TALES OF DARING TOLD BY WATERMEN ABOUT C. OLIVER ISELIN'S EARLY YACHTING DAYS ON LONG ISLAND SOUND.

TO SAIL CUP DEFENDER.

ISELIN AS A YACHTSMAN.

His Record at New-Rochelle—Began as a Boy.

The selection of C. Oliver Iselin to manage the new Cup defender has given great satisfaction to the people of New-Rochelle, that yachtsman's home city. The defenders when sailed under the Iselin colors have always been moored off All View, the yachtsman's home in that city, at the intervals of being put through their trials on the Sound, and this has made the place in each of the international race years a scene of great activity and gayety—in fact, the temporary capital of the yachting world.

But the yachtsmen of New-Rochelle are not more pleased with the selection of the New-York Yacht Club than Mr. Iselin's old tutors, the oldtime boatmen of his native town, who claim the honor of having taught him the rudiments of sailing. What Mr. Iselin and his sailing master, Captain "Charley" Barr, don't know about handling a boat, these men say, can never be learned by any one, either in this country or on the other side of the ocean. Some of the old New-Rochelle boatsmen remember Mr. Iselin when he was a boy, and tell many interesting tales about his early experiences when he used to sail the sloop Dare Devil, which won all of the races on Long Island Sound and then swept everything before her from the Jersey coast to Newburg. It is a source of pride to the old crew of this yacht that their commander is for the fourth time to sail the boat built to represent this country before the gaze of the world.

"Tom" Weber, who keeps a boat yard at New-Rochelle, was one of Mr. Iselin's early instructors. He was with him when he sailed the Dare Devil. Mr. Iselin, or "Ollie" Iselin, as he was then called, picked up his early knowledge of yachting about Weber's boat yard, which is down near the lower harbor at the entrance to Davenport's Neck, where Adrian Iselin, the banker, the yachtsman's father, has his summer home. Thirty years ago the boat yard was a great rendezvous for the boys of the neighborhood. There were then no yacht clubs in New-Rochelle, and every one who owned a yacht kept it at Weber's or some other of the local boat yards. Mr. Iselin first made his appearance at the yards when he was a small boy. He used to watch the men building boats and ask questions about the work.

It was not long before he became a daily visitor at the boat yard, and Mr. Weber, seeing how deeply interested he was, took a special interest in him, as he has in many of the young men of New-Rochelle since, and taught him how to rig a boat and sail her. After he had mastered the elementary points, Mr. Iselin confided to Mr. Weber that he was going to buy a boat, and, true to his promise, he came around a few days later with a small cutter, which he called the Gertrude. It was the proudest day of his life when the young skipper sailed up to the dock and made his boat fast. Then he organized a crew composed of the boys of the neighborhood, and challenged every boat in his class in the lower harbor. When his crew won a race Mr. Iselin would give his captain $25 or $50, and tell him to take the crew ashore and have a good time. If he lost he would say nothing, and go home glum. In this manner the youthful skipper drilled his crew to put forth their best efforts, and get every ounce of speed that was in the Gertrude out of her when they were in a race.

The Gertrude won about everything in her class, and then young Iselin sold her and bought a catboat from a man named Brinkerhoff. The catboat was called the Mary Emma, and was twenty-four feet on the waterline. Weber rerigged her as a jib and mainsail, and she was considered a smart boat in her time. When her owner selected the crew for her he put Weber in as skipper. At that time the Neptune House, in Pelham Road, was a resort for wealthy New-Yorkers, several of whom owned boats and took an active interest in yachting. The yachting contingent at the hotel used to offer prizes for races, which were sailed on Saturdays. Sometimes the prize would take the form of a substantial purse. The course was usually from New-Rochelle down to Fort Schuyler, four miles to windward and back. The Mary Emma sailed in nearly all of these races, and won many of them, but occasionally she was beaten by the Pluck and Luck, which was owned by "Jake" Smith, then a famous yachtsman of Staten Island.

Smith afterward built the Dare Devil, a 28-foot jib and mainsail boat, which soon proved to be a crack yacht of her class along the Sound. The Dare Devil showed her heels so often to the Mary Emma that Mr. Iselin and his brother, Columbus O'Donnell, bought her from Smith and formed a racing syndicate, which was to sweep everything off the Sound. They chose as their captain "Tom" Odell, who was known as one of the most thorough old seadogs of New-Rochelle. Several weeks were spent in tuning the Dare Devil up and drilling the crew. Mr Iselin's brother, Columbus, was with him frequently aboard the boat, but C. Oliver did the sailing. In fact, it was a rule recognized by every one that nobody else was to say a word while Mr. Iselin had the tiller.

