BREEZE ON CONGESTION

STIRRED BY A QUESTION.

Rude Shock for Audience at College Day Meeting.

The even tenor of the meeting at the Congestion of Population exhibit in the American Museum of Natural History was rudely interrupted after Henry C. Wright, the secretary of the City Club, had finished his address on "Congestion and Transportation" yesterday afternoon, and the audience, made up of visitors from numerous men's and women's colleges, with a sprinkling of outsiders, was visibly shocked. It was college day and the scholastic air of the whole proceedings had been most marked, when—but this is what happened:

In reply to the invitation to ask questions Edward J. Murray, a member of the Harlem, Bedford Park and 23d Ward Property Owners' associations, arose and made a protest against the tenement house law that included three family houses under its provisions. He declared that changes in the law would do much to relieve congestion.

Mr. Wright, in essaying to answer, asked whether the speaker was not Mr. Murray, and mentioned the fact that Mr. Murray was a member of property owners' associations, whereupon Mr. Murray became incensed, and for about five minutes insisted that his personality had been attacked; that there was no occasion for it, and every time that Mr. Wright tried to explain himself Mr. Murray became more and more insistent that it was not necessary to know who he was, and that he was not ashamed to announce that he was Edward J. Murray. Whereupon he enumerated the associations of which he was a member, and repeated his arguments for what he called a more liberal tenement house act.

Mr. Wright, in despair, sat down, and then Benjamin C. Marsh, the secretary of the committee in charge of the exhibit, stepped into the breach and invited those present to look at the land exhibit, and there was a general exodus.

The students started in to examine the exhibits in the morning, coming all the way from Bryn Mawr, Wellesley, Mount Holyoke, Smith, Cornell, Vassar, University of Pennsylvania, Hamilton and Harvard.

Dr. Edward T. Devine, the general secretary of the Charity Organization Society, whose subject was "The Economic Causes and Results of Congestion," was not enthusiastic about relieving the congestion in this city. He said there should be more streets running north and south and fewer east and west.

But concentration of population was not injurious as a whole, he continued. It meant greater wealth, greater facilities for education and for amusement, but he thought it had gone too far in this city.

Mr. Wright in his address declared that the tenement house and apartment house life was destructive of the civic spirit and the community interest.

Of the transit problem Mr. Wright said that the reduction of the population downtown would complicate the transit situation. He showed maps to illustrate the situation as it is, and as it might be with a redistribution of population, factories and business houses. The central part of Manhattan, he believed, should be devoted, from Central Park to the Battery, to office buildings, stores and theatres.

The factories, warehouses and wholesale houses should be placed along the banks of the rivers and along the railroads, he said. The great residential sections for the office men, he believed, should be Brooklyn, The Bronx and New Jersey.

One way to make a beginning was suggested—that of passing a law restricting the location of factories to certain sections. That would prevent, Mr. Wright said, a condition that exists in one block where there are now seventy-seven factories, employing four thousand persons.

Before Mr. Murray began his talk James L. Cowles, the secretary of the Postal Progressive League, who was in the audience, laid the blame for congestion to a large extent upon what he called discriminating freight rates between the long and the short haul, which he said caused factories and great warehouses to be placed in the large cities.

About fifteen Yale students visited the exhibit last evening. They were members of Professor William B. Bailey's class in sociology.

GOVERNMENTAL REGULATION.

Dr. Woodrow Wilson Sees No Difference Between It and Government Ownership.

Chicago, March 14.—Dr. Woodrow Wilson, president of Princeton University, to-night was the chief speaker at a banquet given by the Commercial Club of Chicago. The banquet hall was comfortably filled. President Wilson said in part:

A passion for regulative legislation seems to have taken possession of the country of late, but it came upon it so suddenly, so much more like an impulse of impatience than like a deliberate purpose, that there is every indication that the careful thinking upon which it should have been founded will succeed it after it has spent its force, rather than accompany and give form and direction to it.

What is the matter with the business of the country? The abuses complained of are, in fact, of two kinds. The production of certain kinds of commodities has been concentrated in the hands of great corporations which are virtually monopolies. These monopolies have in some instances been built up by methods of competition fundamentally unrighteous and unfair and have been maintained by methods as arbitrary and as contrary to the spirit of the law as those by which they were created. This is one class of abuses. Another class, perhaps more far-reaching in its effects, is that which is connected with the manipulation of securities and the use of trust funds.

