BINGHAM STIRS POLICE

SCHMITTBERGER UP NOW.

Charges Against Others Rumored—Commissioner Silent.

From what can be learned about Police Headquarters, Police Commissioner Bingham is just beginning to show the general as he is. Following the severe handling of Captain Dooley, charges of neglect of duty and violations of the Police Department rules have been preferred against Dooley's immediate master, Inspector Max Schmittberger, of the 3d District. Third Deputy Commissioner Mack prefers the charges.

On the heels of this news came a rumor that charges are also to be preferred against Inspector Wiegand, of the 8th Inspection District, and Captain William H. Shaw, of the Adams-st. station, Brooklyn.

These charges are the outcome, it is supposed, of a raid on an alleged poolroom last Thursday over the heads of Wiegand and Shaw by Borough Inspector Cross.

The specifications of the charges against Inspector Schmittberger say that from January 4 to 14, 1906, he violated Rule 4, Paragraph G, in that he made it possible, by his neglect, for Captain Dooley to detail for eight days continuously Patrolman William Hamilton, of the 19th Precinct. Asked if charges had been preferred against Schmittberger, Commissioner Bingham said:

It is true that charges have been preferred against Inspector Schmittberger. I can't tell you what they are for; that would not be fair. I have nothing more to say on the subject.

The reporters then argued with the Commissioner for half an hour, telling him that never before had a Commissioner refused to make public such charges, and that he need not think it unfair for him to make them public. Finally he called in his secretary, Daniel Slattery. Slattery upheld the Commissioner's view.

When the Commissioner was asked about the reported charges against Wiegand and Shaw he said:

"I have approved no charges against those officers at present."

"Will you admit that charges are being formulated against them?"

"I will admit nothing," he replied. Then he went on, in a decided tone: "Boys, I have been talking too much. I shall talk less after this, and shall answer very few questions."

It was learned yesterday that the Commissioner had denied the request of three police captains, transferred by ex-Commissioner McAdoo, to have their plain clothes men transferred also. On this topic he was also silent.

NEW COMPLAINT IN EXCISE CASES.

District Attorney Avoids Justice Gildersleeve's Decision in Minor Liquor Trial.

Following Justice Gildersleeve's decision that a minor purchasing liquor, as an agent, was not committing a crime, District Attorney Jerome announced yesterday that he had provided for a form of complaint which he thought would go far toward making convictions sure.

Previously all prosecutions for excise violations have been made under a section of the Penal Code which calls for a fine at the discretion of the magistrate. A section of the Liquor Tax law, however, calls for the forfeiture of the license of a convicted saloonkeeper.

The magistrates have preferred to hear cases under the Penal Code, as it only calls for a fine. Mr. Jerome said that in the future all complaints will be framed so that they will have to be tried under the Liquor Tax law.

Magistrate Wahle, in accordance with a request from Acting District Attorney Nott, regarding the Liquor Tax law, sent a copy of the letter to all the magistrates in the city. The letter calls attention to the effective section of the excise law, and asks the magistrates to try all violations under that section.

GENERAL BINGHAM CHANGES MIND.

Orders Transfers, but Holds Them in Abeyance When Justices Object.

Police Commissioner Bingham, within five minutes of his declaring that he had "talked too much" and would speak less in the future, found himself at opposites with his own orders. He had already transferred Sergeant Walsh from the Tombs police court to the Alexander-ave. station, and called Detective Sergeant Charles Stripp from the Gates-ave. station, Brooklyn, to take his place. The order was to take effect at once, and Sergeant Walsh had gathered his belongings and begun to say goodby to the numerous friends he had made at the Tombs when a counter order reached him. A few moments before the Commissioner said that the transfers were ordered, and remarked that he "sort of forgot to announce" the fact. Then he bluntly told the reporters that a city magistrate had requested the change. Asked to give the magistrate's name, he turned to his secretary, Daniel Slattery:

"Is that fair question?" he asked. Slattery wig-wagged, stuck his hands in his pockets and looked up to the ceiling. That was the reply. Then the Commissioner translated these movements thus:

"I don't think I'll answer that question." Stripp lives in "Battery" Dan Finn's district. No sooner, however, was the transfer learned than Justices Zeller, McAvoy and Olmsted, sitting in Special Sessions, got their heads together. Justices Zeller and McAvoy visited the Commissioner, and the Commissioner changed his mind. He announced later that the transfers were held in abeyance for some time.

UNLUCKY NUMBER IN RAID.

Alleged Proprietors of Place at No. 13 Carted Off—Thirteen in a Van.

If the owner or owners of an alleged poolroom which was raided yesterday had viewed the figure 13 with the superstitution common to the profession they would not to-day be prisoners, but they tempted the "13" hoodoo and suffered.

