THE NEEDS OF OUR NAVY.

NAVAL ARCHITECTS DISCUSS THE MODERN WAR SHIP.

Lieut. Niblack Reads an Interesting Paper on the Tactical Considerations Involved in Designing a Man-of-War—The Craze for Excessive Speed, He Says, Is Ruinous to Real Efficiency—The Banquet.

When President Clement A. Griscom, at 4 o'clock yesterday afternoon, declared the third general meeting of the Society of Naval Architects and Marine Engineers adjourned without date, the opinion generally expressed among the members was that it had been the most profitable session in the society's history. There was an unusually large attendance yesterday, due to the desire of the members to hear the reading of the first paper of the morning, "Tactical Considerations Involved in War Ship Design," by Lieut. Albert P. Niblack, U. S. N. Lieut. Niblack was once private secretary to Admiral Walker, when the latter was in command of the North Atlantic squadron, and later he was attached to the same squadron as Flag Lieutenant under Admiral Meade. The paper was a comprehensive plea for the building of ships to suit tactics essential to victory in modern naval warfare, instead of following the present plan of arranging the tactics to suit the ship. The paper dealt with conditions that may confront our navy in actual warfare and set the naval architects to thinking.

"The four things," said Lieut. Niblack, "which it is sought to control from the conning tower are (1) the speed, (2) the course, (3) the gun fire, and (4) the torpedo fire. The things which ought to be known at all times in the conning tower, or obtainable from the conning tower by direct communication, are (1) the helm angle, (2) the revolutions of the engines, (3) the range of the enemy, (4) the distance and bearing of the guide in squadron, (5) the readiness of each division of the battery to fire, (6) the readiness of each torpedo tube to fire, (7) the intactness of the hull, and (8) the heeling of the ship. The instruments or methods which enable the Captain to so control or to keep him so informed may be classified as either automatic or controllable. Water alarms, fire alarms, rudder, revolution, and heeling indicators are usually automatic, and the others are usually controllable. Whether they are operated by electricity, by gearing, or by pneumatics is simply a question of experience as to efficiency of the different methods.

"It would seem, for instance, that voice pipes are more or less of a failure. For one thing, they have considerable weight and weaken the bulkheads of the water-tight subdivisions through which they have to pass. The usual indictment against them is that the voice gets confused and drowned among the several pipes, especially if the wind is blowing. Imaginatively we may say that, with the battery firing, with machinery vibrating, and with the rattle of small-arm ammunition on the conning tower, the noise is destructive of any audible methods of communication; but while these objections apply also to the telephone, yet it is in a less degree, and telephones seem to be growing in favor. In the matter of weights, the saving is considerable. For instance, the voice pipes on the armored cruiser New York weigh 3½ tons. No matter what methods of voice-carrying are installed permanently, there should be in the conning tower, in action, some five or more complete field-telephone sets, with small wire reels and buzzer attachments, to send over all to the engine room, steering-engine room, torpedo rooms, or elsewhere, in case the regular channels are interrupted. With these it is possible to resume any interrupted line of communication. But all alarm or call bells should have a dial and pointer to call attention, as certain visible methods are necessary as adjuncts. Capt. McGiffin, late of the Chinese navy, says that, in a modern action, a commanding officer, after a few moments, is half blind and totally deaf.

"The commanding officer, being able to communicate with those under him on board ship through the ample facilities provided, must also have every available means for keeping in touch with his commander-in-chief. Ignoring at present all considerations other than simply the code and methods of signalling, our navy will be seen to be very well provided for. We have two codes, the numeral code of flags and a signal code proper. In flags we accomplish everything with 29 (not counting the church pennant or the distinguishing flags of ships, divisions, or squadrons). In battle we have restricted ourselves to the simple colors of maximum visibility and contrast, viz., yellow, blue, red, and white. In the regular code we have 30 characters representing the letters of the alphabet, and secondarily, all the numerals. With this code of thirty characters we can transmit any message by the wigwag (hand flag or torch), by the flash lantern, or searchlight; by collapsing shapes; by the fog whistle, drum, bell, gong, bugle, or siren, and by four lamp hoists of red and white electric lights. We can transmit the numeral code by all these means, by gun-fire, and by red and green pyrotechnic stars projected 400 feet in the air from a pistol. We have not as yet developed the semaphore, but we should, and as yet, collapsing shapes are in the experimental stage, as are also fixed shapes for distant signaling.