What remedies have been attempted? We have passed laws forbidding such combinations and such practices as would virtually constitute monopolies and have attempted to enforce them. We have forbidden discrimination in freight rates by railway companies and have tried to detect and punish them. We have gone further and tried to prescribe freight rates, and, warming to the business, have gone further still and endeavored to prescribe passenger rates as well, undertaking to look inside railway business and determine through public commissions what rates it is equitable for them to charge. We have undertaken to look inside the business of insurance companies, too, and to determine the character of their investments and the methods of their loans. The men who stand outside the formal organization of the greater enterprises and manipulate their securities we have not yet undertaken to restrain or punish by any special provisions of law.

But what strikes us most about all the regulation and remedial measures adopted is that they are based upon what is for us an entirely new conception of the province alike of law and of government. Our law has hitherto dealt with individuals, with specific transactions; it now undertakes to deal directly with business itself, not upon lines of exact definition such as courts of law could act upon, but with a wide range of discretion which must be intrusted to commissions and cannot be assigned to judicial tribunals.

I can see no radical difference in principle between governmental ownership and governmental regulation of this discretionary kind. Advocates of governmental regulation talk of it as a necessary safeguard against socialistic programmes of reform, but it seems to me to be itself socialistic in principle. Though it goes only a little way, it does definitely move toward the entrance of government into the general field of economic enterprise. Whether government shall go further becomes a mere question of convenience or expediency and ceases to be a question of principle. Regulation by commission is not regulation by law, but control according to the discretion of governmental officials.

The acts of corporations themselves must be checked, not by futile and blundering attempts to dictate to each corporation how its business shall be conducted, but by bringing the officials directly to book, who are responsible for forbidden or questionable transactions. The corporation itself never fails to find the really responsible official in its own processes of discipline, and it can be made to disclose to the public prosecutor the names of the men who should be proceeded against.

This old-fashioned process of seeking the individual and punishing him is much more difficult than the rough and ready process of dealing with the corporation as a whole, fining it, embarrassing its business transactions, crippling it or putting it out of business altogether, but it is the only process which will in the long run effect our purpose without putting us at a fatal disadvantage in the whole industrial development of the modern world.

Government commissions cannot possibly understand business better than those who conduct it. Their regulative interference with business will only complete the confusion and embarrassments into which we are so rapidly stumbling. The old processes of law are the more difficult, but the more effective. We must discover just what transactions we wish to put an end to; must devise means of discriminating and reaching the individuals who are really responsible for them, and must punish those individuals without respect of persons or consequences. We must have once more the reign of law rather than the reign of governmental officials.

CIVIL RULE IN SAMOA OPPOSED.

San Francisco, March 14.—Advices from Tutuila, Samoa, of February 5, say that the Samoans show anxiety regarding establishment of a civil form of government. It is the desire of the chiefs to maintain the present system, and, hearing that application is being made to Congress to establish civil government, they are about to present a petition to the President, praying that no change be made at present. After outlining conditions in Samoa, the petitioners ask "that the system of administration of the islands which was introduced on the annexation to the United States be continued until such time as a majority of the Samoans can understand and realize the system of government in vogue in the United States of America."

The natives are well satisfied with the conduct and attitude of all the naval officers who have from time to time been at the head of the islands' affairs. The present form of government has had the full confidence of the people, and they have readily submitted to all regulations or orders.

WRECKED MEN IN WRECK.

Silvia Goes Aground in Vineyard Sound—Passengers Taken Off.

Woods Hole, Mass., March 14.—The Red Cross Line steamer Silvia, from New York for Halifax and St. John's, N. F., which struck on the Sow and Pigs reef at the entrance to Vineyard Sound just before daylight this morning, remained hard and fast on the reef to-night. Her passengers, who were taken off by the boats of the United States revenue cutter Mohawk, were carried to New Bedford, where they remained to-night in hotels and lodging houses, awaiting arrangements which are to be made by the steamship company for forwarding them to their destinations. All the light baggage belonging to the passengers was taken away with them.

Efforts will be made to-morrow to remove the Silvia from her dangerous position. To-night the sea was smooth and the weather clear, and the vessel was apparently in no immediate danger of going to pieces. Her captain and crew remained on board.

Among the passengers on the Silvia were the crews of two wrecked vessels, Pickford & Black's steamer Beta, which went ashore on Turk's Island, and the British schooner Marjorie J. Summers, from Weymouth, N. S., which was wrecked in West Indian waters not long ago. These crews were on the way from New York to their homes in the provinces.

