

FLOAT RAMS STEAMSHIP. TEARS BIG HOLE IN HER. She Had 1,467 Steerage Passengers on Board—Excitement Great.

The steamer Nord America, running to Italian ports and outward bound, with 1,467 steerage and eight cabin passengers, was struck yesterday by a New-York, New-Haven and Hartford Railroad float and so badly damaged that she was forced to return to her pier at West Thirty-fourth-st. The collision caused excitement among the passengers, but they were soon quieted. No one was injured.

Captain Rocco Raffo and Thomas H. Marks, the pilot, were on the bridge of the steamer. She was proceeding down the bay under half speed. The two vessels came together when the Nord America was in the channel and off Communipaw. The float tore a hole in the steamer's starboard side about thirty feet forward of the stern, but was not damaged herself, it was said. The gap is about twenty-four by three feet, and two feet above the waterline. The ten cars on the float rattled together, but did not go off.

Marks saw the float in tow of the railroad's tug No. 6 heading for him and going in a direction toward South Brooklyn and diagonally across the vessel's course. When the float got nearer and Marks saw that a collision was probable, his steamer was backed. A strong ebb tide was running. Off one bow was a schooner, and ahead on the other bow was another schooner outward bound and in tow of a tug. To the port was a buoy marking the channel. The pilot says that when he first saw the float she came from behind a river craft and was close in. He could not stop and could not maneuver, so he declared that he took the only course open and ran full speed ahead.

The tug, with her float, he said, could have turned out, but at the critical time, he said, the tug starboarded her helm as though to cross under his stern.

After the collision Captain Raffo at once stopped the Nord America and turned her toward her pier. He whistled for tugs, and two came up, but she went up the North River under her own steam.

It was fortunate for the passengers that they were on deck at the time, for the hole was torn in the Nord America just where the steerage quarters are. Some of the steerage berths were smashed. As it was, there were many excited Italians on board when the vessel reached her pier. She was some time in docking, and there was some delay in putting the gangplank out while the officials decided what was to be done.

One man, A. Valentino, who was hooked for Naples, made the jump to the pier with his satchel in his hand. He refused to get aboard again, and declared that America was good enough for him. He was allowed to go. The excitement soon subsided when it was known that the gangplanks were to be put out. Most of the intending passengers were laborers.

A large number of the passengers decided to remain on board the vessel. The booking at this time of Italian steerage is extremely heavy.

An investigation of the hole in the ship's side showed that about twelve of her frames had been damaged, but, despite this, it was declared that she could be patched up by Monday.

RANSOM FOR RICH BOY. Note to Stephen Putney's Brother Says He Is Safe.

[BY TELEGRAPH TO THE TRIBUNE.] Richmond, Va., Nov. 23.—Stephen Putney, Jr., who disappeared on November 16 in St. Louis, is being held for a ransom. Exactly where he is his friends have not yet ascertained, but they have received assurances of his safety and are confident that they will be able to secure his release in a short time.

Mrs. Langhorne Putney, who was with the boy on the fair grounds the day of his disappearance, reached Richmond to-night, but her husband, the brother of the missing boy, and confident that they will be able to secure his release in a short time.

PENNSYLVANIA FASTEST. New Cruiser Develops Record Breaking Speed on Trial Trip.

Boston, Nov. 23.—The armored cruiser Pennsylvania, in her official trial trip off the New-England coast to-day, made the highest speed with the smallest relative expenditure of fuel of any armored vessel so far built for the United States navy. Her contract called for 22 knots, and her average speed for the four hours trial was 22.43 knots per hour, while her coal consumption was 2.2 pounds a horsepower an hour. William Cramp & Sons, of Philadelphia, her builders, made no attempt throughout her trial to push this their greatest vessel, but on the other hand bent their energies to exceed the government requirement with the most economic expenditure of fuel possible. Her trial was, therefore, the first of the numerous tests over the Cape Ann course where speed was not the chief object.

There was considerable interest in comparing her effort to-day with that of her sister ship, the Colorado, which was launched from the Cramps' yard about a month ago. While the latter made a 6.6 knot spurt at a rate of 22.294 an hour, her average for the entire course of 88 miles was 22.26 knots, compared with the Pennsylvania's 22.43 knots an hour.

The economy in fuel consumption, according to Edwin S. Cramp, was due to the rigid discipline in the fireroom and the excellence of the boilers. The firemen distributed the coal regularly and evenly, with the result that the boilers steamed freely. At no time was there an attempt made to race the boat, although Mr. Cramp stated at the end of the trip that he was confident that the Pennsylvania could have made an average of 23 knots.

