GATHER AT NORFOLK.

FLEET AT RENDEZVOUS.

Admiral Evans Arrives—Only Two Vessels Still to Come.

Old Point Comfort, Va., Dec. 9.—The double starred flag of blue, emblem of the commander in chief of the Pacific-bound battleship fleet, was flung to the breeze from the main truck of the battleship Connecticut to-day, and Rear Admiral Robley D. Evans formally assumed his position as leader of the greatest naval movement in the history of the American people. This was assembly day for the fleet, which is to set sail next Monday, and of the sixteen great fighting machines there were only two laggards. These were the 16,000-ton Minnesota, flagship of Rear Admiral C. M. Thomas, commander of the second squadron of the fleet, and the Kentucky, whose 11,525 tons relegate her to a position at the end of the armored column. The Kentucky also is the oldest vessel among the sixteen, having been launched with her sister, the Kearsarge, in 1898, at the beginning of the war with Spain. Nine years ago is a long time in modern battleship construction, so great have been the strides in American naval architecture.

The Minnesota and the Kentucky are both expected to drop anchor in Hampton Roads to-morrow, and then the fleet will be complete. The new Maine, which two years ago was the flagship of the commander in chief, but is now thrown back to eleventh place in the list, came in to-day.

The ships are disposed in two long lines leading in a crescent, which begins just off the Old Point pier and points toward Norfolk. The Connecticut, which lies hardly more than a stone's throw from the pier, heads the column nearest shore. Next to her is her sister ship, the Louisiana, and then in turn come the Kansas and the Vermont, all registering 16,000 tons. These four vessels compose the first division of the first squadron of the fleet, and are the personal charges of Rear Admiral Evans. The second division in the first squadron is made up of the Georgia, the Virginia, the New Jersey and the Rhode Island. The flag of Rear Admiral William H. Emory, in command of the division, floats from the Georgia's truck. It also bears two stars, but, in distinction from that of the commander in chief, the flag has a red field, the same being true of all of the three rear admirals who have command of the divisions under Admiral Evans. The Georgia, the Virginia, the New Jersey and the Rhode Island are all of a type, and with a displacement of nearly 15,000 tons each they combine a driving force of 19,000 horsepower, and on their trial trips have all exceeded nineteen knots.

Both absentees from the fleet to-day were in the second squadron column. A vacant berth at the head of the line was left for the Minnesota, which is bound down from the coast from the New York Navy Yard. The Minnesota was the last of the big vessels to dock at New York, and received forty-eight hours' grace under the orders to report in Hampton Roads not later than to-day. Awaiting the Minnesota in the second squadron are the Maine, the Ohio and the Missouri, of the third division of the fleet, and in the fourth division are the Alabama, flagship of Rear Admiral Sperry; the Illinois and the Kearsarge. The Kentucky will complete this division and squadron when she arrives from Boston. Like the Minnesota, the Kentucky was repaired at the Norfolk Navy Yard, but was sent away to be docked and painted below the waterline.

The two long lines of battleships, flanked on either side by vessels of the auxiliary fleet, present a notable picture. Crowds of sightseers from all parts of the country are assembled here to witness the final preparation and the departure of the fleet. The families of most of the officers are also among the visitors, and the week is to be crowded with social happenings of both formal and informal character, the principal one to be a naval and military ball on Friday evening.

Admiral Evans arrived this morning from Washington, accompanied by Captain Ingersoll, his chief of staff, and Lieutenant Commander Chandler, his flag secretary. As his flag was broken out from the main truck and he went aboard the Connecticut, there were the customary salutes from the flagships of the various divisions, and Admirals Emory and Sperry were soon on their way to the flagship to pay their respects. The commanding officer of the artillery station here, Fort Monroe, also paid his respects to the admiral.

LAST BIG BATTLESHIP SAILS AWAY.

Navy Yard Has Cheerless Look After the Minnesota Starts for the Pacific.

The battleship Minnesota, the last of the half dozen of that type that were fitting out at the Brooklyn Navy Yard for the cruise to the Pacific, sailed yesterday for the rendezvous at Hampton Roads. The sailing of the Minnesota was attended with almost as little ceremony as that of the five other vessels of Admiral Evans's fleet which sailed last week.

