

The majority of them were brought by William Carr, who has an American place at South Manchester, Conn. The English exhibitors also include Miss Ella S. Ross, of Beachfield, Cheshire, who brings four black hackneys that compare with the best of the breed...

Among the English importations is the great British prize winner, Berkeley Bantam, regarded by many judges as the greatest pony in the world, and certainly the highest stepper ever shown. Mr. Carr will show him in competition this afternoon...

Many Irish hunters have come to try conclusions with the native timber toppers, among them seven animals owned by J. Wilford Houldsworth, of Berkeley Square, London. They will be shown in the ring by Hugh Drury, whom London regards as one of its most finished handlers of jumpers...

So far as the competitors went, the most noteworthy feature of the first day was the conspicuous success of Alfred G. Vanderbilt, Mr. Vanderbilt showed many horses last year, but was consistently unsuccessful. He has come back this year, however, with a strong much improved by the lessons of defeat...

PROGRAMME MOVES LIKE CLOCKWORK. Colonel De Lancey A. Kane and George Peabody Wetmore presided over the ring during the day, and in the evening Colonel Kane and William H. Taiter acted as ring committee. Under their experienced guidance the programme moved off like clockwork...

SOCIETY AT THE SHOW. The attendance of the fashionable set for the opening day of the Horse Show was much larger than usual. The custom of keeping away from the exhibition until the second or third day seems to have been abandoned this year...

Mrs. Waddington, widow of the French statesman and diplomat who came with her niece, Miss Catherine Cameron, and spent most of the afternoon in James Hazen Hyde's box, with his mother, Mrs. Henry B. Hyde...

Don't let your children acquire the Coffee Habit. Get out of the rut yourself! All doctors recommend COCOA & CHOCOLATE in preference to coffee. Why not get the Best? Seeley's

H. Bradford, while Mrs. George Law, in a long sable coat, with Mrs. James P. Kernochan. Near by were Mrs. Stuyvesant Fish, Mrs. Charles H. Marshall and Mrs. Sidney Smith. Mrs. Clarence H. Mackay, in green velvet, with a big Gaiety-trimmed hat, with a big black hat...

James Henry Smith had with him a party in his box during the evening, comprising Mrs. J. Norman De R. Whitehouse, in white chiffon, with a large black hat; Mrs. William K. Vanderbilt, Jr., in black spangled net and a large black lace hat; and Miss Elkins, in heliotrope chiffon.

Others present were Mrs. Elbridge T. Gerry, with Miss Mabel and Miss Angelica Gerry; Miss Mildred Barclay, who, like Miss Corinne Robinson, is one of the debutantes of the season; Mr. and Mrs. J. Harry Alexander, of Oliver H. Belmont, of the white chignon; Mrs. Stephen H. P. Peil, Mrs. Le Grand Bonodet, also in white chiffon; Mrs. W. B. Leeds and Mrs. Paul G. Thebaud; Miss Beatrice Mills, who wears a dress of mauve chiffon, embroidered with silk, and a large mauve tulle hat; Miss Evelyn Parsons, who wears a dress of white and black, and Mrs. Effingham Maynard.

Among the men present were A. Newbold Morris, Hamilton W. Gray, Thomas H. Cheever, Jr., P. F. Collier, P. R. Sturges, John G. Heckscher, James H. Hyde, Robert and Peter Gerry, Robert Goetz, A. Butler Duncan, Alfred Vanderbilt and Harry Eldridge.

THE AWARDS. Class 111 (open to all performance over fence only to county)—First, J. J. King, ch. s. 3.5, 4 years, exhibited by Mrs. Thomas H. Cheever, Jr., of Westbury Station, Long Island; second, J. J. King, ch. s. 3.5, 4 years, exhibited by John Stewart Bryan, of Richmond, Va.; third, Signal, ch. s. 3.5, 4 years, exhibited by Sir Rodric, ch. s. 3.5, 4 years, exhibited by Hart Brothers, of New Brighton, Staten Island.

