WAS OUR FLEET UNREADY?

SEA FIGHT AT SANTIAGO FROM AN ENGINEER'S STANDPOINT.

Arthur Warren Says That Only the Oregon and the Gloucester Were Prepared to Chase an Enemy, and That the Bridge and Not the Engine Room Was Responsible—Engines Uncoupled, Boilers Empty or Full of Salt Water and the Grates Cold.

Arthur Warren in the Engineering Magazine.

All war correspondents are not immune. Their susceptibility to the fever of excitement may be a qualification.

One of the feverish accounts of the sinking of Cervera's fleet began: "As the smoke from the Spanish vessels rose from behind the hills at the narrow entrance of Santiago harbor a hurried signal from the Brooklyn was followed by a rush of the American crews to the winches, and then all the Yankee ships weighed anchor and started full speed after the enemy."

The account was possibly graphic, but it was not true. The crews did not rush to the winches, because they were not ordered to do so; there would have been no object. The ships did not weigh anchor, because in weeks they had not dropped an anchor. They did not start at full speed, because they were not in condition. * * * How was it that the correspondents at Santiago omitted to mention a fact no less important than this—that on that Sunday morning when the Spanish fleet broke out from the harbor of Santiago the American fleet was unprepared to make a quick movement of any kind in the face of the enemy?

For the navy the war with Spain in American waters was an engineers' war. * * * Admirals and captains are brave enough and keen tacticians, no doubt, but the best part of the Spanish fleet would have slipped through somebody's fingers that Sunday morning at Santiago if America's fighting engineers had not, by the hardest of work, overcome the obstacles imposed upon them by orders from the bridge. If the fighting had been against men more nearly kin—say English or German—under conditions identical with those off Santiago on the morning of July 3, some American hulks might now be rusting at the bottom of tropic seas. For engines were uncoupled and many fires out and steam so low that all the energy of the stokers was required to get it up again.

The American ships had been off the coast for weeks, waiting for the enemy to come out. When the enemy came out, the American ships were ready to shoot but not to give chase. This was no fault of the engineers. It was not the effect of over-confidence. It was the result of a condition. The condition is peculiar to naval practice. It was long ago discarded in the merchant service. In the merchant service a chief engineer controls his department. In the navy the Captain controls the engineers, and is in turn controlled by the commanding officer of the fleet. The chief engineer of an Atlantic liner looks to his Captain for starting and stopping signals only; for the rest, he takes his orders from his owners and reports to them. The chief engineer alone is responsible for the care, operation, and economy of the machinery. In the navy the ship's Captain decides how many boilers shall be used, how much coal shall be burned, what pressure shall be carried. And the American Captains at Santiago had everything in readiness, except their boilers and engines. There were two exceptions—the Oregon and the Gloucester. * * *

Eternal vigilance is the price of good engines. Robert Milligan, fighting engineer, and the men under him put the Oregon where the men behind the guns could destroy the best ships of Spain. * * * Forced-draught practice answers to Gen. Sherman's description of war. It is hell. Every ship in the United States service is supposed by the regulations to have a forced-draught test twice a year. Only the commander of the ship can order it. But some of the ships have never made a forced-draught run since their trial trips. Perhaps the Captains do not believe in it. At any rate, their men have not been trained to use it in emergency.

Milligan declined to ask the Captain for permission to use forced draught. He knew that his shorthanded crew were working hard enough, and half their work was still before them, and a fight at the end of it. Or the fight might come any day. But the men had caught the spirit of their chief; their pride was to keep everything in readiness. The difficulty was not to get them to work, but to prevent them from overworking. When the chief saw that they really wanted to try forced draught for the ship's sake he persuaded the Captain to let them do it. It was to them what gun drill is to the men on the deck and in the turret. So they did it, and they did it again, and at Santiago they handled the forced draught like a plaything.

Not an ounce of salt water was allowed in the Oregon's boilers. Milligan, writing from Callao to a brother officer, said: "I fear that I am rapidly becoming the most unpopular man in the ship, because I am determined that we shall not put salt water in the boilers, and to that end have insisted to the Captain that, if necessary, we must cut down the fresh water allowance for officers and men to the bare amount necessary for drinking and cooking, using salt water for bathing and all other purposes."

The lay mind might suppose that the object of sending the fleet to Santiago was to have it ready to jump at the enemy at the sound of the general alarm. There is a touch of the farcical in building warships, equipping them with powerful machinery, to be able, at the instant of battle, to get out of them only a fraction of their power. But somebody in authority reasoned in the fashion of Gilbertian topsy-turvydom. So the American fleet waited for the Spaniards with engines uncoupled, boilers filled (as they had long been) with salt water when they were not empty, and half the grates as clean as whistles and as cold as ice boxes. * * *

"On the fighting ship the fighting man must stand supreme," said Theodore Roosevelt, when he was Assistant Secretary of the United States Navy. And then he shrewdly added: "Only he must know how to handle his tools, and must change as the ship changes, so that, precisely as he once knew about sails, now he must know about engines. There can be no divided command. Only one man can exercise it; but he must be thoroughly fitted for it."

When there was no enemy anywhere about—on the way from Hampton Roads to Santiago—the flagship of the United States flying squadron had all her engines and four of her boilers in use. When she went on the blockade at Santiago and had the enemy in touch, the flagship of the flying squadron had only half her engine power and half her boiler power ready for use. Did the bridge expect the enemy to signal: "Please connect your engines and boilers, and be good enough to light your fires. I am coming out!" Admiral Cervera was polite enough to pay the Brooklyn the compliment of his best intentions. He acknowledges that he thought her the fastest of the United States ships, and that his hope was to disable or sink her. Admiral Schley (Commodore, as he then was) turned his ship to starboard, swung to the south, and ran seaward before taking up a parallel course with the now retreating Spaniards. Schley is reported to have turned his ship in order to avoid being rammed. It might be asked why he didn't do the ramming himself. But if he had desired to do it, and if his ship had been built for it, he couldn't have managed it with only half his engine power. He had steam only in three boilers; of his remaining boilers some had water, others were empty. The interesting manœuvres of the Brooklyn will be none the less interesting if it is found, on investigation, that standing orders from the bridge to the engine room had deprived the ship of so much of her power that she had to turn on her heel and keep at a respectful distance from the Spaniard.