Captain Hubbard, commanding, was on the bridge, and as many of the sailors as could get there were at the rail to acknowledge the silent farewell of their fellow jackies on the Hancock, who waved hands and caps. The Minnesota was as fully equipped in every department as it is possible to equip a warship. With her departure the yard, after the busiest few weeks that have been seen there for a long time, takes on a deserted appearance and returns to its usual routine. The Culgoa, a storeship, and the repair ship Panther will probably sail from Brooklyn to-morrow to join the fleet in Virginia.

The battleship Massachusetts and the cruiser Baltimore are at the navy yard, out of commission, and on the stocks is the hull of the new collier Vestal. When the Vestal is finished the navy yard will be one of the quietest places in Brooklyn, unless the government decides to have one of the new battleships built there. One of the yard officers expressed the hope that this would be done.

It was learned yesterday that three young officers of the Peruvian navy will go to the Pacific with the American fleet to obtain instruction in the methods of our navy. They have the rank of midshipmen.

CANNOT STOP FAST MAIL TRAINS.

Supreme Court Decides Against South Carolina Railroad Commission.

Washington, Dec. 9.—The question whether a railroad company can be compelled on the order of a state railroad commission to stop its fast mail trains when engaged in interstate commerce was decided to-day by the Supreme Court of the United States in the negative in the case of the Atlantic Coast Line Railroad Company against the Board of Railroad Commissioners of South Carolina. The suit arose in connection with an effort on the part of citizens of the town of Latta, S. C., to stop on being flagged two such trains which pass through the town daily, and the commission ordered that stops should be made whenever the signal should be hoisted. The railroad company resisted the ruling as unreasonable and as an interference with interstate commerce. The state Supreme Court decided against the company, and it immediately appealed to the Supreme Court of the United States, with the result that the relief sought was obtained. The decision was delivered by Justice Peckham and reversed the decision of the South Carolina court. The opinion holds the order of the commission to be an interference with interstate commerce.

REBATE CASES ADVANCED.

Washington, Dec. 9.—The Supreme Court of the United States to-day set the hearing of cases of the United States against the Armour, Swift and other packing companies, involving the charge of accepting rebates on shipments for export, for January 20, thus advancing the cases on the docket.

The case of Hunter agt. Wood, involving the North Carolina rate law, was set for hearing on December 18.

HAIGHT & FREESE PETITION DENIED.

Washington, Dec. 9.—The Supreme Court of the United States to-day denied the petition of the Haight & Freese Company, of Boston, New York and Philadelphia, for a writ of certiorari bringing to that court for review the case of Anna L. Weiss and others against the company, in connection with which the United States Circuit Court for the District of Massachusetts appointed a receiver to take charge of the company's property. The action of the court is equivalent to the affirmation of the decision of the Massachusetts court. Mrs. Weiss, as the widow of Charles Weiss, a customer of the company, brought suit for the appointment of a receiver, charging that her husband had been induced to pay $5,380 to the house on the understanding that the money would be used in the purchase of stocks, whereas it was charged that the money had been used in payments on margins according to "bucketshop" methods.

MR. PLATT'S INCORPORATION BILL.

Washington, Dec. 9.—Senator Platt, of New York, to-day introduced a bill providing for national supervision of corporations. It establishes a bureau of incorporation as an adjunct of the Treasury Department, which shall have supervision of corporations whose business is carried on in two or more states.

SMITHSONIAN REGENTS APPOINTED.

Washington, Dec. 9.—The Vice-President to-day announced the appointment of Senators Cullom and Bacon as regents of the Smithsonian Institution, to fill vacancies. Speaker Cannon reappointed Representatives Dalzell, Mann and Howard as regents.

MONETARY CONVENTION IN HONDURAS.

Washington, Dec. 9.—A monetary convention in Tegucigalpa, Honduras, is to be one of the results of the Central American Peace Conference, now in session here. It will be held in January, 1909, and an effort will be made to arrive at some method of fixing a rate of exchange relative to gold, this being considered absolutely necessary to a correct and satisfactory conduct of business operations in Central America. Costa Rica now has a fixed rate, but conditions in the other countries are said not to be satisfactory. Consideration of this question occupied the attention of the delegates to the conference to-day.

