

NAVY YARD CROWDED BERTH ROOM SHORT.

All Sorts and Conditions of Ships Present—The Pay Muddle.

One of the busiest places on the Brooklyn waterfront just at present is the sea wall portion of the navy yard, the object which attracts the most attention on a trip down the East River being the battleship Alabama, which is tied up at Main street, and on Saturday had a red flag flying at the fore, showing that her ammunition was being removed. A little further within the yard limits is the battleship Massachusetts, now rapidly emerging from a condition of chaos into her former shipshape appearance, but different from all the others in that her new military mast of skeleton construction is nearing completion.

The long, narrow Hancock, on the river side of the Cob Dock, with her white sides and four masts, vies with the Alabama in attracting attention, but after the three ships mentioned have been passed the rest of the yard seems a huddle of vessels, from battleships to torpedo boats and scows. The list of vessels now at the station includes the battleships Alabama, New Hampshire and Massachusetts; the cruiser Baltimore, the gunboats Mayflower, Castine, Hist and Dolphin (flagship of Rear Admiral Conway H. Arnold); the receiving ship Hancock, the cutter Vestal, the torpedo boat Blakely, the tugboats Pawtucket, Pawnee, Powhatan, Narkeeta, Apache, Pentucket, Pontiac and Traffic; the Undine and the Videtta, commandant's launches; the launch of the captain of the yard, the ordnance barges Grapeshot, Canister and Torpedo; the Supply, Defence and Transport, barges; several water and coal boats, the big derick Hercules, and a swarm of smaller unnamed craft. Of course, not all of these vessels are in commission, but there are enough ready to use guns to make a respectable showing.

The Alabama is to keep some of her officers and crew on board and remain in reserve until the Massachusetts is ready for commission, which is now scheduled for a date late in November. Then the latest arrival will go out of service for a long time, as her boilers and machinery need a thorough overhauling and rebuilding. The Dubuque got out of the stone dock early last week, with her shafts reassembled and new propellers, and sailed for Guantanamo Bay to resume her station and relieve the Marietta, and the Hist will get away within a few days to do some sounding and surveying work in Cuban waters. She has been tender to the second submarine flotilla.

DRYDOCKS STILL TROUBLESOME.

Again, it might almost be said as usual, there is trouble with Drydock No. 2, and all sorts of surgical operations are being performed on this member of the yard's dock family. Looking from the top of the caisson down into the slimy bottom of the dock one sees a large square hole in the flooring, where there is a continually bubbling flow of water, a constant menace, which has so far defied all efforts to stop. Two rotary pumps have been erected inside the dock with their discharge pipes reaching over the caisson to tide water, and an attempt will be made to keep the flow under control until its source can be found and the inflow stopped. But the history of the dock shows that this is an almost hopeless task, for about everything that human ingenuity can devise has been tried at various times, with a uniform list of failures. Its larger neighbor, No. 3, is not in a condition to give the bureau any satisfaction, and with these two costly experiments as guides, the success of the attempt to construct a still larger dock where the contractors are now digging for No. 4 seems problematical.

Work on this big new hole in the ground is going ahead slowly, the delay being due to difficulty in obtaining sheet piling of the requisite size and length in sufficient quantities. A good supply has been received within the last week, however, and the prospects are that the work will show some progress soon. One big scow represents the digging force now at work, and that is industriously taking up mud in one place and dropping it in another a few feet away, to be dug out again once the work gets around to that section of the dock.

THE NEW PAYMENT PLAN.

Pay Inspector Arms's forces seem to have the new system of paying the yard workmen well in hand, but there are new problems constantly cropping up. One is the increase in time lost by the government under the new system. Saturday last was payday in the bureau of construction and repair, and about two thousand men, in round numbers, used up at least half an hour each in leaving their work, going to the paymaster's office, turning in their blue checks, receiving their money, and getting back to work. In cases of men working in distant parts of the yard this time limit is extended, and this means a thousand hours a week lost in this one bureau. This figuring will apply as a general thing to other bureaus, and with approximately five thousand men on the rolls the lost time foots up to enough to cause a shake-up in a private concern.

