DEVICES FOR PROPULSION.

SOME QUEER INVENTIONS FOR BOATS IN HALF A CENTURY.

Ideas that Have Occupied the Minds of Practical and Impractical Men Since Fulton's Day—Paddles, Screws, and Cranks Tried—Big Results Expected, but Little Realized.

Not many sailors visit the Patent Office, and Patent Office reports are not found in the collections of books called ships' libraries, but sailors and the general public would be greatly interested if they could see models of the many queer devices that have been invented to aid in the navigation of the sea. The improvements in ships which have finally culminated in the clipper steamship America, and the ocean greyhounds Oregon and Alaska, have been made, in many instances, by men who knew little or nothing of seafaring matters. The inventors have succeeded, in spite of the active opposition or the passive indifference of practical men, but in doing so they have sunk a great deal of money in experiments that proved worthless or premature. Perhaps after all the most singular feature of the history of steamboat improvement is not so much in the queer devices of the inventors as in the lack of attention which genuine improvements have attracted. The first successful American steamboat was built from designs by John Fitch, a native of Pennsylvania, who was neither shipbuilder nor sailor, and this boat ran as a passenger steamboat in the summer of 1790 between Philadelphia and Trenton, making regular trips, but at the end of the season she was laid up, and was not again used because the margin of profit was so small. It was seventeen years thereafter before Fulton made a success of the Clermont on the Hudson.

Not less singular than this long period in which a practical idea was dormant is the lack of attention that has been given to one of Fulton's inventions. In 1801 Fulton, who like Fitch was a Pennsylvanian, was at Brest experimenting with a submarine boat. The size of the boat is not known, but she was sloop-rigged. On July 3 he descended under water with her by successive steps of five feet each to a depth of twenty-five feet. He had three companions with him. They were in total darkness during the trip. Later he carried candles, but as they burned up the oxygen of the air he discarded them and put in a round glass window one inch and a half in diameter, and found on the 24th that the window gave a satisfactory light. Two days later he gave a public exhibition of his boat. Sailing from the pier a short distance, he struck the masts and sails and got ready for a dive in two minutes. With two men to turn the propelling apparatus and one to steer, he plunged under the water and started ahead. In seven minutes he rose to the surface, having traversed a distance of 500 yards in that time. When he went down a second time he turned the boat around, backed it, and suspended it at various depths with ease. Having placed in her a heavy copper globe, one foot in diameter, filled with compressed air, at a pressure of 300 atmospheres, he went down before the surface of the water early in August. After he had been down one hour and forty minutes he began using the reserve of air in the globe, and by its aid he remained under water four hours and twenty minutes without inconvenience. Just how he propelled the boat is not known, but it was probably by a screw. Writing in 1809 John C. Hamilton, a son of Alexander Hamilton, rode in a stage from New York to Trenton with Robert Fulton. In 1878 he wrote to the Philadelphia *Times* that "behind the stage Fulton had a submarine torpedo hitched up which he was taking to Washington." The only advantage which the world received so far from this experiment is the interesting story of "Twenty Thousand Leagues Under the Sea," by Jules Verne.

Before Fitch succeeded in making a success of his steamboat that ran from Philadelphia to Trenton he devised a system of working oars by steam. His engine had a stroke twelve feet. It turned the shaft of a wheel eighteen inches in diameter. This was geared to an axis so that each stroke of the piston gave it forty revolutions. "Each evolution of the axis," said Mr. Fitch, in a letter dated Dec. 8, 1786, "moves twelve oars or paddles five and a half feet, work principally performed, as represented by the stroke of the paddle of a canoe. As six of the paddles are raised from the water six more are entered. The cranks of the axis act upon the paddles about one-third of their length from the lever end, on which part of the oar the whole force of the axis is applied."

When Fitch finally got around to a successful application of paddle wheels on the sides of his boats, he prepared plans for a steam vessel to be used on the northern lakes. It was to be fitted with two keels. He intended to use this vessel as a ship in summer and in winter as an ice sledge with the keels as runners, propelling the craft over the ice by means of spikes in the rims of his paddle-wheels. He wrote to a friend that he believed his ship would attain a speed of thirty miles an hour on the ice. He was evidently unfamiliar with the ice on the northern lakes.

Nathan Read of Salem, Mass., a Harvard graduate, had in 1788 learned of the failures of Fitch and others, and decided that the use of oars, paddles, &c., were awkward in practice and wrong in principle. After inventing a vertical tubular boiler, on which he obtained a patent, he invented a "rowing machine," which consisted of a chain with floats, like floats on an old-style lifting pump, which he placed on two wheels, one at each end of the boat, the lower part of the chain being under the water. When the wheels revolved the floats ran aft under water and the boat was shoved forward.

In 1784 James Rumsey, a servant in a Richmond, Va., bath house, invented a method of propelling a boat by forcing water by the direct action of steam through an open cylinder placed along the keel of the boat. He undertook to build a boat on that principle in England, but he died before it was launched. His partners finished the boat, and got a speed of four knots an hour, but no money out of her.

