NINE COACHES ON PARADE.

UP AND DOWN THE PARK AND THEN TO CLAREMONT.

They Made a Splendid Show, but Few Were There to See—Changes of Time and Place Kept the Crowd Away.

Col. William Jay, President of the Coaching Club, might well have been proud of the appearance of the line of coaches in the annual parade of the club which his own coach led yesterday, and no doubt he was. But Col. Jay is a man of retiring disposition, and his wish has been that the parade of the club might be witnessed by as few people as possible. The first move in this direction was to change the hour of starting from 5 o'clock in the evening to 11:30 in the morning. This, of course, prevented the attendance of the great crowd of people which has enjoyed the spectacle in former years.

The Club also sent word to the Park police that the line would form at the Eighth avenue entrance to the park, and that the club would be grateful if a space there was kept cleared. Accordingly the police were on hand early and showed the people who came in carriages where they might stand their vehicles and kept back the small crowd of people on foot. At 11:30 there was no sign of the coaches. At a quarter of 12 there was still no sign and people began to question each other. Rumors were afloat that the parade would not take place, that it had already taken place, that it was taking place at the other end of the Park, at the Fifth avenue entrance. Drivers of cars and wagons coming westward along Fifty-ninth street were interrogated and increased the anxiety of the situation.

A crowd of little girls in white dresses arrived with a gorgeous Maypole, and held a preliminary dance in the Eighth avenue entrance. Two boys got into a fight, and the police had difficulty in separating them. Some one shouted: "There they are!" and ran up the driveway into the Park, causing a grand scamper in the crowd and much running and calling in Fifty-ninth street. But it was a false alarm. Finally at 12¾ o'clock the parade filed out of a small driveway under the Eighth avenue entrance, and moved solemnly and splendidly past the few children and the few carriages in waiting. Exactly where the parade had formed was not clear to the spectators. Col. Jay said it had formed in the little driveway from which it came. There was another report that it had formed near the Fifth avenue entrance.

While there were not so many coaches by four as last year, yet nine is far above the average for the years the club has been in existence and the nine that were in the parade were so admirable in the smallest detail that the success of the parade was unquestionable.

Col. Jay led and Mr. James Roosevelt brought up the rear. Each coach had four thoroughbred horses attached. The men were not got up so elaborately as the men of the Tandem Club parade, but they looked exceedingly English. The drivers handled the lines full of reins with that nonchalance which so charmingly hides real skill and somewhat of anxiety. For the horses were restive and did much prancing.

The line drove up the west side of the Mall right gallantly, and at the upper end of the Park crossed over to the east drive and came down to Mount St. Vincent. There was not the toot of a horn, not the blast of a bugle. The baskets for the horns were attached to the coaches, but no horns were in them, nor were there any on the hands of top.

The people atop the coaches were not at all solemn as were the young men of the Tandem Club and their guests. On each coach were several women, some of them young and some of them fair of face. The gowns were not at all sober. The women wore some light gray and some white gowns with gold trimmings. These white gowns were made with the longest trains that have been seen in open air gowns this year. Later on it came to light that some of the women who wore white gowns wore white slippers also. And above the white slippers one might have caught a glimpse of white silk stockings and other white garments to match. So the women made up for the lack of splendor in the men's attire and caused the bright-colored coaches to look more bright through their smiles, their gay laughs, and their evident enjoyment.

On Mount St. Vincent there were some fine manœuvrings which threatened to be marred at one time by an unfortunate blunder. But the tangle was unravelled and the manœuvring came to a successful end. The last coach passed in review before all the others and became first, then the second coach followed, and so on until the original position was restored.

When the line started for Claremont, Mr. William K. Vanderbilt's coach led. It was the quietest in color and the richest looking in the line.

At Claremont an orchestra struck up a march as soon as the first coach reached the the steps and began to unload. A dinner was served in the piazza overlooking the river to the north. While the gentlemen of the club and their friends were dining, the grooms drew up the coaches in a line in front of the stables, unharnessed the horses, and then gave themselves up to enjoyment. While the masters drank champagne and enjoyed the music of women's voices and of the orchestra, the men drank bottled beer, ate cheese and ham sandwiches, and smoked cigars at the tail ends of several of the coaches let down to make tables. Altogether it was a fine outing for masters and ladies and servants and coaches and horses.

Here is the list of members, with their coaches in the order of formation of the parade, their guests, and other interesting details:

Col. William Jay—On his coach were Mrs. Jay, Mrs. Adolf Ladenburg, Mr. Ladenburg, Mr. Gould Hoyt, Mrs. Richard Irwin. Red and yellow coach, three bay horses and one brown horse.