The alleged poolroom was in the building at Nos. 3, 5 and 7 City Hall Place, which has also an entrance at No. 13 Chambers-st. The raid was made by Detective Sergeant Boyle and seven detectives of Inspector Hogan's staff, over the head of Captain Tracy, of the Elizabeth-st. station, and was the most spectacular in some time. The police got in with axes, and five men were arrested, charged with maintaining the place. They said they were Arthur J. Krause, No. 340 West 26th-st.; David Stevins, No. 29 Bowery; John Smith, No. 83 Madison-st.; John Ernst, No. 64 Centre-st., and Charles Mahon, No. 239 Nassau-st., Brooklyn. The others in the room, about a hundred, were permitted to go. Several racing charts and two telephones were confiscated.

The patrol wagon, which stood backed up against the curb on Chambers-st., attracted a large crowd, which looked on with amusement as the men were bundled into it. Next to each prisoner sat a detective. Detective Sergeant Boyle, his seven aids and the five prisoners again made up the fateful thirteen. As the last of the captives hopped into the van one of his comrades said:

"Skidoo, '23,' get t'ell out of here; don't you see you make the thirteenth?"

"Wish I could," said the man who completed the hoodoo.

COURT COMMENDS POLICE CAPTAIN.

Magistrate Cornell, in the Jefferson Market police court, commended Police Captain Hodgins, of the Mercer-st. station, yesterday, for definite action taken against the alleged gambling houses in the Mercer-st. station precinct. Captain Hodgins had summoned to court Henry Trowbridge, a real estate agent, of No. 33 Howard-st., who, the captain stated, was the agent of premises in East 12th-st. which, he declared, were being used for gambling purposes.

BROWN'S BRONCHIAL TROCHES — FOR COUGHS AND COLDS

Invaluable to all who suffer from throat and lung disorders. Contain nothing injurious.

CREW SAVED IN A GALE.

Captain Risked Life to Rescue a Mongrel Pup.

An unusually daring rescue in a furious sea off the British coast, in which one lifeboat was smashed to bits and seven men were taken from a sinking schooner, was accomplished January 11 by the first officer, Mr. Freeman, of the steamer Maine, which arrived here yesterday.

The Maine is a freighter of the Atlantic Transport Line. She was on her way to New-York from London, when, in latitude 49:56, longitude 28:35, she sighted the two masted schooner Kipling, of Newfoundland, in a disabled condition. Fires were burning from the schooner's stern and the ensign was inverted as a distress signal. The sea was pitching high and at times the schooner was buried in the trough. Although a hurricane from the northwest was battering heavy head seas against the Maine, Captain Prager decided to run by the Kipling and take off her crew.

He had hardly called for volunteers when S. C. W. Freeman, first officer of the Maine, swung a lifeboat from the davits and with four men put out for the sinking schooner.

The men rowed under the lee of the Kipling and Captain Webber and his six men jumped aboard. This feat was barely accomplished when the schooner swung about and rising on the crest of a big comber brought her bowsprit down with terrific force on the boatload of men. Quartermaster Murray, of the Maine, fell helpless in the bottom of the lifeboat. His thigh was fractured. The others climbed back to the schooner. William Hill, of the Maine, was left hanging to the martingale, and would have dropped into the sea had not Captain Webber, of the Kipling, pulled him aboard. The lifeboat with the injured man was caught as it drifted astern, and by constant bailing the rescuers managed to get back to the Maine for another boat.

"That was a splendid piece of work, Freeman," said Captain Prager, as the first officer climbed aboard. "I'll send another officer in another boat."

"With your permission, sir," said Freeman, "I'll go back and finish the job. I'll get those fellows or go down with them."

Within twenty minutes Freeman was again on his way to the Kipling. The second attempt was harder than the first, as the men were greatly exhausted. They followed the same method of getting around the schooner, but this time they kept further aft. The six men of the schooner got safely aboard the lifeboat, but Captain Webber was missing. He was on deck when the men jumped and it was feared that he had been washed overboard.

Suddenly he appeared on deck with a mongrel pup in his arms. The dog had been cowering in a corner of the flooded cabin. Captain Webber refused to leave the Kipling until the mascot was saved.

Captain Webber and the crew will start today for their home port, Harbor Grace, Newfoundland. The British Consul provided for the men.

The Kipling left Liverpool December 2 with a cargo of coal and iron. She was 105 feet long. She was owned by Norman Munn, of Harbor Grace.

STEEL COMPANY PLANS MODEL TOWN.

It Will Be Called Corey, in Honor of the Trust's President.

Chicago, Jan. 20.—A model town will be built by the Illinois Steel Company. The plant near Buffington, Ind., will be named Corey, in honor of William Ellis Corey, president of the United States Steel Corporation, the parent firm.

