case was that it was a question of veracity between the towerman and the engineer. Still another report showed that Engineer Rapson on Nov. 16 ran past the danger signal at Eighty-sixth street. He reported that he found the distance signal white, but on arriving at the home signal found it red. As he had made no preparation to stop, he ran about two car lengths beyond. This report had been indorsed: "I don't think this is possible." Engineer and fireman were both reprimanded.

THERE WERE MANY "LAPSES."

Mr. Jerome—This engineer must be mistaken if your automatic signals work as you say they do. Isn't it a fact that if the home signal is red the distance signal must be green and not white? A. Yes.

Q. Oh, this is another of those lapses? A. I guess so.

Q. The train despatcher thought, according to this report, that Rapson's story might be true. Do you regard Rapson as a thoroughly trustworthy man? A. I do.

Q. And yet you reprimanded him because he couldn't see a signal accurately in a fog? A. We always reprimand an engineer for running by a danger signal.

Q. Then you reprimand a man whether he is right or wrong, do you? A. Oh, no.

Q. Engineer Canty on June 18 ran his train past the Fifty-ninth street danger signal. He was cautioned not to let the thing occur again. Is this all you do on a system running 323 passenger trains a day when an engineer runs by his signals? A. We don't cut his head off. We assume that he did his best and warn him against a recurrence of the thing.

Q. How can an engineer help a recurrence when the tunnel is full of fog and he loses all sense of relation? A. Oh, he ought to know within a hundred or so feet of where he is.

Q. At any rate, all you do to a man who has run past his green and his red light is to caution him, is it? A. We reprimand him and charge the thing up against him. A man who does this right along would not be retained, of course.

STAR ENGINEER WHO BROKE THE RULE.

Another report showed that on Nov. 16 train No. 179 ran by the danger signal at Eighty-sixth street and was so heavy that it could not back up, so it stood where it was until the block was clear and the engineer got a clearance card from the signal tower.

On March 11, Engineer Lawless ran by the home signal at Fifty-ninth street because he said he couldn't see it until he was right on top of it. Instead of backing up he went on because he thought he heard someone ahead say that everything was all right. As a matter of fact the signal was still set against him. Lawless maintained that there was no torpedo explosion to warn him. The report showed that Supt. Miles Bronson regarded Lawless as one of the best engineers on the road; consequently he was only reprimanded. Mr. Jerome thought this inadequate punishment for an engineer who had violated one of the first rules of the road about proceeding when the signals were set against him.

EIGHTEEN CASES LAST YEAR.

Engineer Ryan, on Jan. 17, ran past a danger signal at Ninety-sixth street. In his report he said that he slipped by in the fog and then continued slowly because he thought that was better than backing up. Mr. Franklyn said that Ryan was reprimanded. Another engineer, who ran past the Seventy-second street signal on May 29 reported that he had applied the brakes but the rails were so greasy that the train slipped along. As he didn't get a torpedo signal he continued on his way.

Eighteen of these cases were threshed over by Mr. Jerome. The most severe punishment indicated was that of the engineer who was relegated to the freight service. Mr. Franklin said that there were similar reports from engineers dating back for years. He was told to bring them all with him on Monday.

MOSS PLEADS FOR RECOGNITION.

At the close of the examination of Mr. Franklin, Mr. Moss, on behalf of Engineer Wisker once more asked Coroner Scholer for recognition.

"I want to say," he said, "that a great principle is involved in this case. Wisker is here under arrest on a warrant issued by you, and he does not seek to run away or to evade the issue. The District Attorney is here to develop facts for a prosecution and to prepare a case for court. He has directed this entire matter and instructed the jury on its duties. The facts he has brought out are accusatory and he can get a verdict, any verdict he chooses, against any person he chooses. The man accused will have to stand a public trial and public condemnation.

"Is there a more pathetic figure here than this man, this engineer who has been worse than killed by this accident. Is he to be made the scapegoat? I ask the Coroner to recognize at this hearing counsel for this man. The District Attorney has threatened to withdraw if I am recognized. Let us admit that justice for the engineer is of more importance than the presence of the District Attorney. There is a place for the exclusive hearing of cases by the District Attorney and that is the Grand Jury room. It is a queer tribunal where a man is not allowed to ask a question of a witness which will tend to exculpate an accused man. I claim the same courtesy extended in the Molineux case. To refuse it is bad law, bad proceeding, bad everything."