Mr. Prescott Lawrence—With him were Mrs. Lawrence, Mr. and Mrs. Gerald Hoyt, Mrs. Fred Nelson, Mr. E. H. Bulkley, Jr. His coach was rose colored, with primrose undercarriage. The leaders were brown and roan; the wheelers chestnut and brown.

Mr. W. K. Vanderbilt—With him were Mrs. Vanderbilt, Mr. and Mrs. Frank Laureine, Mr. and Mrs. Frank Foster. His coach was maroon, with red trimmings. The leaders were gray and roan, the wheelers gray and bay.

Mr. Frederick K. Sturgis—With him were Mrs. Sturgis, Mr. Edmund Mrs. George B. De Forest, Mr. J. B. Roche, Mr. S. H. Olin. His coach was maroon, with cream undercarriage. His horses were all roan.

Mr. F. T. Underhill—With him were Mrs. Underhill, Miss Weekes, Miss Furman, Mr. J. G. Beresford, Mr. William Beekman.

Mr. Reginald Rives—With him were Mrs. Rives, Mr. and Mrs. James M. Waterbury, Miss Stevenson, Mr. Francis R. Rives, Vice-President of the club. His coach was blue, with red undercarriage, and his horses were bay.

Mr. W. F. Havemeyer—With him were Mrs. Havemeyer, Mr. and Mrs. J. P. D. Lanier, Miss Blanche Havemeyer, Mr. Butler Duncan, Jr. His coach was blue, with white undercarriage, and the horses were bay.

Mr. S. C. Beach, driving Dr. W. Seward Webb's coach—With him were Mr. and Mrs. Frank Webb, Miss Hope Goddard, Mrs. Havemeyer, and Mr. Woodbury Kane. The coach was black, with buff stripes. The leaders were black and gray, the wheelers gray and bay.

Mr. James H. Roosevelt—With him were Mrs. Roosevelt, Mr. and Mrs. William C. Whitney, Mr. and Mrs. George L. Rives. His coach was blue, with red undercarriage, and the horses were bay.

Among those in the carriages drawn up at the Eighth avenue entrance to the Park were Mrs. Gen. Butterfield, Mrs. Edward Cooper, Mrs. Dick-Lord, Mr. and Mrs. Kernochan, Mr. and Mrs. James B. Townsend, Mr. and Mrs. Arthur Murray Dodge, Mrs. Samuel J. Colgate, Mrs. John J. Wysong.

Two Children Abducted.

BOSTON, May 23.—Bessie and Freddie Taylor, aged 9 and 6 respectively, were forcibly taken from their home on West Rutland street in the absence of their mother on Friday by two men, who put the screaming children into a hack and were driven away before any one could interfere. It is thought by Mrs. Taylor that the abduction was in the interest of Capt. Seth Taylor of Yarmouthport, a cousin of Mrs. Taylor's dead husband, and guardian of the children, who have about $7,000 in their own right. Mrs. Taylor says the Captain endeavored to obtain possession of them in court last fall, but the Court decided it in her favor. Another attempt was made last March, when she was cited to appear but could not, owing to illness, and she had heard nothing of the matter since.

It has been learned from the hackman in whose carriage little Bessie and Freddie Taylor were taken from their home yesterday that the occupants were driven to Harrison square station and outside the city, where the children, with one of the abductors, boarded an Old Colony train, presumably for Yarmouthport, the home of the uncle and guardian.

The New Navy.

WASHINGTON, May 23.—Orders were issued from the Navy Department for the final trial of the new cruiser Newark at Norfolk next Wednesday. The trial is not for speed, but is intended to demonstrate the completeness of the vessel, and it will be conducted by Admiral Amberry's Board of Inspection.

The practice vessel now building at Elizabethport, N. J., for the use of the naval cadets is as yet without a name, although rapidly approaching completion. Some naval officers have suggested that she should be named the George Bancroft, as a fitting tribute to the memory of the great historian who was the founder of the Naval Academy.

LAST DAYS OF MRS. LYNCH'S GREAT SALE, CORNER BROADWAY AND 22D ST.

REMAINDER OF STOCK AT ONE-THIRD COST. DIAMONDS, WATCHES, JEWELRY, SILVERWARE, CHINA, AND NOVELTIES FROM ALL OVER THE WORLD.

DIAMOND RINGS, FROM $7.00.

DIAMOND EARRINGS, FROM $15.00.

DIAMOND BROOCHES, FROM $10.00.

DIAMOND BRACELETS, FROM $20.00.

DIAMOND NECKLACES, FROM $50.00.

SOLID GOLD WATCHES, STEM WINDING, FULL JEWELLED, RELIABLE TIMEKEEPERS, AS LOW AS $10.25.

SOLID SILVER WATCHES, HANDSOME AND RELIABLE, FROM $3.25.