"In simplicity we have the advantage over the navies of the world. In day signalling we have sacrificed somewhat rapidity to simplicity, but in night signalling we distinctly excel. This is not said boastingly. No method of signalling is, *per se*, the best. The squadron which has all the methods has the advantage. When there is need to signal in battle, the need is pressing. Of course it is sought in all battle tactics to reduce the necessity of signalling to the minimum; but through the shifting conditions of smoke, noise, wind, distance, and accident to various methods, the resources for making the few simple battle signals should be all that modern ingenuity can devise. Battle tactics is not an idle term. If ships are not mutually supporting, an action is necessarily a mêlée. To prevent a mêlée signalling is necessary, and, while the science of naval tactics is not fully developed, the necessity for waking up to its possibilities is now being fully realized. In our navy, the signal yards provided for flag hoists are inadequate. Look at any foreign man-of-war and see the spread of signal yards and their number. We seem to think it only necessary to fit a monkey yard anywhere aloft when the ship goes into commission, and one mast is considered ample in such a fine battle ship as the Indiana, where practical conditions demand two. Signal yards should be high enough to give drift for at least five-flag hoists. I, for one, do not believe that flags will ever go out of date, even if ships are perfected, as all methods of signalling are important.

"Modern conditions require armored steel towers for which weights and metacentric height should be allowed at the expense of reducing anything else—armor, coal, battery, draught, or what not. These signal towers represent view of the enemy, elevated gun platforms, stations for range finders and sharpshooters, and keeping in touch with consorts by means of signals. Look at French battle ships and then at our own attempts in this direction. To show that we do not give due weight to tactical considerations, let me ask, Where is the Admiral's place in action in any vessel afloat or designed? What protection have he and his signal staff? We recognize the importance of an armored conning tower for the commanding officer. We know that the tube leading from the conning tower to the protective deck, carrying as it does the various methods of interior communication, is a vital thing, and we protect it with armor just as nature provides protection to the spinal cords by means of vertebræ. On the Captain rests the responsibility for the course and position of the ship; for the danger to consorts from injudicious firing of guns or torpedoes; for the ramming by an enemy or of an enemy; for the continuity of purpose in the action; and for intelligently carrying out the plans on which success depends. If he is killed, the same responsibility in a greater degree rests on his successor, because he takes hold at a disadvantage. Everything should be done to satisfy the Captain's needs in fighting a modern ship. The adequate protection given him in the conning tower should, for military and hence tactical reasons, be supplemented by several other armored stations. The executive officer should alternate with him, but they should never both be together under the same protection. The executive and navigator, both looking for signals, watching the progress of the engagement, seeing that the ship keeps her position, observing the fall of shots, should assist the Captain in keeping posted on events not clearly visible to any one man.

"These considerations call for protected stations out at the ship's side on either side and in plain view of the conning tower. The protected station for the Admiral should be in the forward or after armored signal tower, at a height sufficient to command a view unobstructed by the superstructure, turrets, or barbettes. Here the facilities for signalling would be great, and every means should be provided. As an instance of one agency not heretofore mentioned, there should be a steam whistle high up in the tower, with a cone reflector to throw the sound in any given direction. While this may not always be heard, it offers an additional means of signalling, and all are important.

"Military necessity places great power in the hands of a commander. In time of peace we may be apt to lose sight of its purpose, but history illustrates it, war emphasizes it, tactics demand it. Protection to an Admiral or to a commanding officer is a vital military question, and the providing of them both with facilities for doing the great work imposed upon them and for executing the trust placed so largely in their hands is of quite as much importance as questions of speed, of guns, and of armor.

"The relation of the tactical qualities of each ship designed to those both building and built should be carefully considered. It is of more importance that the units of a fleet and vessels of each class should have identical turning powers and speeds than that they should be perfectly up to duties in every detail. Each member of a fleet, if weak in any particular, scales down the whole fleet to its capabilities. 'Standard' helms, &c., are not the average, as we see by such tactical axioms as 'the speed of a squadron is that of its slowest ship.' The homogeneous squadron is tactically the most effective. Steam power permits of massed formations if the units can manœuvre adroitly together, and it is in this that modern tactics differ from tactics of the sailing ship days. But there are other advantages to be gained by making ships identical in plan. These are: (1) Economy in building. (2) Rapidity in construction. (3) Ability to standardize all fittings. (4) Familiarity of officers and men with all vessels of a type after learning to handle one. (5) Parts are interchangeable, supply ships can carry spare parts, and repairs are more quickly made.

"The relation of each ship planned to those building and built is tactically the important consideration. What protected cruisers we have built were educational, but we do not need any more. Gunboats serve all the purposes in time of peace. The building programme should now be battle ships, coast defenders, armored cruisers, torpedo boats, and armed merchant vessels for cruisers and scouts. The development of an improved St. Louis type is now in order. Armored protection to the engines and boilers should be provided at the expense of the Government, even at the cost of half a million dollars, making them really "protected" cruisers. While vessels like the Columbia and Minneapolis are so expensive to keep up in time of peace, the merchant ship of the same type is paying dividends.

"The practice of putting converging screw shafts in vessels is tactically indefensible, although required by the fineness of the lines in order to get the phenomenal speed insisted on as a *sine qua non* in all our cruisers. It practically nullifies the advantages in turning which twin screws ought to give. There is no denying the advantages, tactically and strategically, to be derived from speed in the scout and lightly protected cruiser class, but, in other ships, just as the coal consumption, horse power, and weights increase enormously for each fraction of a knot gained, so do proportionate sacrifices, offensively, defensively, and tactically, have to be made. This craze for excessive speed is illogical and ruinous to real efficiency. An assured sea speed, the utmost obtainable under service conditions, is desirable for scouts. For cruisers 18 knots is ample, and for battle ships 15, or, better, 14 knots is all that is demanded tactically and strategically.