A similarity between the fog signals on the new Hen and Chickens lightship and on the Vineyard Sound lightship is said to have been the cause of the grounding of the Silvia.

At the time of the accident there was a thick fog, but the sea was smooth and there was scarcely any wind. The fog cleared later in the day and the weather conditions were favorable for the removal of the passengers and part of the cargo.

The Silvia grounded within a short distance of the scene of the wreck of the steamer Fairfax in November, 1898, and it was the opinion of mariners of this place that she would have considerable difficulty in extricating herself from her position.

The Silvia left New York at 1 p. m. yesterday bound for Halifax and St. John's, N. F., with a full cargo and thirty-eight passengers. Off Block Island the Silvia ran into a thick fog, and at 4 a. m. to-day was proceeding slowly toward the entance of Vineyard Sound. According to First Officer Smith, who came here this forenoon on the tug Orion, there is a great similarity between the fog signals on the new Hen and Chickens and the Vineyard Sound lightships.

The whistle on Hen and Chickens was picked up and steered for by those in command of the Silvia, in the belief that the vessel was being headed for the Vineyard Sound Lightship, which is a guide to the entrance of Vineyard Sound.

At 4:30 a. m. the Silvia fetched up on the Sow and Pigs reef. Right astern of the Silvia was the tug Orion, bound east, while still further astern was the steamer Kenosha, also heading east. The captain of the Orion heard the distress whistles of the Silvia, and, realizing that she had struck on the ledge and that the Kenosha was also heading in the same direction, swung his vessel about and warned the Kenosha off the rocks.

The Orion then ran down toward the Silvia and managed to get within hailing distance. The first officer went over to the tug and reported that the forward compartments of the Silvia were full of water but that the passengers were willing to remain on board until the tug could run up to this port and summon assistance.

When the Orion left the scene of the accident both the Cuttyhunk and Gay Head lifesaving crews had arrived and were standing by to assist in transferring the passengers in case the tug could not run alongside the stranded vessel.

The first officer of the Silvia said that part of the cargo would have to be lightered before she could be floated.

New Bedford, Mass., March 14.—The revenue cutter Mohawk arrived here this afternoon with the passengers of the stranded steamer Silvia.

The cutter reached the Silvia shortly after the departure of the tug Orion, and offered to take the passengers to this city, so, instead of waiting for the Orion, the transfer was made by boats from the Mohawk.

Word was received yesterday morning at the offices of the Red Cross Steamship Company, No. 17 State street, that the Silvia had gone aground at Cuttyhunk, near Buzzard's Bay, Mass. The Silvia, with a crew of thirty-five, left Erie Basin at 1 o'clock Friday. Among the passengers on her were the crews of the shipwrecked Beta and the Marjorie J. Summers, both British vessels, wrecked in the West Indies. The crews were saved and came to New York on the Clyde West India liner Cherokee. They took the Silvia to go back to their homes in Nova Scotia.

At the offices of the company it was said that there were only a few passengers on the steamer besides these two crews. The passengers were A. H. Platt, Edward Redman, Mrs. Edgar and Mr. and Mrs. J. Thompson and their five children. The Silvia was in charge of Captain M. J. Farrell. She is a steamer of 1,708 gross tonnage and 1,068 net tonnage.

BAR BETWEEN RUEF AND FREEDOM.

Only $600,000 Bail—Another Grand Jury to Consider Facts.

San Francisco, March 14.—After dismissing four of the indictments against Abraham Ruef, Judge Dunne to-day ordered the District Attorney to submit the facts to another grand jury. Then the indictment charging extortion, to which Ruef had pleaded guilty, was called, and counsel for Ruef asked that the defendant be allowed to withdraw his plea.

Judge Dunne denied this motion, but granted a motion for an arrest of judgment. Only the bail on remaining indictments, about $600,000, stands between Ruef and his release from the county jail.

JERE K. COOKE SAYS HE IS TIRED.

"No Man Can 'Buck' the World," Says Former Pastor—Admits Asking for Aid.

San Francisco, March 14.—Jere K. Cook, the deposed pastor of Hempstead, Long Island, who eloped with Floretta Whaley about a year ago, and who, it is said, telegraphed yesterday to Mrs. Keziah Whaley, the girl's grandmother, for financial aid, is living with his family in a suite of rooms on Masonic avenue, with comfortable surroundings. The baby alone looked thin and pale, but the parents attributed this to the hot weather.

The former rector admitted that he had telegraphed for help, that the struggle of life had been too much for him, and that he had made a failure of everything.