FRENCH CLOCKS IN ARTISTIC DESIGNS, FROM $7.00.

SILVERWARE OF FINE QUALITY AS LOW AS $1.50 PER OUNCE.

ROYAL DRESDEN CHINA CUPS AND SAUCERS AS LOW AS 25c.

AND ALL REMAINING STOCK IN PROPORTION. WE OPEN OUR

NEW STORE, COR. UNION SQUARE AND 14TH ST., WEST, NEXT WEEK.

MRS. T. LYNCH, BROADWAY, CORNER 22D ST.

HARVARD HAS SOME GOOD WHEELMEN.

A Lot of Cracks Go to Cambridge, but Come Home Worsted.

CAMBRIDGE, May 23.—The New York bicycle riders are speedy, but they cannot touch Harvard's champion, P. H. Davis. The crack riders of the two cities were matched to-day in the second annual games of the Harvard University Cycling Association, and some pretty races resulted. Davis gave them all the satisfaction they wanted and succeeded in leaving them behind in the two races.

The silver cup was won by Harvard with a score of eighteen points, the New York Athletic Club second with twelve points, and the Highland Bicycle Club took third place with eleven points.

In the first event the New York riders were easy winners. Davis was not a competitor. The race was for ordinary bicycles from the scratch, distance one mile. In the first heat the starters were: W. A. M. Scott, Sydenham A. A.; H. B. Hallock, Amherst A. A.; T. L. Connolly and A. A. Zimmerman, N. Y. A. C. Scott finished first in 3 minutes 1-5 second, with Zimmerman second and Hallock third.

The second heat had as starters W. F. Murphy, N. Y. A. C.; E. J. Clark and James Clark, Crescent B. C.; H. G. Andrews, Norfolk Wheelmen, and G. F. Taylor, Harvard. E. J. Clark led the procession for two laps, and then James Clark won, with Murphy second. The last heat was exciting. Murphy took the heat in 2 minutes 51⅘ seconds, with James Clark second, and E. J. Clark third.

Quite a time was expected in the final heat, but the riders loafed for two laps, saving themselves for the finish. Taylor was allowed to ride in the final, because he would unquestionably have finished first or second had he not fallen. The last lap was a corker. Murphy and Scott had a hard tussle for the lead, and Zimmerman and Taylor were pressing close behind. Murphy finally won, with Zimmerman lapping his wheel. Taylor was a close third. The winner's time was 3 minutes 39⅘ seconds.

The second event was for safety machines with solid tire: distance, one mile. None of the New York men started. The racers were: J. S. Cartwright and H. C. Tyler, Highland B. C.; F. J. Olmstead, Jr., and F. S. Pratt, Harvard. Tyler showed unexpected speed, and, although hard pressed by Pratt, finished a win 2 minutes 55 8-5 seconds, with Pratt less than a foot behind.

The first tied-hot contest was the one mile race with safety, pneumatic machines. It was really a race between Howard's champion, R. H. Davis, and W. K. Murphy, N. Y. A. C. Davis and Murphy kept close together throughout the race. At the finish Davis won by about two inches. The last quarter was covered in 37 seconds.

The one-mile scratch race on ordinary bicycles, for intercollegiate riders, had as starters F. De F. Townsend and A. A. Brown, Phillips Andover; T. R. Kimball and C. S. Pierce, Roxbury Latin School, and F. Ourish, Dorchester High School. Kimball won in 3 minutes 7⅘ seconds.

The half-mile open handicap race was run in two heats. Zimmerman of the New York Athletic Club was the scratch man. Connolly won in 1 minute 21 seconds, with Hawes second. In the second heat James Clark, Crescent B. C., with 50 yards start, won in 1 minute 19⅘ seconds, with E. J. Clark, 75 yards, second. The final heat went to Harvard. Time, 1 minute 18⅘ seconds. E. J. Clark second.

The one mile class race, safety, was contested by R. M. Simpson, '93; Harold Hutchinson, '93; R. MacAllister, '94, and C. T. Killer, '94. MacAllister won in 3 minutes 14 seconds, Killer second.

The last event was the one mile open handicap race for safety machines. Rich was the scratch man. R. H. Davis had 30 yards' start; F. S. Pratt, 60 yards; J. T. Bache, 70 yards; F. L. Olmsted, Jr., 120 yards; H. C. Tyler, 140 yards; B. S. Cartwright and Daniel Connolly each 175 yards. Tyler, who was unknown to the official handicapper, won easily. Time, 2 minutes 34 2-5 seconds.

Rich and Davis had a great struggle for second place. The two great riders tore down the last stretch neck and neck, Davis made a mighty spurt just before reaching the line, and secured the place by about two inches.

Vigilantes Mistake Each Other for Marauders.