In 1785 Thomas Jefferson, in a letter from Paris to a friend, described a new method of propelling a ship which he had seen in operation on the Seine. In describing it he said: "It is a screw, with a very broad or thin worm, or rather it is a thin plate, with its edge applied spirally round an axis. This being turned, operates on the air as a screw does, and may be literally said to screw the vessel along." With sagacity he added: "The screw, I think, would be more effectual if below the surface of the water."

A little more than three years after Fulton obtained his patent on the use of paddle wheels, a method of propelling a ship by means of paddle wheels on each side of the center, was invented by a Scotchman. The shafts of these wheels were turned by pitmans and lever beams from an engine placed amidships.

One Jacob Perkins began to solve the problem of steam navigation on the canals by placing two propellers, built like the vanes of a modern windmill, at the stern of a canal boat, one on each side of the rudder. The two propellers dipped only the ends of their paddles in the water when the boat was loaded. They revolved in opposite directions, the shaft of the forward propeller revolving like a sleeve around the shaft of the after one. Their blades were set at right angles to each other. The principle involved in this invention has since been successfully applied to turbine water wheels, but it has never been used in propelling a ship.

Another effort in this direction was made by Benjamin Smith of Rochester, N. Y. He placed a propeller wheel similar to one of those used in windmills on the bow of a canal boat. On July 10, 1830, one of these steamboats arrived at Syracuse. The same device was invented and tried in England. The highest recorded speed attained was six knots an hour. The historian records that this method of propelling boats was abandoned because the wheel was in great danger of damage by drift wood.

Six years after Ericsson of Sweden and Francis P. Smith, the Hendon (Eng.) farmer, had demonstrated the superiority of the screw propeller over the paddle wheel, Lieut. W. W. Hunter of the United States Navy took out a patent for a method of propelling a ship by means of an ordinary screw revolved horizontally under the stern of a ship, the action of the wheel forcing the water from beneath up against the inclined stern of the ship above it, and thus driving the ship forward. A small boat called the Germ, operated by such a wheel, was so successful that the Government built a wooden schooner of a thousand tons measurement, which it fitted with a Hunter wheel. The total cost of the vessel was $172,475. She resembled the new Government despatch boat Dolphin, in that she was unable to leave the United States coast. She was turned into a receiving ship. Her record was six knots an hour.

Two years ago this method of propelling a ship was revived in a different form. A shaft was run directly across the stern of the ship, and a screw wheel placed on each end. The blades of the two screws inclined in opposite directions, so that when they were revolved in one direction they would throw the water violently against the run of the vessel, and when revolved in the opposite direction they would throw the water away from it. It was found that the swash of the water would shove a common square-toed lighter from four to five knots an hour, and that about fifty per cent. of the power of the engine was rendered effective, which was called a good result. No account of the speed at which the propellers would back her has been published.

In 1880 R. H. Tucker of Boston, after considering that a sailboat could not be moved in a calm by filling her sails with air from a bellows located on the quarter deck, decided that she could apply the air better by directing the nozzle of the bellows beneath the water under the stern of the boat. His first experiment attracted much attention. He built a canal boat at Wiscasset, Me., the peculiarity of which was a pyramid-shaped tunnel running from the amidship section to the stern, the opening across the stern being nineteen feet wide. The boat was taken to Charles River, Mass., and there fitted with an eight-horse-power engine and a common foot blower. The air from the blower was forced down through a shaft to the small end of the tunnel, whence it escaped through the wide opening. The boat was propelled four knots an hour after an engine of 80-horse power had replaced the small one. The historian remarks that, "owing to the slight disturbance it caused to the water, it was thought very well adapted to the canals."

Another Boston man, John Taggart, has invented a novel method of screw propulsion, which he believes will enable a smooth-water steamboat to travel exactly thirty-seven miles an hour, and that an ocean steamship of the ordinary kettle-bottom model could reach Sandy Hook from Queenstown in four days and twelve hours. On each side of the bow and the stern of the ship are placed strong iron yokes, in such positions that they will support the journals of two submerged hollow iron cylinders of such a size and weight that their buoyancy would almost remove the strain of their weight on the yokes. Beginning at the bow end of each cylinder, a sheet of metal is wound edgeways around each cylinder, forming the threads of what is called a gas screw or screw in which the threads are nearer together at the bow than at the stern end of the screw. The inventor believes that after the threads near the bow of the boat have started a column of water toward the stern the long thread will keep pace with it, and thus save what is now lost in slip.