"We are different from the others," said Cooke. "We cannot ask friends to help us, because we threw aside friends. We laughed at the world—and the world will laugh at us. Lately I have begun to realize that no man, however strong he may be or however great may be his incentive, can 'buck' the world. It is older than us and stronger."

In reply to the question, "You are comfortable and seemingly have all you want?" he said: "It is not a matter of material comfort; it is the knowledge that one is an outcast. It is the understanding that to the kindhearted you are an object of charitable curiosity, and to the others just a simple cad. These are things which no man can fight, and I am just tired."

TWO WATERS FROM ONE WELL.

Two kinds of water flowing from the same well are to be found at Riverside Park, Logan's Park, Ind. An eight-inch pipe is sunk into the ground for a distance of eighty feet, and inside this is a five-inch pipe, which is carried down somewhat further. Fresh water from the limestone stratum comes up between the two pipes, while water which tastes and smells strongly of hydrogen sulphide comes up through the five-inch pipe from a lower stratum. The sulphur water flows at the rate of a gallon a minute from the drinking fountain over the well, while the fresh water flows with smaller volume from a pipe about twenty feet distant.—London Globe.

NEW ACADEMY OF MUSIC

READY FOR USE IN JULY.

Brooklyn Building to Cost $1,300,000 When Completed.

To be ready for the completion in July of Brooklyn's new Academy of Music, at a cost of $1,300,000, the directors of the Brooklyn Institute of Arts and Sciences have arranged the course of educational work in arts, letters and music for the season of 1908-'09. Early in September most of the work outside of the museums will be transferred to the new building, including the concerts and lecture recitals which have been held in different buildings.

The philharmonic concerts by the Boston Symphony Orchestra, the Saturday matinee concerts by the New York Symphony Orchestra, the song recitals by Mme. Schumann-Heink, Mme. Sembrich and others, the piano and violin recitals, the oratorio concerts and other musical affairs heretofore given in the old Academy of Music in Montague street, and temporarily in the Baptist Temple, will next year be given in the new opera house of the Academy.

The departments of the institute which have suffered for the want of proper accommodations will be provided with a suite of rooms on the third floor. One of these rooms, accommodating from one hundred and fifty to two hundred persons, will be for the art departments; another, accommodating from one hundred to one hundred and fifty, for the scientific departments, and the third room will accommodate those who are taking courses of instruction in the various departments. Doors between the rooms can be thrown open, so that receptions may be held in the rooms, accommodating four hundred or five hundred persons. On the same floor are the lecture hall and the offices of administration. On the fourth floor, approached also by elevators, is a suite of rooms for the department of photography—a main studio room, a dark room and a room for lockers.

All the business of the institute, heretofore transacted at No. 502 Fulton street, will be transacted in the new Academy, and the sale of tickets to all institute affairs will be on the first floor of the Academy, with a branch office in Fulton street, near Borough Hall, to accommodate the residents of the Columbia Heights and the First Place sections.

In the new Academy, with its foyer, banquet room on the second floor and the suite of department rooms on the third floor, reached by numerous electric elevators, social life among the members will be possible for the first time, and the rooms occupied by the institute will be open day and evening. Meetings of the departments, sections and committees will be held from 9 o'clock in the morning until the closing of the Academy in the evening.

The opera house will accommodate twenty-five hundred, and its stage appliances will be complete. The music hall will accommodate fifteen hundred and will be provided with a concert organ, recently presented by John W. Frothingham and Miss Elizabeth Frothingham. The opera house and the music hall will be entered on the ground floor through a large foyer, which extends entirely across the building. The carriage approaches are in St. Felix street and Ashland Place, and the main entrances are in Lafayette avenue.

RIFLEMEN MAKE PLANS.

Meeting at Camp Perry in August Sure To Be Well Attended.

Washington, March 14.—From now on the principal topic of conversation among military riflemen will be the national matches to be held at Camp Perry. The states are rapidly being equipped with the new Springfield, and every rifleman will have an opportunity to try out the new weapon and demonstrate his fitness for the teams when spring permits the use of the ranges.

It is difficult to see how a larger attendance than at the matches last summer can be expected for those this year, yet such is the case. Several states and territories not hitherto represented are expected to send teams, and the attendance of individual riflemen and of rifle clubs will be greatly increased. The War Department will have on hand more regular troops than ever before, and possibly more officers.