"If fittings are standardized on board ships of the same type, an immense strategic advantage is obtained. It is possible to carry spare parts for nearly everything; and for coaling ship, with coal-bunker plates and coaling chutes of the standard size, the problem is a simple one. In time of war, the chances are nine out of ten that coaling over all will have to be resorted to, and the question of standard sizes of chutes, &c., is an important one, for colliers can carry them."

Lieut. Niblach's paper was discussed by Admiral Meade and Capt. Miller. Admiral Meade called attention to the importance of the statement in the paper that the Admiral's position in an engagement should be protected. "If an Admiral wants to get anything at all," said Admiral Meade, "he is worth protecting. If the Government is willing to put a man in such a position of trust it should not rob itself of his services by making his position in time of battle any more perilous than is absolutely necessary."

Capt. Miller devoted his remarks to signalling. He spoke of the necessity of a uniform code of signals for land and naval forces. He imagined the distribution of a fleet in Long Island Sound and a land force on Long Island. He said that at present there was no way for the fleet to communicate with the land forces by means of signals from the fleet.

Following Lieut. Niblach's paper, the Secretary, Lieut. Washington L. Capps, read a paper on "Recent Designs of Vessels in the United States Navy," written by Philip Hichborn, chief constructor in the navy and Vice-President of the society.

The other papers read at the morning session were those on "Engineering Research in the Navy," by Prof. William A. Aldrich of the University of West Virginia, and on "The Performance of the Twin-screw Steamer City of Lowell," by Prof. F. E. Denton of Stevens Institute of Technology. At the conclusion of Prof. Denton's paper, Admiral Meade, Chairman of the committee appointed on Thursday to draught a memorial to Congress, praying that Congress grant all possible support, financial and otherwise, to the American corporation which should undertake to complete the Nicaragua Canal, presented the committee's report. The report is as follows:

"The majority of the committee appointed to consider the propriety of presenting a memorial to Congress from this society, asking favorable action on the Nicaragua Canal project under the auspices of an American company, begs leave to report as follows: In the judgment of this committee, it would be proper to direct the President of this society to address such a memorial to the Congress of the United States in the name of the Society of Naval Architects and Marine Engineers, when the report of the Nicaragua Canal Commission appointed by the President of the United States is made public, provided that such report is favorable to the canal."

The report provoked the liveliest sort of discussion among the members of the society. Admiral Meade had no sooner moved its adoption than Commodore Charles Harding Loring, ex-Engineer-in-Chief, U. S. N., a member of the committee dissenting from the majority report, was on his feet. Commodore Loring said:

"I am not in favor of the report of the majority of the committee because I do not believe it is consistent with the objects of this society to meddle in such matters as this. This is a technical society, and its object, as stated in the constitution, is the promotion of the art of shipbuilding, commercial and naval. Those of us who do not favor the report do not of necessity set ourselves against the Nicaragua Canal. We may favor giving all possible encouragement to the project and yet disapprove of this society going before Congress with such a memorial."

Several of the members spoke in support of Commander Loring's views, and then the question was put to a vote and lost, the vote standing 27 to 14.

Adjournment was then taken for luncheon. In the afternoon the secretary read two papers, one on the "Ventilation of Ships," by F. B. Dowst, and the other by Albert W. Stohl, Naval Constructor, U. S. N., on "An Experimental Test of the Armored Side of the United States Ship Iowa."

The third annual dinner of the Society was held last evening in the Hotel Brunswick. Eighty-seven members were seated at the tables. Clement A. Griscom, the President of the society, was toastmaster, and after the toast to the President of the United States, which was drunk standing, he introduced Congressman-elect Amos J. Cummings, who spoke for the navy. In the course of Mr. Cummings's remarks he said:

"I see at the right of the Chairman an American, filled with the spirit of Americanism—a jingo, if you please, and may God grant that we may have more like him—Admiral Dick Meade! He is now on the retired list, but I hope soon to see him on the active list. He'll be wanted, and that in a very few years, and when he is wanted he'll be there."

After referring to Noah as the pioneer shipbuilder, Mr. Cummings said: "Noah was 600 years old when he built his first ship. If Cramp lives to be 600 years old, we'll have a ship worth talking about, and we won't have to put it in the Bible to recognize it either."

Admiral Meade spoke for the merchant marine, urging the building up of the nation's commercial power on the ocean. His closing sentence was: "Before I die I want to see the Yankee flag in every port where it was when I was a boy."

Commodore Sicard, Charles H. Loring, U. S. N., Stevenson Taylor, William H. Webb, and others spoke briefly, and all met an enthusiastic reception. Secretary Herbert and Assistant Secretary McAdoo sent telegrams of regret. Speechmaking lasted until well toward morning.