Travellers on the Hudson River Railroad have frequently seen near the track at Hastings a queer-looking object, that looks somewhat like a three-wheeled hand car, and something like a tricycle, with thick and apparently solid wheels. It is the model of a water locomotive invented by Robert Fryer. It consists of a triangular frame, twelve feet on a side, resting on three spheroid-shaped wheels, about six feet in diameter and two feet thick. Paddles, about six by twelve inches large, are placed on both sides of the wheels, which will make the wheels take hold of the water when afloat. The wheels are hollow and serve as floats, the machine drawing about one foot of water. Another peculiarity of the wheel is an iron tire or keel, which will enable the locomotive to travel over a smooth roadway or cross a sand bar. The motive power is steam. It is said that the locomotive has actually travelled the roads about Hastings, and that in trials on the water it was steered and handled with the greatest ease. There was little slip when heading a course. The plans for an ocean steamship provided for wheels, which would raise the platform thirty feet above the water. On this a house was to be erected, which would have in its basement the machinery, coal, and freight. The upper stories were to be fitted up with all the elegance and conveniences of a flatiron apartment house, including an interior court, bay windows, and fire escape portices. The great size and peculiar shape of the craft would make it very steady in a heavy sea, and thus the traveller would avoid seasickness. A trifle like low water would not keep her from crossing the bar and passing quarantine before sunset. Cautious Admiral Preble in his "History of Steam Navigation" says: "If this water car comes up to the expectations of its inventor it will cross the Atlantic between Sundays." It has not yet reached that point.

Mr. Fryer was not the first to invent the water locomotive, A. B. Blomquist of Brooklyn having obtained a patent for a similar machine in 1865. An Englishman also made one which he propelled by his own exertions on the river Tyne on the day that George IV. was crowned.

One of the devices for propelling boats which has been invented at frequent intervals from the sixteenth century down to the time when the State of New York offered a reward for a successful steam canal boat is a modification of the foot of a goose, or a shaft with fins like those of a duck's foot, which closes when the shaft is drawn forward, and opens when the shaft is thrust aft. Two fatal objections to the fins are that they will not utilize the full power of the engine in shoving the ship forward, and they do not afford any means for backing the boat. It was reserved for a Boston man, John McAdams, to invent a useful application of fins.

In 1882 he hinged to a small steamboat called the City Point, plying in Boston harbor, a metal fin, four by five feet large, on each side of the stern post below the water line. These fins are ordinarily closed in on the run of the steamboat, when they look like closed ports. Wishing to stop the steamboat, the officer of the deck pulls a lever, which releases the catch that holds the fins in place, and a spring instantly swings them out into the water, the force of which opens them until they stand at a right angle with the keel. In this position they are held firmly by steel braces. They then present a flat surface of forty square feet to the water. In actual service the boat, when going at full speed, was stopped within a space of ten feet. One fin only can be opened when desired, thus not only checking the forward motion of the boat, but throwing the stern suddenly to one side. The boat receives a smart shock when both fins are opened.

RESTRICTING OIL PRODUCTION.

Producers Organized for a General Shut Down on Thursday Next.

BRADFORD, Pa., June 12.—During the past ten years the leading producers of the petroleum districts in Pennsylvania have made vain efforts to start a shut-down movement. It was an easy matter to secure the big firms, but, as they only controlled about half of the production, each attempt proved a failure. Recently another movement was put in motion, and this time all the elements of the trade are seemingly in its favor, and there is no doubt that it will prove successful. If such be the case it will be the best thing that ever happened to the oil country. Meetings were held in New York and Buffalo to take the preliminary steps, which to-day resulted in a permanent organization of the Producers' Association. The officers are President H. L. Taylor, Vice-Presidents W. J. Young and David Kirk, Treasurer F. W. Mitchell, Secretary W. H. Johnson.

The resolutions which were adopted recite that the continued increase of stocks of petroleum, or visible supply, and the high rates of storage charged on the same, threaten the bankruptcy and ruin of all engaged in the petroleum industry; that the time has come for union, concession, and mutual sacrifice on the part of the operators, storers, and land owners; that nothing but a radical and complete suspension for at least six months, to be inaugurated at once, will do any good; and, therefore, that the form of agreement approved by the association be submitted to operators simultaneously and immediately in all parts of the oil country for their signatures; that the association will regard as public and private enemies the owners of any rigs in which tools are swinging Aug. 1; that hardware and supply dealers, bankers, or others who extend credit to such operators shall be placed in the same category; that no new rig shall be begun from this date, and no drilling begun on a rig that has been standing for over twenty days, but that all present drilling wells shall be completed; that all producers signing the agreement give at the same time their daily average production for the month of May, 1884, and that to defray expenses an assessment of five cents per barrel on one day's production is hereby made thereon.

An Executive Committee was appointed, and placed in charge of the business of the association, who were authorized to open an office in Bradford, appoint a salaried agent to conduct the business thereof, to whom all local committees shall report weekly any new work begun, with the names of the owners for publication. David Kirk, President of the McClintock Oil Company, was appointed central agent. A committee was also appointed to wait upon the officials of the National Transit Company to urge a concession in the rate of storage, which is regarded as excessively high. The following resolution was adopted:

Resolved, That we request the conference of Oil Exchanges and the National Transit Company to take into consideration a change in the methods of dealing in oil, substituting for the present mode that used in other speculative commodities, viz., cash and futures, so that producers shall not realize directly the carrying charges.