The national matches will begin on August 21 with the national team match, to be followed by the national individual and the national pistol matches. The National Rifle Association will arrange its programme so that its matches can be completed the day before the two days allotted for practice for the national matches. Just before the National Rifle Association matches will come those of the Ohio State Rifle Association, including the contest for the Herrick trophy, one of the handsomest in the world. It is probable that the New Jersey Rifle Association will follow with its matches during the first week in September, as usual.

BLACK HAND IN DERBY, CONN.

Two Men Arrested There for Alleged Extortion from Another Italian.

Derby, Conn., March 14.—Matteo Vicidomini and his brother Joseph, were arrested to-day for the alleged extortion of $300 from Gaetano Velecha, of Ansonia. Velecha on February 22 received a Black Hand letter ordering him to take $300 to High Bridge in Shelton on the night of February 27. If he failed to obey he would be killed "like a dog" and his five-year-old son kidnapped.

He was further warned that there was no escape, as the gang would pursue and kill him. In Matteo Vicidomini's presence Velecha put fifteen $20 bills into an envelope.

Matteo went to High Bridge with Velecha. According to the latter, at the place Matteo coughed three times and a man dressed in woman's clothes jumped out of the bushes and took the envelope.

WARMAN CALLS PRIVATE ROADS BEST.

Believes That Bryan Has Good Chance Without Government Ownership Scheme.

Cy Warman, the author who makes a specialty of Indian and railroad stories, arrived here yesterday on the steamship Baltic from Liverpool. While abroad he made a special study of the various British and Continental railroads, and declared yesterday that the best railroads are those owned and operated by private companies.

"I believe," he said, "if Bryan would stop advocating government control of railroads he would not only get the nomination, but would be elected President. Whatever their faults may be, the privately owned railroads have been financial successes. This can hardly be said of the roads operated by the government. The Inter-Colonial of Canada, for example, has never paid interest on the investment and the government had to make good a $2,000,000 loss for the maintenance of the road in one year. The privately owned roads on this continent move freight cheaper a ton a mile than anywhere in the world and pay their employes better wages."

AN OLD-TIME SLEIGH.

There are many old fashioned sleighs in Maine. Some are not as old as they look, and few of them are as old as the one owned by Alvah Hildreth, of Topsham, which has seen 125 birthdays and is still in excellent condition. This sleigh is the first one brought to Topsham village and still bears its original color painted so long ago, dark green with faint tracery of yellow. It was imported from England over 125 years ago by Great-grandfather William Randall; it has been always in the family since it made its first appearance in this country. Alvah Hildreth and his wife were distantly related before marriage and have the same great-grandfather and great-grandmother. It is unusual, after all the lapse of years since their great-grandparents' day, that Mr. and Mrs. Hildreth should be living on the Hildreth homestead, built by Great-grandfather Randall, and now owned by them. Stranger still that they should have preserved intact the family sleigh and family Bible of their ancestors. The venerable sleigh reposed for seventy years in the old cider house on the homestead before it was taken down and repaired, although it needed but few changes. The sleigh has a covered top, not unlike a canopy, and had originally curtains that buttoned on the sides. The top is of canvas, painted to match the color of the sleigh. The sleigh is far more comfortable than the modern vehicles of to-day, and this is on account of its being on black leather thoroughbraces, that cause it to rock like a cradle. There are a pole for two horses and thills for one horse. There are two seats, and the front one has to be taken out before one can get to the back seat. This turns back, disclosing a good sized space for luggage. This ancient sleigh of the Hildreths is said to be the only one of its kind in New England.—Kennebec Journal.

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ARMY AND NAVY NEWS.

Chaplains' Projects Opposed by the Navy Department.

[From the Tribune Bureau.]

Washington, March 14.

SAILORS' SPIRITUAL WELFARE.—Some of the chaplains of the navy have been active in promoting some pending legislation which seeks to increase the corps and authorize by law the wearing by chaplains of the uniforms now worn by seagoing officers of corresponding rank. On both propositions the Navy Department has filed adverse reports. In the first place, it is considered that there are enough chaplains to meet all the demands, and, if there are not, it is announced by the chief of the bureau of navigation that all the chaplains now on shore duty may easily be ordered to sea. This announcement is bound to be of interest to chaplains who are serving at navy yards, and it is given out at the Navy Department that enlisted men at navy yards and stations may attend churches in the neighborhood, or may have religious exercises held by visiting clergymen. The Secretary of the Navy is in favor of having temporary chaplains if it is considered by Congress necessary to increase the corps. It is pointed out that any change in the uniform of the chaplain would be inadvisable and inappropriate, and that the establishment of the uniform by law would be a restriction on the Navy Department which would be unwise.