There was at that time a speedy boat in New-Rochelle owned by Walter F. Davids, the sealing wax manufacturer. Mr. Davids thought so well of his boat that he gave her his own name, the Walter F. Davids.

The Dare Devil had several brushes with the Walter F. Davids, in which the honors were about even. The rivalry between these boats finally became so great that a series of races was agreed on by the owners in order to decide which was the speedier. The boats were backed at $500 a side, and on the days that the races were sailed the interest was so intense that hundreds of yachtsmen came from the places along the Sound to witness them. The course was from Echo Bay to Hog Island buoy, ten miles to the windward and return. The shores of Echo Bay, which was the starting point, were filled with people when the two boats crossed the line. Mr. Iselin put on every inch of sail that his boat would carry without capsizing, and was well ahead in the race. On the beat homeward the wind died out, and in order to win the race he ordered his crew to throw the sandbags over. When this failed to lighten the boat sufficiently he had them rip out the flooring from the bottom of the yacht and throw it into the Sound. There was great cheering at Hudson Park when the Dare Devil crossed the finish line a few lengths ahead of the Walter F. Davids. Captain Ira Smith, an old Fulton-st. pilot, sailed the Walter F. Davids in the first race. He thought that he knew everything about sailing, but when he saw the Iselin crew rip out the flooring and throw it overboard he admitted that Mr. Iselin had taught him a new trick. The Dare Devil lost the second race owing to an accident. She was fairly skipping over the water, when she snapped her bowsprit and had to put in to shore.

Mr. Iselin was only about twenty-one years old when he beat the Walter F. Davids, but his friends from that day hailed him as the smartest yachtsman on Long Island Sound. The Dare Devil continued to sail for several seasons in the races on the Sound and on the Hudson. She went as far south as the Jersey coast, where she beat some of the crack boats there. She had a crew of ten, and with them racing meant hard work. In the big races the Dare Devil always carried from sixty to eighty sandbags, and if the wind died down the men had to work like beavers throwing them over the sides. Many thrilling tales are related by the survivors of the old crew. There are even legends that Mr. Iselin made members of his crew jump overboard to lighten the boat sometimes in close races. The men swam ashore or were picked up by the boats of spectators. On one occasion they had a race at Glen Cove against the Long Island boats, and won by a length. When Mr. Iselin went ashore to claim the prize the judges accused him of fouling, and wanted to award it to another boat. The crew were not near enough to hear the conversation, but the first thing they knew their captain and the three judges were engaged in a rough and tumble scrimmage on the float. Captain "Tom" Odell and several of the crew jumped into a dinghy and put out in a hurry for the wharf. When he reached the float they found Mr. Iselin waiting for them, and he jumped aboard.

"Are you hurt?" they asked in a chorus.

"No; it's all right. I have the best of them," replied the young skipper. He held the prize in his hand. In the scramble Mr. Iselin lost his watch, which he valued at $250.

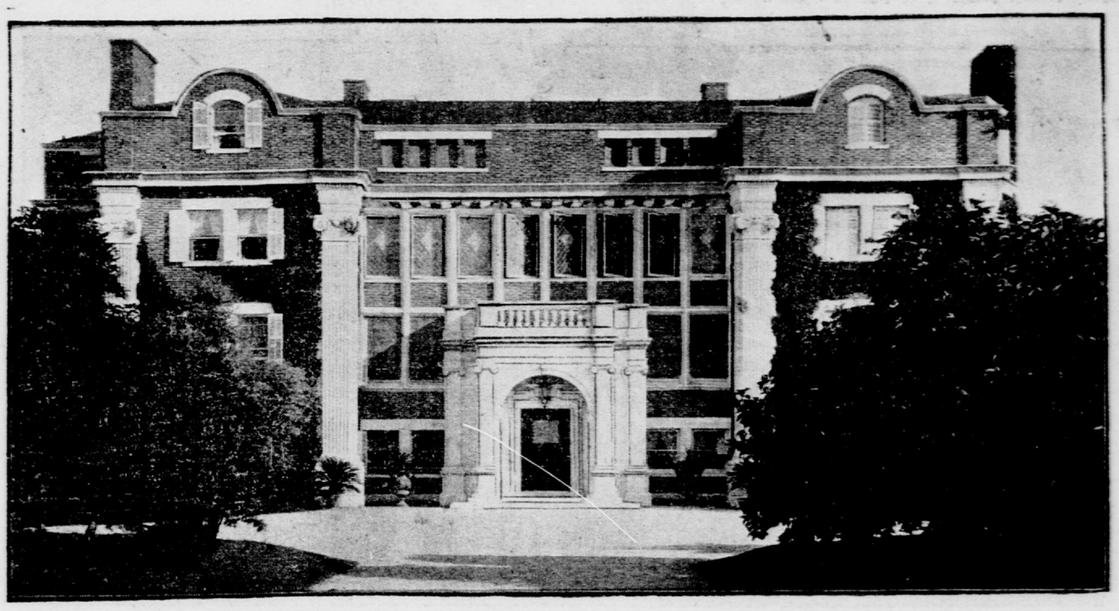
The next boat bought by Mr. Iselin was the Midge, a jib and mainsail cruiser, about thirty feet on the waterline. He used her for a long time for duck hunting expeditions, and afterward had several boats, including the 90-foot steamer Ocean Gem. When last heard of the Ocean Gem was being used as a mail boat among the Florida keys.