The articles of agreement provide that if three-fourths of the operating producers of the region sign the contract, all operations in the New York, Pennsylvania, and Ohio fields will be suspended for six months. Sub-committees have been appointed in each district, and it is expected that Thursday next will witness the beginning of the greatest shut-down movement the oil industry ever saw. Nearly one hundred of the leading producing companies have already signed the articles, and over one-half of the production of the region is already pledged to the support of the contract.

Secretary Johnson said to a reporter: "We have attempted to form this organization in a manner that would secure the hearty coöperation of all interested in the trade. The central object of the association is to get the production sufficiently below the consumption, so that we can be placed on a healthy and firm business basis. An organization of this kind has long been a necessity, and we expect to fill the bill in an acceptable manner."

The next meeting of the Executive Committee will be held in this city on June 19.

SNOOKER SNOW'S HISTORY.

A Character of To-day who Figured When the Eleventh Ward was in its Glory.

TO THE EDITOR OF THE SUN—*Sir:* In Avenue D, between Sixth and Seventh streets, are the two smallest houses in the Eleventh ward. They are known as "the twins." In front of these is an unpretentious news stand, where every morning in the year Napoleon Bonaparte Edward Snow deals out papers to the passing throng. Uncle Snow is as old as the Eleventh ward itself, and his hopeless condition makes him an object of sympathy. Through a sad accident many years ago Uncle Snow was made a cripple for life, but notwithstanding all this, no housewife is ever without THE SUN at her breakfast table.

In the palmy days of shipbuilding, when the cream of the Eleventh ward met nightly at Bill Logan's in Avenue D near Third street, Snooker Snow was one of the leading sports. At Logan's Dan Bryant, Larry Wisner, Dumps O'Mears, the old Eckford Base Ball Club, and other choice spirits could be met nightly, while the Knights of the Round Table held forth at Lafayette Hall, where French Pete was landlord. It was Snow from whom Dan Bryant first conceived his "Essence of Old Virginny," that in days agone in old Mechanics' Hall set the town in a roar. Then came Ben Cotton with his popular refrain:

Hot corn! Hot corn!
Here's yer nice hot corn,
Smoking hot.

Union Market was a busy place, and the standholders reaped a harvest. Union Market only exists in name now. Even the colored gal on the corner formed a theme for the minstrel, and at Campbell's one of the most popular songs was:

The yaller gal sat on the walk,
The yaller gal sat on the walk.
Hot corn was all the talk.
Fetch along yer pepper and salt.
Hot corn! Hot corn!
Fetch along yer jimmy John,
Yaller gal, I'll meet you in de morning.

Of all the gallant spirits who held forth in those days none is left but poor old Snow. People feel for the old man as he plods along leaving SUNS for his customers. Women speak of him as Poor Old Snow, and wags, not unkindly, call him Beautiful Snow. His politeness wins him customers daily. Those who remember Frank Boole and Old Turk, Shinny Clark and Brush and his boat, Jack Miles and old Skinny Beetle, Axe-handle Smith and Aunt Betsy's shanty, call to mind the old fish wagon that was familiar to old Dry Dockers, and will ever remember the old fish horn of Snooker Snow as that well-known old-time sport blew it proudly behind his bobtail nag, which he called the Last of the Mohicans.

A. W. M.

Not Much of a Hero.

They were enjoying the river view by moonlight at West Point, and George, with his gray uniform, looked every inch a soldier.

"George," she remarked softly, "do you ever expect to become a great General? Like Sherman, for instance?"

George rather allowed that he did not expect to.

"I have always admired Gen. Sherman," she went on, quietly.

"Yes," George replied, "Gen. Sherman is a distinguished fighter. He did splendid service during the war."

"I don't remember very much about the war," she said, "but I have met Gen. Sherman several times, and do you know, George, that he always kissed me? He is a great soldier, and I admire him immensely."

"Yes, indeed," acquiesced George, "Gen. Sherman is a great soldier."

And then she complained of the chill in the air, and as they returned, George wondered why she was silent.

"Rough on Pain" Plaster.

Forces and strengthening, improved, the best for backache, pains in chest or side, rheumatism, neuralgia. 25c. Druggists or mail.—*Adv.*

CYNTHIA PARKER'S LIFE.

A WHITE GIRL WHO BECAME THE MOTHER OF A COMANCHE CHIEF.

Pining Away and Dying After Being Taken from her Indian Home—Her Son's Joy on Beholding a Portrait of his Lost Mother.

FORT WORTH, June 10.—A few days ago there appeared in one of the city papers an advertisement saying that a Comanche chief living near Fort Sill wanted to obtain a photograph of his mother, Cynthia Ann Parker, and asking as a special favor that any one knowing where such a portrait could be had would communicate with him. A. F. Corning of McLennan county saw the advertisement, and at once wrote to the newspaper in question that he could furnish the picture. He happened to know that an old daguerreotype of the woman was in existence in Waco, and, taking this to an artist, he had several copies made, one of which was sent to the chief.