NOMINATIONS BY THE PRESIDENT.

Washington, Dec. 9.—The President to-day sent to the Senate the following nominations:

To be Envoy Extraordinary and Minister Plenipotentiary to Nicaragua and Costa Rica—WILLIAM L. MERRY, of California.

To be Interstate Commerce Commissioner—CHARLES A. PROUTY, of Vermont (renomination).

To be United States marshal for the District of New Hampshire—EUGENE P. HUTE, of New Hampshire.

To be Attorney General of Porto Rico—HENRY M. HOYT, of California.

KNOCKED AND INJURED BY CAR.

Solomon C. Guggenheimer, of the Hotel Netherland, was knocked down and seriously injured by a crosstown 59th street car at Seventh avenue late last night. He suffered from internal injuries and was taken in an ambulance to Roosevelt Hospital. At the hotel the clerk said he understood that Mr. Guggenheimer was in the lace business.

OFFICE OF HYGIENE AT PARIS.

Rome, Dec. 9.—The International Sanitary Conference ended its labors here to-day after deciding upon the creation of an international office of hygiene at Paris. France undertakes to supply the quarters for the new bureau.

KING DINIZULU SURRENDERS.

Pietermaritzburg, Natal, Dec. 9.—Dinizulu, the Zulu king who has been held responsible for the threatening situation in Natal arising from the increasing boldness of the natives, who of late have been indulging in murder and other outrages, has surrendered without resistance.

GEN. STOESSEL'S TRIAL.

Court Martial of Port Arthur Commander in St. Petersburg.

St. Petersburg, Dec. 9.—The final stage of the court martial of Lieutenant General Stoessel, who is accused of having surrendered the fortress at Port Arthur before he had exhausted all the resources of defence, will begin in this city to-morrow. The punishment for this, under the Russian code, is death. He is to be tried also on the charge of lacking initiative and with having exceeded his powers. General Fock and General Reiss are co-defendants. The first is accused of having conspired the surrender of the fortress and the second with having executed the order of surrender. General Smirnoff, General Stoessel's most bitter enemy, is to be tried on a minor count.

The court will be composed of nine generals under the presidency of Vice-Admiral Doubassoff. It will include among others General Kuropatkin's corps commanders General Bilderling and General Myloff. General Gursky will be judge advocate. General Stoessel will be defended by Deputy Syrtlanoff and Colonel Vellaminoff.

The basis of the indictment is practicaly identical with that set forth in the secret report of the defence of Port Arthur made by General Smirnoff, but the counsel for the defence have announced their intention of broadening the scope of the inquiry to bring in the conduct of the Ministry of War both prior to and during the war with Japan.

General Stoessel is in a pitiable state of excitement over the final hearing of his case. The doctors are apprehensive of the effect of the trial upon the veteran officer, who has suffered two paralytic strokes since the fall of the fortress. He expects to be exonerated.

Before communication with Port Arthur was finally cut off General Kuropatkin sent a telegraph message and wrote to General Stoessel, instructing him to hand over the command to General Smirnoff and rejoin the Manchurian army. General Stoessel, however, remained at Port Arthur and arrogated to himself the supreme authority. General Smirnoff's suggestions were ignored, his orders countermanded, and his subordinates received direct orders from General Stoessel.

Much of the evidence at the preliminary inquiry turned on the allegations against General Stoessel of military incapacity, lack of foresight in regard to the collection of food supplies and failure to make the best use of his troops by providing them with adequate rations. At a military council held on December 7 the food condition was thoroughly canvassed, and the first idea of surrender was formulated in General Stoessel's name by General Reiss, chief of staff. This proposal was rejected by the council.

A week later General Fock was appointed chief of the land defences in succession to General Kondratenko, who was killed. General Fock is considered to be responsible for the evacuation of vitally important forts between the dates of December 18 and January 1 and the evidence on this point is incontrovertible.