After the general alarm was sounded there was nothing for it but to fill the Brooklyn's empty boilers with sea water. Then the fires had to be laid and started. Just before the Colon surrendered—that is, just at the end of the battle—all the Brooklyn's boilers were steaming at maximum pressure. But the forward engines were, of course, uncoupled still. There had been no time to stop or to slow up. The engineers had their hands full with the job of shoving the ship after the Spaniard, then pulling her away from him, and then running with him so that the man behind the gun could pump shells into him. The Brooklyn's actual running time over the forty-five miles from Morro to the stranded Colon was three hours and nineteen minutes, a speed of 13.08 knots. And her rated speed under natural draught, full power, is 18 knots; under forced draught, 22 knots.

But the Brooklyn was not the only ship caught unawares on that hustling Sunday morning off Santiago bay. Sampson's flagship, the New York, was one of the lame ducks of the fleet. The trifling distance between her eastward position and the line of the dash of Cervera was not what kept her out of the battle. Her forward engines, by orders from the bridge, were disconnected. There were boilers disconnected, empty, and, of course, fireless. Three hours after the New York started on the westward chase she had steam in all her boilers. Her engines are like those in the Brooklyn. Their condition at half past 9 that Sunday morning was precisely similar. The New York's running time, forty-five miles from the Morro to the Colon, was 4 hours and 8 minutes, a speed of 11.03 knots. Her rated speed under natural draught, full power, is 16 to 17 knots; under forced draught, 21 knots.

When the flagships set such seamanlike, workmanlike, fighting examples, what can be expected from the rest of the fleet? Chiefly, at the last minute, dependence on the fighting engineers to overcome needless obstacles, put the ships into position and hold them there.

Until that morning the Brooklyn had never been under forced draught since her contract trial trip. I have said that the service regulations require forced-draught trials at least twice a year. The regulations also provide that forced draught shall never be used, except by order of the commanding officer.

The Iowa, under orders to carry steam enough to give a seven-knot speed at night and a five-knot speed by day, was bent chiefly on coal economy. The Oregon passed her like a racer. Perhaps that is why the Oregon's erratic chaplain thought the Iowa was going in the opposite direction. The Indiana was more completely unprepared than the Brooklyn, if possible; as elaborately so as the Iowa.

The torpedo boats had a hard time in the Spanish-American war. Officers who were on them and officers who were not on them, but who know the facts, tell truths unfamiliar to the popular ear. At the outbreak of the war the number of engineer officers in the United States Navy was so ridiculously inadequate to the duties required that the Navy Department was compelled to experiment at running torpedo flotillas with a single engineer. Not one engineer to a boat, but one engineer to six or eight boats! Young line officers had to look after the engines in the intervals of their other duties. They are not to be blamed for the defective results. They were faithful enough and ambitious enough, but you cannot learn engineering in three months. Some of the United States torpedo boat boilers were completely wrecked for lack of water. One of the boats burned all her boilers so badly that, when they were taken out, the workmen, the contractors, inspectors, and everybody else who saw them, were amazed at the temerity of the men who had kept steam in them. The commanding officer of one torpedo boat prepared an elaborate report on the constructive defects of the machinery of his craft. * * *

It is even officially conceded that, but for the Oregon, the Colon and probably another Spanish ship would have escaped. So much for having engines in order, boilers ready, fires burning. Here was a ship after a fifteen-thousand-mile run, four months out of dock, with foul bottom and increased displacement, almost equalling her trial trip record for speed. And she fought as she ran. Inside of fifteen minutes after the full speed signal was given she was making fifteen knots. Within an hour she was making nearly seventeen. Coming down the Pacific the Oregon had Cardiff coal under her boilers—the best quality of Cardiff for steaming. When she turned the corner of the continent and got into the Atlantic she picked up in the coal ports the best fuel she could buy, but it was much inferior to Cardiff. Milligan had a few hundred tons of Cardiff left. He shovelled them into the fighting bunkers. "This will do for emergency," said he. Then he locked the bunkers. On the blockade the coal supplied to the ships was—well, less fiery than patriotism. On the day of the battle Milligan unlocked the fighting bunkers, and the Cardiff coal helped the Oregon to make her burst of speed. Besides, there were fires under all her boilers when Cervera slipped out.

"For God's sake, get on more boilers!" That was the sort of message sent from the bridge of one of the United States warships to the chief engineer half a dozen times in an hour when the fleet was pelting the Spaniards. The authority who in time of war had his boiler rooms ready for peace chafed at the delay. His anxious messages were beginning to worry the men below—machinists, water tenders, oilers, coal passers, firemen. The Chief Engineer stood in between, knowing that his men must keep cool-headed, and he sent back word that all the boilers were connected, filled and all the fires burning. "It's the only way to keep the old man quiet," he said. But all the boilers were not yet connected when the fight finished.

If you were sealed up in a heated iron tank floating on the sea and hammered at by missiles which now and then let in daylight and splinters, you would get a dim idea of the lot of the engineer's men aboard a battleship in action. But the engineer's men have to work in the hurly-burly and you would go mad in your tank. The enemy's shot pounds the ship, but the engineer and his men know not where the enemy is or where the ship is heading. And they can't stop to think about it. Keep that bearing cool, smother it in oil, drown it in water! Keep it cool or the game's up!

The men on deck can let the splinters lie where they fall, but the men in the engine room have to keep the splinters out of the machinery. Steam pipes are pierced. Mend 'em. Crawl behind the boilers, and stop that steam leak. Impossible to shut off anything. Scalded? Never mind. It's all in the day's work. Don't let the water down. Pass the coal lively. And, while you're about it, put out that fire in the bunkers. Grimy men, dripping with sweat, go about quietly, with clear heads, watching everything. There's no bawling, no usual noise, no confusion. In the lower engine rooms the thermometer shows 136 degrees in front of the ventilating blowers; in the upper engine rooms 190 degrees. Men dart into the upper rooms twice an hour or so, look around for a minute or two, and then dart out again. There on the hot seas, on July 3, the temperature above the boilers of the Texas was sometimes 200 degrees!

The fighting engineers! By old-time tradition, dating from the days when steam power was merely an auxiliary to wind power, the naval engineers are thought of as non-combatants. Ships change, and duties change. The engineer is now a combatant as truly as the man on the bridge or the man behind the gun. The modern fighting ship is a fighting machine; her efficiency depends upon the engineer.

The engineer of the merchant service has authority which the naval engineer does not possess. It is now proposed, in the United States Navy, to improve on the practice of the merchant service. Enlightened opinion favors the plan for abolishing the distinction between line and staff. Engineer officers are to be officers of the line. All line officers are to be taught engineering.

A generation hence the anomalies of the present service will have passed away. The line officer of the future will know the engine room as well as the wheelhouse and the bridge, for he will serve below as well as above. Meanwhile nothing will be lost, if we remember what the fighting engineers did to save the day at Santiago.

ARMY REORGANIZATION BILL.