DUNNING, Neb., May 23.—While a party of vigilantes who had just captured a cattle thief named McAlvey near here were bringing the prisoner to town last night they met another posse of vigilantes. The night was dark, and each party mistook the other for thieves. Fire was opened on both sides, and, before the mistake was discovered, Judge Aikens, Treasurer of the county, and McAlvey, the cattle thief, who was in his care, were killed.

Princeton Students Handle the Gun.

PRINCETON, May 23.—A sharp contest came off here this afternoon between the Princeton and Kingston gun clubs. The college boys won by 51 birds to Kingston's 76.

THE TUGERE PIRATES.

Mysterious Strangers who are Terrorizing the Southwest Coast of New Guinea.

Sir William McGregor, the British Administrator of British New Guinea, has been making some interesting explorations of the islands and rivers of New Guinea in the western part of the British possessions. During his wanderings he heard a good deal and saw something of the Tugere pirates, of whom almost nothing is known, though for some years they have terrorized the southwest coast of the great island, which they invaded from the north, coming from no one seemed to know where.

It is supposed that they come from Dutch New Guinea. It is certain that they are warlike and numerous, and that they come round the coast from the west in large canoes, without outriggers, before the northwest wind, and return with the advent of the southeast. It is also certain that they are more than a match for the native tribes in the British possessions. Sir William found the whole coast, including the Queensland islands of Saibai, Dauan, and Boigu in a state of terror. Many of the coast communities had broken up and wandered away into the forest to wait for the arrival of the southeast wind and the departure of the Tugere. Last season they went as far as Kadawa, and killed there a European named Martin. The last year's camp of the pirates was seen about a mile up the Kawn Kussa River. It is not easy to form an estimate as to the number of fighting men they can muster, but Capt. Strachan was attacked by at least 1,000 of them on the Maikussa River, and he and his men, firing on them with Winchester rifles at 150 yards to 200 yards, failed to intimidate them, and had to abandon their vessel. "It is perfectly clear," says Sir William McGregor, "that the tribes of this part of the possession can never settle down until they are relieved from this terror. Many of the tribes seem to have been completely broken up by the Tugere, and they must be dealt with to prevent this part of the country becoming a complete desert.

"As a body of men the Tugere are as fine as any tribe met with in British New Guinea. In one tribe on the Upper Fly River there are men as muscular and equally capable in appearance; but those of the Tugere met with are probably the best men of the tribe. Many of them are of a light brown color. They are armed exclusively with bows and arrows. They propelled their canoes—clumsy in build, 35 to 40 feet long, and without outriggers—by means of poles made of the midrib of the sago palm leaf. We saw no paddles in use. They wear the hair, which is frizzled, plaited into a great number of small cords, with a kind of ledge; each cord falls down onto the neck, and at the lower extremity the ledge is wound round to form at the end of each plait a little ball of about the size of a loquat, so that at a few yards' distance each man looks as if he carried on the sides and back of the neck a bunch of grapes, so large and heavy that it is difficult to turn the head. The forehead is high and well formed, the eyes of a hazel color. In the ears are large rings of the wire feathers from the wing of the cassowary. The alimnasi are profusely ornamented. A hole is made in each from above downward into the nostril, and into these holes are put bamboos, bone, &c., the lower end coming out at the nostril, so that the bamboo, &c., is thus fixed in a perpendicular position.

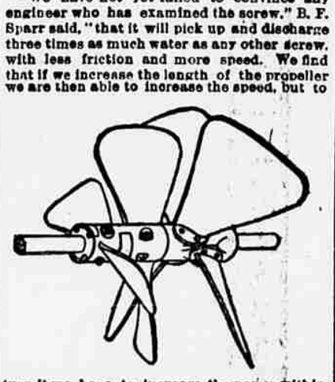
"One man wore in this way in his nose two legs bones of a pig, each one fully three-fourths of an inch in diameter, and about seven inches long; the upper ends reached nearly to the bridge of the nose, and the lower parts lay in front of the mouth, and the ends were below the level of the chin. Some wore bamboos of similar proportions, others bamboos an inch in diameter in each side and about two inches long. Some again had cassowary claws stuck into these holes, with the points directed toward the eye. In many between the holes for the reception of this nasal jewelry there are on each side of the ridge of the nose a perpendicular slit about one-half inch long. Many wore braids. Round the neck were suspended sometimes half a dozen pigtails, certain parts of men (probably of those killed by the wearer), dried and tanned, or perhaps several strings of dogs' or wallabys' teeth. On the breast were cross-belts of fibre and Job's tears, and round the waist were generally two girdles, one fastened with a shell as a sort of button. Some wore a pubic shell, but most had no such covering. On the arms and legs were rings of plaited cane or matwork. They do not tattoo."