QUARREL WITH JEROME.

"I am surprised that Mr. Moss should quote the Molineux case as a precedent," said Mr. Jerome. "That case was a scandal, as every one must recognize now. It ought not to be quoted here as a precedent. I protest against the recognition of any outside counsel. The directors of the road have not come here to ask for representation. I am not here to enmesh any one in the criminal law. It will be my highest joy to find that no one is criminally responsible for this accident. But if I do find that some one is criminally responsible, I will pursue him relentlessly. If Mr. Moss is being denied a right he can get it by mandamus from the Supreme Court."

"We differ from the directors of the road in that we have been arrested," responded Mr. Moss. "We think that if the directors or the President of the road were represented by counsel here who asked for recognition they would get it. That's all I have to say."

"But it's not all I have to say," said Mr. Jerome hotly. "I am surprised that any one who has known me so long would intimate that I would treat the President or the directors of this road differently than I would any one else. It is a direct and positive insult and I cannot let it pass without saying so."

The Coroner would not recognize Mr. Moss and the latter said nothing in explanation of his remarks then. He apologized later.

SIGNALS "ASSUMED" TO BE VISIBLE.

Mr. Jerome called Superintendent of Signals W. M. Kinch of the Central, who explained the workings of the block signal system. He said that he had never heard that engineers complained of being unable to see the lights.

[illegible]

Assistant General Supt. Stevens of the New York Central testified that he was on Wisker's train at the time of the collision

and it was going at the rate of thirty-two or thirty-three miles an hour in his judgment. Henry Emden and George Flynn, towermen along the line of the tunnel, told how the two trains passed them about a minute apart on the day of the accident and just before other trains had passed up, filling the tunnel with smoke. Flynn, who is stationed at Fifty-ninth street, was sure that the red signal at Fifty-ninth street and the green one at Sixty-third street had been properly set.

STEPPED ON A SIGNAL HE COULDN'T SEE.

Engineer Thomas F. Dougherty of the New Haven train testified that he never had any trouble in picking up signals in the tunnel because he had what engineers call the "feel" of the road. A man without the "feel," he said, could not run safely through the tunnel on a foggy day. He often had to get out of his cab and look for signals, he said, and once when he feared he had run by he stepped out of his cab on to a signal lamp which he had not been able to see before.

Dougherty said that he wouldn't undertake to run a passenger train through the tunnel if he had never taken one through before and that he would not send any other man to do it. He said that he never attempted to make up time in the tunnel and didn't believe other engineers did it, as all were careful about filling the tunnel with black smoke.

DID A BRAKEMAN HIDE THE RED LIGHT?

John Dyas, the conductor of the New Haven train, said he had often heard engineers complain about not being able to see signals in the tunnel. Fred Barnum, the brakeman of the New Haven train then told how he ran back to signal the Harlem train that his train was at a standstill in the next block, told of throwing his lanterns at the engine and yelling as loud as he could at Wisker without effect. The next witness, C. D. Van Schaik, the engine inspector of the Harlem road remembered seeing Barnum a few hundred feet north of the Fifty-ninth street light just after the wreck. This suggested the possibility of Barnum having stood in front of the light when the Harlem train came along. Barnum was recalled and said he didn't think he had obscured the Fifty-ninth street light.

NEGLIGENCE, ENGINE INSPECTOR SAYS.

Van Schaik said that it was usual in training new engineers to send them through the tunnel on passenger trains with older hands until they felt that they were confident that they could run their trains themselves. To send a man through without this experience, he declared, would be negligence. Van Schaik was the last witness of the day.

THE STATE'S TUNNEL INQUIRY

Set Back for the Present—New Date to Be Decided On.

Col. Dunn of the State Railroad Commission announced last night that the commission would meet this morning at the Fifth Avenue Hotel to set a new date for the opening of its investigation of the tunnel wreck. The commission had intended to begin its inquiry on Monday but the inquest will very probably last well into next week and as the commission intends to examine witnesses already subpœnaed by the Coroner a postponement was necessary. Col. Dunn said that the commission would probably decide on Thursday as the first day for its work.

RIOTOUS LABOR MEETING.

Socialists and Union Men Come to Blows in Pittsburg.