Nearly all of the members of the Iselin family are identified in some way with yachting, and it is not an exaggeration to say that they are the greatest family of yachtsmen in America. Before the younger generation are out of their kilts they are competent to handle a sailboat. Mr. Iselin's brother, William E. Iselin, the New-York merchant, owns the big schooner Emerald, and his son Arthur has the Hope, a fast sailboat built by the Herreshoffs. Another brother, Adrian Iselin, jr., a New-York banker, has the big English steamer Christabel under charter, and Mr. Iselin's other brother, Columbus O'Donnell Iselin, and his brothers-in-law, Delancey A. Kane and John G. Beresford, are members of the Larchmont and New-York Yacht clubs. Mr. Iselin's father sails about in the summer in a big launch. All of the members of the family have their private signals, which are known at the clubs on the Sound.

It is said by Mr. Iselin's friends that he has never put much money in the big racing yachts which have defended the Cup, but has matched his skill against the capital of others. His father is said to have put $20,000 in the Defender, which was broken up a year or two ago for junk at City Island.

There was some doubt this year as to whether Mr. Iselin would sail the new boat. He has never been communicative to the newspapers, and it is said that his feelings were wounded by their criticisms two years ago. According to the story told by his friends he had no intention of taking part in the international race when he went abroad this fall, but some of them urged him to get into it again, and after awhile the old fever struck him and he abandoned his tour of the Continent and came back.

His paternal grandfather was a Swiss capitalist, who engaged in introducing the silks and gloves of Lyons and manufacturing cities in Italy into the American markets. His grandmother was Swiss and French and came from an aristocratic family. Mr. Iselin's father, the New-York banker, was born in Scotland while his parents were on a trip around the world. He was for a quarter of a century the assistant Swiss Consul at New-York. Mr. Iselin's mother was Eleanora O'Donnell, of Baltimore, the daughter of General Columbus O'Donnell. The family has been prominent in that city for more than a century. Mrs. Iselin was also related to John Carroll, first Roman Catholic Bishop of the United States. The family is known in New-Rochelle for its gifts to the city and local churches. It has given nearly a million dollars to the Catholic Church alone to build churches, schools, nunneries and homes for convalescents and to establish libraries. The yachtsman and his father are Protestants, but nearly all of the other members of the family are members of the Roman Catholic Church, having been brought up in that faith by their mother.



ALL VIEW, NEW-ROCHELLE.
Home of C. Oliver Iselin.

ENNUI.

From The Baltimore Herald.

"Ennui," said the Cynical Codger, "is the polite society name for laziness. It means 'doing nothing and too tired to stop.'"

ON THE PACIFIC SLOPE.

The Hawaiian Cable—Clearing Up the Tenderloin.

San Francisco, Dec. 12.—The arrival of the cable ship Silvertown, and the reception given in her by President Mackay, of the Commercial Pacific Cable Company, created great interest here at the beginning of the work, which will establish direct connections with Honolulu. More than four thousand persons visited the steamer on Wednesday, and looked on nearly three thousand miles of cable coiled in her hold. The laying of the cable to Hawaii will begin this week, and will be finished in a fortnight. There is much satisfaction expressed here by merchants over the speedy realization of cable communication with Hawaii, as it means increase of trade.

