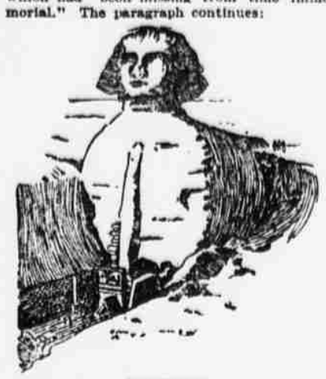
ABOUT THE SPHINX'S CAP.

THE REPORT THAT IT HAS BEEN FOUND NOT CREDITED HERE.

A Cairo Letter Said that Col. Raum Came Upon It Between the Forepaws of the Sphinx and that It Is Four Feet Three Inches Broad—The Head Fourteen Feet.

A stray paragraph in some gossipy Cairo correspondence, recently published in New York under a February date, contained the statement that Col. G. E. Raum, in making excavations at the Great Sphinx at Gizeh, had made a most interesting find. He had unearthed, it was said, the cap of the Sphinx which had "been missing from time immemorial." The paragraph continues:



THE SPHINX.

"Many excavations have been previously undertaken, but it has been left for the former Colonel of Engineers from San Francisco to find the cap. This was come upon at a depth of fourteen or fifteen feet only below the surface. It measures 4 feet 3 inches in extreme breadth, and is marked with the three lotus columns, underneath which is the serpent. The cap was found in the Temple of the Sphinx between the forepaws, and is painted red."

If this is an accurate statement of fact, it conveys information of much interest to Egyptologists, and to archæologists in general. While not of itself of great importance, it might be that the cap would serve as an aid to those who constantly study the civilization of ancient Egypt. But as far as a reporter for THE SUN could learn yesterday no information of such a find has reached interested persons in this city who would have been likely to hear of it, and the nature of the statements in the meagre newspaper paragraph is such that the announcement of the find is regarded with skepticism. The paragraph says that "in the head of the Sphinx there is a hole drilled to the depth of seven feet, and it has been pretty generally agreed that this hole was connected with a cap." It has been said by some that the Sphinx originally wore a cap, although not within recorded history, but others explain that the so-called cap was only a part of the headdress or *klaft*, the lower part of which, at the sides of the head, remain and are in accord with the known headdress of the androsphinxes and the statues of animal deities with men's heads.

The head of the Sphinx is nearly thirty feet long, and the width across the brow is nearly fourteen feet, the headdress extending still beyond this, as shown in the illustration. Of course at the top, or above the head, the width would not quite equal this, but it is pointed out that a cap with an extreme breadth of 4¼ feet not only would be inadequate for such a colossal statue—the height from the pavement between the paws to the top of the Sphinx's head is 66 feet—but also would tend to make the whole ridiculous, although the Sphinx was intended to represent an impressive guardian

RAUM'S FIND,
as pictured in the *Illustrated London News.*

deity protecting the temples below and their worshippers. Moreover, the whole of the Sphinx—the massive head and the 150-foot long body—except the fore paws, is sculptured out of the solid rock, so the necessity for a hole in the head for one in affixing a cap is far clear. Neither is it usual to hear of holes "drilled" by the ancients in their monuments. Col. Vyse many years ago drilled a hole 27 feet deep in one of the shoulders of the Sphinx to determine whether there was a temple within the body. He found it solid rock. It is conjectured that the hole referred to in the Cairo letter may be the one made by Col. Vyse.

The sentence saying that the cap was found in the "Temple of the Sphinx, between the fore paws," too, is confusing. The paws are fifty feet long. Between them is a small temple that most of the time is covered with sand that buries the Sphinx up to the chin. Originally there was a wall for the protection of the temple and its approaches, but far back in antiquity this ceased to be effective, or the work of keeping the whole in repair was abandoned, and the sand buried all but the head. Twice the sand was cleared away by ancient rulers and repairs were made, the second time by Ramses II., the Sesostris of the Greeks, the oppressor of the Israelites 3,000 years ago. But the sands gained their own again. Three modern explorers have excavated this temple—Cavigliа, Mariette in 1853, and, more recently, Maspero.

Dr. John A. Paine, curator of the Metropolitan Museum of Art, in the department of casts, who is well informed of the progress of Egyptian explorations, said yesterday that he thought these recent explorers would have found anything of value in this temple, as they laid it bare. Of Col. Raum he knew nothing, but he was inclined to think that anything he had found there and taken for a cap was something the others had left there as not being of importance, and certainly not a cap. Dr. Paine said also that while a statue might have on the brow the lotus flower, there would not be lotus columns on a cap.

Besides the small temple between the paws of the Sphinx, there is about fifty feet away another temple, discovered by Mariette, which is supposed to have been under the guardianship of the colossus, and is referred to sometimes as the "Temple of the Sphinx."

That the fragment found should be painted red is in order, if it was a section of the upper part of the Sphinx. The countenance originally was of a reddish hue, although most of the color has been obliterated. There was a beard, but it, too, has gone, parts of it probably to the curious and acquisitive, but fragments of it were found below during the exploration of the small temple.