SCRUTINY OF MILEAGE ORDERS.—The War Department has adopted a rule which is restricting the amount of travel which must be done by army officers under orders. There has been in the past little or no regulation of this travel. The orders for it have been issued at various military department headquarters, and this has resulted in a serious draft on the funds for mileage; indeed, it has become necessary to ask for a deficiency appropriation in order to meet the accounts covering the mileage allowance of army officers who travel on official business. Hereafter all these orders will come to Washington in one form or another, and the issue of them must be approved in the War Department, where close track will be kept of the state of the mileage fund, in order that it may be preserved from the disastrous inroads made by the uncontrolled issue of orders.

CAN PROBLEM ON WARSHIPS.—The Navy Department is conducting some experiments with a can opening machine, and it is expected that the government will purchase at least one of these machines for every ship of the navy. Some idea may be gained of the extent to which the opening of cans forms a part of the necessary mechanical work preliminary to a meal on shipboard. On the battleships, especially away from port, where there is much dependence on canned food and vegetables, there are nearly seven hundred cans of material opened for every meal. This entails considerable labor, and must be done without the delay which is ordinarily involved in the task of prying off the sealed covers of these cans. Ordinarily the cans are opened by a blow or two from a hatchet or cleaver.

PRICES HAVE GONE UP.—The War Department has encountered great difficulty in obtaining satisfactory bids for the mine planter which it was intended to use in the New York artillery district in connection with the distribution of facilities for submarine defence. The bids recently received for constructing the boat show that the contract could not be awarded for less than $196,000. This is $74,000 more than the same sort of boat was built for three or four years ago. The increased cost is due to the advance in the wages of labor, the shortening of the working day to eight hours and the higher price for material. The bids will have to be rejected and the specifications modified by omitting some of the features of the boat, and then bids will probably be invited again. In the mean time, a similar fate awaits the effort to obtain bids for the construction of a cable steamer for the army.

SPECIALISTS IN THE NAVY.—Naval staff officers are much exercised over a reference made to "paymasters, doctors and chaplains" in an official document which has been sent to the House Naval Committee by the chief of the bureau of navigation. The memorandum is likely to engage the attention of Senator Hale and the members of his committee when it takes up the subject of naval personnel in its investigation of the alleged defective organization. The document was furnished to the House committee at the request of its chairman, and contained statistical and other information relating to naval pay. It dealt, among other things, with the duties and pay of petty officers, and the following was submitted: "The work of the ship also requires specialists, electricians, carpenters, boiler makers, coppersmiths, blacksmiths, printers and painters, yeomen, hospital corps men, musicians, cooks, stewards, etc. Most of these men are employed in parties by themselves, doing the work allotted, but exercising no command. Because of their importance, however, and the fact that they would not serve without a recognized status, they are regarded as petty officers of the first, second and third classes, in a somewhat similar manner that paymasters, doctors and chaplains are given commissioned rank, because they would not serve without it. Thus, a boilermaker, who is one of the best paid enlisted men aboard ship, receiving $65 a month on first enlistment, is ruled a petty officer, first class, although he works only at his specialty and gives orders to no one. While a ship of the Connecticut class has a total enlisted complement of 843 men, 193 of them are classed as 'petty officers,' including the ninety-eight in the table who regularly exercise command. In the entire navy there are about 10,086 petty officers, as explained; the total enlisted force is now 38,300, plus the number undergoing punishment in prison, approximately 400, and those doing duty with the naval militia, about 100 more, who by law are in excess of the allowed complement, 38,500."

PROMOTION AFTER RETIREMENT.—The Navy Department has taken a firm stand against the legislation which proposes to promote retired officers. The policy of the department is in the other direction—that retired officers shall not be employed on active duty—and they are being relieved from such duty as rapidly as it is found possible to obtain active officers to fill their places. Some of the retired officers who have been employed on active duty are now seeking to be promoted. This is a step toward realizing a reserve list, the members of which shall be promoted and the duties of which are confined to shore stations. It is held by Secretary Metcalf that legislation of this sort would tend to make the retired list very attractive to officers who desire to escape their legitimate duties at sea, and it is considered that promotion under such circumstances would be an injustice to other officers who have been performing more important and arduous duties afloat.