PITTSBURG, Jan. 17.—Socialists and organized labor were in a riot to-night at old City Hall. M. M. Garland, the Surveyor of the Port, and a former President of the Amalgamated Association of Iron, Steel and Tin Workers, was struck in the face. "Mother" Jones fled in dismay and the name of Gompers was hissed.

Ben Tillet, a British labor leader, was to speak last night, but there wasn't much of a crowd and the meeting was adjourned till to-night by Patrick Dolan, President of the United Mine Workers of the Pittsburg district. Dolan wasn't well and he delegated the Secretary of his organization to open the meeting. A big crowd assembled. First the Socialists tried to put their man Schuelberg into the chair, but were defeated. Then, Ben Tillet spoke and Mrs. Mary Jones, "Mother" Jones, expatiated on the beauties of socialism.

A man in the back of the hall, who said his name was Murphy, and that he was a member of the [illegible] carriers' union, started a wild harangue, urging socialism as the salvation of labor. He mentioned Gompers and the Socialists hissed tremendously. Garland, Gompers and Dolan, he said, were labor fakirs and the crowd of union men arose.

There was a grand rush toward Murphy, but not before Garland had received a blow. It was said that Garland struck Murphy and others say he only defended himself against Murphy's friends. Murphy's crowd say he got "a good smash," anyhow.

Old "Mother" Jones stood on the platform watching the fracas for a while, but soon followed the advice of some men on the platform and fled. Some of the Socialists were thrown out of the hall and quiet was partly restored.

Ben Tillet, who had looked on turbulent scenes before, never turned a hair. He arose to express his regret at the occurrence and said he thought that of the labor leaders Gompers was one of the ablest. Then renewed hisses and catcalls broke out and the meeting was declared adjourned.

Thirteen Pictures on Show at Carnegie Institute Sold.

PITTSBURG, Pa., Jan. 17.—The Committee of Fine Arts of the Carnegie Institute announced to-night that thirteen of the pictures of the last exhibition have been sold. The sales foot up $18,319 and the total sales for six years aggregate $113,914. Edwin A. Abbey's picture, "The Penance of Eleanor, Duchess of Gloucester," was bought by the Fine Arts Committee. Other paintings sold were John W. Alexander's "A Rose," William V. Birney's "An Old Chest," "On the Nile," by Robert D. Gauley and "The Storm," by George H. Bochert, all New York artists.

Buffalo to Raise $15,000 to Fight Smallpox.

BUFFALO, Jan. 17.—Buffalo's Common Council has decided to issue $15,000 worth of bonds for the purpose of stamping out smallpox in this city. Much of the money is to be spent in paying physicians to find smallpox patients who are hidden by friends and relatives. So far as is known there are 112 cases in the city to-day and the total number since last November, when the epidemic broke out, is 242. This number, however, does not reveal all the cases, as Health Commissioner Green admitted when he applied for money.

Col. Moore Wins His Suit Against the Central Foundry Company.

Col. Joseph T. Moore of Newark, N. J., obtained a verdict of $11,441 in the Supreme Court, Jersey City, yesterday against the Central Foundry Company for breach of contract. [illegible]

Accused of Causing the Death of Seven Persons.

[illegible]

[illegible]

A FIREPROOF ELECTRIC CAR.

MR. YERKES INVENTS IT FOR USE ON HIS LONDON ROAD.

It Is Such a Car as George Westinghouse Has Suggested to Lessen the Perils of Electric Locomotion—These Perils Discussed by Mr. Westinghouse.

Charles T. Yerkes, who will equip and operate the new underground electric railway in London, believe that one of the chief factors in the solution of electric traction is the use of fireproof cars. Such cars have never yet been used for passenger service. It will be interesting, therefore, to Americans to learn that Mr. Yerkes has practically invented such a car with which his London road will be equipped. When Mr. Yerkes was asked yesterday to tell THE SUN about these cars, he said:

"When the London underground electric road is ready for business, it will be equipped with absolutely fireproof cars. These cars will make impossible a repetition on our line of the recent accident in Liverpool, in which several persons were burned to death. The use of the cars will reduce to a minimum, the possibility of the wrecking of cars, in ordinary collisions, such as occurred last week in the Park avenue tunnel."