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REPAIRING THE WIRES. ROUGH TIMES ON WATER.

Communication Restored with Many Points—Ferryboat Not Off. Forecast for to-day: Fair, with diminishing northwest winds.

With the passing of the severe storm, which on Sunday prostrated telegraph and telephone wires in many parts of the country, New-York yesterday turned her attention to re-establishing communication with the rest of the United States.

The Postal and Western Union Telegraph companies, after having repair gangs out all night and day, were able to report late last evening that much of the trouble had been repaired and that slowly towns and cities had been put into communication with New-York.

Practically the only section in the East not affected by the storm was the district between New-York and Portland, Me. The gale and rain were terrific in New-York Bay on Sunday, but there was no loss of life in the hurricane.

Among the men present were A. Newbold Morris, Hamilton W. Gray, Thomas H. Cheever, Jr., P. F. Collier, P. R. Sturges, John G. Heckscher, James H. Hyde, Robert and Peter Gerry, Robert Goetz, A. Butler Duncan, Alfred Vanderbilt and Harry Eldridge.

STORM IN NEW-ENGLAND. Communication Still Crippled—Provinces Suffer Much.

Boston, Nov. 14.—The severe storm which started off the Florida coast on Saturday and swept up the Atlantic seaboard, passed over the Maine coast today, and to-night has its center of Cape New-England. The storm in the provinces, particularly along the peninsula of Nova Scotia, was attended with terrific gales and an unusually low barometer, the glass at Halifax to-day registering 28.4.

Telegraph and telephone communication with the provinces is interrupted, and what news came from Eastern Maine filtered through during the day by a most circuitous route. To-night there is no wire communication east or north of Waterville, Me., and all telegraph connections between this city and points in the State of Vermont are suspended.

As reported to have been received here from points in the New-England coast regarding the ravages of the storm a remarkable paucity of marine distasteful was noted. So far as is known to-night two vessels only were wrecked—the Rockland schooner E. Arcularius, which went ashore off the Tarpaulin Cove Lighthouse, on Naushon Island, and the S.S. Maine, which was wrecked off the coast of Cape New-England, near the new Dogbar Breakwater, Gloucester Harbor. In neither case was there any loss of life.

The chief damage attributable to the storm was the crippling of telegraph, telephone and electric light service throughout Northern and Eastern New-England. Throughout the entire area of Maine, New-Hampshire and Vermont the courses of the telegraph and telephone lines is marked by hundreds of poles that were blown down. Clear and cold weather followed in the wake of the storm. At the local station of the United States Weather Bureau the forecaster announced to-night that no further atmospheric disturbances were in sight.

Colebrook, Conn., Nov. 14.—A stage driver, who runs between this place and Sandisfield, Mass., today reported that the stage had been deep on the level, with drifts four feet deep in places.

THIS STATE HARD HIT. Twenty Inches of Snow in Catskills—Miles of Wire Down.

Kingston, N. Y., Nov. 14.—This city has been isolated from the rest of the world for thirty hours, so far as communication by telephone and telegraph is concerned. To-night one telephone and one telegraph wire are in operation. The city has suffered severely from yesterday's storm, and the companies furnishing electric light and motive power are operating to-night for the first time since Sunday afternoon. In the Catskill Mountains the snowfall amounts to twenty inches. Trains on the Ulster and Delaware Railroad were stalled to-day on the lowlands back of Kingston for four hours by fallen telegraph poles.

Albany, Nov. 14.—Albany has never had a worse demoralization of wire communication than that which has isolated it to-day as a result of last night's storm. For nearly twenty-four hours neither by telegraph nor telephone was communication possible with any point further than Cohoes. The telegraph wires are altogether too low now to be outside the city. Wires are down all over the city.