REVOLT AGAINST SPEAKER REED.

Representative Connolly Makes a Vigorous Attack on His Do-nothing Policy.

WASHINGTON, March 29.—At the session of the House on Friday night, devoted exclusively to the consideration of private pension bills, Representative Connolly of Illinois made a vigorous attack upon the legislative policy of the leaders or the House as represented by Speaker Reed and his Chairmen of the important committees. The direct object of his assault was the Committee on Invalid Pensions and its Chairman, Mr. Pickler of South Dakota, whom he accused of acting in bad faith with the old soldier claimants for pensions. Mr. Conolly is the successor in the House of Judge William M. Springer of Oklahoma, and is an orator of much force and eloquence. He is one of the strong men on the Republican side. His speech, coming upon the heels of a rebuke that had been administered to Speaker Reed and Chairman Cannon of the Committee on Appropriations, added fuel to the fire that is being built in the rear of the Speaker, and it is thought by many members that Mr. Connolly's speech is the forerunner of a general revolt against Speaker Reed and his "do-nothing" policy.

Toward the close of Mr. Connolly's speech he had a tilt with Gen. Grosvenor, McKinley's Washington manager, who had voted during the day to sustain Speaker Reed and Chairman Cannon. On being interrupted by the Ohio man, Mr. Connolly spoke of him as "My Santa Claus friend from Ohio," referring to Gen. Grosvenor's long white hair and beard. Mr. Connolly is a short, red-faced man, with a large head and a tuft of gray whiskers on his chin, and even his best friends admit that his general appearance is somewhat comical. No one has yet been found, however, who is able to explain just what Gen. Grosvenor meant when he retorted, amid general laughter and applause:

"Were it not for circumstances over which he [Connolly] had no control, he would probably be as much of a Santa Claus as I am."

VIEWS ON RECIPROCITY.

A Variety of Opinions from Corporations and Merchants.

WASHINGTON, March 29.—The Ways and Means sub-committee's queries to the commercial interests on the reciprocity idea in tariff arrangements continue to attract wide-spread attention, as shown in the numerous responses from leading organizations from all parts of the country. From among the more important letters received in the past few days the following extracts are taken:

Standard Oil Company of New York—We are not aware that reciprocity has materially affected the consumption of American oil one way or another. Many countries impose a large duty upon petroleum as a mere matter of revenue, which would not be helped by reciprocity, though a reduction of duty would undoubtedly stimulate consumption.

Paterson, N. J., Board of Trade—We consider it to the interest of our people to apply the reciprocity principle to future tariff legislation. By means of diplomatic negotiations, treaties may be arranged with many foreign nations by which the excess of production of American industries may find a profitable market.

New York and Cuba Mail Steamship Company, New York—The reciprocity treaty enabled us to double our tonnage capacity to Cuba and yet carry full cargoes. Its abrogation left us with the increased tonnage capacity but with less than half cargoes.

Heath & Milligan Manufacturing Company, paint and color makers, Chicago—We are in favor of reciprocity—that is, real reciprocity, based on good judgment and common sense, that will go hand in hand with an amount of tariff sufficient to protect American industries and American labor, and furnish adequate revenue to meet the expenses incurred in maintaining our Government.

National Association of Wool Manufacturers, Boston—This organization believes most heartily in the general principle of the reciprocity clauses of the act of 1890; that they were decidedly beneficial in extending the foreign commerce of the country, and favors their renewal at the earliest moment practicable. The manufacturers connected with this association are, as a rule, men who recognize that the industry of wool growing, if it is to be successfully carried on in this country, must be protected in some degree from the competing wools of South America, which are raised under conditions involving much lower cost to the producer. By reason of their attitude in this respect, and, in view of the fact that they anticipate no extension of their markets in South America, in consequence of reciprocity treaties, they are debarred from advocating any such general law as you have suggested in your circular.

Louis Contencin & Sons, fruit dealers, New York—We suggest the adoption of Senator Pettigrew's permanent commission on tariff, with the additional power for said commission to take preliminary steps with foreign Governments toward establishing commercial treaties. The keynote should be reasonable protection to our products and our industries toward those nations willing to exchange commodities and reciprocate.

W. H. Parsons & Co., manufacturers, New York—Our export trade has continued to grow, notwithstanding the repeal of the reciprocity treaties, but in the absence of anything better we are in sympathy with the reestablishment of such treaties with the South American nations.

Lanman & Kemp, chemists, New York—The general effect of the reciprocal Convention of 1890 was, in our opinion, unfavorable to the trade of this country. While the exports to certain countries of favored products, such as breadstuffs, machinery, &c., may have increased, the reverse was the case with all other articles. We are opposed to reciprocal conventions, which can only benefit certain producers at the expense of others which, perhaps, need encouragement more. Instead of such reciprocity, it would seem preferable to restore the duties on coffee, tea, opium, and other articles now on the free list, the removal of which has been of benefit to the foreign producers, but of little advantage to the consumers here. We would recommend that the duties on raw materials be removed; that putting our skill against the cheap labor of Europe we may be put in the position to compete in Spanish-American, Asiatic, and other markets with foreign manufacturers.