FOR THE NICARAGUA CANAL.

A Story that English Capital and Chicago Machinery Will Finish It.

CHICAGO, Nov. 8.—An afternoon newspaper publishes an article purporting to give facts regarding a deal to complete the construction of the Nicaragua Ship Canal with American and British capital as a private enterprise. The canal machinery in successful operation on the Chicago drainage channel is to be used.

With revised estimates of the cost of constructing the canal, based on the great saving through use of the improved excavating machinery owned by Chicago contractors and inventors, it is said the canal promoters went to London and laid their plans before the capitalists there. For months these financiers have been investigating the proposition, and the deal is on the verge of being made. The new figures call for the expenditure of between $70,000,000 and $85,000,000.

In substantiation of the truth of this statement it is asserted that engineers and other experts in the employ of the Nicaragua Ship Canal Construction Company, which has invested $3,000,000 in the Isthmus canal to date, have been on the line of the Chicago canal from here to Joliet for several months observing the ditch digging. When they returned to New York it is said the experts gave such an encouraging report of their examination that the prime movers in the canal enterprise, notably Warner Miller, President of the construction company, were induced to undertake at once the negotiation for the London deal.

The officers of the company expect there will be vigorous opposition on this side of the Atlantic, in the executive and legislative branches of the Government, when the fact becomes known that British capital is to be invested in the canal, but they do not apprehend serious complications from this source, and claim that as a purely private enterprise they have a perfect right to get capital in any market free from interference or dictation from any Government. President Wenter of the Drainage Board and Contractors Qualey and Mason admitted that Warner Miller had been here on this mission during last summer.

DEPEW DINED IN BUFFALO.

THE BUFFALO CLUB GIVES A BANQUET IN HIS HONOR.

Dr. Depew Makes a Speech in Which He Gives Some Statistics of Our Inland Commerce and Names Some of the Distinguished Men Buffalo Has Produced.

BUFFALO, Nov. 8.—Dr. Chauncey M. Depew was entertained to-night by the Buffalo Club at a banquet given in recognition of Dr. Depew's well-known friendly regard for Buffalo and its prosperity. The banquet was limited to the size of the club's main dining room, and was of a private character, the event taking the form of a personal expression of regard and esteem from Buffalo's representative men to Dr. Depew rather than being in any sense a public demonstration.

There were eighty covers laid, and among the number who gathered to do honor to Dr. Depew were ex-Postmaster-General W. S. Bissell, Comptroller J. A. Roberts, and Mayor F. R. Jewett.

At the conclusion of the menu Mayor Jewett rose and introduced the guest of the evening in a speech which gave expression to the sentiment that inspired the occasion, and referred most warmly to the regard of Buffalo for one of the most distinguished citizens of the Empire State. Dr. Depew was cheered to the echo when he rose to reply.

Dr. Depew began by saying that in a life fairly full of enjoyment the greeting he received tonight was the most pleasant and interesting. Buffalo, he said, was a growth, not a boom. No place in the country had advanced more accurately upon the lines of development which are clearly American.

"The commercial centres of the world," he said, "in their origin, have cared little for health or views. Many of them have been founded in swamps, and it has taken a century of effort to alleviate their malarial and miasmatic conditions. Their founding and their future have been the solution in their location of the problems of transportation. For after all the civilizer of the world and the concentrating power of its wealth and activities is transportation. It is along the highways of commerce that prosperous empires have been founded and popular cities constructed. 'All roads lead to Rome' was the commercial maxim of antiquity. 'All roads lead to New York' is the commercial axiom of the new world, and Buffalo is the gateway of New York. The development of the internal commerce of the United States has been so great that the ocean gateway which brings to the metropolitan city of our imperial State three-fourths of the foreign commerce of the republic, is a factor in a farm fence compared with the wide doors and broad avenues through which this tremendous agricultural and manufacturing product of every country finds its way to the seaboard. The following few statistics are eloquent of the growth of this internal trade carried upon the railways, the lakes, and the canals, which make the United States not only the richest of nations, but self-sustaining and independent of them all.

"The whole of the tonnage on the oceans of the world last year was about 140,000,000 of tons, while the tonnage of the railways of the world, carried 100 miles, was about 1,400,000,000 of tons. There are 400,000 miles of railways in the world, of which 180,000 are in the United States. Of the 1,400,000,000 of tons carried 100 miles last year on the railways of the world, 800,000,000 of tons were carried on the railways of the United States. You take the 600,000,000 of tons carried 100 miles on the railways of the world outside of the United States, and then you add to it 140,000,000 carried on the ocean in the commerce of the world upon the seas, and we still have the 800,000,000 of tons carried on the railways of the United States 60,000,000 of tons more than on all the railways of the world outside of the United States, and in all the ocean commerce of the world put together. To this must be added the tonnage of the lakes, rivers, and canals. This tonnage is carried by the American railways at an average of eight mills per ton per mile, while the railroads of Great Britain charge two cents and eight mills, France two cents and two mills, the Government-owned roads of Germany two cents and six mills, of Italy two cents and five mills, and of Russia two cents and four mills.