Middletown, N. Y., Nov. 14.—Business here is paralyzed as a result of the storm yesterday and last night. Until to-night there was no communication by telegraph or telephone with other points. All railroads were compelled to run trains without the aid of the telegraph, which is a hundred miles and miles of wire are still down in this city and the surrounding country.

Poughkeepsie, N. Y., Nov. 14.—The worst wire conditions ever known in this city resulted from the storm yesterday and last night. Beginning with rain the downpour turned into snow, and the wires were soon weighted down, causing the poles and wires to fall all over the city and in the country. The trunk lines of the Western Union, the Postal Telegraph and the long distance telephone are all down, with the exception of one Western Union wire, which was used all night to dispatch Capt. Lawrence Goddard, who is in the city, and who was only slightly delayed by the storm.

Buffalo, Nov. 14.—This part of the State escaped serious damage from the storm of last night, and pleasant weather prevailed to-day. No snow fell here, but considerable is reported from Northern Pennsylvania. Telegraph and telephone service is open as far south as Utica.

FIGHT TO KEEP THE WIRES GOING. Pittsburg Almost Cut Off—New-York Is Reached Through Nova Scotia.

(BY TELEGRAM TO THE TRIBUNE.) PITTSBURGH, Nov. 14.—The city, containing 100,000 people, is working between here and Philadelphia in an attempt to open telegraphic communication to the East. New-York is reached through Nova Scotia, principally. Nine hundred messages are piled up waiting to be sent on the one New-York wire from here. Eight wires, which were rigged to New-York at dusk were broken during the storm. The wires are being repaired by men from all over Western Pennsylvania who are sent over the mountains at daylight on a special train. Capt. Lawrence Goddard, who has been \$100,000 loss to Pittsburg business alone.

SCHOONERS IN DANGER OFF NORFOLK. One Supposed to Have Gone to Pieces—Wires Still Down.

Norfolk, Va., Nov. 14.—No word has yet been received from the Virginia and Carolina coast, and until the wires have been repaired nothing definite of the damage done by yesterday's storm can be known. The wind reached a velocity of sixty-to-seventy miles an hour, and the waves were necessarily much greater in its force around Hatteras. The three-masted schooner Myra W. Spear, from Georgetown, S. C., to New-London, Conn., with lumber, which stranded last week on the Carolina coast, thirty miles north of Cape Hatteras, is supposed to have gone all to pieces in yesterday's gale, though no report of any kind has yet been received from the vessel. The schooner's assistance, Captain Gardner, lost his life when the latter vessel was sunk off Barnegat by the Culgoa. Captain Walton learned of his brother's death when he reached this port to-day.

LESSONS FROM THE STORM. WIRELESS NOT AFFECTED. Underground System with Washington Favored and Criticized.

Philadelphia, Nov. 14.—The steamship Merion, which passed in the Delaware Breakwater yesterday from Liverpool, is aground on Cherry Island flats, a few miles below this city. It is said that the big steamer is practically out of water, and the Delaware River steamboat Columbia has been sent down to take off the one hundred first cabin and nine hundred steerage passengers.

Because of the severe storm the tide in the Delaware River was unusually low last night, and the fact probably accounts for the Merion running aground. Tugs are lying alongside the steamer and will make an attempt to float her to the next high tide. The wind at the Delaware Breakwater to-day is from the northwest and blowing forty-eight miles an hour. No shipping disaster has been reported to-day.

It was said yesterday at the offices of the Marconi Wireless Telegraph Company that when the storm of Sunday was raging at its worst the wireless apparatus of the Lucania, now in port, was receiving messages from a point two hundred miles distant on land. The operator who was receiving said that messages were sent quite firmly, and were in no way affected by the storm.

The managers of the American De Forest Wireless Telegraph Company declared yesterday that they intend to have wireless communication between New-York and Washington in a short while that will be absolutely stormproof. There is a wireless De Forest station nearly completed in Washington, and after arrangements are made for receiving messages in New-York the managers declare that it will be impossible for storms to cut off telegraphic communication between this city and the capital.