Standard Sewing Machine Company, Cleveland, O.—We would have reciprocity treaties applied only to American countries, for the reason that labor in our line of manufacture is so much cheaper in Europe that it would effect a radical decrease in the wages that we are enabled to pay.

Kauffman Milling Company, flour makers, St. Louis—Greatly in favor of reciprocal treaties, not with Spanish-American countries alone, but with those European countries which, at the present time, place discriminating duties on flour as compared with wheat, so that while they import our raw material they exclude our manufactured article.

Wholesale Grocers' Association, New York, G. Waldo Smith, President—My deliberate conviction is that what the americanization and indeed all the people want is a complete rest from tariff changes and from all tariff agitation.

The Cincinnati Corrugating Company, steel and iron roofing, Piqua, O.—We consider the principle of reciprocity as being the wisest and most effective principle ever introduced in the commercial legislation of the United States and the only principle which would enable us eventually to capture our full share of the markets of the world.

Business Men's Association, Martinsburg, W. Va.—We regard the Congress as the proper repository for the tariff legislation of the United States, and believe it to be more or less unwise, if not dangerous, to shift the burden of such obligations to the treaty-making branch of the Executive Department of the Government by general law.

Kellor Bros., flour manufacturers, St. Louis—Favor reciprocity principles in future tariff legislation from beginning to end. Any legislation that cuts off our labor in the shape of manufacture of raw material simply improvishes that country, and especially the laboring portion of the country. We believe that any country that will discriminate against our labor should be shut off commercially from the United States altogether.

Buffalo Merchants' Exchange, Buffalo, N. Y.—Recommend a general law authorizing the President to negotiate reciprocity treaties with foreign nations, so far as possible.

Joseph P. Tolton, exporter, Boston—If reciprocity means a lowering of our tariffs to a favored few nations, I am in favor of it as far as it goes, and the larger the number of favored nations the more I am in favor of it until we reach a condition when we can freely buy and sell with the whole world.

Jac. Troutman & Co., flour and grain, New Orleans—To make reciprocity acceptable and beneficial to the country as a whole, Congress must put aside politics, and honest statesmanship should be substituted. Our commercial intercourse with other countries as embrace the benefits of reciprocity can only be increased by establishing upon a firm basis well equipped fast steamers to ply between this and such countries, under the United States flag; and in order to sustain such lines of steamers Congress should be liberal, and by subsidy maintain such lines until they are self-supporting by the increased business.

R. D. Wood & Co., iron founders, Philadelphia—If it is possible to reestablish reciprocity, as was the case a few years ago, nothing could be done which would more facilitate the expansion of the export trade in our particular branch of manufactures. As to cost of production in this country, we are almost on the same level as the manufacturers abroad, and we only need some such assistance as reciprocity to attract to this country a very large volume of these.

National Live Stock Exchange, Chicago—Reciprocity is always favorable to promotion of the foreign commerce of the United States, and from our standpoint is the kind of legislation to increase our foreign commercial relations, and the legislator who advocates reciprocity is entitled to all the public honors that can be bestowed by producers throughout the United States.

Entertainment by the Cycle Club of Brooklyn

The Cycle Club of Brooklyn held its regular weekly entertainment at the Armory building on Saturday night. Several hundred persons, including many society folks, were present. Over twenty-five members took part in the music ride. Six members competed in a coasting contest, which resulted as follows: C. J. Post, first, 825 feet; A. Peters, second, 808 feet; W. Lewis, third, 807 feet. Arthur Aten, the club's crack rider, covered two miles in 5 minutes 30 seconds. The skirt race was won by W. W. Barnes, with C. J. Post second.

Wheeling Notes.

The Road Committee of the Cycle Club of Brooklyn has called a club run to Willet's Point for April 3.

The Quaker City Wheelmen of Philadelphia will hold a century run from Newark to Philadelphia on May 30.

R. G. Betts of the Manhattan Bicycle Club has been appointed a member of the race committee of the Metropolitan Association of Cycling Clubs.

The Kings County Wheelmen will hold their annual race meet during the latter part of June. The organization has decided to resign from membership in the Metropolitan Association of Cycling Clubs.

The Excelsior Cycle Club of this city will hold the following club runs during April and May: April 19, Kingsbridge; 19, Bayonne; 26, Coney Island; May 3, Fort Schuyler; 10, Hackensack, 17, Staten Island; 24, Whitestone; 30, Milburn, 31, New Rochelle.

President Fuller of the Associated Cycling Clubs of Long Island has appointed D. B. Van Vleck, L. G. Hooper, R. L. Gardner, C. E. Terry, and D. Gerhard a racing committee to select a suitable course and arrange for some long-distance road races to be held this season.