The Police Commissioners are now making their periodical overhauling of the patrolmen in the Tenderloin district. One officer, who was caught taking money from a woman, was arrested and one has resigned and fled the city. The investigation was precipitated by a woman, who declared that she had grown weary of paying $2 50 a week to an officer for alleged protection. The Police Commissioners are determined to clean out the "dives" and saloons in the Tenderloin.

News from Samoa brought to-day by steamer shows that it was due to the prompt action of Governor Solf, of German Samoa, that the natives of the island of Savaii were saved from the fate of St. Pierre victims. When the earthquake was first reported Governor Solf sent to the island Dr. Otto Telens, an astronomer, and Dr. Paul Grossner, an authority on volcanoes, who was making a tour of the world studying his specialty and who was at Apia. They reported the island as unsafe and the Governor at once sent vessels to carry the inhabitants to other islands. The two scientists reported that thirteen shocks occurred on Savaii on November 7, so severe that not a single stone house was left standing. Great chasms were left in the earth, some of unknown depth and great length. This opening of the earth terrified the natives, and many put to sea in boats. The two scientists arrived the day following the earthquakes. They went to within one kilometer of the active crater, which was about one hundred metres in diameter, and pouring out smoke and hot lava. From extinct craters smoke was issuing and the lava was becoming hot. Dr. Grossner thinks that there is no fear of the volcanic eruptions spreading to other islands, as Savaii is of comparatively recent geologic formation.

Rear Admiral Casey hoisted his flag this week on the cruiser New-York. He left the battleship Wisconsin amid the thunder of thirteen guns and crossed in a launch to the New-York, which was anchored half a mile away. There he was welcomed by a rear admiral's salute. Captain George H. Reiter, who has been in command of the Wisconsin since she went into commission, was detached this week. In compliment to him Reiter was rowed ashore by officers of the ship.

Andrew B. Forbes, a pioneer, and for over thirty years general agent on the Pacific Coast of the Mutual Life Insurance Company, of New-York, died this week. He was one of the founders of the First Baptist Church in San Francisco, and was always prominent in church work.

Much interest is taken in the appearance next week at the Grand Opera House of Miss Nance O'Neill, a young San Francisco actress, in "Elizabeth, Queen of England." This is an old play of Giacometti's, in which Ristori made a great hit.

One of the Klondike millionaires who amazed Dawson by his reckless expenditure of suddenly acquired wealth was "Nigger Jim" Daugherty, who is now poor and suffering from paralysis in a sanatorium near Tacoma. Daugherty was a boon companion of "Swift Water Bill" Gates, who has also run through a fortune, and had a costly experience with three wives in the divorce courts. Daugherty had one of the richest claims on Bonanza Creek, but his money was all squandered in three years.

In Washington there is a strong movement to have Governor Brady of Alaska go to the national capital this winter and urge legislation for the Northern Territory. It is believed that Mr. Brady's presence and appeals would do much to induce Congress to take some action, as the Governor has lived in Alaska for twenty years and knows the country thoroughly.

The Walker Valley ranch, in Mendocino County, has been bonded by Santa Rosa capitalists, who propose to flood the whole ten thousand acres, and from this reservoir, several miles in length and about a half mile wide, to secure 1,000 horsepower throughout the year for electric purposes. Besides running the power plant, the water will be used for irrigating purposes, and the lake will be one of the greatest fishing grounds in the State, as it will be stocked with choice trout and other fish from neighboring hatcheries.

ERA OF INDIAN MONUMENTS.

From The St. Louis Globe Democrat.

Civilization of the Indian seems pretty close when we read that marble dealers of Omaha have just closed a contract whereby they are to erect for the Cheyenne and Ogalalla Sioux Indians a monument to be placed on the battlefield of Wounded Knee, in South Dakota, which the Indians insist on regarding as a massacre. There is already a monument to the United States soldiers who fell there at Fort Riley, Kansas, and with both sides to that sanguinary conflict commemorating it, it is not likely to be forgotten, although the circumstances have already faded from the memory of nearly everyone. Should the Indians generally take to setting up monuments where they have met their white adversaries in battle the country would be pretty thickly sprinkled with them. Those who doubt that they will ever fall into the customs and modes of thought of the whites ought to find something convincing in this project of the Sioux Indians. It is less than half a generation ago since they were in blankets and turkey feathers.

BRIDGEPORT, CONN., WILL BE IMMENSELY BENEFITED BY THE ELEVATION OF THE N. Y., N. H. & H. RAILROAD TRACKS THERE.