George Westinghouse, President of the Westinghouse Electric and Manufacturing Company, said yesterday in advocating the use of fireproof cars on roads operated by electricity:

"The operation by electricity of heavy trains being in a sense a new art, the majority of railway managers and the public in general have not yet had impressed upon their minds anything but the possible advantages which would follow the substitution of electric for steam traction; nothing, therefore, could be more natural to them than to favorably consider the numerous proposals of inventors and manufacturers for the application of motors and accessories to existing combustible cars and to less favorably consider plans involving a more costly construction of cars and such an application of electrical apparatus as would tend to reduce the chances for accident from fire to a minimum.

"Besides increased comfort due to the avoidance of smoke and cinders, a very important reason favoring the use of electricity is the ability to attain higher speed and thereby save valuable time to travellers. Higher speeds, however, involve greater risks, since it takes four times the distance within which to stop a train when running at fifty miles an hour as is required with one running at twenty-five miles an hour.

"I believe electricity can be safely utilized for the operation of suburban and interurban trains and that this use will be rapidly extended in all parts of the world. It is not against the true interests of electrical industries to call attention to this subject in a manner which will lead to the safe use of their products; nothing could more seriously interfere with such development of electric traction than a serious loss of life due to such an application of the apparatus as would lead to the destruction of a train by fire. Cars can and should be constructed and electrical apparatus applied in such a manner as to avoid the risks referred to."

Mr. Westinghouse added that one way to avoid the possibility of accident on electrically operated railroads was by the use of fireproof cars. Then he called attention to paragraphs from an editorial in the *Railway Gazette* of yesterday and said they expressed his own views on some features of electric traction. The paragraphs are:

"From all the evidence that we can gather the New York Central tunnel accident was a clear case of overrunning signals. * * * The assumption then that this accident would not have happened had the tunnel been worked by electricity is in itself false. But we wish now to speak of another side of this question, which appears to have escaped the attention of the editors. If the tunnel had been worked by electricity, and if the collision had taken place through the paralysis of the faculties and energies of the engineman, the result would probably have been considerably worse than it actually was.

"It is likely that the wreck would have been burned at once by a short circuit of the electric current. In such case few of the wounded would have escaped. The fact has been overlooked during the excitement following this accident that an electric train was burned on the 23d of last December, killing seven people. It has also been forgotten that electric cars have been repeatedly burned to the trucks within the last two or three years. We shall not particularize now because we do not wish to be unnecessarily disagreeable.

"From all this it does not follow that it is desirable that people should cease to use electricity for traction; on the contrary, there is not the slightest probability that there will be any interruption of the extension of this use of electricity. But what we want particularly to make folks think about now is the importance of taking every possible precaution against the burning of electric trains and cars. We can conceive of nothing more horrible than a train on fire in a tunnel; but a train on fire on an elevated railroad would be almost as bad.

"It would seem to follow that anybody equipping a tunnel or elevated road for electric trains should take every precaution known to the present state of the art to guard against fire. Obviously, the Pennsylvania Railroad people are justified in assuming that by the time their under-river tunnels are ready for trains a good deal of experience will have been had, and the electric art will have been advanced considerably beyond its present state, but others will have to begin to get their experience at once."

[illegible]

that he had been considering a steel frame car for steam railroads for two years, and had drawn designs for them.

"On my last trip to New York I met the President of one of the traction companies there," Mr. Hansen added. "He asked me if a steel frame car for electric traction purposes could not be built. I already had such a car in my mind and told him so. On my next trip to New York I am to see him and we will talk over the possibilities and designs."

Mr. Hansen said he could not give the name of the traction President. He added:

"One of the lines our company will take up is the passenger car made of metal. I have been working on designs for such cars, believing them superior to the wooden car for three reasons:

"First—A stronger car can be built, one that is practically indestructible, one that in wrecks would stand the shock of a collision and would not telescope.

"Second—The cost of repairs would be reduced to a minimum, for the only parts that would have to be replaced as often as to-day are those subject to the natural wear, such as wheels and axles.

"Third—In case of collision there would be no danger of fire that so frequently destroys wooden passenger coaches, for the only wood about the car would be the flooring and the trimmings.

"The proposition of making metal cars is feasible and I think that as the designs we have been working on have been brought to the attention of railroads they will be taken up. In fact, a number of railroad men, besides the traction President of whom I have spoken, have talked to me about metal passenger cars. If there was one railroad man who did so, there were fifty. I think the steel-frame passenger coach is coming and that it will take as fast as the steel freight car took.