AN EIGHT-BLADED SCREW.

That Two Young Inventors are Experimenting with for Increasing Speed.

A new screw, for which a boat is now building, is the invention of B. F. and M. F. Sparr, neither of whom is more than 30 years of age. The model of the screw, with a diameter of six inches, is now in use in a tank in Jersey City. The blades vary in length and are spaced on a spiral line, but all have the same pitch.

"We have not yet failed to convince any engineer who has examined the screw," B. F. Sparr said, "that it will pick up and discharge three times as much water as any other screw, with less friction and more speed. We find that if we increase the length of the propeller we are then able to increase the speed, but to



turn it we have to increase the power within the hull in the same ratio, which we cannot do on account of the increased weight and draught, which in turn mean more square feet of wetted surface thus causing extra resistance. Now, here is where we claim to have solved the entire problem. We find by taking the solid flange and dividing it into three blades of a certain width with a space between them, all being on the same pitch, we have a propeller holding the required amount of water and turning at a sufficient speed to equalize the resistance of the wetted surface of the hull to the water when the speed is thirty miles an hour. Our screw forces a steady stream of water along the shaft out from the end of the boat, and thus in a measure will overcome back water and suction by forcing a solid volume of water at an increased speed against it, thus doing away with the dead water about the hub of shaft, one of the greatest drawbacks about the present screw. The boat we are building for our trial trip is to be 60 feet long on the load water line, 8 feet 9 inches beam, and 3 feet 3 inches draught. We expect her to develop a speed of 30 miles the first hour she moves out from her moorings."

Harvard Beats Haverford at Cricket.

CAMBRIDGE, May 23.—Harvard's cricket players won a signal victory from the Haverford College team to-day. The score was 127 to 81. The Harvard representatives took their first turn at the bat, and all the players showed up in fine form. S. Skinner made a brilliant record. The Haverfords were surprisingly weak at the bat. Their defeat was due to their inability to bat. In their first inning they scored but 37 runs. The Harvard team is the strongest the university has ever had. The following is the score.

HAVERFORD COLLEGE.

First Inning.		*Second Inning.*	
West, b. Garrett	0	b. G. Skinner	8
Jenks, b. C. Skinner	0	c. G. Skinner, b. C. Skinner	2
Muir not out	22	c. Griswold, b. C. Skinner	11
Thomas, b. C. Skinner	1	b. C. Skinner	3
Knife c. Garrett, b. Garrett	0	c. Parker, b. Garrett	6
Hoag, b. Garrett	0	b. C. Skinner	0
Handy, l. b. w., b. C. Skinner	0	Not out	6
Whitall, c. Garrett, b. Garrett	7	c. Sullivan, b. Garrett	0
Blair, c. Davis, b. Garrett	0	b. C. Skinner	4
Roberts, b. Garrett	0	b. C. Skinner	0
Morris, run out	0	c. C. Skinner, b. Sullivan	2
Byes	4	Byes	9
Total	36	Total	47

HARVARD.

Parker b. Knife	2
S. Skinner, run out	27
Garrett b. Knife	4
Quimby, c. Morris, b. Muir	18
Sullivan, run out	11
C. Skinner, c. Thomas, b. Muir	11
Weld, c. Hoag, b. Muir	2
Griswold, c. Jenks, b. Muir	3
Davis, c. Morris, b. Knife	0
MacVeagh not out	23
Hawes, c. Blair, b. Muir	15
Byes, 5; leg byes, 3; wides, 3	11
Total	127

Some Big Shooting Events.

Shooting events that will be largely patronized by the Eastern trap shots are now coming along in quick succession. Beginning on Tuesday and continuing for five days is the annual tournament of the Newark Gun Club, at Erb's Shooting Park, at Frankford, Pa., on May 26, 27, and 28, the second annual meeting under the management of William Weistencroft, who takes place. At Saratoga, on June 2 to 5, the Saratoga Gun Club will hold the longest tournament of the season. Something like $3,000 in cash will be put up, and every event is for a guaranteed amount. This meeting will be held under the supervision of the Inter-State Manufacturers' and Dealers' Association.

The thirty-third annual meeting of the New York State Sportsmen's Association will be held at Rome on June 15 to 18, and promises to outdo all former efforts.

A. A. Vantine & Co., 877, 879 Broadway.

Largest Sale OF BASKETS We Have Ever Offered. OVER 100,000, AT LESS THAN Half Value.

Useful Goods, Either in Your City Residences or Summer Homes.

1,200 CLOTHES HAMPERS AT $1.00, $1.25, $1.50, $2.00 and $2.50, VALUE THREE TIMES THE ABOVE.

2,000 WASTE BASKETS At 25c., 30c., 35c.; Value 75c.