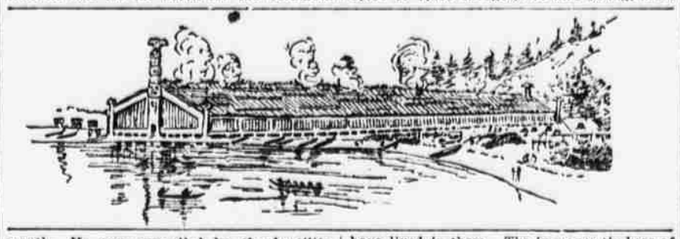
THE MISQUIAME RANCHERIE.

The Largest Single Indian Long House Ever Seen by White Men.

A few years ago Senator L. R. Masson of the Canadian Parliament published a collection of old manuscript diaries and journals and sketches, which he had patiently gathered, made by the early priests and traders in the Canadian wilderness. This publication he made under the title of "Les Bourgeois de la Compagnie di Nord-Ouest," Quebec, 1889.

In this series appears the first publication of the manuscript journal of Simon Fraser. This man was ordered by his employers, the Northwest Company, to descend the great river on which Fort George was established by them in 1807, to its mouth, in the spring of 1808. He and they believed then that this river was the Columbia. By making a pioneer voyage down its entire length to the sea, they expected to lay claim of ownership to the river, and all the country drained by it, and so head off the Hudson's Bay Company and other rivals.

So believing, Fraser started down the Fraser River from Fort George early in May, 1808. He did not find or understand his blunder until he had reached, on July 4, the delta of the Fraser River at New Westminster. There his observations taken for latitude told him that he was too far north for the Columbia



mouth. He was compelled by the hostility of the New Westminster savages to return. They would not let him down into the Gulf of Georgia, and he had to retrace the tedious and daring journey back to Fort George. He named the Thompson River and Quesnelle, but modestly said nothing about a name for this great stream which he, first of all white men, explored. It bears his name, however, today.

Under date of July 1, 1808, he describes reaching that point of the Fraser River, going down, where he found an Indian village at what I know to be the site of the "Mission" to-day. These Indians were living in a long house, or rancherie, "640 feet long and sixty feet wide, all under one roof.". It was divided up into partitions within, like so many stalls in a barn, and had a common passageway in the middle, with fireplaces in it at regular intervals.

Two days later he gets down to "the Misquiame" village, or to what I recognize as the site of the city of New Westminster to-day. Here he landed, and from the high land beheld the delta of the Fraser and the broad sweep of the Gulf of Georgia. While ashore he visited and describes a long house, "1,500 feet in length, and ninety feet in breadth." He describes the heavy timbers, the partitions, totem post entrance, &c., of the Mission rancherie, and says that this one was built just like it.

The New Westminster Rancherie of 1808, as defined by Fraser, in its size and the area of ground covered by a single roof, far exceeds the largest Indian communistic houses that have been so frequently described by the early white explorers and priests as characteristic of the North American Indians, everywhere from Canada down to Mexico. This New Westminster rancherie of 1808 was greater in extent of covered ground area than any one of those large Aztec houses or "palaces" which Cortes found and described.

But it must be remembered that these Aztec Pueblos were not communistic dwellings in the full sense of the word. They were accretions. Each one of the three or four hundred apartments or "houses" in the Pueblo Bonita, for instance, was walled up separate and entirely apart from all the others around, above, or below it in the Pueblo. It had its own fireplace, and its inhabitants lived wholly by themselves. Not so in the "long houses" of the Seneca-Iroquois, or the Onondagas, or this rancherie of Fraser River. Here the same passageway opened on each and every family stall, and in this passageway were the common fires or cooking places.

The largest North American Indian houses that we have any definite record of up to date, until this description of Simon Fraser appears, are those of the Iroquois and the Onondagas of New York. The journal of John Bartram in 1743, who attended a council at Onondaga then, gives us a minute description of one there that was "eighty feet in length and seventeen feet broad." He refers to other long houses elsewhere that were a little larger, 90 to 100 feet in length.

This rancherie of the "Misquiame" savages at New Westminster, which Fraser gives us the picture of, must have had at least 350 partitions or rooms under its single roof, and some 1,200 to 1,500 savages, old and young, must have lived in them. The immense timbers of the frame, the great cedar planks, &c., are all referred to by the intrepid explorer, who, until he reached this point on the river, really believed that he was descending the Columbia.

These large rancheries described by Fraser must have been entirely destroyed by their builders some time soon after Fraser viewed them. Most likely they were burned by their owners during the ravages of the smallpox which followed the visits of white men on the coast about 1827, and which literally wiped out whole tribes or settlements in a single month or six weeks after it struck them. Unable to check the deadly march of the disease the terrified natives not yet smitten often would set fire to their houses and flee into the woods, most of them to die there.

These large rancheries have been destroyed in this manner, because when the early Hudson Bay traders first began to ascend the river in 1828-32, not a vestige of them, as they were in Fraser's time, was in evidence. Until the above cited record was unearthed by publication, they were unknown to the Indians, only referred to in tradition, and that vaguely. The late Dr. W. F. Tolmie of Victoria, V. I., never gave me any definite idea of them when I was questioning him, in 1865, as to the largest houses of the northwest coast savages of which he had any knowledge. Dr. Tolmie, by virtue of his position in the Hudson Bay Company, a pioneer in that region, and having mastered the Indian language, was perhaps better informed as to these things than any white man then living, or living since.