The town is to be built on the lines of the most advanced and scientific ideas of municipal reform. It will contain, besides workmen's dwellings, public baths, laundries, kitchens and other municipal enterprises, and will have a theatre and a large assembly hall for meetings of every description. The new plant will cost ultimately $20,000,000 or $30,000,000, and will require ten years for its building. There will be twenty-seven blast furnaces and fifty open hearth furnaces, making it the largest steel plant in the world. More than twelve thousand men will be employed in the plant.

PURE FOOD SHOW DELAYED.

Will Not Open Till February 10, Giving More Time for Preparation.

Owing to the delay incidental to removing the cumbersome exhibits from the new 69th Regiment Armory, following the Automobile Show, the Pure Food Show of the New-York Retail Grocers' Union has been compelled to postpone its opening until February 10. The show will be continued until March 10. According to L. J. Callanan, the manager of the show, this will give the Grocers' Union a better opportunity to arrange the decorations. Nearly all the space in the big armory has been taken by exhibitors.

One interesting feature will be a section devoted to "queer foods," and here will be shown the viands peculiar to various nations. There will be Mexican and Spanish restaurants, where chile con carne, frijoles, tamales and other peppery foods will be prepared. In a Chinese restaurant will be cooked dishes peculiar to the Flowery Kingdom, and there will be Greek, Syrian and various other restaurants, the arrangements for which are now being completed. Incidentally, a real old Southern "mammy" will show how fried chicken and 'possum and corn pones and hot bread are cooked in the South.

Arrangements have been completed for moving picture exhibitions that will show the process of manufacture of a number of food products exhibited at the show, and there will be lectures both afternoon and evening by cooking experts, as well as by men and women who have made close study of the pure food problem.

MEXICAN RUBBER INDUSTRY.

Manufacture of Product from the Guayule Being Undertaken.

Mexico City, Jan. 20 (Special).—The manufacture of rubber from the guayule plant, which grows wild throughout the plateau region of Central and Northern Mexico, is rapidly becoming a great industry. Since the discovery was made, only two or three years ago, that a good grade of rubber can be manufactured from this plant, several million dollars have been invested in the erection of manufacturing plants in the guayule region. Nearly $2,000,000 of American capital has been invested in these rubber factories. The rest is native capital. The Mexican government has just granted a concession for the exclusive use of the guayule plants now growing upon the public lands in four States for the manufacture of rubber. This is one of the most valuable concessions ever granted by the federal government. The company has deposited $100,000 in bonds of the national consolidated debt with the government as a guarantee that the terms of the concession will be complied with. There are several million acres embodied in this concession, which requires that these immense landed estates shall be subdivided into tracts of 170,000 acres each, and that the company shall pay to the government an annual rental of $50,000 for each tract.

A large number of factories for manufacturing rubber from the plants grown upon these tracts of government land will be established immediately.

POLICE TO GUARD HOSPITAL.

Orange's Chief Will Station Men to Prevent Trouble at Italian Institution.

Orange, N. J., Jan. 20 (Special).—Though the police do not expect any trouble whatever, Chief of Police George P. Washer of Orange this afternoon announced that he would station several of his men near the Church of Our Lady of Mount Carmel and the Hospital of the Immaculate Conception tomorrow to head off any boisterous demonstration the local Italians might make. The story has spread abroad that the Italians are angry because physicians of their nationality are not on the staff of the new hospital, and circulars couched in the choicest opera bouffe language were distributed in Orange yesterday calling for a meeting in front of the hospital to-morrow.

Chief Washer to-day succeeded in tracing these sanguinary circulars to the printing shop of Frank Ponzini. He discovered that Ponzini had received orders to run off five thousand of them, but that only three hundred had actually been circulated. There was an interview to-day between the Chief and the Rev. Father Romanelli, founder of the hospital and rector of the Italian church, in which the Chief told the priest that he, together with many others, suspected that Father Romanelli was the author of the circular and was trying to stir up trouble. This the priest denied.

DENY CAPTAIN'S STORY.

BLACKMAIL, SAY PARKERS

Threatening Letter Written by Cardiff About Burning of Yacht.

Charges are now being made by counsel for Dr. and Mrs. Charles Thorndyke Parker that Captain James Cardiff's story that he was hired to burn the yacht Scythian is the execution of an attempt to blackmail the Parkers. In proof of this they show a letter threatening Dr. and Mrs. Parker soon after the burning of the yacht. This letter was identified by Captain Cardiff and read to the jury at the trial on Friday of the suit brought by the Liverpool and London and Globe Insurance Company to recover $7,000 of the insurance money paid to Mrs. Parker.