It Provides for 91,000 Men and Increases the Number of Men in a Company to 145.

WASHINGTON, Dec. 24.—Chairman Hull of the House Committee on Military Affairs has completed his report upon the bill to reorganize the army, submitted to the House on Wednesday last, and it will be filed with the clerk on Monday. After reviewing the changes made in the bill by the committee, Mr. Hull says:

"The bill fixes no maximum strength for the entire army. Assuming that the Government will need about 100,000 troops for the defence of the frontier, for coast defence and to maintain an authority in the islands for whose good order and government this nation is now responsible, together with a reasonable reserve force, the bill provides for that number of regiments of cavalry and infantry necessary to provide the force required for each arm of the service, and a corps of artillery for our seacoast batteries, with two regiments of artillery for field batteries. The committee believe the organization as provided for in this bill will make the most efficient military organization, at the lowest cost to the taxpayer, of any organization proposed by any bill before Congress.

"The change in the present organization of the cavalry is making fifteen Captains in place of twelve, and providing a Commissary for the regiment. The Adjutant, Quartermaster and Commissary are given the rank of Captain, and a Commissary Sergeant is also added. The fifteen First Lieutenants provided make three extra First Lieutenants for each regiment, to be available as squadron Adjutants. A band is added to each regiment. The organization of artillery changes from the regimental formation to that of a corps."

In support of this latter change the report contains a long argument filed with the committee from an officer of that arm of the service. Continuing the discussion of the features of the bill the report says:

"In the infantry the number of enlisted men in a company has been increased from 106 to 145. The object of this is to provide an adequate force at the very lowest cost to the Government. We believe that an organization on this basis is more efficient in actual service than one of seventy-two privates, as proposed in the Senate bill. Gen. Sherman, in his report to the War Department in 1876, after a full study of the armies of Europe and after he had seen their operation on the field of battle, recommended a company of 250 men, and said we could count on one-third of the men being absent from duty in an army serving in the field."

Gen. Schwan and Major Hiestand of the Adjutant-General's office are quoted as favoring a company of 145 men. Gen. Miles advocated 100 men, but last spring submitted a proposition that a company should consist of 122 men. "We were just going into a war then," Gen. Miles said, "and I am not sure that if we were on the verge of war now I would not recommend that number, because there will be a great many men who will get sick and become disabled in action." Gen. Schofield's testimony before the commission is quoted to show that he favored a company of 150 men.

Major Hiestand furnished a table to the committee showing the size of regiments of the military nations of the world, which is set out in full. "The organization in this bill," the report says, "gives as a maximum a smaller regiment than is the minimum of leading nations."

The section making the Chief of the Record and Pension Division of the War Department (Col. Ainsworth) a Brigadier-General, the report says, was inserted because the committee believe that "his wonderfully efficient services made it only proper that he should have that rank."

On the question of retirement the report says: "The committee has placed in the bill certain limitations as to age. Men have been appointed from civil life to staff positions when they have reached the age of 59 and 60 years. They could not, in the nature of things, much more than become familiar with their duties when they reached the age of retirement. The question of how long a man should serve before being retired was one the committee was not at all agreed about, but a compromise was reached restricting appointments to persons not over 50 years of age. This would require fourteen years' service before, by operation of law, the officer would be retired and, without rendering any further service, become a fixed charge upon the Government. The retired list is right and proper for men who devote their lives to army work. It should not be used as an asylum for men who have spent their active lives in civil employment. An exception was made in the bill exempting from the operation of the age limit in appointments to the staff corps of all men who had served in the civil war or the war with Spain."

Accompanying the report are tables furnished by the War Department of estimates of the cost of maintaining the proposed organization. Chairman Hull, referring to the estimated cost of $150,000,000 per annum, given by Mr. Hay of the minority in the expression of their views, said:

"He had no right to use those figues, as there was nothing before the committee to warrant them. The only testimony on that point was that the army cost about $1,000 a year per capita. The bill provides for about 91,000 men, so that the probable expense per annum would be about $90,000,000."

The tables furnished by the War Department fix the annual pay of the army, without calculating increase of pay for length of service, as proposed in the bill, as follows: General officers, $122,000; cavalry (12 regiments and bands), $3,731,472; artillery corps (144 coast batteries, 24 field batteries, 10 bands), $4,490,024; infantry (30 regiments and bands), $11,355,360; staff departments, $3,208,330; Corps of Engineers, $802,824; Ordnance Department, $339,117; Signal Corps, $254,290; Record and Pension Office, $8,500; Post Chaplains, $90,000. Total, $24,416,887. If the infantry were organized into regiments based on companies of 108 men, the increased cost would be $1,190,512.

The proposed army would be divided into several grades, as follows: Lieutenant-General, 1; Major-Generals, 6; Brigadier-Generals, 23; Colonels, 130; Lieutenant-Colonels, 157; Majors, 444; Captains (mounted), 690; Captains (foot), 504; First Lieutenants (mounted), 551; First Lieutenants (foot), 575; Second Lieutenants (mounted), 242; Second Lieutenants (foot), 504; dentists (First Lieutenants), 100. Total commissioned, 3,932; enlisted men, 96,933; aggregate force, 100,865.

GEN. EAGAN MAKES A STATEMENT.

Says He Will Meet Miles's Charges Before the War Commission and the Courts.

WASHINGTON, Dec. 24.—Commissary-General Eagan to-day made a statement to THE SUN representative respecting the alleged interview with Gen. Miles sent out from Cincinnati:

"I am not certain that Gen. Miles made the statements attributed to him. He may not have been correctly reported, but I have taken steps to ascertain what he did say, if anything. I have asked through the Adjutant-General's office that Gen. Miles be directed to avow or disavow the statements made yesterday, published as coming from him, and to state explicitly what he did say to the newspaper representative, if anything. It is my intention to meet all his charges before the War Investigating Commission and the courts of the land. I have requested the War Commission to furnish me a copy of Gen. Miles's testimony that I may know exactly what he said, and I will appear to meet and refute under oath all his assertions. I do not believe it proper or military for any officer to thrash these things in the public press. I shall see that the charges are probed to the bottom, in the interest of justice and right, and will leave no stone unturned to do so. I promise that the most thorough and exhaustive examination shall be made of this subject. There cannot be too much scrutiny to suit me."

Gen. Miles was at his office in the War Department to-day and said that he had received a communication from Gen. Eagan, but would not discuss it. He declined to acknowledge the correctness or incorrectness of the reported interview, and, referring to his testimony before the War Commission, said he was waiting for the stenographic report from the commission before making any further statements. He had nothing to add regarding the La Guasimas fight.

GUARD STRONGER THAN EVER.