From Fraser's description and my present knowledge of the details of the Indian house builder's methods on the Fraser River, acquired during my sojourn on this river from May, 1865, until July, 1867, I have made the accompanying restoration of the great rancherie of the New Westminster savages, as it was in evidence July 1, 1808.

HENRY W. ELLIOTT.

CLEVELAND, O., March 28.

TIPS FOR CYCLING SUITS.

Weather-bound Wheelwomen Talk of the New Fashions.

It is claimed that the bicycle has taught its devotees many things besides giving them physical strength. Hundreds of wheelmen in this city would no doubt testify that they have learned more of their State and of New Jersey geographically and historically since taking to the wheel than they ever did at school, and the wheelwomen all declare that they have mastered two things which heretofore mankind believed it impossible for woman to comprehend; one is to follow given directions from one point to another, and the other to locate north and south, east and west in places other than her own home.

Then every one accepts the fact that the bicycle has taught men and women to control their tempers and, following this, their tongues, and that it has restored shattered health, to say nothing of the flesh that it has taken off stout people and put on thin ones. But there is another thing that the wheel has done, more marvellous perhaps than any of these. It has developed hundreds, yes thousands, of prophets—weather prophets. One man says that the prophets talked about in the Old Testament sink into an insignificant few when compared with the number now wandering about at large and sighing over the recent snow storms, which they consider very hard luck; and they all belong to the ranks of cyclists.

Since the first brush of winter weather last fall wheelmen and wheelwomen have faithfully studied the weather reports, and not only this, many of them have thermometers and barometers of their own, and so expert have they become in determining the pressure of the atmosphere and in judging of the probable changes of the weather that if Mr. Dunn were to hint at sending in his resignation there would doubtless be several thousand applicants for his job. Many white-haired enthusiasts do not depend upon instruments to tell them whether rain or snow or wind will interfere with their daily spin over their favorite runs, but rely on the signs that they learned, some of them, nearly half a century ago.

These weatherwise people have been very content with the weather all during the winter and did little grumbling until the last two weeks, when it has been impossible for the bravest to venture out on the road. Many of the men said they could see no sense in a foot of snow and an inch of rain, all in twenty-four hours, this time of year, when the winter had passed without it, and all the women said that it was nothing short of an outrage. But the philosophic riders consoled themselves by saying that it was the storm before the spring calm, that it was winter breaking, and that winter always gave a final snort about this time and then clear and warmer weather came in.

"The hard part of it all was," said a pretty girl, "that we had gone to the very worst time that it could have come, or, at least, it seemed so to those who store their wheels and do their indoor riding at the academy on the Boulevard, for the poster show was going on there until Friday, and so riding was allowed, so we couldn't ride outside or in."

"Yes, and it was an outrageous shame," put in an elderly woman, "and I gave the managers fits about it. The person doesn't live who has a right to put women in such a position that they can't take their daily rides. I, for one, will be glad when the weather settles, and we are independent of these riding schools. Why, do you know I'd just bought a series of practice tickets when that show opened, and had used only one of them. Then I had to wait a whole week before I could take another ride, and the lack of the exercise has completely upset my digestion and nerves, for it was wretched to walk, and I don't own a carriage or sleigh. So I had to sit at home all week. I tell you I was mad. Why, my husband says that he believes I could get damages."

"What for? Loss of temper?" asked a saucy minx in a new pepper-and-salt bloomer suit, as she tried to do a Kilpatrick standstill trick mount, and an amiably disposed woman put in quickly:

"Well, it was pretty hard that we had to do without our rides, but then every one of us enjoyed the show."

"Of course we did," answered the irate woman, "but after I saw it I wanted to ride."

"And so did all of the other women," volunteered a man standing near. "That's just it. Every woman that is in the habit of coming here was sager enough to study those posters from the fashion viewpoint to see if she could pick up any tips on spring cycling costumes, and as soon as she had done that she wanted the design boxed up and sent to some other city, little caring whether anybody else had seen them or not so that she could enjoy her usual spin around the circle."

"That reminds me," said a girl who had been listening but saying nothing, "the poster show will revolutionize women's bicycle suits to a great extent this season, for I know a number of girls who got ideas from them, and are now having them carried out by their tailors or dressmakers. In the first place, the cycling suits will not be so severe, and I think brighter-colored chemisettes and shirt waists will be another outcome of the style set by the poster bicycle girls.

"One woman is having a soft, light-brown corduroy made up exactly like one of the designs that she fancied. The skirt reaches just to the top of a walking boot. The fulness is all in the back and is arranged beneath the folded overplaits, which meet at the back, and hangs most gracefully from the saddle. A very swagger Eton jacket, made with the seams set well out at the shoulders and taper at the waist completes the costume. She is going to wear full silk fronts with it, which have narrow, turned-down collars, similar to those worn by boys with their Eton suits, until hot weather sets in, and then she will adopt soft cheviot shirt waists in solid colors and stripes and one of the new changeable sweaters.