It was also denied by Mrs. Parker's counsel that Mrs. Parker had behaved in any unseemly manner when Captain Cardiff was delivering his testimony on Friday. It was reported that the court had called Mrs. Parker to order, but her counsel says that the judge's gavel has not been used once thus far in the trial. The letter on which the statement that Captain Cardiff tried to extert $10,000 from the Parkers is based is postmarked November 17, 1903, and reads:

Brooklyn, Tuesday.

Dr. Parker: Your letter received, "contents" Beautifull. Now Dr. a few words is enough. First you knew the boat was sunk before you got home. Because I wrote you. You got it in N. H. or it would have been returned to me. Now you promised and agreed to give me 10000 dollars to burn the Scythian. I refused $5,000 from you because I knew just what I was doing; I would not take it to-day.

You always thought that I set fire to the Scythian. I knew to much for that. Because I knew you would not keep your word. You promised me work for life and $25,000 dollars in your will "when you died" if I could not manage to get drownded going out to the Breakers fishing. I was on to you Doctor and I would not drown to please you.

Mrs. Parker told me that if you or herself discharged me it would be Low, Down, Dirty trick. So I dont have to say so "Ask Her" What she said on the Lawn. Now you gave Nagle two thousand dollars cash "for the asking" I know this is true, because I drew it; What did you give me after practically making a fortune for you. You have admitted this to me and others "Nothing" only little dirty tricks ever since you got that Insurance settled. Do you imagine that I am a fool. I will show you how much of a fool I am. You say you have discharged Hutchins. It dont matter to me. You have Robert. Nagle. Simon. Lynn &c. all of them done better for you than I did; you are so poor you cant pay me. The end of this month you owe me $241.20 I want that money right away as you have discharged me. I know you are doing some lying. I know you have lost money. But neither you nor your wife are Broke entirely. Every man you have decided to keep are strong able men able to earn a living anywhere. I am a cripple, you would not even get me a position or help me get one. this shows me how contemptible you can be. Doctor, I will get square and good "square."

The Insurance Co. offered Herbert $2,500 for any information he could give them about Scythian, he knew nothing. They came to me 4 different times the day previous to our row that you offered me $5,000 they came to me last. I let them know that I held the "cards" I knew you would use me dirty just as you have now done. If I would give you time: it has happened, but not just as I expected, now you will get dirt in plenty. You cant say but what you deserve it. They man that set fire to the Scythian I can lay my hands on any time. I am sory for him as he was to get $3,000, now, he may go along with you unless I can save him. I am all right. I have the goods to sell. I get my price.

This Tuesday noon. I will notify Mr. Fillmore or Willcox next Friday noon of what I am going to do. Saturday I will mail a few letters to your relations, Father, Brother and Mrs. Goodhue a full story of all I have done for you, even the burning of Scythian also I will write to Mrs. Parkers relations doing the same thing. I will use means that the will all be delivered. I will notify Mr. Brooks of where his lead and cannon went. I will mail you and Mrs. Parker Postal Cards telling you that I am about to turn States evidence, so as they can be read. I will sign my name to each and every one of them.

Monday I will make a full statement at Johnson, Higgins office previously getting my price for the story in full from a New-York Evening Paper.

Those are no threats. I dont like Snug Harbor. I am not going there. I have a wife and Baby. I am a cripple. I have made half million dollars for you. You have disharded me without paying me what you owe me for salary. I have served you 9 years "you know me when I get started" I am ready, there will be no let up. There is no use in writing letters.

Cardiff.

I am selling my furniture and moving to Jersey City. Saturday next so as my family wont be annoyed where I am known under an assumed name. You need not try to write me here in the future I shall be at Mr. Wilcox office Friday.

Dr. and Mrs. Parker are staying at the Hotel Manhattan. Dr. Parker, in telling how Captain Cardiff came into his employ, said:

"I first met Captain Cardiff when I was a surgeon at the Hudson Street Hospital. He was there with his leg crushed from the knee to the ankle. I worked over him for several days and thought that I had saved his leg, but subsequently it was amputated at the New-York Hospital. I tried to get him a job, but a seaman without a leg is not much use, and I had no success. When we found no one would employ him we hired him ourselves. There were several trying circumstances while he was in our employ.

"When we returned from Dublin in 1902 we found that Mrs. Parker's fortune had disappeared. We at once began suit against the brokers who had been handling her money. One of the members of the firm is a relative of a high official of the insurance company.

"I wish to deny emphatically that I ever entered into any contract with Captain Cardiff for him to burn the Scythian."

Had it not been for the statute of limitations when Captain Cardiff declared on the stand that he fired the Scythian he would have made himself liable to the death penalty for setting fire to the steam yacht on the high seas. Had it not been destroyed he would have been liable to imprisonment for not less than three years nor for more than ten years.

MOTHER ACCUSED OF KIDNAPPING.