The engines developed a horsepower of over 28,000, while the propellers averaged 128 revolutions a minute.

A WARNING TO CUBA. United States Calls Attention to Frightful Sanitary Conditions.

Washington, Nov. 23.—The State Department has directed the American Chargé d'Affaires at Havana to call the attention of the Cuban government to the frightful sanitary conditions at Santiago and other places in the island, and to express the hope that prompt and thorough relief will be forthcoming. A recent report received here shows a serious condition of the streets in Santiago. It is said that there is practically no drainage, and that water is allowed to stand in the streets for days at a time.

It was said to-night that the communication of the State Department to the Cuban government is emphatic in character, and is intended to impress that government with the desire of the United States for an immediate remedying of the conditions.

The reason for the energetic action of the State Department was that the Marine Hospital service had reported the appearance of yellow fever at several places in Cuba, and it was feared that there might be an outbreak in some of the large cities if prompt preventive measures were not taken.

Havana, Nov. 23.—Those who introduced the bill in the Cuban Senate on October 19, appropriating \$2,000,000 to aid in the sanitation of the cities, say they are pleased to see that the United States is again directing the attention of this government to the urgent necessity for immediate improvement in the sanitary condition of the cities, particularly those on the eastern side of the island, adding the belief that the action of the Washington authorities reported to-day will hasten action by the Cuban Congress. Other Senators and Representatives say there will be no opposition to carrying out President Palma's suggestions of government aid in cleaning the streets of the large cities. The Mayor of Santiago asserts that it will be impossible for that city alone to bear the cost of cleaning the streets.

CARNEGIE'S LABOR HALL. His Plan for a Great Building in This City.

[BY TELEGRAPH TO THE TRIBUNE.] Boston, Nov. 23.—It has been learned by a prominent labor leader that Andrew Carnegie is to prove his real friendship for labor by the gift of a great hall for labor in New-York modeled after the Palace of Peace that he recently offered to build at The Hague. The tip has quietly gone forth in labor circles to support Mr. Carnegie for head of the Civic Federation, and in return for this he will present the hall of labor to the unions of the country.

Charles Francis Adams, the most influential member of the federation in New-England, says that either Mr. Carnegie or Oscar S. Straus will be the next president of the federation, and that labor men who are members of the federation are being urged to vote for Mr. Carnegie.

SEVENTEEN MEN PERISH. Swedish Steamer Founders at Entrance of Arko Sund.

Norrköping, Sweden, Nov. 23.—The Swedish steamer Bur, from Grimsby, England, foundered this morning at the entrance of Arko Sund. The entire crew, numbering seventeen men, perished. It is believed the vessel grounded and that her boilers exploded.

The Bur was of 613 tons net. She was built at Gefle in 1882, and was owned by G. O. Wallenberg, of Stockholm.

STRIKES IN FRENCH ARSENALS. Serious Trouble Promised at Brest and Toulon—Troops on Guard.

Paris, Nov. 23.—A series of strikes in the government arsenals and powder factories at Lorient, Brest and Toulon is assuming menacing proportions. Five thousand strikers at Brest made a demonstration to-day, and there was much minor disorder. Large forces of troops have been concentrated at the various ports. The strikers include arsenal telegraphers, thus interrupting government dispatches.

The Minister of Marine has telegraphed to the Maritime Prefect at Brest, saying that the government can no longer tolerate a suspension of work essential to the national defense, and ordering that all of the arsenal hands who do not return to work on Friday morning shall be considered as having resigned. The telegram of M. Pellérian has caused great excitement at Brest.

STRIKE AT HAVRE ENDED. HAVRE, Nov. 23.—The strike of dock laborers is practically over.

GENERAL STOSSEL REFUSING THE JAPANESE INVITATION TO SURRENDER PORT ARTHUR.



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FOLLOWS J. HENRY SMITH. HERE TO PRESS HIS SUIT. Englishman Claims \$500,000 of Estate of Broker's Rich Uncle.

Benjamin Nettleton Oakeshott, of London, who brought suit last February in this country against James Henry Smith for \$500,000, is in this city to press his action. Mr. Smith arrived here on Wednesday last week on the belated Kaiser Wilhelm der Grosse. While that steamer was weathering at the slow speed of eight knots an hour the storm which made her twenty-four hours late, Mr. Smith in all probability did not know that Mr. Oakeshott was following close behind on the Majestic.

The Majestic reached her pier last Thursday, and the name of Benjamin Nettleton Oakeshott appeared on the additional passenger list. Persons familiar with the suit of the two men within a day of each other was by no means a coincidence, but that Mr. Oakeshott had known of Mr. Smith's movements, and determined to follow him. The fact that Mr. Oakeshott's name was on the additional passenger list might be construed that he left Liverpool in a hurry on learning that Mr. Smith had sailed on the Kaiser.