The managers of the Western Union and Postal Telegraph companies said yesterday that the idea of an underground telegraph system between New-York and Washington was not at all practicable. When the advisability of an underground service was suggested to a representative of the Western Union yesterday, he said: "An underground service is out of the question. It would be too difficult to locate broken wires, and it would be impossible to repair them. We are constantly repairing them to keep the service in shape. With the overhead wires it is an easy matter to locate a broken wire. We have strings of men working continually over our wires, and it is not difficult to repair a wire broken by a storm, because we can see it. An underground service and the difficulty of getting franchises for great distances make the idea wholly impracticable. The telegraph wires are altogether too low now. If we were to increase the present rate to meet the expense of putting in the underground service there would be a protest from the general public."

A representative of the Postal Telegraph Company advanced the same views against the underground service, and said in addition: "We have had a sample of the disadvantages of the underground here in this city. We are ripping up our cables continually, which causes us no end of trouble and expense. The currents of the trolley lines of this city not only affect our wires but also the cables themselves. We are constantly repairing them to keep the service in shape. With the overhead wires it is an easy matter to locate a broken wire. We have strings of men working continually over our wires, and it is not difficult to repair a wire broken by a storm, because we can see it. An underground service and the difficulty of getting franchises for great distances make the idea wholly impracticable. The telegraph wires are altogether too low now. If we were to increase the present rate to meet the expense of putting in the underground service there would be a protest from the general public."

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Christmas Gifts and Wedding Presents. Davis Collamore & Co. Fifth Ave. & 37th St. Invite attention to their new importations of the best in TABLE CHINA and the richest in CRYSTAL.

Examples of Meriden Holiday Silver Craft. Sterling Silver Picture Frames, Clocks, Desk Novelties, Match Boxes, Ash Receivers, Candle Sticks, Candelabra, Vases, Loving Cups, Salad and Fruit Bowls, in new and rich designs. Special holiday table silver in new patterns, with carving sets to match in pieces. Toilet pieces in the new Queen of Autumn pattern designed in booklet sent on request. Ask for booklet "D 4."

Meriden Co. Silversmiths International Silver Co. Sec. 218 Fifth Avenue New York City. Mrs. Elizabeth V. Kissam, of Brooklyn, A Victim of Heart Disease. Mrs. Elizabeth V. Kissam, who lived at No. 357 Greene-ave., Brooklyn, was found dead in her apartments last night by her son, D. F. Kissam, who had called to see her. When a doctor arrived he said Mrs. Kissam had died about four hours, probably from heart disease.

Stirling Guaranteed Black Silks. Clifton Taffets, Dress de Soie, Duchesse, Peau d'Or, Peau Louine, Leontine, Arma, Gros Grains, Sarah, Peau de Cygne. WARRANTED FOR ONE YEAR'S WEAR. LOOK FOR NAME Stirling Silk Mfg Co. in Selvage. Leading Retailers.

Art Exhibitions and Sales. THE FIFTH AV. ART GALLERIES, 336, 368 Fifth Av. (near 34th St.) JAMES P. SILO, AUCTIONEER. EXECUTORS' ABSOLUTE SALE! THE COLLECTION OF PAINTINGS belonging to the estate of the late James McCormick (formerly member of the N. Y. Stock Exchange).

Do You Want a Good Girl? SMART weather this! Smart Overcoats! Every fashionable style for men of every age and build, and the noblest of models for boys. The wool lined coats with silk shoulders give splendid satisfaction. All silk linings, however, are a degree more finished. Regular Winter Overcoats, \$15 to \$36. Silk Lined Winter Overcoats, \$32 to \$75. ASTOR-PLACE-AND-FOURTH-AVENUE.

TO CURE A COLD IN ONE DAY. Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's is on each box.