"There is no doubt that the all-wood passenger coach of to-day is as strong a car as can be built of wood, but the limit has been reached, just as one can build frame buildings of certain sizes, but when it comes to the fifteen-story office building, must have recourse to other material. The weak point of the wooden car is the under frame and side frame construction, for those are the parts that suffer in a collision."

ST. LOUIS EXPOSITION IN 1904?

Postponement Announced in Washington but Denied in St. Louis.

WASHINGTON, Jan. 17.—The announcement was made at the White House to-day by David R. Francis, President of the Louisiana Purchase Exposition, and Adolphus Busch, chairman of the Exposition's Committee on Foreign Relations, that the Exposition will not open until 1904. This conclusion was reached after consultation with several representatives of foreign Governments here and with President Roosevelt and leading Government officers.

President Francis said: "We could hold as big a fair in 1903 as was ever held anywhere in the world, but in 1904 we can beat all records. We find that many of the foreign Governments will not be able to prepare adequate exhibits by 1903, and this is especially the case with the Japanese Government. A great fair is to be held in Japan in 1903, and if we postpone the St. Louis fair, these Japanese exhibits can be transferred to our city."

ST. LOUIS, Mo., Jan. 17.—The telegraphic news from Washington concerning the possible postponement of the World's Fair created excitement at headquarters and set tongues wagging all over the city. The Executive Committee held a meeting at which all but President Francis and Nathan Frank were present and at which resolutions were adopted as follows:

"*Whereas*, The public press has agitated the question of postponement of the Louisiana Purchase Exposition.

"*Resolved*, That under the act of Congress, and under every plan of the Board of Directors and Executive Committee, the Exposition will open and close in the year 1903."

This action followed a message from President Francis in which he said he had given out at Washington the following statement:

"Never contemplated postponement and will be ready."

President Francis also telegraphed to the Secretary of the Exposition:

"Why does one of the evening papers of St. Louis wire me for reasons for postponement, I have not talked of postponement? nor admitted it at all."

On the part of nearly all the foremost workers of the Exposition Company, the story was practically discredited before assurances from President Francis had been received. William H. Thomson, Treasurer and chairman of the Grounds and Buildings Committee of the Exposition, was dumfounded when told the reports from Washington. He said:

"We have reckoned on nothing of the kind in any of our calculations here. We have not admitted the idea of postponement into any of our deliberations and matters have been brought to such a stage here that I do not believe there is any need for postponement."

TEXAS SALUTES MEXICO.

Governors From Each Side of the Rio Grande Dine Together.

EL PASO, Tex., Jan. 17.—A notable banquet was held here at 11 o'clock last night at which Gov. Sayers of Texas and Gov. Ahumada of Chihuahua, Mex., were the guests of honor. The two Governors toasted each other and their respective Commonwealths and cemented the ties of friendship between the two border States.

This is said to be the first time where a Mexican Governor has dined with a Texas Governor. The hatred of Mexicans for Texans has been proverbial ever since the Lone Star State achieved its independence by signal victories over Mexican forces, but the unusual spectacle presented last night when the two Governors dined together is taken as an evidence that all animosity is buried forever.

The Governors signed the following document, petitioning the President of the United States for an international dam:

To the Hon. Theodore Roosevelt, President of the United States of America, Washington, D. C.:

[illegible]

RULED HER WITH A WHIP.

Mrs. Reid Complains That Her Husband Treated Her Like a Dog.

[illegible]

NIXON SEES THE SULLIVANS.

NEW TAMMANY BOSS SAYS 'TWAS INSPIRING.

The Shipbuilder-Politician Takes a Peek in at the Bowery—The Clan Had a Dual Reception for Him; Beer Downstairs and Champagne on Floor Above.

The monthly stag party of Dry Dollar Sullivan's Tammany organization in the Sixth Assembly district at 207 Bowery last night was in layers, one upstairs and one down and about the only thing the two layers had in common was a speech from Lewis Nixon, the new chairman of the Finance Committee of Tammany Hall and therefore the nominal leader of the organization so long as it pleases Squire Croker to rest at Wantage.

It was Mr. Nixon's second excursion into an Assembly district since his promotion to nominal leadership and his only comment, after he had made a speech downstairs to the lodging house voters and upstairs to the ex-officeholders who haven't had time yet to lose their champagne appetite, was that "it was all very inspiring." It was.