The last military council before the capitulation was held at Port Arthur on the evening of December 29. General Stoessel, who presided, asked the opinion of the council regarding the possibility of continuing the defence. The officers present were practically unanimous, 19 votes to 3, in favor of holding out to the last extremity. General Stoessel took no active part in the discussion, but General Reiss, who recited a number of reasons for surrender, undoubtedly spoke on his behalf.

The most sensational part of the indictments relate to the immediate circumstances of the capitulation. On January 1, the day after the evacuation of the "Eaglet's Nest" and other points, General Stoessel sent Lieutenant Malchenko with a letter to General Nogi, proposing negotiations for the surrender of the fortress. Generals Reiss and Fock appear to have been the only superior officers cognizant of General Stoessel's intention to capitulate. The same day General Stoessel sent his much commented telegram to the Emperor beginning with the words: "Great Sovereign! Forgive us! We have done everything within human limits! Judge us, but judge us mercifully!"

It will be the duty of the court martial to determine whether the capitulation of Port Arthur on January 1 was justified according to Russian military codes and ethics. There were probably some seventeen thousand fighting men left at the time. The sick and wounded numbered about fifteen thousand. There is evidence to prove that in the matter of provisions Port Arthur could easily have held out over another month and the reserves of ammunition, both artillery and rifle, would have sufficed for even longer. The garrison had three hundred effective guns when the fortress was surrendered.

The stand taken by Generals Stoessel, Reiss and Fock is that the fate of Port Arthur was sealed with the capture of the "Eaglet's Nest" and two other positions. Every point remaining in the hands of the Russians was exposed to the Japanese fire, and the so-called second and third lines of defence were absolutely valueless.

General Stoessel was born in 1848 and entered the army in 1864. He served with the Bulgarian militia during the Russo-Turkish War of 1877-'78 and participated in the Chinese expedition of 1900-'01.

DISCUSS GERMAN BATTLESHIPS.

Admiral von Tirpitz Defends Proposal to Shorten Age Limit to Twenty Years.

Berlin, Dec. 9.—Speaking before the Reichstag Committee on the Budget to-day, Admiral von Tirpitz, Secretary of the Admiralty, defended the proposal to shorten the age limit on German battleships from twenty-five to twenty years. He pointed out the fact that in the American navy sixteen years was regarded as the greatest possible term of service. He said the introduction of telescopic gun sights had considerably enlarged the effective fighting range of battleships, and, as Germany's older warships were built for short range fighting, they have lost considerably in value through this development.

Herr Bebel, the Socialist leader, demanded that the revenues covering the increased naval expenditures be provided before any vote on a change in building plans was taken. Herr Liebermann von Sonnenberg, Anti-Semite, also declined to define his position on this bill before the revenue had been provided.

Admiral von Tirpitz, continuing his address, then declared that Germany had made no mistake in postponing the construction of submarine vessels. He said that if his department had begun this work before it would have lost many millions. "We cannot foretell," the admiral said, "what the status of submarines will be five years from now."

The capacity of German shipyards having been called into question, Admiral von Tirpitz declared that vessels in the German yards were actually built more rapidly than in Great Britain, France or the United States.

TRIBESMEN ASK FORGIVENESS.

Hope by Meekness To Stop Punitive Expedition of French in Algeria.

Oran, Algeria, Dec. 9.—It is reported here that the Bennis Nassen tribesmen who recently attacked the French forces have sent in emissaries asking for pardon.

They took this step upon learning that the preparations to advance against them made by General Liautey, the French commander-in-chief, had been successfully completed.

QUEEN'S JEWELS TO BE SOLD.

Brussels, Dec. 9.—The Court of Appeals to-day overruled the decision of the lower court granting a postponement of the sale of the jewels and personal effects of the late Queen Henrietta. Princess Louise, a daughter, is seeking to prevent the sale of the jewels, which were seized for her debts.

SNOW THREE FEET DEEP.

Breslau, Dec. 9.—It has been snowing here continuously for two days, and in Upper Silicia the snow is three feet deep. Communication by railroad, telegraph and telephone is practically impossible. Passenger trains on several of the branch lines are snowbound.