RAISING THE TRACKS.

WORK IN BRIDGEPORT.

Great Task Will Not Be Completed for a Year and a Half.

"Not for a year and a half," said one of the engineers in charge of the work of elevating the railroad tracks of the New-York, New-Haven and Hartford Railroad at Bridgeport, the other day, asked when the task would be done.

"We have been greatly delayed in getting stone. Why, some of those piers out there in the river have been like that since last Christmas."

There have been few track raisings to compare with the Bridgeport work. It is not often that plans are conceived, the execution of which shall elevate the whole roadbed of a four track railroad sixteen feet in air for nearly four miles, carrying it over twenty-five streets and a river, and taking it off the ground on one side of a city and bringing it down again on the other. Begun in the fall of 1899, the work of elevating the railroad tracks at Bridgeport is still a long way from being completed. There is every excuse for him who marvels at the magnitude of the work at Bridgeport, for even among engineers, to whom grades and elevations are a part of everyday life, the Bridgeport work is out of the ordinary. But it is good, solid, substantial building that is being done. Nothing that can contribute to the safety of the public is being sacrificed to beauty of design. When at last the work is done, and the trains go whizzing over the busy Bridgeport waterfront, they will run over a roadbed as solid as all known means and present day knowledge of engineering problems can make it.

All work of this sort is expensive, and $4,000,000, the estimated cost of this work, is considered none too large for its proper execution. Of the total amount the city of Bridgeport bears one-sixth, $666,666. The remainder, $3,333,334, is paid by the New-York, New-Haven and Hartford Railroad Company. Under the laws of Connecticut the State is exempt from any of the cost entailed through the alteration of grade on railroads.

Because of the fact that the tracks must cross the Pequonnock River, and for a mile run along that waterway, the engineering problem presented by the elevation of the tracks at Bridgeport was a difficult one. The old city of Bridgeport lay for the most part along the river front, and the real business centre of the city is still in that region. Main-st., following the line of the river, runs almost due north and south. The New-York, New-Haven and Hartford Railroad approaches the city from the west and runs almost due east. Crossing Main-st., the road swings around with a sharp turn, running along the west bank of the river to the station, after passing which it sweeps across the river in a broad curve and again heads almost due east.

For something over a mile the tracks run along the river front. Track raising near the water is never easy work, and that at Bridgeport has presented many difficulties to be overcome. When the work was first undertaken it became obvious that the city could not be moved. No more could the river, and so the engineers and their men have labored in the mud and slime of the Pequonnock, sinking caissons and building foundations, leaving a row of towerlike granite structures behind them as they slowly wormed along. At either side of this river work, in both halves of the city, other armies of men have been at work at each of the grade crossings, building great hollow granite squares and triangles between the streets. When the stonework is done these will be filled in and a solid roadbed afforded.

The Bridgeport track raising does not mean that the conditions at the many street crossings are the only features of railroad traffic in that city to be bettered, although of course the elimination of the grade crossings is the chief object of the change. For instance, there is to be a new station when the work is completed. The present antiquated structure is to give way to a fine new building, to cost not far from $175,000. It is to be a little to the north and east of the present building, occupying about half an acre of ground. Where the present station now stands there will be a large open square. The new station will face south on the square, and there will be a broad flight of steps leading to its second floor at the new track level. At the north front of the new station there will be a large area where carriages can stand, reached by an easy grade from the street level. The station itself will be built of brick and stone, will have a tower and other architectural features to give it an imposing appearance. Every modern improvement for the convenience of the public will be incorporated in its construction. There will be no need to cross the tracks to reach trains.

In connection with the work of changing the grades, the engineers are correcting in the new line of the road through Bridgeport some of the defects existing in the old one. The connecting curves of the "offset," as the twist taken by the tracks in passing through the city is called, have been "lightened," in the parlance of the engineers, and space for the new station has been afforded by having the new line cross the river about two hundred and fifty feet southeast of the present crossing. There has always been a bad kink in the present line half a mile south of the station. In the new construction this is to be done away with by slicing off a bit of the old freight yard.

The western portion of the work, which is practically done, lies in the middle of a straight street. The solid fill with masonry retaining walls is abandoned a short distance beyond the Main-st. crossing, and the open viaduct style of construction adopted. This consists of heavy steel plate girders resting on masonry piers, every fourth pier coming to the girder grade. The intervening piers will support steel columns, the object of which is the support of the floor system between the high grade piers. The piers crossing the river are built to the high level. On the east side the open viaduct construction again continues until it reaches the solid embankment. In this manner the whole four track system is provided for, a distance of three and a half miles.