Mr. Nixon got to Sullivan's headquarters at 9:30 o'clock. He made a point of going down there from the Democratic Club in an ordinary trolley car instead of an automobile. Great pains were taken to impress that fact upon the downstairs audience which he talked to first.

Theoretically every voter in the Sixth Assembly district is welcome to a Dry Dollar Sullivan stag party, but a sharp distinction is made between the men who wear no collars and garbage can hats and those who wear high hats, cravats and scarf pins. The latter are called "gents" by the man at the head of the first flight of stairs. He sends them up stairs to the club room on the third floor. The others he sends in to the "assembly room" on the second floor.

The "clubroom" has a red carpet on the floor and plush divans all around the sides and champagne is served in the ante-room.

The assembly room has no carpet on the floor and no divans. There are a few hardwood benches there and beer in the anteroom once a month.

Mr. Nixon went to the room with the bare floor first. He was introduced there by Little Tim Sullivan, the new leader of the district, as "the young man's friend." Mr. Nixon had to wait for a pair of Dutch comedians to finish their stunt before he could begin his. Then he said:

I have come down here into this glorious Tammany district because I want to know all the Democrats in the city and before I get through I shall visit all the districts. As the leader of Tammany Hall, I shall try to deal with all districts with strict impartiality, but it is only fair that the district which renders the best returns at the polls shall receive in proportion the greatest number of the favors to be distributed. Tammany Hall does not propose to rule you, but to rule for you. But I will not interrupt your pleasure any further this evening.

That's all there was of the downstairs speech. By their "pleasure" Mr. Nixon was referring to the kegs in the back room. As he made his way through the crowd the African comedian, who followed him on the vaudeville programme, sang, "Ain't Dat a Shame?"

The new leader was also introduced by Little Tim upstairs, and there he had to wait for a man who was introduced by former Alderman Fleck as Senator Swanstrom of Kentucky. The Senator explained that he was from Minnesota and then yodled a tribute to Tammany in Swedish. The gang got rid of the statesman from Minnesota before he was half through by vociferous cheering, and then Mr. Nixon said:

Fellow Democrats, I feel perfectly at home here, as a result of the splendid welcome I received on the lower floor. This is a wonderful district and we are all proud of it and you should be proud of your leader. Tammany is the watchdog of the poor man's rights.

"You ought to've said that downstairs," somebody shouted, but Mr. Nixon paid no attention and he wound up his second speech by urging all hands to work to get the young men into the organization and with a prediction that in two years from now there will be a Tammany Mayor in City Hall.

Joe Dunn, who presided at the downstairs meeting, received a big nugget of gold yesterday from his fellow members in the order of Eagles, but he didn't exhibit it till he got upstairs, and even then he seemed nervous about it.

The presiding officer of the real quality meeting upstairs was former Alderman Fleck, whose saloon on the Bowery was raided a while ago as a disorderly place.

After his two speeches Mr. Nixon drank one glass of champagne and said that it was all very inspiring—very, for a new leader. He also said that the Low administration was starting in well, but wouldn't last more than the two years allotted by law.

As the new leader left Sullivan's club to take an uptown trolley car, one of the real-thing followers of Dry Dollar muttered: "He's a stiff; now wouldn't he freeze you?"

ELOPERS BROUGHT BACK.

Locked Up in Police Headquarters—Man Charged With Robbery.

Michael Maddie of 303 East Ninety-seventh street and Maria Schianka of 169 West End avenue were brought here from Rochester yesterday and locked up in Police Headquarters. Maddie, who is married, is charged with taking his five-year-old boy and running away with the woman, who is also married. She is charged with taking [illegible] from her husband. They left the city, the police say, in October.

In the days following the baby's birth there is often a long uphill struggle to recover strength, and the nurse busies herself in the preparation of jellies and broths for the invalid.

When Dr. Pierce's Favorite Prescription is used as a preparative for motherhood the baby's advent is practically painless, there is abundant strength to nurse and nourish the child, and a rapid recovery from the shock and strain [illegible]

[illegible]

Dr. Pierce's Pleasant Pellets keep the bowels healthy.

GOLD SEAL

"SPECIAL DRY." "BRUT."

CHAMPAGNE.

"GOLD SEAL" has been analyzed and tested by the world's best doctors and most eminent chemists in competition with six of the best French Champagnes; the result of the analysis showed "GOLD SEAL" to be purer and more healthful than any French wine, with a more delicate bouquet and flavor. It costs less than one-half the price of imported wine.