Nearly 14,000 Officers and Men Available, and Three Regiments Out of the State.

Major-Gen. Roe yesterday completed a statement of the present strength of the National Guard of the State from figures received from the various commands. He says:

"When the Twelfth, Forty-seventh and Sixty-ninth regiments of volunteers return from camp the National Guard of the State will aggregate, making all allowances for losses, fully 16,000 officers and men, which will be 2,000 more than ever it was. We have in the State to-day nearly 14,000 officers and men available for duty. The guard is better equipped than it ever was, and the experience that many of its members gained in the volunteer service will be of great value in the development of the State soldiery. The guard can also be mobilized more rapidly than previously."

Gen. Roe gives the strength of the organizations throughout the State as follows:

First Regiment of separate companies	1,200
Second Regiment of separate companies	1,200
Thirteen separate companies of Fourth Brigade	1,200
Sixty-fifth Regiment, 8 companies	700
Seventy-fourth Regiment, 8 companies	600
Ninth Regiment, 10 companies	700
Twenty-second Regiment, 10 companies	800
112th Regiment	400
Seventh Regiment, 10 companies	1,070
Eighth Regiment	700
Seventy-first Regiment, 10 companies	700
169th Regiment, 8 companies	500
Fourteenth Regiment, 10 companies	800
Twenty-third Regiment, 10 companies	750
Thirteenth Regiment	425
147th Regiment, 1 battalion	400
Squadron A	300
Troop C	112
Four batteries	360
Three Signal Corps	120
Seventeenth Separate Company	90
110th Battalion	400
Total	13,527

NAVY YARD NOTES.

Admiral Bunce Due to Retire, but May Remain in Command for a Time.

Rear Admiral Francis M. Bunce, Commandant of the navy yard in Brooklyn, is due to go on the retired list, as he has reached the age limit of 62 years, forty-seven of which have been passed in the naval service. He will, however, probably remain in charge of the navy yard until all the formalities attending the ratification of the treaty of peace with Spain have been completed. It is understood that Rear Admiral Schley will be his successor.

The auxiliary cruiser Scorpion arrived yesterday at the navy yard from the Tompkinsville anchorage, and was tied up near the big timber dry dock.

Plumduff and turkey will be served on all the ships at the yard to-day.

Gunboat Wilmington Starts on Her Long Cruise.

WASHINGTON, Dec. 24.—The Navy Department is informed of the departure from Norfolk this morning of the gunboat Wilmington on her long and important cruise in West Indian and South American waters. She will proceed direct to San Juan, Porto Rico, and after touching at nearly all the principal ports in the West Indies will proceed to the Orinoco River for a trip up to Angostoro, where no American warship has ever been. She will touch at a number of ports in Venezuela and Brazil for the purpose of showing the Stars and Stripes and enabling Frank B. Loomis, the United States Minister to Venezuela, to make arrangements for extending the trade of the United States with interior points in South America. Mr. Loomis has been invited to make the trip.

To See if Colon and Vizcaya Are Worth Saving.

Capt. J. O. N. Cedergren, representing the Neptune Wrecking and Diving Company of Stockholm, is at the Continental Hotel. He is going to Santiago de Cuba to report whether it is worth while to try to save the wrecks of the Colon and the Vizcaya. If his report should be favorable the Neptune Company will probably make a proposition to the United States Government on the "no cure, no pay" plan.

Duty on Soldier Trinkets from Manila.

SAN FRANCISCO, Cal., Dec. 24.—The local customs officials have received positive instructions from Washington to collect duty on all souvenirs imported by soldiers and sailors returning from Manila. Heretofore it has been the custom to permit soldiers to bring ashore their few trinkets without paying duty. The rule applies to officers and men alike.

A Gunboat for Bay State Naval Militia.

WASHINGTON, Dec. 24.—The Secretary of the Navy has directed the transfer to the Governor of Massachusetts for naval militia purposes of the auxiliary gunboat Inca, formerly the yacht of the same name.

PRIZE GUNBOATS ARRIVE.

TWO SHIPS OF SPAIN'S FORMER NAVY REACH NORFOLK.

They Are the Alvarodo and Sandoval, and They Had a Hard Time to Reach Port—Baffled by Storms and in Danger Through the Recent Fogs—They Are Small Craft.

NORFOLK, Va., Dec. 24.—After three narrow escapes during the dense fogs that have tied up shipping along this coast for the past week, the first two trophy ships of the Spanish-American war to be safely delivered at a United States navy yard arrived at this station at noon to-day. They are the former gunboats Alvarodo and Sandoval, and they came from Guantanamo Bay, where they had been fitted out for the long voyage under the personal supervision of Capt. McCalla. The Sandoval is commanded by Lieut. Edwin A. Anderson, the North Carolinian who cut the cables at Cienfuegos, under fire in an open boat. The Alvarodo is under command of Lieut. Blue, the first American naval officer to find Cervera's fleet in Santiago harbor, winning thereby official commendation.

The little craft are sister ships, almost identical in every respect. They look like small yachts and are rated as torpedo boats, although they carry no tubes. They will probably be used as destroyers in our navy. The boats are 110 feet long. They have had exciting experiences since the war closed. The Alvarodo was one of the gunboats captured when Santiago surrendered and which precipitated a controversy between Gen. Shafter and Admiral Sampson. The Sandoval was dismantled and wrecked by her own Captain when he saw escape from the American fleet in Guantanamo Bay was impossible. The gun breech blocks were broken off and thrown overboard and the guns otherwise rendered useless. The vessel was then sunk, the Captain afterward explaining to Admiral Sampson that his ship was in a sinking condition and went down before he could beach her. The Sandoval was afterward raised and refitted by Lieut. Anderson under the supervision of Capt. McCalla.

The little vessels had a hard time between Cape Fear and Norfolk. A heavy gale, accompanied by fog, forced them to anchor off Point Lookout. Later they proceeded, and, owing to fog, could scarcely find Ocracoke Inlet, through which they entered the safer waters of the sounds. They were forced to anchor several times, completely losing each other in the fog. Last night, while in the Albemarle and Chesapeake Canal, they had a narrow escape from a jam of logs from a raft. Skilful navigation, however, extricated the little warships from their perilous position. They expect to go to the Portsmouth (N. H.) Navy Yard, where a survey will be made preparatory to adding them to the American Navy.

CAPT. MAHAN ON EXPANSION.

He Says We Must Extend Our Sea Power and Govern in the Interest of Our Colonies.