THOUSANDS OF WORK BASKETS, 10c.; Value 25c.

THOUSANDS, 25c.; Value 50c., 75c.

THOUSANDS, 50c.; Value $1.00 and $1.50.

ALSO 8,000 Slightly damaged and imperfect pieces of Bric-a-Brac, Vases, Jars, Umbrella Stands, etc., Large and Small Pieces, the accumulation of the past few months, marked to Very Low Prices.

NO APPOINTMENTS YET.

The New York Democracy Likely to Get Another Commissionership.

Mayor Grant left his office early yesterday afternoon without having made any of the expected appointments. He told a reporter of THE SUN in the morning that he had no intention of making the appointments just yet. It is generally conceded that the delay is caused by the inability of the big Tammany men to agree upon a man to succeed Fire Commissioner Eickhoff. The opposition to John J. Scannell is certainly bitter, and the prospects of his getting the place are not considered to be especially bright. A politician who should know just what the situation is consented to say this much:

"Scannell wants the Fire Commissionership, or at least he wants the refusal of it. It is not certain, by any means, that he would accept it. He is not on bad terms with Mayor Grant, and he might hesitate to take any place that would lay the Mayor open to harsh criticism. There is positively no trouble between the Mayor and Mr. Croker, and the appointments that are to be made will be satisfactory to both of them. The delay in making the appointments is not the result, I believe, of any difficulty in agreeing upon men for the places. It is more a question of recognizing in some suitable manner the New York Democracy. Police Commissioner Voorhis and Mr. Crocker are steadfast friends, and the latter is desirous of showing in some substantial way his appreciation of the work of the New York Democracy last fall. The visits of Mr. Croker and W. Bourke Cockran at Police Headquarters were not for the purpose of conferring with Police Commissioner Martin, but in order to talk over the situation with Commissioner Voorhis, the founder of the New York Democracy. It is reported that Mr. Voorhis and Mayor Grant had a talk in the latter's office a few day's ago. I do not doubt the truth of this, for it substantiates what I believe to be a fact that one of the places shortly to be filled is to go to the New York Democracy. I have reason to believe that the situation is this. If the New York Democracy selects a good man for the Dock Commissionership the man will be appointed by the Mayor, Mayor. I believe ex-Assemblyman John Martin, the Chairman of the New York Democracy's County Committee, has had an offer of this place. Tax Assessor Glion has also been mentioned for the place."

Elysee Reclus in This Country.

The French geographer, Elysée Reclus, recently arrived in this country. His last work, the Nouvelle Géographie Universelle, is nearing its completion, and its author has come to this country to collect material for that portion of his encyclopædic work which relates to the United States. While in America he will collect a great deal of data for a volume to be largely devoted to the geography and people of this country.

Reclus is without doubt one of the most interesting, as he certainly is the most voluminous, geographical writer of the age. In the progress of his present work, which has occupied him most of the time for the past fifteen years, he has sometimes turned out nearly two large volumes a year. The rapidity with which he works is remarkable, and yet he is one of the most accurate writers on geographical topics. Like Mr. Bancroft, our historian of the Pacific coast, he works surrounded by secretaries who thoroughly understand his methods, and whom he can trust to pursue investigations the results of which he incorporates in his pages.

Reclus does not reside in France. His pronounced socialistic tendencies and the vigor with which he uses his pen to advance his ideas on governmental and social topics, have not made him popular with the rulers of France. He is in fact an exile. Though all his work is published by one of the leading French houses his present home is in Switzerland.

A Distinguished Tennis Party on Staten Island.

The grounds of the North Shore Tennis Club of Livingston, Staten Island, presented an unusually attractive appearance yesterday afternoon. The exterior of the club house was tastefully decorated with many colored spring flowers. The finely prepared turf was alive with athletic young women and men engaged in tennis, while many representative people of Staten Island watched them from the piazza of the club house.

The eight courts of the club are worthy of special mention. They are as true as a billiard table, and the grass as thick as velvet. Although they are never changed throughout the season the grass is not worn off in any place. The club has 140 members, including quite a number of ladies. The Entertainment Committee who managed the opening consisted of Mrs. O. D. Wilcox, Mrs. R. C. Webster, Mrs. G. F. Crooks, Mrs. F. A. Boyd, and Mrs. H. T. Knowlton.

Among those who played yesterday were Miss Gertrude Williams, the famous lady player who once held the Orange Challenge Cup; Miss Nellie Janssen, Mrs. S. G. Butler, Henry F. King, F. G. Barton, F. W. Corse of Staten Island, and John Craik of England. Among those present were Miss Mollie Torbett of San Francisco, Mrs. James Fearon of New York, Mrs. F. H. Bagley, Mrs. George Sonner, Mrs. Melville Ide, Edward Sonner, Mrs. R. M. Dunn, Miss Mary Stone, Miss Tompkins of Staten Island, Miss Davidson of this city, George William Curtis, W. G. Wilcox, and Mr. R. M. Dunn.