Man Charges Divorced Wife With Taking Boy from His Custody.

A pathetic scene occurred yesterday in the Myrtle-ave. court, Brooklyn, when eleven-year-old Arthur Darrow, his eyes red with crying, appealed to Magistrate O'Reilly to be allowed to see his mother, Margaret Trevanon, who had just been arrested. The latter, who is the divorced wife of Henry Darrow, of No. 940 Kent-ave., the boy's father, was charged by her former husband with kidnapping their son from Public School No. 54, in Walworth-st., last Tuesday. The father showed in court a decree of absolute divorce, granted by ex-Justice D. Cady Herrick, in which he received the custody of the son.

Magistrate O'Reilly adjourned the case for further examination to next Thursday. Meanwhile, August L. C. Dorr, of the Society for the Prevention of Cruelty to Children, took the boy in charge, pending a settlement of the case.

SEEK SLAYER'S PICTURE IN DEAD EYES

Authorities to Have Photograph of Murdered Girl's Retina Examined for Clew.

[By Telegraph to The Tribune.]

Mount Holly, N. J., Jan. 20.—As the State has only the evidence of Bessie Walker, five years old, to rely on for positive indentification of the person who murdered Miss Florence Allinson, at Moorestown, on Thursday, Prosecutor Atkinson has decided to have a photograph of the eyes of the dead girl made.

There is a theory that the retina of a corpse retains the last impression received, and it is hoped that Miss Allinson's retina may have such an impression of the murderer. The photograph will be so made as to enable the authorities to have a microscopical examination made of it.

POLICE SEEK M'INERNY BUTLER.

The police of Mount Vernon, Pelham, New-Rochelle and New-York were asked yesterday to look for Robert Baxter, butler for Thomas McInerny, of Pelham Manor, who disappeared on Friday, as did also silverware valued at $2,000 and jewels belonging to his employer. Mr. McInerny's suit case is also gone. The robbery was discovered by Mrs. McInerny, when she returned from a shopping tour in Manhattan and found the house in a topsy-turvey condition.

SAY STRIKE IS STILL ON.

Methodist Book Officers Deny Settlement—Typothetæ Confident.

It was announced yesterday that no settlement of the strike in the composing room of the Methodist Book Concern had been reached, and that all negotiations for a settlement were permanently off. The following statement was made on behalf of the officers:

All reports to the contrary notwithstanding, the Methodist Book Concern has almost manned its shop with "free" men, and it will never again be run as a closed shop.

The general sentiment at the headquarters of the Typothetæ yesterday was that the six Methodist clergymen who tried to co-operate with the printers in settling the strike in the Methodist Book Concern's composing rooms meant well, but were "butting in," when they should have stayed out. Nothing could change the situation, it was said. Secretary H. V. Boyer of the Typothetæ issued a statement yesterday evening on the strike against the Typothetæ, in which he says, in part:

At the end of the third week the members of the Typothetæ of the City of New-York are getting out the regular work, and, in fact, those houses engaged in competitive work have sent out their salesmen after new business. Our publications are all coming out on time. Not one of the members has indicated any weakness. In some cases the various departments of our composing rooms are more effectually manned than they ever were before. For instance, the Winthrop Press states that its linotype department was never run so successfully or so profitably as it has been in the last week. William Green, president of the Typothetæ, against whom the batteries of the union have been especially directed, brought out all his publications on time.

Our magazine houses, notably Doubleday, Page & Co. and the S. S. McClure Company, which the unions confidently predicted would be our most vulnerable points, are completely manned, and their publications have been mailed on time. Doubleday, Page & Co. have even started a new publication, the first issue appearing this week.

BRIDGEMEN DENY THEY ARE FAILING.

A meeting of the Greater New-York District Council of the Housesmiths and Bridgemen's Union was held yesterday in Ledwith's Hall, 45th-st. and 3d-ave., in reference to the open shop pronunciamento of the National Association of Erectors of Structural Steel and Iron Work. The statements of the employers that the local and international unions were going to pieces were declared to be without foundation.

COLGATE & CO.'S CENTENNIAL.

Soap Manufacturers Celebrate Anniversary with Entertainment for Employes.

Colgate & Co., the soap manufacturers, celebrated the centennial anniversary of the founding of the firm yesterday afternoon with a dinner and entertainment at the Grand Central Palace. It was a family gathering of the surviving Colgates and the employes, men and women, who have been a factor in the upbuilding of this well known firm.

There were about a thousand at the dinner, including men that have been with the firm from forty to fifty years. Austen Colgate was toastmaster and the seat of honor was occupied by Richard M. Colgate, the senior member of the firm. Besides the local employes, there were representatives at the guests' tables from all over the world. C. H. Weyand represented the Argentine Republic, W. A. Chipman, Australia; W. G. M. Shepherd, Canada, and F. Bourdois, France.