INCONGRUOUS LEGISLATION.—The House in its provision for increase of pay for the enlisted men of the army failed to appropriate the $5,000,000 which will be required to meet the additional compensation authorized. That, of course, is a simple matter to adjust in the Senate. Another change which will have to be made is that which furnishes two rates of pay for the retired enlisted men. If the clause which has passed the House were to become law, a soldier who was retired the day before the act was signed would receive one rate of pay, while his comrade, retired the day on which the act was approved, would receive an entirely different rate. In the case of first sergeants, for instance, the difference would be nearly double. Of course, this is an injustice which is so obvious that it will be corrected for the benefit of the enlisted men, as well as to save the trouble which would be caused to paymasters, who would have to keep track of two pay tables for the retired enlisted force of the army.

DISCIPLINE MENACED.—The Navy Department has refused to change its policy against the reinstatement of midshipmen who have been dismissed from the Naval Academy. There are several bills pending in Congress for such a purpose, and it is considered injurious to discipline to put the young men who are the contemplated beneficiaries of these bills back in the service. They were dismissed for cause, it is maintained by the Navy Department, and it is necessary that the discipline of the institution at Annapolis shall be sustained by Congress as well as the Navy Department. It is doubtful if in the light of these representations Congress acts favorably on this legislation.

ANTICIPATORY APPOINTMENTS.—The Navy Department will resist any special legislation which seeks to add to the corps of civil engineers. That question has come up in connection with the appointment as a civil engineer of W. C. Furer, who was the sixth on the list of eligibles as a result of a recent examination of candidates for appointment. There were only five vacancies, and Mr. Furer was not appointed. It is now sought to authorize the President to nominate him on the strength of the qualifications shown before the recent board. The next vacancy in the corps will not occur until 1910. The Navy Department believes that it is not judicious to increase the corps in this way and that if there are no vacancies in the authorized commissioned personnel there ought not to be special legislation to anticipate such vacancies.

RIGORS OF ALASKAN DUTY.—The chief signal officer of the army has decided it is necessary to reduce the period of service in Alaska for enlisted men of the signal corps. There is now under treatment at Skagway a signal corps man whose mental derangement is attributed to the isolation of duty in the territory and the severities of the climate. This is not the first case of this sort. Some months ago an officer was retired on the same grounds, it having been found that duty with the signal corps in Alaska had broken him down physically and mentally. It was for this reason that the signal corps officials have been especially desirous of increasing the enlisted strength of the corps as well as adding to its commissioned personnel. It has been found impossible to maintain an adequate force in Alaska unless this is done or unless the men are kept unduly long in the tour of duty in the territory.

HONESTY TEST FOR RECRUITS.—Army officers who are in charge of recruiting will shortly receive some special instructions which are believed to be necessary on account of a recent incident at Montgomery, Ala. A man who was accepted by the local recruiting officer as eligible to service in the enlisted force of the army was furnished with a small sum of money with which to purchase provisions, together with a railroad ticket for the trip from the place of enlistment to the general recruiting depot at Jefferson Barracks. It was found that the accepted recruit did not present himself at the depot, and he was promptly arrested. An effort was made to fasten upon him the charge of embezzlement of government funds, but it was found impossible to prove such an allegation. The man refunded to the recruiting officer the money which had been advanced to him, but the ticket had disappeared, and he claimed that it had been extracted from his pocket with other papers which were taken at the time of his arrest. This is an unusual case and the War Department was much interested in it. The case, however, was dismissed by the Montgomery court. The incident, however, will lead to the instructions, which will serve to prevent a repetition of such an action on the part of a recruit who is accepted in one town and is sent to the nearest recruiting depot, such as the one at Jefferson Barracks and that at Fort Slocum, New York.

ORDERS ISSUED.—The following orders have been issued:

ARMY.

First Lieutenant JAMES M. FULTON, coast artillery corps, transferred from 78th to 45th Company.

Lieutenant Colonel CLARENCE DEEMS, coast artillery corps, from Fort Howard to Fort Hancock.

First Lieutenant RICHARD H. JORDAN, coast artillery corps, from 57th Company to artillery district of Olongapo for staff duty.

First Lieutenant THOMAS T. DUKE, 23d Infantry, from general hospital, Washington Barracks, to his regiment.

NAVY.

Lieutenant J. E. WALKER, to naval station, Guantanamo.

Surgeon K. OHNESORG, detached, naval hospital, Philadelphia, to the New Hampshire.

MOVEMENTS OF VESSELS.—These movements of vessels have been reported to the Navy Department:

ARRIVED.

March 12—The Preble, at Los Angeles; the Nezinscot, at Portsmouth; the Perry and the Saturn, at Mare Island.

