCIETY AWARDS PRIZES.

The second of the concerts of the Arion Festival was held last night in the 47th Regiment Armory, Marcy-ave. and Heyward-st., Brooklyn. The programme was made up entirely of prize competitions. In the male chorus competition (German, Class 2) Munzinger's "Frühlingsregen" was sung by the Phœnix Männerchor, of Brooklyn, and the Allemania Cordialia, of New-York. The latter, of which Ernst Scharpff is the conductor, won the $100 prize. One of the features of the festival was to have been the awarding of prizes for the best novel in English, the best novel in German and the best poems in the respective languages. The judges announced last night that none of the compositions offered in competition had any great degree of literary merit. The prize for the novel was cut from $100 to $50 and awarded to Charles McIlvaine, of Cambridge, Md. The subject of his novel was "The Tryst at the Old Dry Rock." No award was made for the poem.

A NOTABLE TEXTILE EXHIBITION.

Almost every form of textile known to the world is on exhibition in the American Art Galleries, No. 6 East Twenty-third-st. It is a collection the like of which does not exist in this city. Curtains, rugs, laces, embroideries, needlework, ecclesiastical vestments and draperies make up the collection, and, in addition, a display of sanctuary lamps is shown. The textiles are mostly specimens of the sixteenth, seventeenth and eighteenth centuries.

It is impossible to enumerate all the rare things on exhibition, but a Spanish sanctuary carpet of the sixteenth century deserves mention. It is 17 feet long and 9 feet wide, and woven in it are cardinal hats, sacred lilies and other churchly things, while the centrepiece is a huge oriflamme. There is a display of fourteenth century Genoese velvets; cloth of gold, period of Francois I, and large brocades of the time of Louis XIV, the last named being a fad at the present time. Then there are Gothic pieces, principally church vestments; Louis XV brocades in pink and green, the design of the period. There are also brocatelles of the eighteenth century, a collection of fifteenth century English needlework, representing Biblical, historical and mythological subjects. Silk carpets and an array of chair and couch draperies, together with rare laces, complete the exhibit.

Large quantities of velvets interesting to architects and decorators are on hand. These are cut or Medici velvets, and are usually sold in lots of 50 to 100 yards for rooms.

The collection was gathered in France, Spain, Portugal and Italy.

EDITIONS DE LUXE.

The art of making costly books, illustrated with photos of workmen engaged in the various processes. In to-morrow's Tribune.

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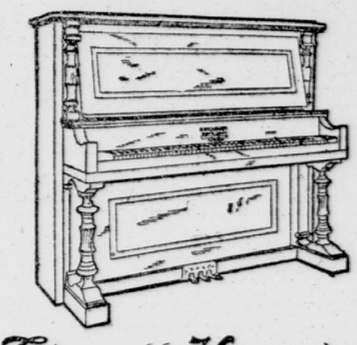

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NATIONAL CAPITAL NOTES.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, November 28.

NOT EASY OF ACCESS.—Speaker Henderson and Representatives Payne and Dalzell were inspecting this morning the improvements which Superintendent Elliott Woods has effected in the House in the recess, and with Mr. Dalzell were a constituent and his nine-year-old son. The little chap was much interested in the chamber and its furnishings, and finally asked what the Speaker's rostrum was for. Mr. Dalzell explained, and told the little fellow to go up and sit in the Speaker's chair. In a moment the boy returned, his face beaming, and exclaimed, "It's fine and dandy up there, ain't it?"

"You bet it is, my son," replied Mr. Dalzell, and then, turning to the father, added, "It's hard to get there, too."

DO REPRESENTATIVES NEED WATCHING?—That the chaplains of both houses of Congress should be blind has frequently occasioned comment, but there are prospects that the Representatives will have a chaplain who can "keep his eye on them." To the genuine regret of all who know him, Dr. William H. Milburn, the chaplain of the Senate, will be unable to officiate longer in that capacity, the condition of his health compelling him to spend the winter in California. The Senators have already taken steps to secure the services of Dr. Henry Noble Couden, the blind chaplain of the House, and unless the custom of Dr. Milburn's early service is reverted to and the Senate clock is kept perpetually slow in order to permit one chaplain to open the sessions in both chambers, the House will be obliged to procure a new spiritual director. Dr. Milburn has expressed the hope that Dr. Couden will succeed him, and some of the wags say it is because the doctor knows how great a shock the Senate would prove to a man who saw. Dr. Couden says, however, that he fears it will be a case of "the blind leading the blind. Perhaps it would be just as well for the young men of the House to have a chaplain who could keep an eye on them."

IT MAKES SUCH A DIFFERENCE.—A diminutive boy, clad in a blue flannel shirt, corduroy breeches and a sombrero, and riding a tiny calico pony, which loped along at a furious pace of perhaps three miles an hour, came clattering down F-st. to-day, and as he entered the principal shopping district encountered a stout, handsomely dressed elderly woman, who appeared utterly incapable of making up her mind whether to proceed or retreat. With considerable difficulty the small boy avoided a collision and rode on, but the flustered and irate woman rushed to the policeman on the corner, exclaiming:

"See that horrid little brat! He almost rode me down! He ought to be arrested, and I insist that you lock him up at once!"

"Madame," said the officer, "that is the President's son Archie, and I couldn't arrest him. He wasn't riding half as fast as the law allows."

"Was that Archie Roosevelt? Why, the little dear. I'm so glad to have seen him; so like his father, too," was the reply, which astonished the guardian of the law.

"DEFICIT OF LEGAL ERUDITION"—BUT.—Senator Beveridge, as chairman of the Senate Committee on Territories, has, with several of his colleagues, been making a tour of those Territories which are candidates for Statehood, and, has been, according to some of the members of the party overpowering the natives with the rounded periods and "polysyllabical" oratory with which he occasionally entertains the Senate. At Albuquerque, however, he met his match. The Senator had been mercilessly exposing the ignorance of the law of a local justice of the peace, when the old fellow turned on him and said, with the peculiar Hoosier drawl:

"Senator, in the spring of the year I always go back to dear old Injianny and round up my old friend, Jeems Whitcomb Riley, the Hoosier poet. We lay in about three gallons of Kentucky whiskey, get a boatman, and whip the Wabash River and its tributaries for black bass. I jes wisht you'd come along on one of them trips. I know you don't keer nothin' for the whiskey nor the fishin', but I wisht while we fisht you'd step back into the tall timber along the Wabash bottoms and put your tests to some of our Injianny jestices of the peace."

There was an instant's pause, and then the Senator remarked majestically: "I think, gentlemen, that the justice's eminent common sense will compensate for any defects there may be in his legal erudition."

OFFERS $1,000 FOR A MURDER.

Geneva, N. Y., Nov. 28.—Jacob Glick, the proprietor of a variety store, has received a letter from Seneca Falls, asking him to find a person who would murder F. G. Miller, a real estate agent of Seneca Falls. The letter contained a $10 bill "for expenses," and said $1,000 would be paid to the person who did the job. The case is being investigated.

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