MISMANAGED RUSSIAN RAILWAYS.

An Amazing Lot of Abuses, According to an Expert's Report.

A book full of the most sensational revelations of the condition of the Russian railways has just been published in Russia by L. Kotlubai, a Russian railway expert. It contains a careful statement of facts, heretofore suppressed, concerning the criminal mismanagement of the great Russian lines, and abounds in proofs of amazing maladministration, often unique to the point of ludicrousness.

M. Kotlubai first warns foreigners who have travelled only first-class in Russia that they must draw no conclusions as to the railway system there from their own experiences, as the most erring abuses can be observed only by second and third class passengers and by shippers of freight. The devices of employees for swindling the management are legion. The ticket agents, in collusion with the guards, often stamp the tickets so indistinctly that they may be used by the holders for repeated trips. Many agents make a business of counterfeiting tickets and selling them at reduced prices. Experienced second and third class passengers oftener than not board trains without having bought tickets and "fix" the guards with small tips. In the third-class carriages such "blind" passengers not seldom constitute two-thirds of the whole load. If an inspector suddenly appears at a station false tickets are hastily distributed among the deadheads only to be collected as soon as the inspector disappears. In case there is no opportunity for this the passengers without tickets are warned merely, and are then stowed away under seats and behind boxes in freight or baggage cars.

M. Kotlubai relates a recent experience of an inspector on a line entering Moscow. He found a passenger car apparently empty. Only two legs sticking from under a seat gave evidence of the existence of a delusion. The inspector pulled at the legs till he had a monk out on the floor. The old fellow was white and trembling, although in his right hand he held fast his railway ticket. In surprise, the inspector asked him why, when he had a ticket, he had crawled under the seat. The monk blubbered out that he had never been on a railway train before, and when he saw every one else crawl under the seats he crawled under too, thinking that a smash up was coming. After this hint the inspector examined the car, and found deadhead passengers packed like herring beneath every seat.

Occasionally professional swindlers take advantage of these known abuses to attire themselves like inspectors, and board the way trains which do the largest deadhead business. They collect the fares from the "blind" passengers, add to them fines, and make off at the next station with their booty. Last year, M. Kotlubai says, ten conspiracies, based on such practices as have been described, were discovered by the management of the Nicolai line, and were exposed in court.

An almost adequate reason for such dishonesty on the part of officials of the passenger as well as the freight traffic, M. Kotlubai finds in the wretchedness of their compensation. The railway companies pay their men so poorly that the men must steal to live. The head conductor, found on every train, receives but $27 to $32 monthly, and his subordinates considerably less. The general manager, always a man with a "pull," to be sure, gets usually some $1,100 a month, and the head of the freight department, the next official in rank, receives about $500 a month. The salaries of the station men, however, are cut down to make up for the expense of these fat berths, so that $21 monthly is a prize, and $2 weekly is the lot of many.

Despite the lowness of the compensation, almost constant presence at his post is required of everyone. One man does the duties for which three are hired in other countries, and is so pressed with work that in twenty-four hours he gets but five or six hours to himself. The strain of overwork and sleepless nights is so great that most officials are unable to discharge their duties properly. Thus, although on all the larger lines electric signals have been introduced, all the usual precautions of other continental and of American railways are lacking. The weary station men neglect to set the signals, and the engineers, who know that no reliance is to be placed on the usual signs, run their trains according to the dictates of experience and their confidence in good fortune. Too much, however, cannot be said in praise of the speed from the judgment of the engineers, as they, too, are terribly worn by overwork. Although by law twelve hours' rest in every twenty-four is stipulated for them, they never get it, for the cleaning of their engines and other work supposed to be done by extra men are required of them.

Right here M. Kotlubai throws a little side light on the availability of the strategical Russian railways in case of war. During the last Turko-Russian war engineers and firemen were forced to sleep on their locomotives at odd moments, so inadequate was their number to the demands of the service, and switchmen were compelled to be on duty 26, 28, and 30 hours in succession. Such inhuman overtaxing of the strength of the men could result only in the most defective and perilously careless service, with more accidents and greater loss of life than any other country in the world. The railway disasters in Russia, however, are so painstakingly hushed up, M. Kotlubai says, that only men in the inner circles of higher railway management can form any correct idea of their prevalence.