"Another girl, who expects to do a great deal of riding at Newport this season, is having her suit made of dull-brown cheviot, braided in black. It is lined with a lovely taffeta in old rose and brown, and the young woman says she always rides in silk blouses made of wash silk, as they are cool and becoming and lend a decidedly feminine touch to even a bicycle suit. She has an inbred abhorrence of severe starched shirt waists and chemisettes, and as for sailor hats, she hates them as much as the French women do. And I think she's right on the stiff collar question.

"A shirt waist with a high collar and stiff close-fitting cuffs is certainly warmer than even a heavy woollen sweater, and, although I wore one last year, I shan't this. I'm going to adopt the pretty little soft collarettes and waists that make the poster girls look so pretty and cool."

"I liked those designs best where the women wore suits of brown material," said another woman as soon as she got a chance, "and I disagree with you about feminine-looking things on a wheel. Women look best, and I'm going to have a suit made of soft brown English homespun with full plaited bloomers and a coat with long full skirts that fall to the knees, giving the effect of a dress skirt. The coat is to be trimmed with broad pointed revers and will have to show a plain, seamless vest, which must look as much like a sweater as possible."

"That won't be as pretty as the idea I got from the show," said a stout woman. "I'm going to have a pepper-and-salt Norfolk suit."

"You're entirely too stout to wear a Norfolk jacket," interrupted a very thin woman.

"No, I'm not," the stout woman continued, "for I'm all an exploded idea that a stout woman does not look well in a Norfolk jacket. She does if it is made properly. My jacket is going to have two plaits in front and three behind, and the tailor is going to sew them down and cut them away underneath, so that there is none of the bulkiness which formerly put the garment out of question for the stout cyclists. I'm going to have the jacket cut away at the neck enough to show a little of my chemisette and one of the swell stock ties. Of course the only correct sleeve is much smaller than for other gowns, and invariably of the leg-of-mutton shape. Another thing: did you all notice how ugly the poster girls looked who wore stiff sailors or felt hats? The soft alpines or Tam o' Shanters, with their jaunty colored quills, looked not only more graceful and becoming, but also more comfortable. Of course many women like to ride in plain sailors, but for my part give me a soft felt or cloth hat all the year round. It is easier to keep on, lighter, and far cooler."

"I didn't get to see the poster show, but I've a bundle of new things right here," said a young schoolgirl who entered in time to catch the last remarks, "and I believe they are all good things. First, here's a sweater that I've had made to order. It is of the commonly close weave and yet gives readily, for it is made of the very best wool.

"Instead of having it buttoned on the shoulders I had it split down the front and laced up with a white cord; but I do not have to unlace it to get in and out of it. I merely untie it and pull it apart, and it readily slips over my head. That's not the only advantage of this sweater; it fits up close around the neck, and the big sailor collar gives it a very jaunty appearance; but the sleeves take my eye. They are the regular leg-of-mutton sleeves made over a tight lining of the jersey, and are perfectly comfortable, which is an essential point in a sleeve to be worn while wheeling. I got a dark blue, with collar and cuffs piped with white, and a white lacing, because my suit is dark blue. But you can order any color or combination of colors that you fancy.

"What else have you?" asked some one.

"Well, here is the best name plate that I've seen yet. It is a small affair, made of nickel with my name and address stamped on it, and fastens onto the handle bar bolt in such a way that it takes an expert to get it off. That cost me a dollar, and then I spent another for this leather handle bar cover. I got this on the recommendation of a woman who has used one all winter. She says that the handle bar felt so very cold on a severe morning that she decided to try one of these and found no further trouble, and then it preserves the nickel finish in extreme weather or when one is travelling. This is a woman's invention, and a good one. You see, it fits over the handle bar, and is laced on underneath. It is felt lined, and very durable.

"And here is another cyclometer that seems to be a pretty good thing. It only registers a thousand miles, but it has a bell attached which rings at every mile, and that's why I bought it, for I am forever looking down at my cyclometer to see if I've made another mile, and I expect this little contrivance to save me much trouble this summer. It is said to be very accurate."

"What will you buy next?" cried out several women, and the young girl answered as she mounted for an indoor spin:

"The next new thing that I see that can be attached to a wheel," and everybody fell to abusing the weather once more, and to making prophecies as to what it had in store for cyclists during the coming week.

COWPERTHWAIT'S
RELIABLE CARPETS.
LONG CREDIT.
Beauty and Low Prices make this stock of Armenian Rugs the most attractive ever displayed.
204 West 14th Street.

FLINT'S FINE FURNITURE
Delighted are the economical buyers who are taking advantage of the great bargains.

Lundborg's
VIO-VIOLET
Perfume or Sachet.
A very pretty remembrance
For Easter.

TWO-STORY TURRETS.

Shall They Be Used on the New Battleships?—Lessons Taught by the Indiana.

WASHINGTON, March 29.—Now that four new battle ships, if not five or six, are practically sure to be authorized by Congress, the question comes up whether they shall have their 8-inch turrets superposed on the 13-inch, like the Kearsarges and the Kentucky, or separate, like the Indiana class and the Iowa.