"It was my good fortune to know very well the men who were making Buffalo thirty years ago, most of them older than myself and some young men like myself. There were no finer heads in the country than among them. At the bar, among the young and the old in that and a few subsequent years, were Millard Fillmore, President of the United States, and Judge Hall, Postmaster-General. There were Henry W. Rogers and the county judge, Gibson, there were Bowen and Lemuel Newton and Putnam Brothers and Hopkins, and still in their prime, our friend, Postmaster-General Bissell and Sherman S. Rogers and E. C. Sprague and Judge Daniels and Grover Cleveland. There was then a bar of the same size which has contributed so much to the history of our State and country? Among the business men were William Williams and Gilbert T. Williams and Sherman S. Jewett and Pratt and Fargo and Tift and Howard and Allen and Bush, with Elbridge G. Spalding, early their chairman, who among the journalists rise before me three of the ablest moulders of public opinion I have ever known, James D. Warren, James Matthews, and Charles McCune.

"There is something dramatic and interesting in the relations of two of these men to this history and yet disappointing with a moral and a lesson—one of them conscious as a Republican, the other conspicuous as a Democrat. In the darkest hour of the civil war, when our resources were all but exhausted and our credit strained, the question which agitated the statesmen of the period was: 'By what process can we acquire the means to purchase military supplies to feed the soldiers, to sustain the army and navy and carry on the war to the successful maintenance of the republic?' It was then that the banking brain of Elbridge G. Spalding advised the greenback—the greenback, the savior of the nation.

"Thirty-five years pass by. The credit of the country had to be buttressed to the utmost by the principle of honor and unquestioned honesty to keep industries going, commerce moving, and capital and labor employed in times of profound peace. Stepping out of the sphere of accustomed duties and assuming in the presence of a great public danger an official and personal responsibility, President Cleveland threw the great authority of his office on the side of honest money and a sound currency. And so I pay tribute to-night to two citizens of Buffalo, who each at his time did right, the one in limitless inflation of the currency and the other in protecting the honest dollar.

"In bidding you good night, gentlemen, but not good-by, for I hope we shall meet many times in the future, I want to again express to you my profound appreciation of this unique and distinguished honor. You might have waited until I was dead and passed a resolution to be engraved upon my tombstone, but it is sweeter far to enjoy taffy while living than to be decorated with epitaphs when dead. May Buffalo, in her marvellous future, always have as the representatives of her municipal life in every department of activity and aspiration as generous, as gifted, and as broad-minded sons as those who have made her what she is."

The Bonds Too High for Them.

William L. Extance and Jared J. Chambers, who were appointed lately paymaster and assistant paymaster respectively in the Department of Finance in Brooklyn, have resigned, not being in a situation to furnish the $50,000 bonds required. Benjamin Raphael and Addison B. Hallock have been appointed in their place by Comptroller Palmer.

Ten Sweet Caporal Little Cigars for 5 cts.

SOLD BY ALL DEALERS.

SENT ABUSIVE POSTAL CARDS.

A Woman and a Young Man Held for Misuse of the Mails.

Mrs. Sarah Treskow, who lives at 540 Manhattan avenue, has been estranged from her husband, Dr. Hans Treskow of 141 West Thirty-fourth street, for the past year. They were married nineteen years ago and have been separated several times before.

On Wednesday morning Mrs. Treskow appeared at the Doctor's office, 822 Broadway, and demanded $200, which she claims she loaned her husband, refusing to leave the office unless he paid her. An altercation followed, in which she claims that her husband and his clerk assaulted her.

The husband escaped, but Julius Plamback, the clerk, was arrested on Mrs. Treskow's complaint. When arraigned in Jefferson Market Police Court he showed a bruised leg, which he claimed was caused by her kicking him. Justice Mott discharged him, and at Mrs. Treskow's request issued a summons for her husband.

This she attempted to serve on Wednesday night, but was unsuccessful. She was arrested yesterday at her home by United States Deputy Marshals Stafford and McCormick, charged, on complaint of her husband, with violation of the postal laws in having mailed to him an illegal postal card, couched in defamatory language.

The card was dated Oct. 24, 1895. When arraigned before United States Commissioner Shields, she admitted having written the matter on the postal in question. She waived examination and gave $1,500 bail to await the action of the Federal Grand Jury.

William D. Wilson, 18 years old, of 220 West Thirty-fourth street, was arrested at his home yesterday by a United States Deputy Marshal, charged with having illegally used the mails on April 22 by sending a postal card containing writing of a threatening and defamatory character addressed to M. A. Thompson of Kenilworth, Ill.

When taken before United States Commissioner Shields, Wilson explained that he was a stamp collector, and that Thompson claimed to have mailed him $2 worth of old stamps. These, Wilson said, he did not receive, and Thompson wrote him, accusing him of attempting to obtain the stamps without paying for them.