William Colgate, the founder of the firm, came to this country in 1795 when twelve years of age. At seventeen he was in business for himself. He made his first soap at No. 6 Dutch-st., and had, at his death, fifty years later, established on a firm basis the house of Colgate. His sixth son, Samuel, succeeded him in the business. He died in 1897 and some of his sons constitute the present firm. Robert Colgate, William's eldest son, became the pioneer manufacturer of white lead. The firm he founded is now merged in the National Lead Company. The second son of William, James B. Colgate, established the banking interest of Colgate in Wall Street in the middle of the century. It was the Colgates that founded Colgate University, at Hamilton, N. Y.

NATIONAL GUARD NOTES.

Officers from every National Guard organization in the State will be in Albany to-morrow evening to attend the annual convention of the National Guard Association. The time to-morrow night will be taken up with a reception in honor of Major-General Roe. Tuesday some interesting papers will be read, and proposed amendments to the military code and other important matters concerning the National Guard discussed.

General regret is expressed that Major General Roe will not accept the portrait of himself which was to be paid for by subscriptions from various National Guard organizations. It had been arranged that Governor Higgins should present the portrait to the general to-morrow evening, but the arrangements, of course, owing to General Roe's determination not to accept the painting, have been abandoned. General Roe did not think it proper for him to accept the portrait so long as he was commanding officer of the National Guard. The money has been returned to the organizations and individuals who subscribed, and in order that the artist who painted the picture shall not suffer General Roe has drawn a check for the amount due, which came close to $2,000.

Company G, of the 12th Regiment, Captain J. P. Benkard, will visit Hudson, N. N., on the night of February 21, as the guests of the 23d Separate Company, commanded by Captain Louis Rote. The company will remain in Hudson until the afternoon of February 22. On the night of February 21 there will be a joint review of the two companies by the Mayor of Hudson. Company G will give an exhibition drill in close order, go through the silent manual, and also give an exhibition of wall scaling. Dancing will follow the entertainment. Company H, of the 12th Regiment, has unanimously elected First Lieutenant F. W. Hoeninghaus captain, vice Hoppin. The newly elected captain has been in the 12th since June, 1904, and had previously served in Squadron A. Company I has unanimously elected N. H. Cowdrey a second lieutenant from civil life. During the war with Spain he served in the Yale Battery, which was also known as the First Connecticut Artillery. Company H will hold athletic games and a reception at the armory Friday evening, February 9, and Company C will hold a similar entertainment Wednesday evening, February 21. A number of well known athletes will attend.

Colonel Morris, of the 9th Regiment, has tendered a review to Major Charles F. Roe, for Tuesday evening, January 30. There will be a regimental drill next Friday night.

The veterans of Company D, 22d Regiment, enjoyed their annual dinner last Wednesday night. The guests of honor were Adjutant General Henry, Colonel Thurston, ex-Colonel Camp, Major Hotchkin and Brevet Major Bell. The two last-named officers are ex-members of Company D. The non-winners' match will be shot next Saturday night. The beautiful solid silver State trophy, which the regiment team won in 1873, at the first prize meeting held at Creedmoor, and which has lain in the vaults of Tiffany & Co. for many years, has been brought to the armory to be placed where it can be seen. In the early days of Creedmoor the 22d was the leading regiment in rifle shooting.

The annual inspection of the books and papers of the 7th Regiment will be made for the State and War departments on the night of January 29, and the inspection and muster of the regiment will be made on the night of January 30. First Lieutenant L. O. Fiek, of Company A, and Second Lieutenant W. S. Covell, Company F, have been commissioned. The following non-commissioned officers have been promoted in the grades mentioned: First sergeants—S. J. Mack, Company F; S. M. Richardson, Company H, and B. Dominick, Jr., Company K. Sergeants—George P. Hill, Company F; L. P. Davis, Company F; W. S. Collins, Company H; P. B. Jackson, Company K, and H. L. Butler, Company H. Corporals—J. M. Boyle, Company D; C. W. Berry, Company H; M. Scudder, Company K; R. M. Johnson, Company K; K. Meyers, Company I; J. G. Hodge, Company D; U. G. Blackford, Company F, and F. M. Wheeler, Company H.

At the annual muster of the 23d Regiment 722 officers and men were present, a percentage of 99.44, and only four members were absent. Last year the regiment mustered 740 present and three absent. Companies A, B, C, F, G, I and K each had 100 per cent. present. The largest company in the regiment is Company K, with 100 officers and men.

LEYLAND LINER TEXAN AGROUND.

Kingston, Jamaica, Jan. 20.—The Leyland line steamer Texan, from Liverpool on December 21 and St. Thomas on January 7, for Kingston, Colon and other ports, ran aground off Port Royal this morning. She is in an easy position and efforts are being made to float her.