In order to determine this question Secretary Herbert has appointed a Board consisting of Admiral Walker, Commodore Phythian, Capt. Cooper, Chief Engineer Farmer, and Naval Constructor Woodward, the last-named officer being now on duty at the Newport News yard, where the Kentucky and her mate are to be built. The Indiana, after her docking at Port Royal, will be put at the service of the Board.

The immediate origin of this move may doubtless be traced to a Senate resolution directing an inquiry into the merits of the superposed turret. In addition, although the subject was thoroughly studied last year, it is desirable to go over it again, on account of its novelty and of the number of new ships to be constructed. Besides, while the question of calibre, which was also thoroughly fought out last year, has doubtless been definitely settled in favor of 13-inch guns instead of 12-inch, yet if superposed turrets are used there will probably be but four 8-inch guns, as in the Kentucky, with a great number of smaller calibres, instead of eight 8-inch guns and fewer smaller ones, as in the Indiana and Iowa.

The Indiana will be at the new Board's disposal, if desired, for firing experiments, but it is also said that experiments will take place at Indian Head. In each 13-inch turret there are three sighting hoods, one in front and one on each side. The question is what the effect would be on the men looking out of the hoods or in the blast of an eight-inch gun above, as in the superposed turrets. To test this an eight-inch gun will be mounted with plating under it resembling the sighting hood of the thirteen-inch turret, and a man stationed at the hood.

When the Board of Inspection and Survey examined the Indiana, Commander Bradford was at the central hood and Lieut. Commander Schroeder at an auxiliary sighting hood, all peepholes remaining open, and the forward thirteen-inch guns being trained directly ahead. At the first fire one of the eight-inch guns was trained 50 degrees forward of the beam, and at succeeding fires 60, 65, 70, and 80 degrees forward, this last being ten degrees short of the maximum, or directly ahead. As to the first fire, the following was the official report:

In the auxiliary hood the observer experienced a stinging blow, and upon opening his eyes, saw, as if fine particles of solid matter had been driven in by a violent inrush of air through the sighting hole, which the observer was facing. It was the observer's opinion that several fires at that train might have been sustained without material injury, but that firing at a slightly greater train would render it impossible to occupy the hood efficiently. It was not worth while to run the risk of any injury, and the observer in this hood was accordingly withdrawn.

That disposed of the auxiliary sighting hood. As to the central hood, at the second fire, the observer's eye was at the telescope when the train of the 8-inch gun was 60 degrees forward of the beam:

He felt a blast of air on the left side of his face and back of his neck, and upon opening his eyes, as if fine particles of solid matter had been violently thrown into them. In the third shot, with a train of sixty-five degrees forward of the beam, the same sensations as before were experienced. The shock interfered slightly with the sighting of the 13-inch guns. In the fourth round, with a train of seventy degrees forward of the beam, the shock was more severe and closed the eyepiece of the telescope. No injury was suffered by the observer, although the sensation in the eyes and face was more severe than before. In the fifth fire the gun was trained eighty degrees forward of the beam. The blast was more severe than before, coming from the front. The observer was of the opinion that a person could not do any work in the hood with a more severe shock, especially such delicate work as sighting and firing a gun, but he doubted that any material physical injury would be experienced at a train of eighty-five degrees.

In the conning tower, with all peepholes open, the sensation was that of a strong blast through the port peepholes, increasing more severe as the gun was trained forward. There was no shock, but in the opinion of the observers a person looking out of the peepholes toward the 8-inch gun, his eyes close to them, would suffer material injury when the forward 8-inch gun was fired at a train of more than seventy degrees forward of the beam. The conning tower would probably be tenable for an observer in its centre, not looking toward the gun, while the nearest 8-inch gun was being fired right ahead.

Both starboard 8-inch guns, one at a time, were fired at a level over the central sighting hood of the thirteen-inch turret. At the first fire a slight part of the scuttle was lifted and flame entered the turret. The glass in the peepholes of the auxiliary sighting hood nearest the gun was shattered and fell in. In the second fire the same results were obtained. An observer in either sighting hood would have been disabled, if not fatally injured.

What, then, is the conclusion of the ordnance authorities so far as the question of superposed turrets is concerned? It is that the 8-inch guns are better placed above the 13-inch in the Kearsarge than in the Indiana, but that the reverse is true in the latter, as applied only to the latter's arrangement and not to the Kearsarge's, so that it is desirable to supplement the former tests by the one proposed at Indian Head.

A second question is as to how far the Indiana's battery has been diminished in its expected or theoretical efficiency by the disclosures of the firing tests. As to the 13-inch guns it appears that in the first round some minor but no material damage was suffered; but in the second fire from the gun in the after 13-inch turret, the recoil came from forward on the starboard side, "the shock in the superstructure was very severe. Light articles were knocked about by the blast, the men were thrown off their balance, and if men had been stationed at the after 8-inch gun they would probably have been seriously injured, if not killed. Some minor damage followed the third round, a hatch bar being broken in three pieces."