Capt. A. T. Mahan, U. S. N., has an article on "The Relations of the United States to Their New Dependencies" in the *Engineering Magazine*, in the course of which he says:

"I have been asked to contribute to this discussion something from my own point of view, which is, of course, the bearing of sea power upon the security and the progress of nations. Well, one great element of sea power, which, it will be remembered, is commercial before it is military, is that there be territorial bases of action in the regions important to its commerce. That is self-interest. But the history of Spain's decline and the history of Great Britain's advance—in the latter of which the stern lesson given by the revolt of the United States is certainly a conspicuous factor, as also, perhaps, the other revolt known as the Indian Mutiny, in 1857—alike teach us that territories beyond the sea can be securely held only when the advantage and interests of the inhabitants are the primary object of the administration. The inhabitants may not return love for their benefits—comprehension or gratitude may fail them; but the sense of duty achieved and the security of the tenure are the reward of the ruler.

"That form of national strength which is called sea power becomes now doubly incumbent. It is needed not merely for national self-assertion, but for beneficence; to insure to the new subjects of the nation peace and industry, uninterrupted by wars, the great protection against which is preparation—to use that one counsel of Washington's which the anti-imperialist considers to be out of date. Sea power, as a national interest, commercial and military, rests not upon fleets only, but also upon local territorial bases in distant commercial regions. It rests upon them most securely when they are extensive, and when they have a numerous population bound to the sovereign country by those ties of interest which rest upon the beneficence of the ruler, of which beneficence power to protect is not the least factor. Mere just dealing and protection, however, do not exhaust the demands of beneficence toward alien subjects, still in race-childhood. The firm but judicious remedying of evils, the opportunities for fuller and happier lives, which local industries and local development afford—these also are a part of the duty of the sovereign power. Above all, there must be constant recognition that self-interest and beneficence alike demand that the local welfare be first taken into account. It is possible, of course, that it may at times have to yield to the necessities of the whole body, but it should be first considered.

"Materially, the interest of the nation is one with its beneficence; but, if the ideas get inverted and the nation sees in its new responsibilities, first of all, markets and profits, with incidental resultant benefit to the natives, it will go wrong. Through such mistakes Great Britain passed. She lost the United States; she suffered bitter anguish in India; but India and Egypt testify to-day to the nobility of her repentance. Spain repented not. The examples are before us. Which shall be followed?"

TROOPS FOR MANILA.

The Transports That Take Them Out Will Return with Volunteer Regiments.

WASHINGTON, Dec. 24.—The arrangements being made for the movement of six regiments of regular infantry to the Philippines contemplate the return of the transports that will convey them there with the volunteers who will be relieved by the regulars. The two transports that will proceed from New York to Manila by way of the Suez Canal, with the Fourth, Twelfth, and Seventeenth Infantry regiments, may be used to take home volunteers whose homes are on the Pacific coast or in the far West, but it is possible that one of them will return over the outgoing route with the Tenth Pennsylvania Regiment. Two trips to Havana must be made by the transport Mobile before she will be available for taking troops to the Philippines. If the two other model transports are ready to sail before the Mobile completes this duty that vessel will be kept for service between Cuba and Porto Rico and ports on the Atlantic coast of the United States.

SHIPS RAISED BY DEWEY.

The Isla de Cuba and Isla de Luzon Arrive at Hong Kong.

WASHINGTON, Dec. 24.—The good news that the former Spanish gunboats Isla de Cuba and Isla de Luzon had arrived safely at Hong Kong in charge of American crews came to the Navy Department this morning in a telegram from Rear Admiral Dewey. Admiral Dewey is still at Manila. The Luzon and the Cuba are to be docked immediately, and the work of putting them into condition for active service as American warships will begin when Naval Constructor Hobson arrives at Hong Kong, or, if he has missed his steamer, probably under Naval Constructor Copps, who had charge of the work of raising the vessels from Manila Bay.

Naval Orders.

WASHINGTON, Dec. 24.—These naval orders have been issued:

Assistant Engineer R. E. Carney, retired, from the navy yard, Mare Island, to home; Passed Assistant Engineer C. H. Hayes, from the Cassius to the Newark; Lieut. T. D. Griffin, from the New Orleans to the Badger; Lieutenant-Commander W. F. Low, from the Yosemite to the Newark as executive officer; Lieut. J. B. Milton, from the Newark to the Yosemite as executive officer; Ensign J. B. Y. Blakely, from the New Orleans to the Badger; Ensign Y. Stirling, from the Dolphin to the Badger; Ensign C. A. Brand, from the Machias to the Yosemite; Lieutenant-Commander D. H. Mahan, order for duty as executive officer of the Badger revoked and will continue on waiting orders; Lieut. (junior grade) W. L. Beers, Ensign E. A. Morehead, Passed Assistant Engineer A. D. Ostrander, Assistant Engineer J. M. Hite, Assistant Engineer F. J. Simmonds, Assistant Engineer A. L. Robinson and Assistant Engineer J. R. Bertolette have been honorably discharged; Assistant Engineer E. C. Neilson, from the Vulcan, when put out of commission, to the Prairie; Passed Assistant Engineer F. D. Terry, from the Prairie to the Yosemite; Chief Engineer M. E. Cooley, from the Yosemite to home; Lieut. J. W. Wilmot, from the Marcellus to home; Lieut. H. E. Betts, order of the 22d detaching him from the Marcellus is revoked.

108th, 109th and 165th Regiments Disbanded.

ALBANY, Dec. 24.—Gov. Black has disbanded the 108th and 109th Regiments of New York city and the 165th Regiment of Buffalo, as the Eighth, Ninth and Sixty-fifth Regiments are ready to resume their original functions in the National Guard. Adjt.-Gen. Tillinghast has communicated with Major-Gen. Roe, as commander of the National Guard, informing him that the Governor authorizes Gen. Roe to aid the mustering of these three regiments out of the service, the officers of which are rendered supernumerary.

FRENCH LEGISLATION HELD BACK.

Entire Time of Parliament Spent in Fruitless Squabbles.

Special Cable Despatch to THE SUN.

PARIS, Dec. 24.—The French Chamber yesterday sat twice in order to be able to close to-day the most sterile session on record. The working of the parliamentary machine is yearly growing worse and is now almost at a standstill as far as legislation is concerned. The entire time is spent in squabbling over interpellations, and but for the notorious uselessness of attempting to prophesy regarding anything French one would say that the people will refuse to much longer suffer parliamentary institutions in which they have already lost faith.

There have been undoubted indications lately of the restlessness which has long been chiefly Parisian but which is now intensifying in the provinces.

The latest contribution to what might be called coup d'état news comes from the *Chronicle's* Paris correspondent. He says that Empress Eugenie has consented to make Prince Victor Napoleon her residuary legatee providing £2,000,000 is paid according to the life policy on Napoleon III. with English companies.