VOTE AGAINST TARIFF REDUCTION.

St. Petersburg, Dec. 9.—The congress of railroads in session here to-day voted against the reduction of tariffs to Libau, which was sought by the managers of the Russian Volunteer Fleet in order to facilitate direct trade to New York.

TIFFANY & Co.

Suggestions for Christmas Gifts

The Holiday stock in every department is now unusually complete. In addition to the conventional styles of jewelry, silverware and watches, the department of unmounted stones offers unlimited opportunities for individual taste in selections for mounting and in the choice of pearls for necklaces. There is also a varied collection of tourmaline, amethyst, topaz, kunzite, coral and jade beads and richly carved objects of rock crystal, lapis-lazuli and nephrite. The Fancy Goods stock comprises many styles of gold and silver mesh bags, plain and mounted with precious stones; rich fans of Point d'Angleterre, d'Alençon, Burano and Venetian laces, antique fans of Louis XV and XVI periods, rare Vernis Martin, Houghton and Maurice Leloir painted fans; toilet articles in silver, shell and ivory; jeweled parasols, umbrellas and canes; leather goods, including every requisite for traveling, motoring and shopping. For the cabinet are rich pieces of bric-a-brac, miniatures by Patout, Paillet, Soyer, Mollica; enameled cigarette and vanity boxes set with precious stones; plaques and jewel caskets; reproductions in silver of rare antique vases and coupes; plain and gilded French silverware of the Empire style; game boxes, smokers' articles, desk fittings, opera glasses, lorgnons; a great variety of Dutch silver, unique hors d'oeuvre and bon bon dishes of silver and glass. English automobile baskets with all fittings. The Bronze Department presents a great variety of statuettes from France, Germany and Austria, by Gérôme, Bareau, Barrias, Moreau and others; also an extensive line of busts of Washington, Lincoln, Beethoven, Mozart, Wagner; animals by Barye, Bonheur, Peyrol, Proctor, Remington; hall clocks in various woods to correspond with house decorations; clock sets of bronze and marble, regulators with gilt and glass cases, automobile, ship's bells and traveling clocks; Tiffany bronze lamps, for oil or electricity, with Favrile and leaded glass shades. In the Pottery and Glass Department are the finest products of the noted English Potteries: Minton, Copeland, Doulton, Crown Derby; also unique and artistic effects in Moorcroft Luster pottery, Lancastrian and Ruskin wares, remarkable Doulton crystalline glazes, authentic Royal Copenhagen signed pieces, rare National Sèvres vases; Tiffany Favrile glass and other American products from the Grueby, Robineau, Rookwood and Trenton potteries; also English glass vases, bowls and table sets in cut and rock crystal effects

Fifth Avenue and Thirty-Seventh Street

RUSSIA PLANS FOREIGN LOAN.

Will Be Marketed Next Year if International Conditions Are Favorable.

St. Petersburg, Dec. 9.—The Douma to-morrow will begin the consideration of the budget, in which M. Kokovsoff, the Minister of Finance, presents an extended résumé of Russia's financial status and explains the details of the estimates of 1908.

As the ministry expects from the third Douma a serious consideration of the budget, it will afford every facility for its close examination. Its discussion in committee, which will follow the general debate, is not expected to terminate before the Christmas holidays, and the budget will not be adopted before the end of January.

It is learned from official sources that Russia probably will market a foreign loan the latter part of 1908 if international conditions are then favorable. The present revenues are adequate to cover the ordinary expenses on the economic scale which M. Kokovsoff has instituted since the war, with perhaps some assistance from a small internal loan.

For the introduction of general education, the construction of railroads, the rebuilding of the fleet and similar projects the necessity of financial help from abroad is frankly admitted. These expenditures can be deferred for a time, but not indefinitely.

EMPEROR WILLIAM IN LONDON.

Will Spend Three Days in Sightseeing Before Return—Health Improved.

London, Dec. 9.—Emperor William, who has completed his 'rest cure" at Highcliffe Castle, arrived in London to-day for three days of sightseeing. He had luncheon with King Edward at Buckingham Palace at noon and later took up his residence at the German Embassy, where he will stay until Wednesday. His majesty looks to be in splendid health.