Wilson took umbrage at this and wrote the postal in question, not knowing, he claims, that he was violating the law. He was held in $1,500 for examination on Nov. 15, which amount was furnished by his mother.

SCHOOLGIRL LURED.

She Is Supposed to Have Come to This City with a Young Man.

The police of this city have been asked to look for Alice Goodale, a schoolgirl who was enticed away from her home in Branford, Conn., about a week ago by a young man named John Miller, Elizabeth Flagg, the girl's mother, when reporting the case at Police Headquarters yesterday, told the story of the girl's disappearance.

Last March Mrs. Harlow, Miller's mother, became ill, and Alice took care of her. An acquaintance was thus formed between the girl and Miller, who is 21 years old. When Mrs. Harlow recovered her health, about two months ago, she and her husband moved to Providence. Her son remained in Branford and went to board with the Flaggs.

A week ago yesterday Alice and her older sister, Florence, left home to go to school. On the way to school they met Miller, who talked with Alice for a few minutes. When a short distance from the school Alice told her sister that she was going back to get a companion named Flora.

The sisters then parted. Flora arrived at the school alone and said she had not seen Alice. A search was made for the missing child, and it was learned that the girl and Miller had walked some distance along the road to New Haven and then gone the rest of the journey on an electric car. They were seen the same afternoon in the New Haven Railroad station. Further track of them has been lost. Mrs. Flagg thinks that Alice was brought to this city by Miller, and she came here to continue the search.

TOO MANY MOUTHS TO FILL.

Gypsies Disposing of Children Whom, They Say, They Cannot Afford to Keep.

QUEBEC, Nov. 8.—A band of horse-swapping gypsies passed through Chandiere and St. Romuald, a few miles back from the St. Lawrence, last week, accompanied by the usual supply of children, most of whom were carried in panniers slung over the backs of horses. The gypsies complained of hard times, and endeavored to sell no fewer than most of the children, a few of whom were taken by people in these parishes, the gypsies saying that they could not afford to protect them from the rigors of the coming winter.

Several persons tried to obtain possession of a beautiful little girl who is described as a perfect blonde, but whom the band refused to part with. The little one is certainly not of gypsy parentage, but appears to be of either English or American origin. She seems to be about four years of age. The gypsies were going south in the direction of Maine.

TRIED TO BURN A CHILDREN'S HOME

Incendiary Attempts on an Institution in Cleveland.

CLEVELAND, Nov. 8.—A dozen attempts have been made recently by incendiaries to burn the Speed Home for Friendless Children, in East Madison avenue. This morning another attempt was made. The entire second floor of the building, a large frame structure, was burned out. There were twenty-seven children in the home at the time, and many of them had narrow escapes from death. The loss on the building was several thousand dollars.

The police and fire authorities are making a thorough investigation, but have discovered no clue to the incendiaries. The building is in one of the aristocratic neighborhoods of the city.

GOFF'S TIPS FOR PHILADELPHIA.

The Police Department There Threatened with a Lexow Interval.

The Senate Committee appointed by the Pennsylvania Legislature to investigate the Police Department of Philadelphia visited Recorder Goff in his chambers in the Criminal Court building yesterday to get some points as to how the evidence was gathered for the Lexow Committee. There are six members of the committee, and Senator W. H. Andrews is Chairman. After court adjourned the Recorder locked himself in his chambers with the Senators and they had a long conference. The Recorder gave them a lot of papers relating to investigations.

The Bergen Point Suicide Identified.

The identity of the young man who fatally shot himself with suicidal intent at Bergen Point on Wednesday evening was established yesterday. During the afternoon John Meehan, of Dolan & Nenhew's restaurant at 33 Park row, identified the dead man as one of his employees. Mr. Meehan described the stranger as John Ireland, 21 years old, a native of England with no relatives in this country, and a resident of Brooklyn. He said that the young man had been in his employ nearly two years, and was a sober, industrious fellow. Mr. Meehan did not know just where the youth lived in Brooklyn, and had no information concerning the supposed disappointment in love which is surmised to have led Ireland to kill himself. Interment will take place to-day at the instance of Mr. Meehan in the New York Bay Cemetery at Greenville.

Cuban Revolutionist Meeting.

About 1,000 Cubans attended a meeting held at the Murray Hill Lyceum, Thirty-fourth street and Third avenue, last night, at which Juan Fraga, President of the Council of Cuban Clubs, presided. He introduced Editor Trujillo of *El Porvenir*, who told of the progress of the revolutionary movement, and said that the Cubans would not now accept any terms from the Spanish Government, but that the war would end only when the Cubans have either won their independence or have been defeated in the field.

Secretary Gonzalo Quesada of the Cuban party told of the good work done by Gen. Maximo Gomez of the Cuban army. He also referred to the landing of Carlos Manuel Cespedes in Cuba at the head of an expedition. Mrs. Cespedes and her daughter were in the balcony. At the conclusion of Quesada's speech almost the entire audience rose to its feet with a shout of "Vive Cuba Libre."