The interests of several large manufacturing concerns in the vicinity of Crescent-ave., east of the river, have been served by the establishment of a "ramp" track, rising from the level of the street by an easy grade to the level of the main tracks in the east freight yard. Extra tracks are also provided for the Naugatuck and Berkshire divisions, and Bridgeport will look like a railroad centre when everything is done and the main and branch roads are in operation under the new track arrangement. Great care has been taken with the grades, and they are all easy. The pier construction in some places presented great difficulties, especial skill being required in the construction of "skew" piers, where streets are crossed obliquely.

No one but an engineer can appreciate the difficulties encountered in the construction of piers across the river and along the river front. The bottom of the Pequonnock River, although of hard gravel, lies beneath fifteen feet of soft mud. Into this the piles are driven as far as they will go, cut off at the right height and the concrete base laid.

Along the Water-st. riverfront even greater difficulty is being experienced than in crossing the river. Much of the ground covered by the tracks along the river is made ground, filled in over soft mud. This made it necessary in one place to drive a bulkhead of sheet piling twenty-seven feet deep for a distance of about one thousand feet to keep the earth and mud in position.

Some idea of the cost of this kind of work may be gained from the fact that the estimated cost of the large pier for the rolling lift drawbridge over the river, with the caisson necessary for its construction, is about $85,000. This pier measures 59 by 80 feet. It will have a heavy stone facing wall six feet thick. The interior will be filled with concrete, in which the iron framing will be imbedded. The drawbridge will be of the rolling lift, single leaved type, constructed in two halves, one for each group of two tracks.

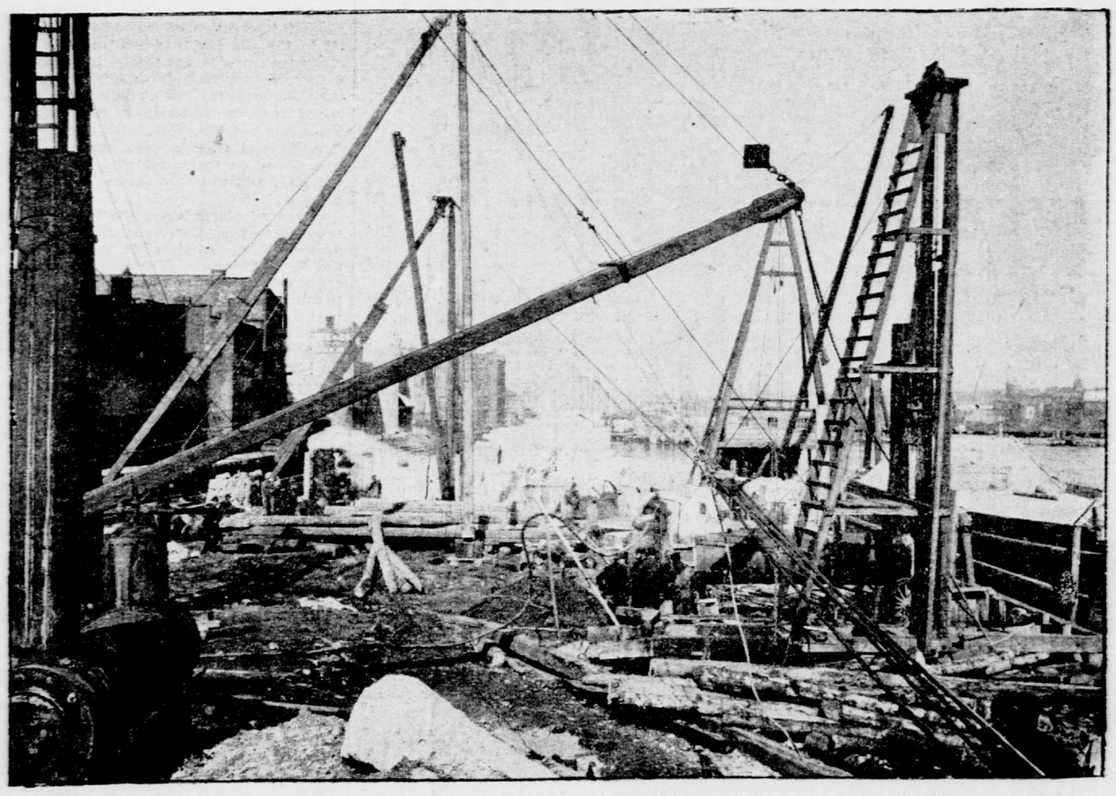
A new freight yard of fifteen tracks has been constructed between Central and Bishop aves., east of the city, a new roundhouse is being built and other improvements in the freight facilities are being made.