Another protest is growing over the allotments to the various bureaus for increased salaries for the classified service, clerks, etc., which in one bureau amount to a little less than \$2,000 annually, to be divided among more than fifty men, or less than \$40 each. Even that slight increase would be welcome, but it is regarded as highly objectionable when, as in one instance, its acceptance will reduce a clerk of seventeen years' service from a yearly to a per diem basis of pay, and in so doing cause him to lose his vacation and sick leave time, during which his salary goes on under the present rating. This is regarded as an injustice by the men affected.

NAVY YARD NOTES.

Captain W. M. Parks, head of the steam engineering bureau, has been in Washington for the last few days in consultation with department officials over the financial situation of his bureau and other questions. The blue flag with two white stars down by the gunboat Dolphin is the first flag of a real admiral shown on a war vessel at the yard since the fleet went away. The flags at the yard were fired from the saluting battery on the Cob Dock from 12 to 1 o'clock, in memory of Rear Admiral Henry Gies.

A FORGED MORTGAGE.

Last week a Brooklyn court tried a lawyer for giving a forged bond and mortgage to a client who had given him \$4,000 for investment. Such frauds will be perpetrated from time to time until every lender refuses to do business without our policy of title insurance. This insures against forgery.

TITLE GUARANTEE AND TRUST CO.

Capital and Surplus, \$12,000,000. 176 W. 4th St., N. Y. 175 Remsen St., Bklyn. 350 Fulton St., Jamaica.

the construction bureau's woodworking shops was a consignment of 600 baseball bats, to be shipped to the Pacific Coast for distribution among the ships which will start in December for a trip along the Western coast of Mexico and South America. The yard shops make them at a cost of 45 cents each, or 30 cents each less than a local contractor would furnish them for. The naval supply bureau was caught short of "balkers" last week, and a "hurry call" for thirty thousand caused the letting of contracts for them to outside concerns. Preparations are being made to send about three thousand tons of provisions to meet the fleet in the Mediterranean, and large quantities of supplies are piled up in the storehouses, the coffee mills, in the big provision storehouse, grinding and packing thirty tons a week as their contribution.

ARMY AND NAVY NEWS.

(From The Tribune Bureau.)

WASHINGTON, October 25. THE NEWPORT CONFERENCE.—A recommendation has been made to the Secretary of the Navy that he make known at this time, without waiting the expected call from Congress next December, of some statement of that part of the results or conclusions of the Newport conference of experts on naval design and construction which may be properly divulged. This recommendation is founded on the fact that certain information based on the Newport sessions has been given out and published in various places. It is said that the statements are more or less prejudiced, and there are those who attended the conference who say the assertions are misleading. Indeed, the charge is now made that the information circulated is to create the public impression that the critics of naval design and construction were fully sustained at Newport. In the mean time, officers who might get additional information on the outside are prohibited from contributing any information by the President's specific orders that nothing shall be given out. Some of the conclusions are obviously of a confidential nature and cannot be made known, but there were adopted resolutions which should be made known, it was pointed out to Secretary Metcalf, and he is now anxious to explain the situation to the President and obtain authority for an unbiased, authentic abstract of the results of the Newport discussion.

DOUBLING FLEETS' RADIIUS.—President Roosevelt will include in his recommendations to Congress for the next session, an increase in the fleet, as well as of four battleships. It has been estimated that with five collars, three in addition to the two which were provided at the last session, a battleship fleet of twenty vessels may have its radius of action doubled. This is on the basis of the greater capacity of the collars, which can carry that amount of coal for the fleet and still have enough left to run the battleships to the base of supply. It is likely, therefore, that a request will be made for at least three more fleet collars, as that would furnish an advantage to the fleet which would be of direct and practical strategic value. It is felt that this government can afford to maintain at least that number of fleet collars, and even then in time of war would have to draw on the commercial facilities of coal transportation.

TO LESSEN DAMAGES.

Bassett Has Remedy for Big Awards in Brooklyn.