Preparations to Receive the British Labor Men.

A meeting of representatives of thirty organizations connected with the American Federation of Labor will be held to-morrow in Clarendon Hall to complete preparations for entertaining the visiting delegates to the coming convention of the Federation, beginning in this city on Dec. 9. The call of this meeting says: "All the great trades unions of America will have delegates at the convention. There will also be in attendance delegates from the British trades unions, and unionists cannot afford to treat them with indifference."

President of a Shoe Company Missing.

SYRACUSE, Nov. 8.—Eben B. Bentley, President of the Bentley Shoe Company of this city, left Syracuse last Saturday and has not been seen here since. Attachment papers charge him with fraud and forgery, and the liabilities of the company will reach $60,000. The assets are practically nothing, and property of Mr. Bentley and the company in this city, Rochester, and Casenovia has been attached on court orders.

Royal Baking Powder Absolutely Pure

A DAY OF INDIAN SUMMER.

Magic Work of a Springlike Mist It and About the City.

The very first characteristic Indian summer day of the season came on the morrow of election. There had been other mild, still days, and election day, soft and brilliant, was a perfect bit of autumn weather; but it, like all the other fine days of October and November, lacked some of the elements that enable one to say with certainty, "This is Indian summer." Any observer of weather signs would have predicted the approach of that season, or, more accurately, that condition, from the character of election night. It was mild as May, and almost damp as March. The moon rose swathed in fog, and all the landscape swam in misty moonbeams. It was a silent, down-shed night, full of the soothing quality that belongs to rainy days.

Fulfillment of the night's prophecy came with the morning. The town was clad in mist to its steeple tops. Suburban woodlands, dimly outlined at 200 yards, were merely high masses of intense mist. All the wet-day smells were strong. There was a faint creosotic odor, as of lately extinguished fires. Mist tangled in the tree tops, slowly condensed into minute globules that became confluent, yielded to gravity, and dripped with tiny plashes upon the fallen leaves. Fold on fold the mist wrapped and swaddled every distant prospect. The Bronx Valley was a stream of sluggish, meet-entangled mist. High new buildings and tall trees here and there triumphed over the downy encumbance and caught a glint of sunshine. The most brilliant trees shone in faint hazy blurs of color. The still air was full of a soothing peace that never comes with high blue skies and far horizons. Even the household was isolated in the fog, shut into itself and cosied by a low sky and a near horizon. Dim sounds penetrated the fog as from a distant and alien world. Out of the invisible came flying birds, hoarse whistles from the Sound, the rush of railway trains, the bark of dogs, all heard as in a dream.

The morning in the city was a sort of glorified London day, for by half-past 9 o'clock the sun was thundering at the fog envelope and seeking entrance to the drowned streets and submerged housetops. Every street end was closed for blocks ahead. All the public squares were blank with mist entangled in their tree tops. Steeples rose dim and the tops of tall houses were lost in air. The mist clung with a sort of adhesive power to the city's girdle of salt water, and out of the blank of this shoreless river ferryboats and all moving craft emerged mysteriously as from the nether world. Every pilot was a new Columbus bent on discovery, and a hundred Hendrick Hudsons explored anew the waters of the river that bears the name of their great antitype.

It was near 11 o'clock before the entrancing dim red gold of the Indian summer sun was falling aslant upon the pavement and casting ill-defined shadows of men and lamp posts and all moving objects. That mellow red sunlight and those dimly outlined shadows are the authentic marks of an Indian summer day. They were dimmer than on most such days, for the sanctions must still envelope the houses, and the city was transformed into an unreal caricature of its every-day self. Tall structures were softly bodied forth, so that whatever is harsh or hard in their outlines was lost through the fluent medium that swathed them. The mist played fantastic tricks with the lights and shadows. Every distant structure was flattened to pasteboard, so that the façade of irregular buildings looked like the fantastic work of a gigantic scroll saw.

Diana's tower rose gray and dim through the mist, and Diana herself was flattened to pasteboard until near midday, when a struggling sunbeam struck with golden glint upon her limbs. Even yet she shot her arrow into nothingness, and seemed alone in the infinity of space.

There were amazing effects of light on the ground. Grass plots seemed intensely green, and almost self-luminous. The shadowless streets of the early morning were ashen. The waters of the rivers where the fog rolled up a little to expose the surface were stricken with strange lights. Diana was fully triumphant over the mist by half past 12, and sowing in her full golden glory, while neighboring steeples were still submerged. The Washington Arch was a marvel of shadowless white splendor all the morning, and looking from the ground along the line of the elevated roads one saw the roadbed submerged until it became invisible.

All day long the sun struggled to burn its way through the fog, meanwhile rolling through the heavens like a liquid ball of flame, rayless, and almost harmless to the eyes. One imagined the billowy splendor that the upper side of the mist must have presented to the unobstructed sunlight. It must have thrown the purple of the higher atmosphere. In the end the sun was vanquished in the struggle, for the sunset hour found the sky again shrouded and inscrutable save for an occasional cloudlet robed in dim sunset splendors. Long before that, orange lights were gleaming through the encysting fog, and one guessed that here and there high windows looked out on the street.