The *Chronicle* correspondent adds that it is no secret that Eugenie prefers the younger brother, Louis, but that she has favored Victor because she has been influenced by Louis.

With this sum in perspective it is believed that an imperialist loan might be contracted.

HOPE COLLECTION TO BE SOLD.

Art Collectors Interested in the Dutch-Flemish Pictures.

Special Cable Despatch to THE SUN.

LONDON, Dec. 24.—Art collectors will be interested in the report that the famous Hope collection of Dutch-Flemish pictures will be dispersed at public auction next season. This collection was recently sold by a tender of £121,550, and will probably fetch much more. That an auction has increased the value of such pictures is indicated by the fact that one of the Rothschilds offered £250,000 for the Peel collection, chiefly Dutch, when it was rumored that the trustees of the National Gallery wished to sell a portion in order to obtain funds to purchase certain other famous pictures. Gladstone bought the Peel collection for the nation in 1872 for £70,000.

BARON BANFFY A DUELLIST.

President of Hungarian Council Challenged by a Deputy.

Special Cable Despatch to THE SUN.

LONDON, Dec. 24.—A despatch from Budapest to the Central News says that a duel has been arranged between Baron Banffy, the President of the Hungarian Council of Ministers, and M. Horensky, a member of the Hungarian Diet.

The duel grew out of an altercation in the Chamber of Deputies yesterday, when Horensky denounced the Premier as an impostor, a cheat and a traitor.

Baron Banffy's seconds are Baron Fejérváry, Minister of National Defence, and M. de Perczel, Minister of the Interior.

PRUSSIA'S EXPULSION EDICT.

Austria's Premier Still a Partisan of the Triple Alliance.

Special Cable Despatch to THE SUN.

VIENNA, Dec. 24.—The Vienna *Abendpost* (official) is authorized to state that Count Thun-Hohenstein, Premier of Austria proper, in response to an interpellation in regard to the expulsion of aliens from Prussia, has expressed himself as not desiring to reflect upon Germany as Austria's ally.

The Premier, the paper says, is a faithful partisan of the Triple Alliance and favors its continuance.

Plague on a Calcutta Steamship.

Special Cable Despatch to THE SUN.

LONDON, Dec. 24.—A despatch from Plymouth says that a case of bubonic plague is reported on board the steamship Golconda, from Calcutta for London. The patient is said to be a first-class passenger. The case developed when the vessel was one day out from Calcutta, from which port she sailed on Nov. 19. There were no further signs of the disease among the passengers, of whom there were thirty. The Golconda's last port of call was Marseilles.

GEN. BROOKE IN FLORIDA.

He Is on His Way to Havana—His Policy to Restore Peace and Order.

JACKSONVILLE, Fla., Dec. 24.—Major-Gen. J. R. Brooke, the new Governor-General of Cuba, with his staff and four ladies passed through Jacksonville this morning from Savannah on their way to Havana. They took a ride about the city during their hour's wait here. Gen. Brooke said that he had been ill in Savannah, but was feeling all right now.

"I hope to reach my headquarters in Cuba," said the General, "as early as possible, as the evacuation will begin to-morrow or Monday, and the American forces will formally assume charge of the island until such time as a civil government can be established. The policy will be the restoration of peace and order throughout the island and a return of the people to their former vocations before hostilities began. If I fail to reach Havana in time for the assumption of authority there will be no delay in the formal transfer, as other American officers in authority there will carry out the orders agreed upon."

Distributing Rations to Starving Cubans.

WASHINGTON, Dec. 24.—This telegram from Gen. Lee at Havana was received by the War Department this afternoon:

"Seven thousand rations sent to Guines and nearly 40,000 in this province. Rations also are being distributed. Suggest 3,000 cases of condensed milk of four dozen cans each to be sent. It is the best nourishment for weak women and small, delicate children."

More New York Volunteers Reach Chicago.

CHICAGO, Dec. 24.—Four companies of New York infantry volunteers, who have been on duty in Honolulu for seven months, passed through the city on their way home to be mustered out of service, leaving at noon on a special train over the Lake Shore. This is the second detachment of New York troops from Hawaii to return home by way of Chicago. Major Walter Scott was in charge of the battalion.

The Wilmington Sails for the Amazon.

NORFOLK, Va., Dec. 24.—The United States gunboat Wilmington sailed from the Norfolk Navy Yard to-day and passed Cape Henry about noon. It is said that she is bound up the Amazon River on a scientific expedition.

Sixth Ohio's Departure Delayed.

KNOXVILLE, Tenn., Dec. 24.—While the Sixth Ohio Regiment was loading here to-day to start for Cuba by way of Charleston an order was received reading:

"Don't move until further orders."

A Citizen of the Town.

"Why, say," said a citizen of the great metropolis, "I have not struck it very rich here, but I was thinking as I walked home, up Broadway, last night, something that I've thought plenty of times before, for that matter, that it was a privilege to work in this town; and the longer I live the more it strikes me that way. There are plenty of people, there's millions of them, as a matter of simple fact, that look toward New York as a place of fascination; rose-colored, mysterious, wonderful, great. And I think to myself that I am not only privileged to view this marvellous city, but I live here, and breathe its atmosphere, and am myself a part of it. I see its wonders not as a stranger does, who must go to-morrow, but all the time; they are a part of my commonplace, every-day life. I live here; and the longer I live the deeper the delight I find in being a New Yorker."

Lights of Lofty Buildings in a Fog.

One of the most picturesque of the city's sights in a fog is that presented by the lights in a tall modern office building. At this season, when the days are short and nightfall comes before the close of the business day, the whole building is lighted, and these lights shine out in the fog, tier above tier, to lofty heights, though the building itself may be invisible.

The Waring Fund.

Additional subscriptions, $1,497. Total, $93,-567.50.

Evans' Ale

Is better than any other ale brewed.—*Adv.*

"THE SORROWS OF SATAN."

Marie Corelli's Odd Story of the Devil Illustrated on the Stage.