Much of the work has had to rest unfinished at different points along the line where the new construction came in contact with the present tracks, and in some places the present line has been slightly altered by means of trestles, to admit of completing that part of the new construction.

To the person unfamiliar with the intricacies of engineering problems, the estimates for material may perhaps serve to give as good an idea of the magnitude of the work as anything else. For instance, there is estimated to be 150,535 cubic yards of grading necessary in the completed work, more than a quarter of which is dredging for the piers south of the station. Of masonry construction there is to be 3,867 cubic yards of first class, 24,630 cubic yards of second class and 38,355 cubic yards of third class. Again, 26,113 piles will have been used before the work is done, including 3,640 more than 50 feet in length. Of timber 1,825 m. feet will be used and 173 tons of iron in grillage. The work will require 28,000 square yards of granite and macadam pavement and 7,000 linear feet of curbing.

It is estimated that it will be August, 1903, before the work will have advanced sufficiently so that the temporary tracks now occupying the proposed site of the new station may be moved. Delays are many, and the work in hand is such a great one that it moves slowly. Yet busy, hustling Bridgeport, with her seventy thousand workers, is not a bit discouraged at the outlook. She is joyfully awaiting the day when, with a new station, no grade crossings, great freight facilities and a complete track system, she shall take her place among her sister cities as an up to date, progressive railroad centre.

"Why, we've waited twelve years for that," said a Bridgeport man the other day, pointing out across the river to the great granite piers. "What's a year and a half, or even three years, now?"



BUILDING STONE FOUNDATIONS TO HOLD UP THE ELEVATED TRACKS OF THE N. Y., N. H. AND H. R. R. IN BRIDGEPORT.

DANGER AHEAD.

From The Philadelphia Press.

"Whew!" exclaimed the Western editor, dropping the copy of his latest issue which he had been reading. "I think I'll skip town before Bronco Pete comes around."

"What's up?" demanded the foreman.

"I meant to call him 'a scarred veteran of the Indian campaigns,' and the types have it 'scared.'"

PHILADELPHIA AFFAIRS.

How Legislative Plums Are to Be Divided—Coal Shortage.

Philadelphia, Dec. 13 (Special).—Under the guiding of Senator Quay the formation of Governor-elect Pennypacker's Cabinet is likely to be made a matter of considerably more importance to the Republican party than the mere parcelling out of offices at the Governor's disposal.

Should present plans not miscarry it is hoped that the result will be a harmonizing of the warring factions in Pittsburg and Alleghany County, efforts to which end have been supplemented locally there, which will mean a return of many "insurgents" to the fold and the building up of a machine organization second only to the "organization" as it exists in Philadelphia to-day.

And it will all be for the perpetuation of the Quay dynasty.

While Governor-elect Pennypacker refuses to discuss any of his possible appointments, he has formally announced that he will, as was generally expected, consult the "leaders" before making final decision in the selection of his executive assistants. It had been the intention of Senator Quay to visit Pittsburg this week for "general consultation purposes," but his fight for the Statehood bill has compelled him to remain on watch in Washington. Instead, the visit was made from Pittsburg to Washington. Thomas S. Bigelow and George T. Oliver not only saw Senator Quay, but after their conference came on to Philadelphia. After leaving ex-Judge Pennypacker's house they assured their political friends that the new Attorney General, surely, and the next Banking Commissioner, possibly, will come from Alleghany County.

Locally the Republicans there are talking to some effect of a coalition which will have for its primary purpose the election of the chief executive officers of the city and a welding together of now discordant Republican elements in council, with incidentally the turning over of the entire legislature delegation to the Quay-Dunham State organization.

If the up-State legislators do not see the possibilities of this scheme in time the deal means a combination in the Legislature by which Philadelphia and Alleghany counties will share the richest legislative plums, which may even include the choice of a Philadelphian to the Speakership of the House, thus double-riveting the Quay-Durham hold upon all that is going this year.

For the sake of the two offices in the Pennypacker Cabinet the Alleghany County men will "go along" with the Philadelphians and help the latter to take all they want. While these two counties do not furnish a majority of the Legislature, Mr. Quay expects enough of his thick-and-thin friends up the State to turn in the votes needed.