According to the counsel for Mr. Oakeshott, the hearing of the latter's suit for \$500,000 will be held in the Supreme Court in the early part of next month.

Over a year ago George Smith, an uncle of James Henry Smith, died in London, and left the bulk of his fortune, which amounted to many millions, to his two nephews, James Henry Smith, of this city, and George Alexander Cooper, of London. Smith's share of the estate amounted to \$4,000,000. A few legacies were paid after the death of the elder Smith. According to counsel for Mr. Oakeshott, who had been confidential secretary to the elder Smith, it was understood, that he was to receive \$500,000 for his services as co-executor.

Mr. Oakeshott's counsel contends that, as the securities of the estate were in America, Messrs. Smith and Cooper had them transferred to England and had the executor's fee deducted from the securities to avoid the transfer tax on that amount. It is alleged that Mr. Cooper and Mr. Smith afterward induced Mr. Oakeshott to sign a release of the executor's fee. It is alleged also that the will of George Smith was not proved in England, and, according to English law, the executor is not entitled to a fee. The plaintiff contends that the will could have been proved in America, where Mr. Oakeshott would be entitled to his fee as co-executor.

There was a hearing of the case on February 25 before Justice Truxin, in the Supreme Court. Tompkins McIlvaine appeared for the prosecution and Wheeler H. Peckham for the defense. James Henry Smith was wanted as a witness at the hearing, but called from New-York the day before the hearing. George Alexander Cooper, who shared the bulk of the elder Smith's fortune, is living in Elgin, Scotland, and will not come to this country.

TO "DO THE SUM" AT BELLEVUE. "I Don't Care What Teacher Says," Declares Man as He Figures on the Sidewalk.

Humming the lines, "I don't care what teacher says, I can't do that sum," from a popular musical comedy, and walking the sidewalk at Twenty-ninth and Sixth-sts., with all kinds of problems from simple addition to cube root, was the condition, according to Detective Dockstader, of the West Thirtieth-st. station, in which he found a man, yesterday. The man now is continuing his mathematics in the psychopathic ward of Bellevue Hospital. He said he was Philip M. Dunton, of No. 16 West Thirty-sixth-st.

Dockstader says Dunton was regardless of the crowds of shoppers, and as busy as he could be with a book piece of chalk. A ring of people gathered about him.

Dockstader told Dunton he would show him a place where he could continue his figuring undisturbed. At the police station the man attempted to continue his exercises on the desk rail. Then it was decided to let the Bellevue doctors help him "do the sum."

GOLD BRICK MAN WIDELY WANTED. Man Arrested for Old Fashioned Swindle Said To Be Well Known Criminal.

[BY TELEGRAPH TO THE TRIBUNE.] Laporte, Ind., Nov. 23.—Thomas Edward Clark, the New-York man who is charged with having "done" Henry Crofoot, a St. Joseph County farmer, out of \$5,000 by the gold brick swindle, was identified to-day as "Pat" Davis, a well known New-York City green goods man, who is alleged to have found victims in nearly every State in the Union, and who is wanted after conviction in Canan, Conn., where he will be taken if conviction comes. Davis is also wanted in Orange County, N. Y., where he escaped justice by false requisition papers. The police declare Davis's pecuniary amount to nearly \$100,000.

A SHRIEK FROM LAWSON. Calls Lustily for Help When He Slaughters Big Lines of Stocks.

[BY TELEGRAPH TO THE TRIBUNE.] Boston, Nov. 23.—Thomas W. Lawson issued a statement at 10 o'clock to-night, in which he says that on Friday following Thanksgiving he will unload on the market 300,000 shares of Amalgamated, 80,000 shares of Sugar and 30,000 shares of Pacific Mail.

"I am loaded to the gunwales," he says, "with that amount of the stocks, and as the market is declining I am on the point of being compelled to let go. There will be music to slow and low tune, and I earnestly ask your assistance. In deference to the prayers of my friends and well wishers of the Street, I will jump over this line at 11 o'clock Friday next, the day following that set apart by our President for general rejoicing, and the favor I ask is that the Street stand by and see that I get good prices, thereby perhaps preventing the financial ruin of one who has been caught tremendously short of discretion and mightily long of enthusiasm. Please, Wall Street, stand by on Friday next, and don't forget the hour or the amounts and names of the stocks which I will be compelled to slaughter. I would throw over my lines to-day, in accordance with the programme advertised by the financial critics, but for the fact that I wish to enjoy Thanksgiving Day, which I could not do if I knew had been ruined."