Commissioner Bassett, of the Public Service Commission, gave out a statement yesterday in regard to the award of damages for street damages, as well as of the Public Service Commission. He has estimated that with five collars, three in addition to the two which were provided at the last session, a battleship fleet of twenty vessels may have its radius of action doubled. This is on the basis of the greater capacity of the collars, which can carry that amount of coal for the fleet and still have enough left to run the battleships to the base of supply. It is likely, therefore, that a request will be made for at least three more fleet collars, as that would furnish an advantage to the fleet which would be of direct and practical strategic value. It is felt that this government can afford to maintain at least that number of fleet collars, and even then in time of war would have to draw on the commercial facilities of coal transportation.

ROCK ISLAND REPORT.

Heavy Decrease in Earnings in Last Fiscal Year.

The report of the Chicago, Rock Island & Pacific Railway Company for the year ended June 30 shows for the Rock Island lines total transportation earnings of \$1,282,452, a decrease of \$1,780,411 from the preceding year, and total operating expense of \$3,584,195, a decrease of \$1,664,476. Net operating income amounted to \$4,158,449, a decrease of \$1,700,411 from the preceding year. The company's total income for the year ended June 30 was \$4,158,449, a decrease of \$1,700,411 from the preceding year. The company's total operating expense for the year ended June 30 was \$3,584,195, a decrease of \$1,664,476 from the preceding year. The company's net operating income for the year ended June 30 was \$4,158,449, a decrease of \$1,700,411 from the preceding year.

MAY BE RIVAL FOR STANDARD OIL.

English Expert Here to Look Over New Well Sites in Mexico.

Dr. Paul Dvorokovitz, an oil expert and editor of a London magazine called "The Petroleum Review," arrived here last night on the Hamburg-American line, and is expected to spend some time in Mexico, where he will examine and report on some new wells that may be developed soon in that country. Dr. Dvorokovitz, who has been interested in the petroleum business for thirty years, said yesterday that the European output was assuming such large proportions that it would not be long before the Standard Oil Company would be greatly interested with European markets. He is greatly interested with European markets. He is greatly interested with European markets. He is greatly interested with European markets.

RUSH CHANNEL WORK Large Vessels May Enter Harbor Through New Course Soon.

The army engineers engaged in dredging the Ambrose Channel are now bending all their energy to completing a clear stretch one thousand feet wide of the required depth of forty feet. The wide, and when the final work is completed, so that the dredges can be drawn to one side for work on the other half, it is the intention of Colonel S. W. Roesler, who is in charge of the project, to throw open the channel, at least to all the larger vessels entering the harbor. At present, while active dredging is going on in the direct path of incoming vessels, only those drawing twenty-nine feet or over and six hundred or more feet in length are admitted, which limits the use of the channel to the Lusitania, the Mauretania and one or two of the German steamers. The latest charts of the channel show that comparatively little dredging remains to be done before it can be made a less exclusive gateway without retarding the work. The last official report gives the depth of the channel as thirty-seven feet, which means that in no spot is that half of the channel on which most of the work is now being done is the depth less than thirty-seven feet. As a matter of fact, this half has already been dredged to a depth of forty feet over almost its entire area. There is, however, a bit of "middle ground" which the soundings show is thirty-nine feet deep, and in a few "spots," which look on the surface like a good sized horse lot, the depth is about thirty-eight feet.

The project was authorized by Congress in 1899 and work on it has been going on ever since. Colonel Roesler says it will take at least two years more to complete the channel. Four seasonal dredges—the Manhattan, the Atlantic, the Raritan and the Navesink—are kept continually busy scooping out the sand and rocks. One thing that has delayed the work and made it more expensive than was at first contemplated is the presence of a large quantity of loose rock, which seems to have been dumped there, as on a common dumping ground, before the days of the harbor police. This is being removed by clamshell dredges. The total amount of material removed up to the present time is 5,000,000 cubic yards.