Cynthia Ann Parker was the heroine of one of the most touching romances of the Texas border. Her parents and grandparents were among the pioneers of the State. Her grandfather, Col. Parker, after whom Parker county was named, was a noted man in his day. The Parkers lived on an exposed frontier, and, though formidable in Indian warfare, they were frequent sufferers from raids by savages. About the year 1840, when the Comanches swept over that part of the State, the Parkers lost nearly all their property, and eventually some of them were killed, and Cynthia, then 9 years of age, was taken prisoner. Many efforts were made to rescue her, but all without avail. Several times parties of brave men invaded the camp of the redskins and searched for the child, and, on at least two occasions, lives were lost in the effort to return her to her family. Every device was resorted to to gain information of her. Sometimes for months it would be believed that she had been killed, but finally a vague story would gain circulation to the effect that a white girl had been seen with a roving band, and search would be renewed.

When Cynthia was taken captive the savages placed her in charge of their women, and the child, finding that she was to be well treated, soon came to enjoy the wild life which she led, and to look upon the Indians as her natural friends. When her clothing was worn out she adopted the savage costume. She learned their language, took part in their games, and eventually, having become a sturdy woman, joined them on some of their raids. Ten years after her capture found her the wife of the war chief of the tribe, apparently as contented with her lot as any of the other women who wore her constant associates.

Some years after her marriage, when the Comanches were at peace with the settlers, a party of white men entered their camp one day and found the missing girl, now grown out of their recollection almost. Two or three children played about her knees, looking much like the other youthful aborigines, save that they were neater in appearance and much more carefully watched by their mother. When they questioned her they found that she had almost forgotten her native tongue, and it was with the utmost difficulty she could make them understand who they were. After the party had obtained her promise of marriage he proposed that they should come to California and there be married. Mrs. Lang consented, and disposed of her property for $2,000, and on the 8th of last month the pair arrived in this city. They immediately repaired to the home of her cousin, who lives on Sixteenth street, and there they basked in one another's love. Preparations were being made for the marriage, and on one bright, sunny morning Seidel proposed that his fiancée, her cousin and husband and himself should take a ride to the Ocean House. The party set out on the pleasure trip, but had not proceeded far when Seidel complained that his shoes hurt his feet. He would return to the house and change them, while the others could take the cars to the beach and he would soon follow them. He left the party with a smile, and that was the last they saw of him.

As the hours rolled by and Seidel failed to joined his betrothed, the party became anxious and returned home with many misgivings that some accident had befallen him. The house was deserted and the party despondent. Mrs. Lang went to her room, and, opening her trunk, discovered that her bank book was missing. She became almost crazy when she remembering that, when she had placed $1,600 in the German Savings Bank, Seidel was with her, and she had told the clerk that Seidel could draw the money as well as herself. His room was visited, and it was found that he had taken all his clothing. Inquiry at the bank elicited the fact that Seidel had drawn the $1,600, and Chief Crowley was immediately consulted. Detectives were detailed to investigate the matter. After several days' hard work they found that Seidel had purchased an overland ticket at a California street agency. Despatches were sent to Los Angeles, Reno, Ogden, Omaha, and Chicago, and a few days ago Chief Crowley was notified that Seidel had been arrested at Omaha. Detective Hutton was sent after him, and yesterday the authorities received a telegram from Hutton, announcing that he was on his way back with Seidel and $1,820 of the stolen money.

Coaching in Chicago.

From the Chicago Tribune.

The organization of a coaching club after the English or New York fashion is considered among this season's possibilities in Chicago. Three new "Tallyhos," finely finished and handsomely painted, one of which is owned by Chas. Kenworthy Brown and another by Mr. Chas. Schwartz, are setting the fashion, and are expected to produce quite a rage for the picturesque vehicle. Several other Chicagoans have already gotten the fever, and there is serious talk of forming a club, though it is hardly expected that this will be done before next season. The three coaches now here are very much alike in make and appearance. That owned by Mr. Schwartz was made from the factory of Brewster at New York, and is said to be as handsome a four-in-hand English-style park coach as thy is in the country.

Craving for Stimulants

Destroyed forever and a healthy tone restored to stomach. So is redeemed; $500 will pay for any case of morphine craving for stimulants where one bottle only of Dr. Peckham's Vegetable Substitute for Stimulants" fails to benefit or cure. Price $1. Druggists. Crittenton, Agent, 115 Fulton st.—*Adv.*

C. C. Sharpe, wholesale manufacturer of sealskin and all leading fashionable furs, is retailing during the summer at lowest cash wholesale prices. Intending purchasers can save money by buying now. Garments purchased will be kept on storage free if desired. Sales going on every day. Garments manufactured to order. Repairing and altering done. 103 Prince st.—*Adv.*

OPPOSED TO PICNICKERS.

People Along the Hudson who Object to Some Excursion Parties.