Of all-around rascality of railway officials M. Kotlubai gives enough illustrations to fill a page of THE SUN. All repairs at way stations are charged up double, and the profits are divided, they were officials and the mechanics. The pay roll of the snow shovellers is half filled with the names of dummies. Every freight agent is the creature of some shipper, for whom he swindles the company by making false entries in his books and packing goods in all sorts of irregular ways. Third-class passengers are often kept cramping and half starving in the fields around a station, while the accommodations intended for them are used for the private gain of the officials.

Any one demanding the right to enter a complaint in the complaint book receives a greased pen to do it with, and when he makes a blot is fined for disfiguring the records. Repeated efforts have been made by the companies and the Government to correct some of all these evils, M. Kotlubai says, but the official anarchy and corruption have so possessed the whole railway system that investigation has been crushed by the enormousness of the task.

Caterpillars Delay Railroad Trains.

MANKATO, Minn., May 23.—All the trains on the Milwaukee road this morning were delayed at a point seven miles out of this city by millions of caterpillars which had crawled upon the rails to sun themselves. Sand boxes were soon exhausted, and two locomotives were finally sufficient to move the train. The morning freight was an hour and ten minutes in going two miles.

The List of Referees.

These referees were appointed in cases in the State courts in this city last week:

SUPREME COURT.

By Judge Ingraham.

Cases.	*Referees.*
Saulpaugh agt. Saulpaugh	D. G. Rollins.
Matter of Wilson	F. H. Morgan.
Simm agt. Winter	J. Newland Shepard.
Speer agt. Hamilton	W. T. McMahon.
Zimmerman agt. Fourgeassen	M. S. Burrill.
Matter of Wills	F. L. Wilson.
Trimble agt. Leurith	R. C. Perkins.
Lester agt. Spear	W. P. Chambers.
Spinnerx agt. Monnelis	L. S. Cove.
Matter of Myers sanitary Depot	George H. Smith.
Sanders agt. Schlosser	M. T. McMahon.
Matter of Van Dyke	F. J. Fuller.
Allison agt. Allison	E. H. Snyder.
Matter of McBride	Wilbur Larremore.
Laufer agt. Loughran	W. H. Willis.
Matter of Lutz	W. H. De Lacey.
Matter of Union Bank	John A. Deady.
Price agt. Falzer	M. J. Langan.
De Graw agt. Steammer	Paul C. Tucker.
Morris agt. Phillips	H. W. Sackett.
Field agt. Lowe	George U. Try.
Matter of Wilson	E. T. Oldham.

By Judge Lawrence.

Morris agt. Ward	James H. Fay.
Matter of McMahn	James J. Neslis.
German savings Bank agt. Theiss	M. T. McMahon.
Grute agt. Tullis	Charles W. West.

By Judge Patterson.

Flammer agt. Dampf	William Irwin.

SUPERIOR COURT.

By Chief Judge Sedgwick.

Martin agt. Johnston	Hamilton Odell.
Culbert agt. Culbert	Bischoff.
Stichbart agt. Cogghall	William A. Winterton.

By Judge Truax.

Green agt. O'Shaughnessy	F. R. Coudert.
Sparks agt. N. Y. Elevated R. R.	William M. Hoes.
Irving agt. Same	William M. Hoes.

COMMON PLEAS

By Chief Judge Daly.

Stemme agt. Andrews	John M. Coman.
Well agt. Enrich	C. H. McClelland.
Matter of Scott	Thomas K. Odell.
Johnson agt. Marten	Hamilton Odell.
Osborne agt. Van Brunt	S. H. Olin.
Mason agt. Lester	H. A. Robinson.

By Judge Bookstaver.

Ross agt. Bessell	H. A. Robinson.

By Judge Allen.

Matter of Gallandet	S. B. Brownell.

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One of the Desperadoes of the Shawangunk Mountains Held.

KINGSTON, May 23.—W. A. Davis, a millstone manufacturer of the town of Rochester, this county, has been placed in jail here to await the action of the Grand Jury. He is charged with having forged the names of many of the principal business men in the neighborhood of his home to notes aggregating upwards of $300,000. It is believed that his forgeries will reach a far larger sum. Several of the banks of this city, Ellenville, and Middletown are victims. Davis belongs to a highly respectable family, and his father is in well-to-do circumstances.

The prisoner belongs to one of the worst gangs that ever infested the Shawangunk Mountains, and which for twenty years has been a terror to the inhabitants of the Bonduout valley. He is a man of fine and powerful physique, being six feet four inches in height, and weighing 250 pounds. He has served several times in the county jail. Whenever he was wanted for a crime it has been almost impossible to arrest him, as he always resisted with all the impetuosity of the Western desperado of which he is typical representative. In the present instance his house on the Shawangunk mountains was surrounded, and three well-armed constables went upon him without warning. When taken before the Justice at Ellenville, and was held to await the action of the Grand Jury