SARAH BERNHARDT says: I find the Urbana Wine Co.'s Gold Seal Champagne excellent, in fact superior to many French Champagnes. It surprises me that such a fine wine can be produced in America.

URBANA WINE CO., URBANA, N. Y., SOLE MAKER.

MORE AIRSHIP TRIALS.

Santos-Dumont at Nice—Says He Will Compete at St. Louis.

Special Cable Despatch to THE SUN.

NICE, Jan. 17.—M. Santos-Dumont, the inventor of a dirigible balloon, will make his first trip in his renovated airship on Monday if the weather permits. He has not yet built his proposed seventh balloon. He has succeeded so well in improving the one with which he won the Deutsch prize for encircling the Eiffel Tower in Paris that he has resolved to attempt a journey to Corsica with it after a few preliminary trials over the Bay of Monaco.

The date of his voyage to Corsica will depend on the success of these preliminary trials. The balloon will be accompanied by the Prince of Monaco's yacht, Princess Alice; Mr. Hinckley's (of New York) Calanthe, and many others, including several American boats.

M. Santos-Dumont in an interview confirmed the reports that he intends to compete for the prize offered by the St. Louis Exposition. He hopes to have his seventh balloon ready for this competition. This will be lighter and more powerful than his present one.

SEARCHING FOR MISS STONE.

English Correspondent Says Her Captors Are Politicians, Not Brigands.

Special Cable Despatch to THE SUN.

LONDON, Jan. 18.—The *Daily Graphic* lately sent W. F. Maud, an artist and correspondent to search for Miss Stone, the abducted American missionary, in the hope, as the paper said, "of casting light on the causes of the incident and the best means to secure Miss Stone's release."

Mr. Maud's second article, dated Dec. 23, is published to-day. He asserts positively that Miss Stone is the victim of the Macedonian Committee, and that it was political capital and not money that induced her kidnapping, although doubtless a ransom would be a welcome addition to the committee's funds.

He confirms absolutely the statement that the leader of the so-called brigands is not a brigand, but a political agitator of the name of Sarapoff, a Bulgarian ex-officer of evil reputation.

EMPRESS FINDS HER GOLD.

Hidden in the Palace at Pekin and Not Discovered by Foreigners.

Special Cable Despatch to THE SUN.

PEKIN, Jan. 17.—The Foreign Board to-day complained to the Ministers that foreigners were attempting to enter the Forbidden City and imperial parks. It is understood that this means sightseers.

The Empress Dowager will receive the Legation ladies in her own palace quarters on Feb. 1. Heretofore they have not been allowed to visit the private garden of the palace. Her Majesty expressed high regard for the foreigners on finding that her quarters had not been entered by the foreign troops.

A large private treasure in gold that was buried beneath the floors when the court fled was found untouched on its return.

BETTER CONDUCT AT YALE.

Y. M. C. A. Reports an Improvement Among the Students of Late.

NEW HAVEN, Jan. 17.—The annual report of Yale's Young Men's Christian Association has just been made public. Among other things it says that the term just passed has been an unusually quiet and orderly one as regards the conduct of students, their good behavior at bicentennial time being especially noticeable.

There is an increased feeling among the leaders of Yale's undergraduate life, it says, that Christian character is the first essential. Dwight Hall has come to rely greatly, according to the report of Secretary R. D. Edwards, '01, on captains and managers, editors of the college papers, leading debaters and scholars, not alone for moral support, but also for hard work.

The positive attitude of many members of the faculty and officers of the university in regard to college morals has added their uplifting example of service as the ideal for a college-bred man. The strength of the preaching in Battell Chapel has been a power for the building of Christian manhood in the university, the report says in conclusion.

BORN IN MIDOCEAN.

Boy Who Can't Be President Gets the Name of Pennsylvania's Skipper.

When the Hamburg-American liner Pennsylvania, which arrived yesterday at Hoboken from Hamburg, was in midocean on Saturday Mrs. Sophie Heinmeyer, a second cabin passenger, gave birth to a boy. [illegible]

MRS. HARRISON DISAPPROVES.

[illegible]

Celebrated Franklin's Birthday.

[illegible]

JOTTINGS ABOUT TOWN.

[illegible]

Stops the Cough and Works off the Cold.