The season for excursions up the Hudson opened on Tuesday last. Greater preparations have been made than in any former year. The beauty of the Palisades has been marred by a number of unpleasantly new dancing pavilions, hotels, and scrambling piers. The villagers of Hastings look upon these preparations with forebodings. They have not forgotten the trouble excursionists have caused them. The people of Dobbs Ferry like the prospect no better. They say the temperance associations are worse than any other, because tickets are sold to everybody, and the picnickers get drunk. The recent law, which gives to villagers the right to act in case any lawlessness is attempted, has reassured them somewhat.

At a point nearly opposite Hastings, John Schneider has leased a portion of the beach for ten years at a yearly rental of $600. He intended building a pleasure ground, to be known as Sylvan Spring Grove. He has met with so much opposition, however, that it is doubtful whether it will be ready for guests this summer. A physician of this city who owns considerable property in Rockland county is a leader among those who wish to prevent the building of places of this sort along the river. "I have practised medicine for thirty years among the tenement houses of this city," he said to the reporter, "and I am perfectly willing that the poor should have as much fresh air and outdoor enjoyment as they can conscientiously obtain, but neither I nor my neighbors purpose sacrificing our own comfort and the morals of our children for their benefit. I have had some personal experiences with excursion parties, and have seen sights that would make the most shameless blush. I knew nothing of what Schneider was doing until a neighbor and myself scrambled down to the beach one day and saw him and his son busily working. I told him that every cent he spent in arranging for excursion parties he would lose, as the neighbors would not permit him to entertain excursionists there. He seemed very much downcast, and I felt sorry for him and told him if he would relinquish the idea I would try to arrange it so that he would not lose anything."

When Mr. Schneider was spoken to he became very indignant at the interference, and said that he intended spending about $5,000 in fitting up the place. The bluff, he said, is 480 feet high, and nobody can leave the beach.

W. C. Edgerton, one of Mr. Starin's business men, said that Mr. Starin would help Schneider in every possible way in fitting up his grove, and would not desert him in case he became involved in a lawsuit.

Charles Beavers, proprietor of the International Hotel in Hastings, said: "I lock my doors and pull down my shades when I see a party of excursionists coming. I had some frightful experiences last summer. One day a young man came here with a bullet hole in his cheek, and stood up at the bar, drinking beer and spitting blood for an hour."

BOUQUETS OF DAMAGED FLOWERS.

An Ingenious Business in which the Boy Vender Takes his Risks.

"Bokays. Here's yer bootiful bokays, only fifteen cents," a boy was crying, at the foot of the Sixth avenue elevated railroad stairs, at Twenty-third street yesterday, as business men were returning home. "Look at them roses an' lilies of the valley," continued the boy, as he caught a gentleman's eye. "All fresh," he added, holding up the bouquet enticingly. It seemed to be worth a dollar, according to the prices usually charged by florists, but the roses were fresh and bright, and had been lately sprinkled. But instead of getting fifteen cents from the gentleman the boy got a scolding.

"You young rascal, you're a fraud," the gentleman said, towering over the shrinking lad. "I got a bouquet of you the other day, and it wilted in less than an hour. I had to throw it away." The man got angrier as he remembered how he had been cheated. "I wanted a good bouquet, and would have given half a dollar for one, but I was in a hurry. Now, you get out of here or I'll call a policeman," and he raised his cane and stepped toward the boy. The boy sprang out of his way, put his tongue in his cheek, and disappeared around the corner.

"Yes," said a florist, "we do quite a business at this season of the year in damaged flowers. You see, they are brought in boxes to the city from the Hudson river gardens or conservatories, and are often pretty roughly handled on the way. They have to pass through the grip of the freight or express man. In the bottom of the box are always found a lot of blooms broken from the stems. These we sometimes use ourselves, but the scalest ones are often sold to boys, whose sisters or mothers make them into bouquets. If the outside petals are withered, faded, or worm eaten, they are pulled off, leaving the inside petals fresh and bright, but the flower withers sooner from this manipulation. To prepare the buds to be made into a bouquet a fine wire is run down through the heart of the flower and bent, and then the wire is bound around a wooden toothpick. This arrangement allows the lower end of the toothpick to be fastened into the bouquet. For a short time the blooms may be kept fresh by sprinkling with water, but as they have no stems from which to draw a little nourishment, they soon wither and drop to pieces. The boys who peddle them don't stay long in one place, I notice."

Why Logan Took the Vice-Presidency.

From the Chicago Times.

A group of Republican politicians were assembled yesterday afternoon in one of the rooms of the Grand Pacific Hotel discussing the Illinois Senatorship, to become vacant next March. Several of the gentlemen present, who are warm admirers of Gen. Logan, expressed their surprise at his acceptance of the second place on the national ticket. They said it was so unlike Logan's nature to be content with an inferior position. It would be more natural for Logan to quietly bide his time for the ensuing four years, and in the interim be reelected to the Senate. Finally a swarthy Egyptian, an ex-member of Congress, assuming a typical attitude by resting his heels on the marble mantel, said: "Your theories are all well enough, gentlemen, but I know Logan more intimately than any of you, and believe I speak by the book when I say I can give the causes which prompted Logan to get out of the swim, so far as Illinois politics is concerned."