SEEKING RICH MAN'S SON. Police Asked to Aid—He Is Nephew of Congressman-elect Dale.

H. C. Wallace, a wealthy drygoods merchant of Scranton, Penn., asked the police last night to help him find Eugene S. Dale, nephew of Congressman-elect Dale, of Scranton, who has not been seen by his friends since October 20. Dale has not been home for two years, Mr. Wallace said.

Matthew N. Dale, of Scranton, father of Eugene Dale, was struck by a train in Buffalo on Sunday, and died in a Buffalo hospital on Tuesday. The body was taken to Scranton, and the family, who had not heard of Eugene recently, wanted him to know of the death, and wanted him home again. Mr. Wallace was informed and he told the police.

He last saw Eugene Dale on October 20 in a hotel in New-York, he declared. Dale promised to meet him again that same evening, but he did not see him afterward. He has been on the lookout for him ever since, and especially since Sunday, but has not heard anything of or from him.

Matthew N. Dale, Mr. Wallace said, was a vitrified brick manufacturer, and especially wealthy. He leaves two sons and a daughter, besides Eugene. Eugene Dale is a widower and has two children. Mr. Wallace said, in Scranton.

BAR CONSUMPTIVE PARK. Sullivan County Officials Vote Down City's Plan.

[BY TELEGRAPH TO THE TRIBUNE.] Monticello, N. Y., Nov. 23.—The Sullivan County Board of Supervisors to-day denied New-York City's application to build a sanatorium for consumptives at Manakating. Several days ago George Fouk, Assistant Corporation Counsel, made the application, and last night Dr. Darlington, president of the Board of Health of New-York City, appeared before the board and urged favorable action.

Middletown, N. Y., Nov. 23.—Because of the strenuous opposition of summer hotel proprietors to New-York City's plan of establishing a large sanatorium in Sullivan County for the treatment of tuberculosis patients, the project may entirely fall through. The city has been negotiating for one thousand acres on the top of Shawangunk Mountain, two miles from the village of Bloomingburg, where thousands of New-Yorkers spend the summer. Large buildings are to be erected, according to present plans, and amusements of all sorts provided.

The thousand acres are to be laid out as a park, and patients will be expected to lead a plain life under the direction of physicians. Only incipient cases, thought to be curable, will be sent to the park by the city authorities, and they will not be allowed to leave the confines of the park except by special permission. The most rigid sanitary rules will be enforced, and patients will be expected to co-operate in their treatment.

The plans for the institution, will entail an outlay of nearly \$1,000,000, and the cost of maintenance will be over \$100,000 annually. The summer hotel and boarding house keepers base their opposition on the fact that the better class of summer guests have deserted other parts of the county where sanatoriums have been established.

MANY VOTES FOR BRYAN. Estimates Are That 10,000 Were Cast for Him in Indiana Alone.

[BY TELEGRAPH TO THE TRIBUNE.] Indianapolis, Nov. 23.—As the result of an investigation undertaken by leading Democrats of this city it has been ascertained that thousands of free silver Democrats voted for Bryan at the recent election, and that the votes were cast, not with the expectation of having them counted, but for the purpose of registering protests against Judge Parker.

FEW CHANGES IN TARIFF. NO RADICAL REVISION. Only Minor Amendments of the Dingley Law Probable.

[FROM THE TRIBUNE BUREAU.] Washington, Nov. 23.—Indications of a readjustment of the tariff schedules, to be accomplished at a special session of the next Congress, continue to multiply as members of both houses of Congress reach Washington. The latest suggestion seems to avoid the demoralization of business that would be likely to follow throwing open the entire law for discussion. It is that the Dingley law be retained as the basis of the tariff law, and that only such schedules as may be deemed absolutely necessary be revised through amendments to the existing law. This, it is asserted, would eliminate all necessity of a general overhauling, with many months of uncertainty and the consequent unsettled condition of business.

The more conservative members of both houses are unwilling to talk on the subject of tariff revision for publication, but among themselves the subject forms the chief topic of conversation, and some of the most ardent protectionists, as well as many extreme revisionists, express the belief that the readjustment of certain schedules would make the present law more equitable, and would, moreover, remove the last vestige of an issue from the Democracy.

It is argued that if the Ways and Means Committee reports only certain amendments to the existing tariff law, all amendments to the amendments which affect other schedules, under a strict construction of the rules of the House, be declared "new legislation," and reference to the Ways and Means Committee may be insisted on. Such references would mean, of course, their perpetual interment.