The Complete Railway Traveller.

VI.—TRAVEL AND ENTERTAINMENT.

[These notes have been written by a member of The Times Advertising Staff who investigated the Midland Railway System and Hotels, reporting freely upon the same as he found them. His notes are published exactly as written, and without any alteration or amendment on the part of the Midland Railway.]

(The first five Notes on this subject appeared in *The Times* of Nov. 21 and 28, and Dec. 5, 12, and 19.)

That the traveller shall be conveyed in safety and with all possible speed to his destination is the first duty of every railway. But in the case of a railway that aspires to be an agent of travel in the fullest sense of the word its duty is not wholly comprised in the mere mechanical transport of passengers. It has also obligations in the provision of travelling comforts *en route*, and of food and refreshment at the starting-place and intermediate stations, or, in the case of long distance journeys, on the train itself. As befits a railway that was first suggested and planned at weekly dinners at the Sun Inn at Eastwood, where Nottinghamshire coal owners met to combine business and pleasure, the Midland Railway has always made an especial study of the refreshment and entertainment of its passengers. As it was the first railway seriously to consider the question of comfortable carriages, so it was the first to improve upon the rough and ready—the often unready—refreshments offered to passengers. This department, retained under the direct management of the Company, has been developed equally with its passenger traffic, to which, indeed, it must be accounted a valuable accessory. The variety and freshness of the food offered make it contrast pleasantly with the conventional fare for railway travellers. In the course of his investigations of the Midland system the writer was struck by the excellence of the refreshment rooms at even relatively small stations, while the dining rooms on the platforms at Sheffield and Nottingham are in accommodation and service superior to those of most hotels. Handsome, private, and well appointed, they infinitely surpass the ordinary railway dining rooms known to the writer. Instead of the customary restriction of the traveller to a *table d'hôte* meal or cold meats, they permit personal selection from a varied and excellent *carte du jour*, while in the wine list the diner finds choice vintages at prices which put those of West-end restaurants to the blush. Attached to these dining saloons are comfortable smoking rooms where one may wait at ease for one's train. On no other railway has the writer ever encountered such provisions for the man and the smoker. The one possible improvement is the provision of writing materials in these smoking rooms, and that the writer strongly urges upon the Company, for at railway stations there is often the time and the necessity for dealing with one's letters, but no means of doing so. To these comfortable smoking rooms for men the Company might well add a cosy tea room for ladies. This, indeed, would be in direct continuation of the Midland's policy in bringing its station refreshment rooms to their present refinement, which enables ladies to feel quite at home in them. But since the Company has given man snugly-furnished rooms where he may sit and smoke at his ease, the same provision would be a graceful concession to ladies, by whom a dainty resting-place with light refreshments would be appreciated more than anything else on a journey. In this connexion it may be mentioned that the travelling buffet or tray of refreshments wheeled along on the platform for the service of passengers seated in the trains was first introduced by the Midland, to whom the sincere flattery of imitation—in this as in many things—has been paid by many railways. But in the excellence and fine cuisine of the meals served on board its trains the Midland achieves a distinction attempted but not attained on other lines. Travelling by the Midland to Manchester, Scotland, or elsewhere one may truly lunch or dine on the cars, and there is a difference between that and merely feeding which needs no insistence. One vital reason for the completeness and excellence which characterize the refreshment arrangements of the Midland line throughout is that it is associated under one head with the management of the Company's hotels.

Serving practically the whole of England, and being emphatically the railway of the great towns, it has been a wise feature of the Midland's policy to provide not only for the expeditious and comfortable transport of its passengers, but also for their lodging and entertainment when arrived at their destination. In the dignity and grace of its architecture the Midland Grand Hotel at St. Pancras is the most beautiful hotel in London, as it is also one of the finest of modern buildings, public or private. To compare it with the monstrous stolidity and hybrid architecture of the new War Office is to reflect how much better things are done in England by private enterprise than by the State. This pre-eminence from an artistic standpoint is the Midland's characteristic as an hotel. It is not a railway hotel in the sense of being merely a refuge for stranded passengers. To these it offers every convenience and luxury of a modern hotel, combining as it does the comforts desired by the traveller of moderate means with the utmost requirements of the wealthy. It is one of the great hotels of London. Its public rooms are surpassed by none; its splendid restaurant has its complement in the French saloon with Parisian cuisine of the highest class either *à la carte* or *à prix fixe*, and the orchestra plays every evening during dinner and afterwards in the Lounge. The St. Pancras is also a residential hotel with fine suites of rooms which combine for gentlemen and families the privacy of a flat with the perfect service, refinement, and luxury of life in a modern and great hotel like the Midland Grand.