On Wednesday the Emperor will leave here for home. It is his intention to visit Queen Wilhelmina in Holland on his way back to Potsdam.

CONTRABAND OF WAR ABOARD?

Said To Be Reason Why German Steamer Milos Was Abandoned.

Brest, Dec. 9.—It is rumored that the German steamer Milos, which took fire at sea and was abandoned by the captain and crew off Ushant Island, twenty-seven miles west of Brest, last Friday, was laden with contraband of war, which would account for the hurried abandonment.

The vessel is now in port, but the fire is still smoldering. It is stated that the captain strenuously opposed the tugs towing his vessel into the harbor, but he was obliged to give in, owing to the heavy weather, which threatened to drive her ashore.

SOUSA'S BAND'S TRAIN WRECKED.

Milan, Mich., Dec. 9.—A special train on the Ann Arbor Railroad, carrying Sousa's Band from Toledo to Ann Arbor, was thrown from the tracks to-night at the Wabash crossing. The baggage car and one of the two coaches were overturned and the engineer and fireman were hurt. One member of the band was cut by flying glass.

MORE TROOPS IN TOBACCO WAR.

Kentucky Governor Strengthens State Forces in Hopkinsville District.

[By Telegraph to The Tribune.]

Frankfort, Ky., Dec. 9.—At the request of Major Bassett, who is in command of the state militia at Hopkinsville, the seat of the tobacco war, Governor Beckham ordered additional troops to that city to-day. Twelve hundred rounds of ammunition were hurried to Hopkinsville this morning. Governor Beckham believes that additional troops will prevent further outbreak.

"Night riders" burned the barn of John Wiley at Switzer, near here, to-day. It contained three thousand pounds of tobacco, and other barns on the place were saved by rain.

Hopkinsville, Ky., Dec. 9.—James Morris was arrested to-night, charged with being a member of the posse of "night riders" who raided Hopkinsville Saturday morning. One boy "night rider" from Trigg County was killed by the posse that pursued the party after the disturbances Saturday morning.

COLLISION OF TRAINS IN FOG.

Poughkeepsie, N. Y., Dec. 9.—Owing to the obscuring of signals because of a dense fog along the Hudson River a slight collision occurred between two passenger trains on the New York Central Railroad early this morning, at Highlands, a few miles south of this city. No one was killed or injured in the accident. The ends of two baggage cars were badly damaged and these two cars were thrown across the main line of the railroad, blocking traffic for a short time.

ARMY AND NAVY NEWS.

[From The Tribune Bureau.]
Washington, December 9.

ORDERS ISSUED.—The following orders have been issued:

ARMY.

The following changes in the stations and duties of paymasters are ordered: Major THOMAS C. GOODMAN, paymaster, from Portland, Ore., to San Francisco, to sail about February 5 for Manila. Major JAMES CANBY, from Philippines to San Francisco; Captain ERNEST A. GREENOUGH, paymaster, from San Francisco, about February 5 to Manila; Captain WILLIAM H. BURT, paymaster, from Philippines to San Francisco.

First Lieutenant E. ALEXIS JEUNET, 13th Infantry, from Army of Cuban Pacification to Washington, to report to chief signal officer.

Major WILLIAM S. PEIRCE, ordnance department, from Springfield Armory to Philadelphia and relieve Major SAMUEL HOF, ordnance department, as inspector of ordnance at Midvale Steel Company.

Captain JOHN K. MILLER, paymaster, from Philippines to Kansas City.

Contract Surgeon JOHN D. BROOKS from Fort Meade to Washington for annulment of contract.

Second Lieutenant EMIL ENGEL, 9th Cavalry, from mounted service school, Fort Riley, to Philippines, join regiment.

Captain RAYMOND R. STEVENS, 23d Infantry, to Washington Barracks.

NAVY.

Rear Admiral G. C. REITER (retired), detached as member lighthouse board, December 31; home.

Captain A. MARIX, detached as supervisor of naval auxiliaries, Atlantic Coast, headquarters New York, December 30; to duty as member of the lighthouse board.