It is predicted by some members of Congress whose judgment is usually accurate that the Ways and Means Committee of the House and the Finance Committee of the Senate will take up the subject of tariff readjustment informally at the present session of Congress, and virtually outline the programme to be pursued at the special session, which may be called to meet about March 20. Such informal consideration would prove especially convenient, as it could be declared that neither committee had been authorized to give hearings or to deliberate on the subject, and in this way the members could pursue their plans unhampered by the pleas of special interests. When the extraordinary session should be called a minimum amount of time could be devoted to hearings, only the representatives of those industries which might be affected by the schedules it was proposed to amend receiving an opportunity to be heard. In this way, it is believed, the greatest expedition could be attained, and all necessary readjustment of the schedules could be effected with the least inconvenience to the business of the country.

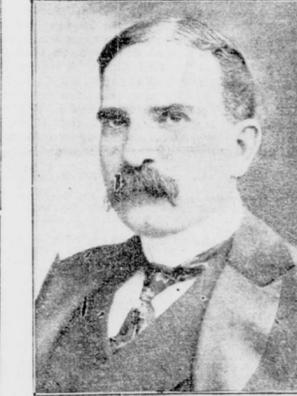
SECRETARY SHAW'S VIEWS. Secretary Shaw, under whose personal supervision the entire execution of the tariff law comes, is of the opinion that, should all the advocates of tariff readjustment be heard, they would not ask for changes in more than twenty schedules out of the ninety or more in the present law. The Secretary speaks from an experience possessed by no other man in the country. He has had every opportunity to perceive such incongruities as may exist in the present law, and can easily make an accurate estimate of the situation. On Secretary Shaw has devolved the responsibility of adjusting numerous differences concerning tariff schedules. He framed the regulations governing the admission of personal baggage and smoothed out the path of ocean steamship passengers. Through the work of the Board of Appraisers he has examined the claims of importers on the one hand and the beneficiaries of protection on the other, and his adjudicated many controversies satisfactorily. He is familiar with the weaknesses as well as with the strength of the Dingley act, and could probably point out, offhand, practically all the changes needed to perfect the existing law.

The Secretary's suggestion probably accords with the President's views. It is that advocates of revision have an opportunity to express their ideas on the subject, presumably to the Secretary himself, and that, when they are all through, their views be concisely summarized. The Secretary has the power to execute what he suggests, and his assistance is likely to prove of the utmost service to the Congress committee which will have charge of the question.

Secretary Shaw, in conversation with the correspondent of The Tribune to-day, more clearly defined his attitude. He said: "I yesterday discussed with a company of newspaper representatives the question of drawbacks. In other words, to quote me as favorable to a much more lenient policy. In one or more papers I was slightly misquoted. Under the present law tinplate can be imported, manufactured into cans, filled and exported, and the exporter will be entitled to a drawback, but neither tin cans nor glass jars nor barrels nor boxes can be imported filled and drawback allowed. In other words, there must be a domestic manufacture from the imported material. Hides can be imported and manufactured into leather, and a drawback allowed when exported in the form of shoes, if properly traced, but the application of any law is contingent on that it renders it in some instances, cooperative and valuable. I suggested several ways in which the drawback law could be extended, but I did not intend to normalize it to a more extensive law to the extreme limit. To illustrate, I am not prepared to advocate the allowance of a refund of the duty paid on Swedish iron ore exported, constructed of American iron ore exported. I used it as an extreme case."

Secretary Shaw contends that the present tariff law is the best that could have been devised to meet the conditions existing when it was enacted. If conditions have so changed as to make modifications of certain schedules necessary, then those changes should be pointed out and incontrovertible proof of the necessity submitted by the tariff revision advocates.

It is suggested in some quarters that the House Committee on Ways and Means, in the event of the opening up of tariff agitation, authorize a sub-committee, composed of able lawyers, to examine and cross-examine tariff revisionists. When the hearings are held the tariff could be taken up schedule by schedule, and a request made of representative men from all parts of the country who favor a reduction to submit their side of the case. They should show beyond question where a modification of the schedule under discussion would be an advantage. Facts, and facts only, should be considered, and glittering generalities, stump speeches, supposedly popular clamor and what "they say" should be rigidly excluded in trying to arrive at a sound, businesslike decision on a clearcut business proposition. Some of the "stand-patters" believe in letting well enough alone, but they frankly admit that there may be schedules in which the conditions now-existing might warrant a change. They point out, however, that in the past other countries have taken advantage of this government's reduction of income duties by raising export duties, and declare that the lessons learned in connection with wool, pig-iron and other commodities were exceedingly valuable, though decidedly expensive.



COMMISSIONER HENRY N. TIFT. Who was elected president of the Board of Education yesterday.