Belief in a personal devil was upheld at the Broadway Theatre last night in a stage version of Marie Corelli's novel, "The Sorrows of Satan." People who have read the book know that it is a narrative of experiences of the boss of the fallen angels on earth. He spares the time from his other pursuits, on and beneath our human level, to take an active part in some affairs of love. He has not done so since the unfortunate case of Faust and Marguerite so far as the writers of fiction have set forth. He figures in this play as an Italian Prince, who introduces himself to a poverty-stricken author, gives wealth to him, obtains a wife for him, and really desires to befriend him in all ways. The oddity of Miss Corelli's conceit lies in the motive which she assigns to the devil. She makes him wish to get back to heaven, but able to make progress in that direction only whenever a mortal withstands his wiles. Thus his designs are complex. He tempts persons to do evil and at the same time hopes they will not. He is impersonated at the Broadway by John E. Kellerd with much subtlety. This is no gleeful fiend, rejoicing in the wretchedess which he causes. He is a mournful wretch, weak by reason of his power, and suffering failure in success. Mr. Kellerd portrays him in his pitiful as well as his sardonic aspects with equal clearness, and with no resort to the conventional tricks of the familiar Mephistopheles of the theatre. But it is a thoroughly heartless drama in which this Devil is dominant. Only one character is lovable, and that is a girl who abhors and repulses him. She is enacted sweetly by Grace Filkins.

The husband, played well enough by Howell Hansel, is selfish. The wife, to which rôle Mary Shaw devotes her best abilities, is wanton. A young fellow whom the machinations of Satan lead to suicide, is played earnestly by S. Miller Kent, but the fellow is a drunken gamester. It is true that a set of comic personages is not vicious; but the foremost of them, though recommended by the comeliness of Anna Robinson, is one of those brazenly impertinent American heiresses which English audiences accept as representative, and as to which we know better. So there is little that is agreeable in this piece. But some of the unpleasantness is not without a charm of weirdness. The episodes of deviltry hold the audience closely and firmly, though between them the grip lets go.

The dramatization of "The Sorrows of Satan" used two years ago at the Shaftsbury, London, was by Paul Bertom and Herbert Woodgate. The bill at the Broadway names no playwright. This venture is without Miss Corelli's consent, but the piece is understood to be practically the same as the other. Is is clever in its choice of transferrable incidents and in their arrangement, but not expert in diction. There are too many sentences, and most of them are too long. The meanings are sometimes lost in the words, and the words are those of a second-rate novelist. Hackneyed phrases abound. They sound badly in a Broadway theatre of the first-class, even when spoken by excellent actors. The play is mounted showily, ingeniously and in the main with good taste. Some of the scenic effects dependent on electricity are not brought out completely, but they should be in good order for holiday exhibition. A ballet at a garden fête is brightly attractive, and it introduces Violet Dene in a pantomimic dance that delighted the spectators. The apotheosis at the close of the play is somewhat enigmatical, but as gay as a Christmas card, and therefore seasonable.

MORE GLORY FOR SEMBRICH.

The Great Soprano Adds to Her Popularity the "Barber of Seville."

Christmas eve is notoriously the worst night for amusements in the whole year with the exception of Good Friday, but the audience at the Metropolitan was a large one downstairs and it packed the balconies and galleries to suffocation. The fourth performance of "Il Barbiere di Seviglia" in as many weeks is a liberal allowance of an opera which had not been for some years in the regular répertoire, until Mme. Melba revived it last season and Mme. Sembrich continued the work triumphantly this winter. The audience last night was more than ever a tribute to Mme. Sembrich's *Rosina*. One of her most valuable aids, M. Edouard de Reszke, was not in the cast and his unctuous humor was not supplied by Herman Devries, who was the *Basilio*. Mlle. Djella took the place of Mlle. Bauermeister, who is still ill. The performance naturally suffered from the absence of M. de Reszke.

Signor Campanari was again an admirable *Figaro*. Signor Carbone's exaggerated humor had its effect with the galleries, and M. Salignac sang well, although *Almaviva* is not one of his best rôles.

Mme. Sembrich never acted with greater humor and vivacity and her perpetual charm of personality was never more potent. She was in splendid voice. The first enthusiastic response of the audience to "Una Voce Poco Fa" put her in the best accord with it and that sympathy grew until after the lesson scene, when the applause was at its loudest. Mme. Sembrich sang first the Strauss waltz, then one of Chopin's mazourkas and concluded with "*Ah, non giunge.*" She might have sung indefinitely after that if she had responded to the audience's demand. But there had to be a stop and she made it decisively after the aria from "La Sonnambula."

Matinee Performance of "Faust."

"Faust" was performed at the matinée yesterday afternoon in the Metropolitan, with an excellent corps of artists. Following is the list entire:

Marguerite	Mme. Melba
Marta	Mme. Djella
Siebel	Mme. Mantelli
Faust	M. Saleza
Valentin	Signor Densaude
Wagner	M. Meux
Mephistopheles	M. Plançon

Conductor, Signor Mancinelli.

The performance was a very animated one. Principal and chorus alike seemed to enjoy participating in the various scenes. The ballet skipped and pirouetted with an extra amount of gay elasticity—the villagers ran blithely about or quarrelled with fierce energy or welcomed the warriors home with more than wonted fervor. This was the first presentation of "Faust" for the present season, and every one concerned was glad to help it on to a successful result. For "Faust" is beautiful and welcome in all ways—it is as good to do as it is to hear. The audience seemed perfectly absorbed in contemplation of its charms yesterday, and the mental atmosphere of the auditorium was delightfully genial.

An apology for Mme. Melba was made at the beginning, but no trace of indisposition was found in her singing. She acted with especial care and thought in the "Jewel Scene," to which she might if she had chosen, have accepted an encore. There was an encore also to the duel trio, and one, of course, to the final grand trio, which is always soul stirring.

Plançon's *Mephistopheles* is never anything but an unalloyed delight, it is so completely finished a presentation. The music shows off that exquisite quality of tone that belongs in so remarkable a degree to Plançon's voice; his form and stature are precisely suited to the make-up of the arch fiend, and his acting is apparently inspired by a subtle understanding of *Mephistophelian* emotions and methods. This rôle is Plançon's very best one. He never played or sang it better than yesterday, when his posturings were most picturesque and his voice as smooth as velvet.

M. Saléza made a *Faust* not more fascinating than many past ones have been. The part seems not to suit him quite as well as *Romeo*, although his refined style and deft action were constantly noticeable.

Mme. Mantelli was exceedingly agreeable as *Siebel*, while M. Meux as *Wagner* and M. Densaude as *Valentin* raised those rôles to a higher standard of merit than has been usual.

Treasurer Hirsch's Christmas Box.

On behalf of the ushers of the Metropolitan Opera House, Thomas Bull, the chief usher, last night presented Treasurer Max Hirsch with a gold watch fob. The doorkeepers added to that a handsome topaz ornament. Mr. Hirsch blushed to the roots of his prematurely gray hair and accepted with a mild protest.

Edward G. Mason's Estate Worth $26,000.