A special board is being set up at the time taking soundings to plot the channel and take immediate account of the changing depth. The channel at present is buoyed for the convenience of the dredgers and not for general purposes of navigation. But the harbor pilots keep in close touch with the engineers and receive maps of the channel and buoys whenever there has been a change of sufficient importance to make this necessary. The main ship channel by which vessels enter the harbor now is one thousand feet wide and has a depth of only thirty feet at low water. It was completed in 1881, with the removal of 4,875,000 square yards of material. One dredge has been constantly employed in its maintenance since. Channel Roesler thought it when the Ambrose Channel had been completed it and the main ship channel would be used interchangeably by all incoming and outgoing craft. But this will be a question for the harbor police to settle.

CROMWELL VERDICT REVERSED.

Won't Have to Pay Damages Because Acted as Friend, Not Lawyer.

The Appellate Division of the Supreme Court by unanimous vote, has reversed a verdict for damages found against George Cromwell, president of the Borough of Richmond. The plaintiff was William A. Cleveland, also of Richmond, who in the latter part of last year got a verdict for \$1,700. The case had its inception in 1894. Cleveland, then postmaster at Dongan Hills, was indicted in connection with a deal in the amount of money for the purchase of a lot of land. His lawyer demanded a retrial of \$250, and Cleveland appealed to Mr. Cromwell, who at that time confined his practice to admiralty cases. Mr. Cromwell interceded with the District Attorney, and it was arranged that the indicted man plead guilty and sentence would be suspended. Six months later Cleveland, having been indicted in another case, the suspended sentence was revoked, and he was sentenced to a year in prison on his plea of guilty. He served three or four months and was released on a writ of habeas corpus. It being contended that the original indictment was illegal, because it charged grand instead of petit larceny, Cleveland then sued Mr. Cromwell for \$25,000 for the incarceration, saying Mr. Cromwell acted as his attorney and did not properly advise him that the criminal indictment was void. Mr. Cromwell set up the defense that he acted entirely as the personal and political friend of the plaintiff, and had been in no sense retained as his attorney.

LIBRARY BELONGINGS: First, of course, current and standard books; then pens, ink, paper desk sets, etc.

E. P. Dutton & Co., 31 West 23d Street

The Coward Shoe. Ease That Pain in the swollen, sensitive joint by wearing the COWARD BUNION SHOE. Built on the famous Coward Bunion Last, this shoe immediately relieves all pressure and chafing, and gives real, everyday bunion comfort. For Men and Women. SOLD NOWHERE ELSE. JAMES S. COWARD, 268-274 Greenwich St., N. Y. (NEAR WARREN STREET.) Mail Orders Filled. Send for Catalogue.

Political. Mass Meeting UNDER THE AUSPICES OF THE Democracy of the County of New York IN AND ABOUT Madison Square Garden TO-NIGHT at 7:30 o'clock. Hon. D. CADY HERRICK will preside. THE SPEAKERS WILL INCLUDE Hon. WILLIAM JENNINGS BRYAN of Nebraska. HON. HOKE SMITH, of Georgia. HON. HENRY D. CLAYTON, of Alabama. MR. AUGUSTUS THOMAS, of New York. HON. JOHN J. LENTZ, of Ohio.

Music by the 69th Regiment Band. Doors open at 6:30 P. M. ADMISSION WITHOUT TICKETS at entrance in 26th St., near Madison Av.

Books and Publications. Library belongings: First, of course, current and standard books; then pens, ink, paper desk sets, etc. E. P. Dutton & Co., 31 West 23d Street

IN THE PETROLEUM FIELDS. There have been no striking developments in the various oil fields within the last week. The work in some sections has been affected by the continued drought, which hinders active field development, and especially that of an experimental character. Several good producers were brought in during the week, but the production from this in the flow in the older territory in Jefferson County, Ohio, where several new producers have been brought in. The chief of these is that of the Rushville Oil and Gas Company's No. 6, which is good for 20 barrels a day. Other wells giving a production of from twenty-five to fifty barrels are also reported. In the Mingo pool, in Jefferson County, several new producers are reported and some new work was started. The older town oil wells are now down to very light producers, as compared with the record made a few months ago, and the present production of this field is estimated at about 1,500 barrels a day. In Roane County, W. Va., a 60-barrel producer is reported, and Pleasant County, W. Va., well is being drilled. In Lincoln County the Guyan Oil Company's No. 13 is still holding up well above the 400-barrel mark, which compares with 30 barrels a week ago, when the well started.