Lieutenant Commander W. W. BUSH, to charge of recruiting station, Oklahoma City.

Lieutenant Commander M. KNEPPER, detached bureau of equipment.

Lieutenant A. F. H. YATES, detached the Georgia; to the Chester as senior engineer officer.

Lieutenant L. I. WALLACE, detached recruiting station, Oklahoma City; to the Pennsylvania.

Ensign H. E. KIMMELL, detached bureau of ordnance; to the Georgia.

MOVEMENTS OF WARSHIPS.—The following movements of vessels have been reported to the Navy Department:

ARRIVED.

December 6—The Virginia, at Hampton Roads.

December 7—The Illinois, the Alabama, the Ohio, the Kearsarge, the Kansas, the Connecticut, the Yankton and the Georgia, at Hampton Roads; the Prairie, at League Island; the Ajax, at Norfolk.

SAILED.

December 7—The Kentucky, from Boston for Newport; the Vermont, from Tompkinsville for Hampton Roads; the Maine, from League Island for Hampton Roads; the Choctaw, from Washington for Hampton Roads; the Brutus, from Baltimore for Rio de Janeiro; the Nero, from Bradford for Rio de Janeiro.

December 8—The Wasp, from Peekskill for Newburg; the Rainbow, the Galveston and the Chattanooga, from Shanghai for Manila.

NAVY SAILMAKER FACES CHARGES.

After Thirty-five Years of Service, He Is Now Before Court Martial.

Garrett Van Mater, chief sailmaker in the United States navy, was brought to trial yesterday in court martial proceedings at the General Court Martial Building in the Brooklyn navy yard. The charge against Van Mater is culpable inefficiency in duty and conduct prejudicial to the good morals of the service, in that he attempted to obtain a bribe from W. & J. Sloane, the carpet concern in Manhattan. The court is composed of Captain John E. Roller, retired, president; Commander Albert Moritz, retired; Chief Engineer Charles F. Nagle, Lieutenant A. W. Marshall, Lieutenant A. A. Peterson and Lieutenant C. T. Westcott, U. S. M. C., judge advocate. Van Mater's lawyers are Judge Jacob Neu, Senator Alfred J. Gilchrist, José E. Fidgeon and P. J. Donnelly.

Van Mater has been in the service nearly thirty-five years, and was about to retire. He has been in the Brooklyn yard for the last two years. Van Mater pleaded not guilty to the charges yesterday. Senator Gilchrist argued on technicalities for the dismissal of the case. The motion was denied, and the trial will be continued.

SWINDLED BY BOGUS LIEUTENANT.

Impostor Wears Service Uniform and Calls Himself A. H. West, of the Navy.

The officials of the Brooklyn Navy Yard have learned of another impostor, who, pretending to be an officer in the United States Navy, has succeeded in passing worthless checks in Manhattan. The man gives the name of Lieutenant A. H. West, of the battleship Minnesota, and wears a new service uniform. One of the losers through this swindle is the proprietor of a well known restaurant, who accepted from "West" a check on a Buffalo bank in payment for a dinner, and, the amount of the check being in excess of the meal, the victim gave back the difference in cash.

It is believed at the navy yard that "West" is the same man who decently operated along the same lines under the name of "Lieutenant L. S. Cox, of U. S. S. Hancock."

RELIEVED FROM COMMAND OF SHUBRICK

Washington, Dec. 9.—The inquiry into the collision between the torpedo boat Shubrick and the New York, Philadelphia and Norfolk Line steamer Maryland in Hampton Roads on November 21 has resulted in the detachment of Lieutenant H. E. Cook from command of the torpedo boat and his assignment to a subordinate post on one of the battleships. Although the naval board found several things to criticise in Lieutenant Cook's management of the torpedo boat just before the collision, it was reported that he did his duty to the best of his ability. It was found that his failure to avoid a collision was due to inexperience, rather than to carelessness or neglect of duty, and therefore no further action will be taken.

AEROPLANES FOR THE ARMY.

Chief Signal Officer to Call on American Inventors for Plans.