Beheaded by a Central Train.

ROCHESTER, Nov. 8.—William Ludwig, a foundryman living on Colvin street in this city, was killed by a Central-Hudson freight train at the Hill street crossing here to-night. He was in the habit of catching on passing trains at this point and riding to the Colvin street crossing, and presumably slipped on the ties, which had been made slippery by rain.

It is not known when he was killed, as he ceased work at 5 o'clock and his body was not discovered until 8 o'clock. A brother went in search of him and says that a presentiment of some misfortune impelled him to take the route which he followed. The man's head was severed and lay between the rails, while the trunk, with nearly all of the clothing torn from it, hung between the ties.

A Grand Juror Sentenced.

SAN FRANCISCO, Nov. 8.—United States Judge Morrow this afternoon sentenced Grand Juror H. J. Summerhayes for contempt. The case grew out of bribery charges bearing upon the Freeman-Westinghouse suit. The sentence was six months' imprisonment without the alternative of a fine.

Walter K. Freeman testified that the grand juror had told him he had influence over the jury and had asked what it would be worth to the Fort Wayne electric corporation to have Warren P. and S. S. Mackaye indicted for intimidating witnesses.

New Boats for the Central Vermont.

The Central Vermont Railroad Company is having built at Wilmington, Del., two steel boats of 2,000 tons to ply between this city and New London. The new boats will be propellers of first-class construction, designed for both freight and passenger traffic and will make the trip in five hours. They will take the places of the Tillie and Doris now in service.

Passenger Agreement Ratified.

CHICAGO, Nov. 8.—Executive officers of the Western railroads to-day ratified the new passenger agreement. A meeting of representatives of the trans-Missouri lines was also held to determine whether those lines should concur in the agreement. No decision was arrived at to-day, but it is practically certain they will sign the new articles.

A New General Traffic Manager.

PHILADELPHIA, Nov. 8.—Third Vice-President John B. Garrett of the Lehigh Valley Railroad to-day announced the appointment of Henry H. Kingston of Philadelphia as general traffic manager to succeed John Taylor, deceased. Mr. Kingston was the assistant general traffic manager.

Miss Flora Matteson Admitted to the Bar.

Among fifty law students sworn in as members of the bar, before Judges Van Brunt and Parker of the General Term, yesterday was Miss Flora Matteson.

When Baby was sick, we gave her Castoria.
When she was a Child, she cried for Castoria.
When she became Miss, she clung to Castoria.
When she had Children, she gave them Castoria.

FLED FROM THE ROBBER.

MISS SARAH SALMOAN'S STRUGGLE WITH A MASKED BURGLAR.

She Fought with Him and He Threatened to Kill Her—Finding Him She Ran Up a Stair and When He Followed Escaped Down Another—Aroused a Neighbor.

DANBURY, Conn., Nov. 8.—A masked burglar entered the residence of Miss Sarah Salmons, who is wealthy and lives alone on her farm near Brookfield Junction, early yesterday morning, and robbed and assaulted her. The Salmons's homestead is a pretentious place, a mile from the Brookfield railroad station, and Miss Salmons, who is nearly 60 years old, has lived there alone since the death of her father, ten years ago. She has refused to have a man, dog, or gun about the place. It was understood in the neighborhood that she always kept money in the house. A groceryman from this city delivered some goods at the house on Wednesday evening, and the robber was hiding near by and saw Miss Salmons go out to the wagon with a lantern and tender a bill in payment for the groceries.

About midnight Miss Salmons was awakened by some one moving about down stairs. She pluckily descended to face the intruder. The neighbors say that she is absolutely without fear. She did not find any one down stairs, but the kitchen doors were open and a window was up. Seizing a stick of wood, she searched the yard for the intruder without success. She went into the house, and was fastening the door when she was seized from behind and thrown upon the floor. After assaulting her, under threat of death if she made any outcry, the burglar demanded all the money she had in the house. She told him she had no money.

"You lie," retorted the burglar. "I saw the grocer give you change."

Miss Salmons still declared that she had no money in the house.

"Then I'll kill you," the burglar replied.

He partly released his grasp upon her, as if to carry his threat into effect. Miss Salmons turned upon him fiercely and for a moment beat him back. She sprang into the dining room and slammed the door in the burglar's face. The old-fashioned room had nine doors, and while the burglar was trying to find which one his victim took Miss Salmons slipped up stairs and began to dress. She heard the burglar coming up the back stairs, and she fled down another way and ran across the lots to the house of Zenus Tibbie, an eighth of a mile away, and aroused the family before she fainted in the yard. Her assailant wore a mask, but Miss Salmons gave a good description of him, and the farmers hope to catch him.

*ANTI-SEMITES JEER BAD