SAILED.

March 12—The Mayflower, from Norfolk for New Orleans; the Preble, from Los Angeles for San Francisco; the Yankton, from Acapulco for Magdalena Bay.

March 13—The Eagle, from Santiago for Guantanamo; the Chicago, from Rio de Janeiro for Bahia.

The New Hampshire ordered commissioned, navy yard, League Island.

URGES WOMEN NURSES FOR NAVY.

Washington, March 14.—In a memorandum to Secretary Metcalf to-day the surgeon general of the navy declares that "there has been and is now much preventable suffering" in the navy, and he believes that "many deaths have occurred which might have been prevented." Secretary Metcalf concurs in the view that there should be an enactment at this session of Congress of the bill which authorizes the establishment and organization of trained women nurses in the hospital corps of the navy and the appointment of dental surgeons.

FORT TO MINISTERIAL CRITICS.

Jersey's Governor, Defending Local Option Stand, Swings Methodists His Way.

Millville, N. J., March 14.—Governor Fort today addressed the New Jersey Conference of the Methodist Episcopal Church. He said he would keep the promises he made during his campaign, and that if he had his way every saloon in the state would be closed from Saturday night until Monday morning. In regard to local option Governor Fort said:

"I favor the creation of a board that will have the power and the willingness to revoke the license of every saloonkeeper who breaks the law. The saloonkeeper does not want to lose his license, but he does not mind paying a fine.

"As to the local option bill now before the Legislature, I have not altogether made up my mind. As to this bill, I was not consulted about it, but know this about it: It provides for ward local option. It provides that in cities such as Newark the 8th Ward and the 11th Ward, populated by the wealthy, might go dry, while the poor devils in the tenement house district will have all of the saloons. Also, it provides that saloons could be established in the neighborhood of Ocean Grove. Would you have all the saloons forced upon the poor man? Is that Christian? Is that the religion you preach?"

When the Governor had finished speaking the ministers arose and gave him the Chappaqua salute. A resolution indorsing the Governor and expressing confidence in his policies was adopted by the conference.

UP-TO-DATE BIBLE CLASS.

From The London Globe.

A novel extension of the ordinary province of a Bible class is announced in connection with Rocky Lane Chapel, Nechells, Birmingham, where a scheme of old age pensions has been inaugurated. By the scheme, which is a contributory one, it is proposed that by making a small weekly payment members will become entitled to five shillings a week from sixty years of age. Provision is made for sick benefit and want of employment, and the fund is guaranteed by the post office.

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Among the Tapestries

are choicest examples from the historic looms of the XV., XVI. and XVII. centuries; magnificent representations of the Gothic, Renaissance and Flemish Periods and the highest attainments of the Maitres Tapissiers of the Beauvais, Gobelins, Burgundian and Florentine ateliers. As a suggestion of their value and beauty we mention the great Louis XV. Period Gobelins Panel,

"THE LIBERATION OF JERUSALEM"

formerly a gem in two internationally celebrated collections—those of the Duke of Hamilton and Henry G. Marquand.

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A group of priceless value, including historic XV. and XVI. century, Polonaise, Ispahan Wool and Damascus weavings, suggests their surpassing beauty and great worth.

Among the Embroideries

is a suite of XVI. century Spanish Renaissance Canonical and Altar Vestments in gold-wrought ruby Genoese Velvet, enriched with a series of eighteen Embroidered Pictures of

"THE LIFE OF CHRIST"

from cartoons by Timoteo de la Vita, that challenges the sumptuous quality of the most remarkable foreign creations. With this suite are English, Flemish and Italian Embroideries both Ecclesiastical and Secular, of precious quality and prestige.

THE ROYAL LOOMS OF ANCIENT GENOA

are represented by Velvets in an incomparable scale of their wonderful tones of green.

EARLY ITALIAN RETICELLA

(Picture Lace) and the Guipures, Blondes and Passements of Greece and Spain add unusual interest to the aggregate.

THESE TREASURES FORM AN ENSEMBLE OF SUCH SPLENDID BEAUTY AND SUCH HISTORIC ASSOCIATION AS HAS RARELY, IF EVER BEFORE, BEEN OFFERED AT PUBLIC AUCTION.

They will be on Public View from Saturday, March 14.

The Tapestries, Embroideries, Velvets and XV. and XVI. Century Rugs will be sold Thursday, Friday and Saturday March 19, 20 and 21, commencing promptly at 2:30 each afternoon.

Catalogues Will Be Mailed on Request.