Government bond quotations compare as follows with those of a week ago: U. S. 2s, registered, 100, 100, 100, 100. U. S. 3s, registered, 100, 100, 100, 100. U. S. 4s, registered, 100, 100, 100, 100. U. S. 5s, registered, 100, 100, 100, 100. U. S. 6s, registered, 100, 100, 100, 100. U. S. 7s, registered, 100, 100, 100, 100. U. S. 8s, registered, 100, 100, 100, 100. U. S. 9s, registered, 100, 100, 100, 100. U. S. 10s, registered, 100, 100, 100, 100.

WEEKLY CATTLE MARKET. Philadelphia, Oct. 25.—Receipts for the week: Beef cattle, 4,244 head; sheep and lambs, 11,770; hogs, 3,546; calves, 700. Market steady. Choice, \$5.75; good, \$5.50; medium, \$5.25; culls, \$4.75. Fat cows, \$3.50; extra, \$3.25; good, \$3.00; medium, \$2.75; culls, \$2.50. Sheep, \$3.50; extra, \$3.25; good, \$3.00; medium, \$2.75; culls, \$2.50. Lambs, \$3.50; extra, \$3.25; good, \$3.00; medium, \$2.75; culls, \$2.50.

BANK EXCHANGES; SALES RECORDED. The bank exchanges of the New York Clearing House and the stocks sold on the New York Stock Exchange last week, and in the same week of the preceding two years compare as follows: Oct. 24 '08, \$1,599,252,132; Oct. 25 '08, \$1,599,252,132; Oct. 26 '08, \$1,599,252,132.

COUNTRY SEAT. FOR CASH BUYER, A PLACE LOCATED PREFERABLY ON THE HARLEM RAILROAD, NOT ABOVE 40th ST., 40 TO 60 ACRES, WITH DWELLING, HOUSE, ABOUT 20 ROOMS, WOOD AND OUTBUILDINGS MUST BE OF FIRST CLASS CONSTRUCTION AND IN GOOD ORDER. VALUE \$50,000 TO \$75,000. ALSO PLACE OF ABOUT THE SAME ACREAGE, WITH SMALLER HOUSE, VALUE \$25,000 TO \$50,000. PRINCIPALS ONLY SEND PARTICULARS & PHOTOS TO ROLAND & WHITING CO., 5 BEKMAN ST.

COUNTRY PROPERTY FOR SALE. FINE HOUSE AT FLUSHING FOR RENT.—THREE-story brick dwelling, late residence of H. A. Fogarty, corner Lefferts ave. and Washington st., about 1/2 acre lawn, 17 rooms, two bathrooms, butler's pantry, large kitchen and laundry in basement, \$250 per month. Call on ROLAND & WHITING CO., 5 BEKMAN ST.

COUNTRY PROPERTY WANTED. WANTED: COUNTRY SEAT. FOR CASH BUYER, A PLACE LOCATED PREFERABLY ON THE HARLEM RAILROAD, NOT ABOVE 40th ST., 40 TO 60 ACRES, WITH DWELLING, HOUSE, ABOUT 20 ROOMS, WOOD AND OUTBUILDINGS MUST BE OF FIRST CLASS CONSTRUCTION AND IN GOOD ORDER. VALUE \$50,000 TO \$75,000. ALSO PLACE OF ABOUT THE SAME ACREAGE, WITH SMALLER HOUSE, VALUE \$25,000 TO \$50,000. PRINCIPALS ONLY SEND PARTICULARS & PHOTOS TO ROLAND & WHITING CO., 5 BEKMAN ST.

CITY PROPERTY FOR SALE. 117TH AVENUE PROPERTIES. JOHN N. GOLDING, 9 Pine and 5th Aves., cor. 46th St., New York.

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