Washington, Dec. 9.—The army is already looking beyond the simple balloon, the dirigible balloon and like contrivances for navigating the air to the more scientific aeroplane, and it was announced to-day that the chief signal officer will soon call on American inventors to submit plans for a practicable machine to be used instead of a balloon for military purposes. The terms of the advertisement are now under consideration, and the War Department has invited the co-operation and advice of certain writers who have come to be regarded as authorities on the subject of flying machines and aerial navigation generally.

The beginning of experiments in the direction of aeroplanes will not, it is said, interfere with the War Department's plans now in execution for the training of selected men in the use of balloons nor with the projected construction of at least two dirigible airships. Indeed, specifications for the construction of the latter will be ready for issue to the public in a few days.

NAPOLEON I ONLY 340 YEARS OLD.

Wants to See "Emperor" Theodore About the Battle of Waterloo.

New Brunswick, N. J., Dec. 9 (Special).—A Frenchman, who says he is Napoleon I, Emperor of France, and is 340 years old, was arrested here to-day because he told an officer that he was on his way to Washington to call on "Emperor" Theodore Roosevelt. John White, a detective employed by the Pennsylvania Railroad, found Napoleon hanging around the Pennsylvania Railroad station here waiting for a train to Washington. Napoleon said he wanted to ask "Emperor" Theodore if he thought the battle of Waterloo was properly conducted by the French army.

The detective told Napoleon that he was in Washington already, and that he would take him to the White House. Napoleon breathed his thanks and was escorted to the county jail, and there was told that Sheriff Andrew S. Church was the President. He thinks he is being entertained as a guest at the White House. Napoleon says he escaped from St. Helena. He will probably find another St. Helena in the Trenton State Asylum.

DR. WELCH KILLED IN LOS ANGELES.

Struck by Engine in Street—Went to Pacific Coast from Boston.

[By Telegraph to The Tribune.]

Los Angeles, Dec. 9.—Dr. Edwin A. Welch, a retired physician and surgeon, formerly of Boston, was killed by a Southern Pacific engine in South Alameda street to-day. Dr. Welch was born in England. He practised for sixteen years in New Brunswick, Canada, and then went to Boston. A year ago on account of failing health he removed to Los Angeles. He lived in this city with his wife and youngest daughter. He left three other daughters, Mrs. Alton Taylor, of New Haven, Conn.; Mrs. E. H. Burt, of New York City, and Mrs. B. J. Holmes, of Los Angeles, and three sons, Edwin Welch, of Canada; Francis Welch, of British Columbia, and Hugo Welch, of Boston.

SOUTHERN RAILWAY CHANGES.

A Number of Higher Officials Asked for Their Resignations.

[By Telegraph to The Tribune.]

Asheville, N. C., Dec. 9.—As number of the higher officials of the Southern Railway, of the Asheville division, including Superintendent Ramseur, one of the Southern's oldest men; Road Master Ramsey and Trainmaster Fortune, were to-day asked to send their resignations in by December 15, one week hence. This is the result of a row that occurred among Southern officials a short time ago, which resulted in a regular fisticuff. Other officials say they momentarily expect to be deposed.

SOUTHERN MERGER SUIT HEARD.

Columbia, S. C., Dec. 9.—The "merger suit" instituted by the state of South Carolina against the Southern Railway, attacking the validity of the lease by that corporation of the South Carolina & Georgia Railroad, now a part of the Southern system, was heard in the State Circuit Court here to-day. A decision will probably be rendered to-morrow.

Food vs. Cosmetics

Every drop of red blood coursing through one's arteries carries to the skin health or disease, dependent largely upon the character of the food taken into the system.

Eat greasy, uncooked, heavy foods and the complexion soon tells the tale of a disordered liver and warns one that a change should be made in the diet.

All over America the people are learning the great value of Grape-Nuts ready cooked food, and thousands find it just the food they have long been seeking. Grape-Nuts food is cooked at the factory for a period of 12 to 14 hours. It is easily assimilated even by the most sensitive stomach, and contains just those elements necessary to make strong, healthy bodies, clear brains, and beautiful complexions.

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