The Londoner carried North by business has been wont to complain, and not without reason, of the hopelessly archaic method in which Hotels in the Provinces are still conducted. A gloominess overhangs them as if they had not yet ceased to mourn for the passage of the stage coach. A nineteenth century heaviness and stolidity permeates their buildings, furniture, cuisine, and entire entertainment of the passing guest. Thus the Midland Hotels at Derby, Leeds, Bradford, Liverpool, and Manchester suffer no such reproach is warranted by their control and management from so notable among London hotels as St. Pancras. That and personal experience are sufficient to refute the idea popularly held that there is no good eating and guestage—as London now regards them—out of the metropolis.

One is struck indeed by the rare skill with which the Midland Hotels are adapted to the various towns in which they stand. That at Derby, for instance, is as true to the "county town" ideal in the plain and supremely worthy virtues as the Queen's at Leeds, with its artistic decoration and furnishing, its French restaurant, orchestral music, American bar, and every refinement of accommodation provided by a London hotel, is significant of the modern spirit with which the chief city of Yorkshire is imbued. Equally complete and perfect in appointments and service is the Midland Hotel at Bradford. It is one of the finest examples of modern hotel construction, for Bradford would brook nothing inferior to its rival of Leeds. At Liverpool, too, the writer perceived a subtle and local adaptation in the Adelphi Hotel to its environment, though it must be confessed its cuisine lacked the modern refinement of the Queen's at Leeds or the Midland at Manchester.

That Manchester thinks to-day what England thinks to-morrow has its evidence in the possession of this wonderful Hotel. If Londoners would only admit it, Manchester is the centre—State and Governmental affairs apart—of the greatest web of English life. Within a radius of 50 miles from Manchester there is a population of 7,000,000 persons, including such towns as Bradford, Halifax, Preston, St. Helen's, Burton, Bolton, Bury, Rochdale, Stockport, Glossop, and even Liverpool itself. It is the very nexus of English industry, and as such is the Mecca of a great floating population. Yet until the Midland Railway Company erected its Hotel, Manchester's accommodation for visitors was of a notoriety so evil that foreigners and Americans having business in Manchester made Bradford or Liverpool their headquarters. All that has not only been changed by the creation of the Midland Hotel, but this institution has itself revolutionized the whole idea of what England expects an hotel to be. Combining the latest and most effective features of Continental hotels, it is a citadel and a miniature world in one. It is independent of Manchester's infamous weather, for it is ventilated by air which is washed, filtered, and heated before being forced into the halls, corridors, and rooms. Its pivot, as it were, is the central octagonal court with its columns of delicately tinted marble and lofty white and gold dome. On to this debouch the courts, corridors, and dining rooms, the superb Coffee Room, to retain the hallowed phrase of old hotel life, though it is irrecognizable as applied to the courtly saloon, richly panelled in mahogany and tapestry, and the Louis Quinze Restaurant, sacred to the exposition of the art of a great Parisian chef whose dishes for ever shatter the idea that one cannot dine out of London. Great French windows open from the Restaurant to the private terrace beneath the dome and overlook the Garden with its orchestra, seats, and little tables of a *café chantant* in its enclosure of flowering and creeping plants over the steel trellis. The impression is exactly that of an outlook to the open air, and yet it is the very heart of the Hotel under the dome. The tea and dinner concerts here by Herr Robert Drescher's Viennese Hof Kapelle have become an institution in Manchester life, while for the visitor they provide a feature as rare as delightful in provincial hotels. A new conception of the functions of an hotel, at least as far as the Provinces are concerned, is embodied by the Midland at Manchester. It is not limited to its provision of board and lodging. Its four hundred bedrooms, of whose appointments it is unnecessary to say more than that each is fitted with a telephone; its English, French, and German restaurants, each under the management of its national cook, its American bar, and the luxury and modern completeness of the decoration and furnishings throughout do not complete its functions. It includes an exquisite Concert Hall and Theatre in which Sir Charles Wyndham and Mr. Edward Terry have played with their companies, a Post Office, the only complete sub-post office in an English hotel, a magnificent Turkish bath; a Travel Bureau, where one may book one's passage to any part of England or the world, a great laundry, and the means of supplying a visitor's every need or luxury. From the primitive duty of merely lodging and feeding its guests the Midland Hotel has enlarged its sphere to providing for his entire life during his residence. It constitutes a revolution in the construction and management of hotels and their place and function in English provincial life—for it embodies all the novel features of American and Continental hotels—with modifications and new improvements suggested by Mr. Towle's wide and long experience as manager of the hotels of the Midland Railway. It is the masterwork of the enterprise and consummate ability with which he has provided in the Midland Hotels throughout the country luxurious and perfectly equipped accommodation for all classes of travellers.

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