Various suggestions and recommendations were made by the Inspection Board. One was that, since the auxiliary sighting hoods could not be efficiently occupied when the nearest 8-inch gun was fired at a greater train than even 55 degrees forward abeam, the hoods in question should be "training station" should be placed close to the central hood, so that the officer in the latter could easily communicate with it. Should a large speaking tube be installed between the two hoods, the peepholes of the auxiliary hood could be closed. Some other recommendations were that these in the 13-inch hoods and conning tower should have cotton in their ears and mica goggles for their eyes to avoid any injury from the blast of the 8-inch guns, and that these latter should be prevented by stops from ever having a train forward or aft greater than 80 degrees. It also seems likely that hereafter, should the 8-inch turrets not be superposed, they will be placed further from the middle line of the ship.

One other conclusion of the Board is noteworthy. It is that "the positions of the 6-inch guns are untenable and dangerous when the nearest 13-inch guns are fired at extreme train," and therefore that the fore and aft fire of the former should be sacrificed in that direction. With this and the placing of heavier battle hatches on the main deck, as suggested by one of the minor injuries already adverted to, the 13-inch guns "can be fired without injury at level and throughout their entire arcs of train." There are only four 6-inch guns, and the giving up of their fore and aft fire, and also of the sector between 80 and 90 degrees in the 8-inch guns, will not greatly detract from the tremendous battery power of the Indiana class.

It may also turn out that, should the new Walker Board conduct further experiments with the Indiana's battery, still greater satisfaction will be found with it, as a whole. But so far as drawbacks go, they are considered by advocates of the two-story turrets as favoring the latter plan.

MRS. SUTHERLAND'S DEATH.

She Contracted Pneumonia While Attending Her Daughter's Funeral.

Mrs. Mary Sutherland, a sister-in-law of ex-Justice Kenneth F. Sutherland of Gravesend, who is a fellow prisoner of John Y. McKane in Sing Sing, died on Saturday at her home in Park place and Gravesend avenue, after a few days' illness. She was the mother of nine-year-old Lizzie Sutherland, who died suddenly on Monday last, and whose death was at first supposed to have been caused by poisoned candy. The autopsy, however, showed that death resulted from kidney trouble, but, to clear up all doubts in the case, Coroner Coombs is having an analysis made.

The mother died of an attack of pleuro-pneumonia contracted while attending the child's funeral.

FACES that look like polka-dot neckties by blackheads made to look like white satin ties by Woodbury. 127 West 42d st., N. Y., inventor of Woodbury's Facial Soap.

SANDBAGGED AND ROBBED.

A Dentist's Skull Fractured by Footpads in Grand Street.

A man about 30 years old fell in a faint at West Broadway and Grand street on Friday afternoon. An ambulance was called, and he was taken to St. Vincent's Hospital, where it was found that his skull was fractured. When the man recovered consciousness he said that he was Eugene Graber of 121 Orchard street, and that his injuries were caused by two men, who assaulted and robbed him on Thursday night.

Graber is a dentist, with an office at 366 Sixth avenue. According to his story he left his office and started for home shortly after 10 o'clock on Thursday night. While he was walking along Grand street, near Thompson street, about 10½ o'clock, he was struck a heavy blow from behind, which felled him to the ground and rendered him unconscious.

When Graber recovered consciousness about 11 o'clock he was still on the sidewalk, but had been dragged back into the shadow of a building, so that the passers by had not noticed him. With some difficulty he succeeded in rising to his feet. He then found that he had been stabbed in the neck and robbed. Before he received the blow that knocked him down he saw nobody near him, but he thinks that he was set upon by two men; that he was stabbed by one and sandbagged by the other. He had a roll of bills and some change in his pockets, but does not remember the amount.

After waiting a few minutes to collect his senses, Graber walked to the office of Dr. Farrell, in Sixth avenue, near Fourteenth street. The physician dressed his wound, and said that he feared that the injury might be a serious one.

"Oh, I'll be all right when my head gets over being sore," said Graber. "Only lend me a nickel now to ride home on."

The next day Graber did not go to his office, but in the afternoon he took a walk, ending, as explained above, at St. Vincent's Hospital.

Yesterday afternoon the dentist's condition was so serious that Coroner Hoeber was sent for to take his ante-mortem statement. The facts in the case were reported to the police after Graber was removed to the hospital, but as they have no description of the man or men concerned, and only money was taken, there is little likelihood that they will capture Graber's assailants. At the hospital it was said last night that Graber might recover.

FANCIES HER HUSBAND DEAD.

Mrs. Harvey's Delusion the Result Probably of a Life Insurance Policy.

Mrs. William Harvey of Hudson avenue, Guttenburg, called at the undertaking rooms of William Necker in West Hoboken on Saturday and said her husband had been killed by a man and that his body was lying in one of the quarry pits in West New York. She produced an insurance policy for $200 on her husband's life, and said she wanted Necker to take charge of the body and also to collect the insurance for her.

Necker went to West New York and searched the quarry pits, but failed to find the body.