CHICAGO, Dec. 24.—By the terms of the will of the late Edward G. Mason, who died on Dec 18, his entire estate passes to his widow, Mrs. Julia S. Mason. The Chicago Title and Trust Company was appointed administrator of the estate, which is estimated to amount to $26,000, of which the realty is estimated to aggregate $25,000. An additional clause of the document, which was executed in 1891, makes Mrs. Mason the guardian of the minor children.

Vest Goes Tarpon Fishing with Quay.

ST. AUGUSTINE, Fla., Dec. 24.—Senator Vest passed through here to-day to devote several days to tarpon fishing at St. Lucie with Senator Quay.

INDIANA HAS A LYNCHING.

MOB HANGS A MAN WHO ATTEMPTED WIFE MURDER.

Masked Men Break Into the Scottsburg Jail and String Marion Tyler Up to a Tree in the Court House Yard—His Trial Was to Have Taken Place Next Month.

NEW ALBANY, Ind., Dec. 24.—Marion Tyler, who was confined in jail at Scottsburg, thirty miles north of this city, charged with attempting to murder his wife, was taken from his cell at 2 o'clock this morning by a mob of 100 masked men and hanged to a tree in the court house yard. The mob appeared at the jail demanding the keys. Sheriff Gobin refused the keys, but his wife surrendered them later, when the mob threatened violence. As Tylor was brought out of his cell he begged the mob to hang him in the jail. He was taken across the street to the court house yard and quickly strung up.

The man was taken out quietly and the noose was adjusted about his neck. He was told to pray quickly and in a low tone of voice. He was so dazed by the unexpected appearance of his executioners that he could say nothing and his teeth chattered as he walked. The rope was thrown over a convenient limb. The man was pulled up, and when the mob's leader found that life was extinct the men quietly dispersed. A large crowd of curious people looked at the body in the court house yard before it was cut down at 9 o'clock this morning.

It was on Nov. 3 last that Tyler shot and seriously wounded his wife and then made an ineffectual attempt to commit suicide. His trial was to have taken place on Jan. 13. The Coroner's inquest will take place Monday. This is the first hanging in the history of Scott county, either legal or by lynchers.

Tyler's parents lived at McLeansboro, Ill. It is said that the lynchers came from adjoining counties. There was no bitter public sentiment here against Tyler.

INDIANAPOLIS, Dec. 24.—Marion Tyler, who was lynched at Scottsburg early this morning, was an Indianapolis street car conductor. Until last July he lived with his wife on Oliver avenue. Her relatives caused trouble between them, and he sued his mother-in-law for slander. His wife then left him and went back to her home at Scottsburg. They had not been married a year at that time. He shot her because she refused to live with him again.

GENIUS NOT INSPIRED BY THE WAR.

No Songs Produced by the Recent Struggle to Compare with the Old Favorites.

"That higher musical education hasn't really brought forth the great army of talent fondly looked for is certain," said a bandmaster a few days ago as he puffed at his pipe. "This absence of genius is particularly noticeable now, when a comparison is made between the few songs that have been evolved about the late war and the works of musicians of thirty years ago. During the civil war fully a dozen patriotic anthems were written, which even to-day cause a tingling of the nerves when they are heard. What loyal citizen has not felt a thrill at the swing and rhythm of the melody of 'Tramp, Tramp, Tramp, the Boys Are Marching,' 'When Johnny Comes Marching Home,' 'Marching Through Georgia,' 'The Battle Cry of Freedom,' or 'Tenting To-Night on the Old Camp Ground?' These are only a few of the songs that originated during the civil war. There are others equally good. 'John Brown's Body Lies Mouldering in the Grave' is another type of composition.

"The soldiers who wore the gray also had their patriotic songs. 'Maryland, My Maryland,' is a classic second to none in its magnificent rhythm; 'Way Down South in Dixie' will be remembered and sung for a century, while the melodious 'Bonnie Blue Flag' is one of the best songs ever written in the English language.

"Such songs as these form an indelible part of the history of the bitter struggle between the North and South. Compared to them the hundreds of songs that have been written on the war with Spain are in nearly every case absolutely barren of real merit from the standpoint of a patriot or a musician. Among the best may be cited the 'Manila Te Deum,' composed by Walter Damrosch and sung by the Oratorio Society a few weeks ago. This is in every respect a scholarly composition, but is dependent for pariotic sentiment almost entirely upon the interpolation of a few national songs, such as the 'Star-Spangled Banner' and 'America.' 'When Uncle Sam Goes Marching Into Cuba,' is the name of a song that possesses a certain amount of military inspiration and has attained a considerable degree of popularity. There are a few other songs that appeal to certain classes, which met with some temporary success, but have already been relegated to oblivion. Nothing has appealed directly to the soldiers in the field, who, in lieu of any soul-stirring new war song were compelled to fall back upon the old-timers, such as 'The Girl I Left Behind Me,' and other old favorites, or contented themselves with popular songs of the day, such as 'There'll Be a Hot Time in the Old Town To-Night,' 'On the Banks of the Wabash' and several 'coon' songs, which, although bright, lively and generally pleasing, contain absolutely nothing that could be construed as patriotic or that will perpetuate them for more than a year at most.

"A careful scrutiny of the field fails to reveal a single song that possesses any characteristic melody or sentiment which will permanently identify it with the Spanish-American war."

SINGERLY'S PERSONAL ESTATE.

The Appraisers Find That It Amounts to $20,313—Some of the Items.

PHILADELPHIA, Dec. 24.—An appraisement of the personal estate of the late William M. Singerly has been placed on record in the office of the Register of Wills. The entire valuation is fixed at $20,313. Among the items is his running horse Handor, valued at $1,000; household furniture, $1,500; gold watch and chain, $30; "effects at Elkton, Md., $50;" carriage shed at Belmont Driving Park, $100; pew in Holy Trinity Church, $300.

The two largest items marked "No value" are a claim against Richard J. Lennon for $128,868.22 and a judgment note of Lewis S. Cox for $15,250. Lennon was the successor of Lewis S. Cox in the retail cloak store on Chestnut street which was established on Singerly's capital and which was disposed of at sheriff's sale after the crash of the Singerly financial institution. R. J. Lennon is now associate manager of a banking and brokerage house in this city having a Wall street connection.

The trustees, who have been busy for some months with the plan to pay off the personal indebtedness of the late William M. Singerly out of the earnings of the *Record* plant, have thus far devoted their attention solely to the discharge of debts contracted in the name of the *Record*, and no funds have been applied to the deficiencies of the wrecked bank and trust company.

Another Fire in Sub-Station H.

There was another small fire in Sub-Station H, New York Post Office, in the Grand Central Palace, last night. As on the night before, the fire started in the airshaft in the rear of the building. It was due to a defective electric light wire insulation, and was extinguished with a loss of $75. The mails were not injured.

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