Every one present knew the speaker was on the most confidential terms with Gen. Logan, and with one accord they invited an explanation. The ex-member of Congress said: "John A. Logan has never won anything with ease. His Senatorial contests have been remarkable for the bitterness manifested by his enemies. The campaigns in which he has participated have involved a large expenditure of money, and Logan has never had at his very vast amount of wealth at command. No sooner has he rallied from the drain of one campaign than another was on his hands. Take this one as an example. Logan's friends put up money with which to carry primaries and elect delegates friendly to his cause. Immediately following the election of delegates came divers expenses incident to a Presidential campaign. More money was required, and his friends produced it. When the Convention came the treasury was practically depleted. A number of Logan's followers met in a room in the Methodist Church block in this city, and scraped together about $3,000 for the perfectly legitimate purposes of securing headquarters, printing badges, and the thousand and one incidents of the occasion. When Gen. Logan became convinced that he had no earthly show, he argued to himself: I will take the Vice-Presidency if I can get it by acclamation. That will give me four years more in which to get another fight at Springfield. My friends have done their best, and I do not care to burden them any longer. Now those are the reasons, in my opinion, why Logan signified his entire willingness to go on the national ticket with Blaine."

She Was Going Through.

"Tickets, please," said the conductor, as the train pulled out of the Grand Central station last night.

"Ah, owing to my delayed appearance at the depot," said a young lady passenger, "caused by a most unfortunate chain of circumstances, quite unnecessary to particularize, I found it impossible to purchase a ticket in time to catch the train. Would it be conformable with the rules of the company, sir, if I were to tender my fare to you?"

"Not—not entirely," gasped the frightened conductor. "But—but in this case I will make it so. Your fare to Boston, madam, is five dollars."

An Obliging Girl.

From the Lowell Citizen.

He was a married man, blessed—or the opposite, as the reader may determine—with an extremely jealous wife. One evening not long since he seized a chance opportunity to escape from his home. A sweet 16, whose blue eyes and dark drooping lashes exercised a glamour over every man who happened to come within range of their charm. At last her home was reached, and she they passed at the gate the maiden turned her lovely orbs full upon him and said:

"I'm so grateful for your kindness, sir!"

"Don't mention it, I beg of you," he ejaculated, gallantly.

Very likely the unsophisticated maiden misunderstood the motive of his remark, for she quickly answered in a reassuring tone:

"Oh, I certainly won't, sir, as long as I live, if you don't wish me to!"

Amenities of Mexican Life.

From the Mexico Two Republics.

An old man passing along the Portal was approached by a well-dressed man. The latter saw the pocketbook of the former protruding from his inside pocket, and quick as a flash reached over, caught it, and transferred it to his pocket. As he was proceeding to walk off with his prize the old gentleman walked briskly up to him, saying: "Con permiso." He took back his wallet with the utmost nonchalance. The thief took to his heels.

Are You Going to the Country?

Home Journal, out to-day with extra sheet, has third edition of Summer Resort Guide, giving places, prices, and all particulars. Sold everywhere. Five cents. Morris Phillips & Co., 3 Park place, New York.—*Adv.*

LAST HOURS OF AN OLD HOUSE.

Police Drive Out the People and a Crowd Wait for it to Fall.

Workmen have been excavating a cellar at 66 Grand street, which is on the north side of the street, just west of Wooster street. On the west of the lot is a large grammar school, and on the east was one of the old two-story, slanting-roof brick buildings which were formerly the fashion for dwelling houses.

The workmen made no effort to shore up the west wall of this old building, 68 Grand street, and some ten days ago it was found to be cracking. A danger notice was posted on the front by the Building Department, and the tenants were directed to move. They did not do so, and when Examiner of Buildings McGann visited the house yesterday morning he found most of the tenants still there. The wall had bulged still further, and he saw that it would probably fall during the day. He notified the police, and two policemen were detailed to drive the people out of the house. This they did with great difficulty and against many remonstrances, and they stopped all travel in the street. As the building did not fall, the blockade was removed, and people were allowed to go back and get part of their furniture. At 1 o'clock the wall was seen to settle, and the street was closed again. People gathered on the opposite sidewalk to await the crash. In spite of the great danger, some of the tenants insisted on going in and out.

At 2:20, as the police had driven out two women, the west wall sagged, the front wall pitched forward, and the whole building sank into a heap of brick, beams, laths, and plaster. One of the women, Mrs. Margaretta Miller, was slightly injured on the arm. There was a tremendous crash, and the air was filled with dust. The front wall fell flat across the street and nearly reached the crowd on the opposite walk. The crowd recoiled, and fell headlong into the areas in the rear, but no one was hurt.