Laxative Bromo-Quinine Tablets cure a cold in one day. No Cure, No Pay. Price 25 cents.—Adv.

LIVE TOPICS ABOUT TOWN.

Not only have the commuters on the New York, New Haven and Hartford trains shunned the last car since the tunnel disaster but they have so far as possible avoided the antiquated old cars that this company runs frequently in its suburban service. The expert who said last week that if the car which was smashed, which was admittedly old and lightly built, had been a modern passenger coach the White Plains locomotive would have been stopped very suddenly in its course. Almost every train run by this road for suburban traffic has one or more of these old cars, some of them according to commuters still lighted with lamps, coupled in. They would be very easily telescoped in case of a collision, but this point was not thought of until the accident of Wednesday illustrated the danger of these old cars. Beyond growling a little over the poor lights and narrow, old-fashioned seats the commuters have accepted these cars because they did not propose to stand up. By general agreement they now avoid them. The woodwork of the wrecked car, which was not much heavier than an ordinary elevated road car, was so old that instead of splintering it pulverized like punk and the commuters have agreed that if the road continues to use these old relics they will not ride in them.

Lord Alfred Douglas, who left this country after a short visit, intended to make a longer stay here, and only a few weeks ago sought employment as an art critic on a weekly newspaper. The application was made through a friend, who said that Lord Alfred had some ideas on art that he was anxious to disseminate here.

The project came to nothing, as Lord Alfred's identity was to be kept a secret, and his services would have been valuable to the journal only on account of his name. If he had been engaged, it was his intention to remain here for some time.

The talking in the boxes at the Metropolitan during the performances of the present season has been less disturbing than usual to the occupants of orchestra seats, who are, indeed, likely to be just as loquacious themselves as the box holders. The occupants of parterre boxes may turn their backs to the stage or leave their places just as the singers begin after having sat through an intermission; but they have begun to talk now in such subdued tones that listeners to the opera are not annoyed.

The first of the heavier Wagner operas on Monday night brought with it the lowered lights and the long stretches of declamation that interest so little the unmusical hearers. So society enjoyed itself in the old way. During the second act there was a hubbub from two of the parterre boxes that even the people in the omnibus box, which never had a reputation for being especially musical, sent hurriedly for an usher to have the noise stopped. The talk, continued, however, until the end of the act, as there is no provision in the rules of the opera house by which stockholders may be stopped from talking when they want to.

Frank Gardiner, an American millionaire who was recently divorced from his wife, formerly Carrie Daniels, an American actress, was in this country a few years ago to buy a racing stable. Tod Sloan was his adviser and his purchases of horses cost him a small fortune.

Mr. Gardiner is the last survivor of the little group headed by Barney Barnato that made large fortunes out of the South African mines. Every one of these men, beginning with Barnato and excepting only Mr. Gardiner, has met death in some mysterious manner.

Mr. Gardiner has been recently interested in the manufacture of automobiles. He is one of those who had some occasion to realize the difference between the dignity of a king and that of an heir apparent after Albert Edward came to the throne.

Mr. Charles M. Schwab's losses at Monte Carlo recall the different fate of certain more humble players of considerable distinction. Last year the international chess tournament at Monte Carlo brought many of the winners to grief at the green table. They went with their winnings from the chess board to the roulette board, and there the majority of them were soon penniless and had to write home to their friends for money to get back with. They all got away finally after much difficulty.

RESCUED ON LAKE MICHIGAN.

Passengers and Crew of Railroad Company's Stranded Steamship Saved.

LUDINGTON, Mich., Jan. 17.—The Pere Marquette Railway Company's steamer No. 3 struck the bar at the mouth of the harbor early to-day while attempting to enter in a high southwest gale and sank in ten feet of water. The nine passengers and the crew of thirty were taken off by the life saving crew with their breeches buoy apparatus.

The accident occurred before daylight. [illegible]

Killed by Slipping on the Ice.

[illegible]

PENNSYLVANIA R. R.
Personally Conducted TOURS

MEXICO AND CALIFORNIA
[illegible]

FLORIDA
[illegible]

WASHINGTON
[illegible]

OLD POINT COMFORT, RICHMOND and WASHINGTON
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Correct Dress for Men

MID-WINTER SALE

Prices decidedly reduced on stylish overcoats and suits. No garments carried over from season to season.

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