A fight of the cities against the country is plainly foreshadowed, for there are some aspiring politicians outside the cities who have not been slow in learning the lesson of Mr. Quay's politics, and it will not be difficult to arouse antagonism against Philadelphia "hogging" the offices of Governor, United States Senator, President of the Senate, Speaker of the House, Insurance Commissioner and Deputy Secretary of the Commonwealth.

The friends of ex-Speaker Walton of this city are in high feather this week, and, despite the cautioning of Senator Quay, are claiming his certain election.

The question of the Mayoralty succession has not been raised by any of the events of this week, and all the guessers are satisfied now that Senator Quay and Boss Durham meant what they said when they declared that the candidate of the Republican leaders would not be known until after the developments attendant upon the organization of the Legislature.

The retirement of James B. Hutchinson from the active work of general manager of the Pennsylvania Railroad Company and the promotion of a younger man is only the first step, not to a general reorganization of the executive forces of this great corporation, but rather the selection of additional officials, with the possible placing on the emeritus list of one or two old and faithful ones.

Mr. Hutchinson was only the first to feel the change, but he has been made assistant to the second vice-president, with duties more suitable to the aging warrior, who had long since won his spurs. The changes include the creation of the new offices of assistants to the general manager, and will be carried out through the entire system. This means promotions along almost the entire line, with a most substantial increase of expenses in a salary way.

Philadelphia is now experiencing worse pinching by the coal famine than at any time since the beginning of the great strike. Coal has not been coming in according to expectations or according to the promises of the coal carrying companies. Schools in every part of the city are being closed, and during the late cold snap several institutions were absolutely without fire, and in two of them little ones under their care had to be huddled together in their beds in the daytime to keep them warm.

The Board of City Trusts administers various funds which have as their sole object the furnishing of coal in winter to the poor. With one exception, these trusts have been inoperative this winter because of the excessive price of coal, the amounts to be paid out for the purpose being limited, but the legal claimants being as many as in previous years. The board has taken extra legal action this week by deciding to supplement these coal funds with others under its control, so that the charities of the founders of the trusts may not be halted.

From the money of eleven trusts in the board's control 647 tons were bought and distributed last year. This year there will be much less. In the case of the other trust, known as the "Grover Trust," which is unlimited as to the amount to be distributed, but is limited in the number of beneficiaries, there were 1,999 tons bought and distributed last year. There will be as much given out this year, no matter what the price of the coal is, if the coal can only be procured.

Church people of all denominations are somewhat exercised over a threat of the Law and Order Society to "raid" a church fair now in progress in this city because it permits the disposal of valuable articles by chances, including a three-story brick house. D. Clarence Gibboney, the head of the society, which has operated for the suppression of houses of ill repute, "speak-easies" and slot machines, independent of the police, is responsible for the threat, and he has stirred up a hornet's nest by it. He has been the subject of criticism, principally from church people, but which has not helped along the cause of a society whose chartered aims are outside the pale of criticism, but whose management is not now for the first time under fire.

A decision by a State court this week that the store order tax law is unconstitutional, should it be sustained on appeal, wipes out with a stroke of the pen the unceasing labor for years of friends of employes of large corporations. It was the culmination of legislative efforts particularly of the Miners' Union. Under it the companies issuing store orders in payment for wages, or similar devices in lieu of cash, were compelled to pay a tax of 25 per cent of their face value. The question will be tested in the Supreme Court. Attorney General Elkin announces that he will take an appeal, but it is possible that this will be supplemented by further action of the legislature, which meets next month.

ROMAN STUDENTS' PRANKS.

They still tell the story at Villa Medici, Rome, of a "nouveau" student who when presented to M. Schnetz himself boldly tapped him on the chest, and, to the joy of the "ancien" students, exclaimed, "I know that joke, old chap. No use trying it on me!"

The joke is the richer since it marks the passing of one of the best jokes at this famous institution. For years it had been the custom for the older students to have one of their number in a dress coat presented with all due solemnity to the new students.

Still another joke is for the older students to capture a couple of newcomers and, after conducting them to their rooms, thrust them in and lock the door, leaving them face to face with a donkey tied between the beds. Each year the salon of the villa is transformed into a gala place, and the spectator finds himself in the midst of a country fair, an old time Roman carnival or the holdup of a family of English tourists, in which a young woman, who, by the way, wears a luxuriant mustache, is borne off in triumph by a band of the blackest bandits ever painted.