A fire alarm was sent out, and the Fire Department turned out. Chief Breslin, not knowing that the building was vacant, sent out a general call for ambulances, and thirteen arrived from hospitals all over the city. The firemen and workmen from the car stables cleared the street. A rear wing of the building did not fall, and furniture could be seen in the rooms which were open to the street.

The tenants of the wrecked building bewailed their loss. Mrs. Julia Hoyle had a candy store in the basement, and Christopher Weiss a furniture store on the first floor. The owner of the building is Mrs. Mitch Elizabeth. Several families had rooms in it. The loss on the stock of Mr. Weiss and the furniture of tenants is about $1,000, and on the house $4,000. No. 66 was immediately opposite to 55 Grand street, which fell on Nov. 9, 1881, killing nine persons. The remembrance of this disaster added to the excitement in the street yesterday.

RACING ROUND LONG ISLAND.

Fleet Yachts that will Contend in a Long-Distance Sailing Match.

The last yacht race around Long Island occurred twenty-six years ago. The New York Yacht Club purpose to have the next one, and are making preparations for the start. Among the yachts entered are the schoolers Montauk, Grayling, Fortuna, Ruth, Columbia, and Fleetwing, the sloops Hildegard, Gracie, Athlon, and Fannie, and the cutters Bedouin, Ilsen, Oriva, and Isis. The start will be from the Narrows, and the finish between Matinnecock Point and a stakeboat off Execution Lightship. The ocean tug Luckenbach will go from Pier 3, East River, on Monday afternoon at 2 o'clock to the Narrows with a limited number of club members to see the start.

The race originated in this way: Mr. William R. Travers, who has expressed in the Fanny, was desirous of seeing the merits of the cutters and sloops tested. He proposed at a dinner party to offer a $500 cup as a prize to the sloop or cutter making the fastest time around Long Island. Commodore Smith, who is interested in the schooner Estelle, suggested that Mr. Travers should offer the cup for schooners, and he (Mr. Smith) would offer a similar prize for first-class sloops. This suggestion was acted upon.

Commodore Rogers of the Seawanhakas, having in view the testing of the cutters Oriva and Isis against sloops like the Fanita and Vixen, offered a $300 cup for the second class sloop around the Island.

The Larchmont Yacht Club will be the judge at the finish.

On and Off the Beach.

From the Detroit Free Press.

Two residents of Springwells had a difficulty over a game of cards on the beach, which led to the arrest of one for assault and battery. When the case was called yesterday the complainant took the stand to explain how it happened.

"You see, Judge," he began, "we were three points up."

"What's a point?" blandly inquired the Court.

"Why, we were playing euchre, sir, euchre. We each had three. A point counts one, your Honor."

"Ah!"

"He dealt, and it was my lead."

"Dead—lead. Please explain."

"Why, he shuffled the cards and dealt the hand, and it was my first play."

"Well, go on. Perhaps I can understand."

"I led the ace of diamonds, and he trumped it with a club. That is, he refused suit."

"Do you mean he refused to be sued?"

"No, sir. I'd like to explain this thing to you, because it was about the suit we had our fuss."

"I see—go on. You said you put a diamond down on the table. Did he grab it up?"

"He trumped it with a club."

"Ah! Did you see him carrying this club around before you sat down to play?"

"Why, your Honor, I'd like to take a pack of cards and explain to you."

"No use—no use. I've heard some of the Aldermen speak about the right and left bowers, and I've heard of jacks and kings and aces, but it would be lost time to try to show me. You don't seem to have any case."

"But that's because you don't understand me. When I charged him with refusing suit he struck me in the mouth."

"Did, eh! Well, there isn't any case to speak of. The prisoner is discharged, and you'd better whack up on the costs."

"And to think!" groaned the counsel for the plaintiff as he reached the sidewalk, "that only the evening before this same innocent old J. P. beat me out of seven glasses of beer at that very game of euchre, and I'll take my solemn affidavit that he stocked the cards on me at least every other hand!"

FASHION NOTES.

Gathered spencer waists are again in vogue.

Men's dress is less ceremonious this season, and so are their manners.

The lace plastron waistcoat is as fashionable on the other side as here.

Blue and gray are the most fashionable combination colors for street wear.

Low-crowned hats are worn only in the country, either by ladies or gentlemen.

Lace falls all around dressy, broad-brimmed carriage hats are again in vogue.

Spencers of black banded lace are worn with black silk or colored silk skirts.

Dresses of black and white silk used in the composition of the costume are in high favor.

Children's stockings are dark or black, even when white or the palest tinted dresses are worn.

Chalk-white Valenciennes is the latest lace craze for trimming black silk dresses and black parasols.

Velveteen and poplin combine well for severely simple walking suits, but admit no shirrings or puffings.

Mushroom and gray shades in all the variations possible are the rival colors for dresses for street wear.

The beautiful fashion of wearing flowers in the hair is revived in Paris, but this is for evening only, of course.

Demorest has brought out some of the liveliest and most practical dress models for young girls seen this summer.

Fan scrap bags and scrap bags of colored silk or fine woollens cov