The Sun.

SUNDAY, JANUARY 18, 1903.
Fair and colder to-day and to-morrow; brisk northwest winds.

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WORLD'S BIGGEST GUN FIRED.

640 POUNDS OF SMOKELESS POWDER IN ONE CHARGE.

Ordnance Officers Practically Sure Now That the 16-Inch Rifle Built at Watervliet Is a Success—Will Send a 2,400-Pound Projectile 20 Miles.

The biggest and most powerful gun in the world, the 16-inch rifle built at the Watervliet arsenal by the Government at the cost of a quarter of a million dollars, was successfully tested yesterday afternoon at the Sandy Hook proving ground by the Ordnance Board of the United States Army.

The most sanguine expectations of the designers of the gun and of the most expert of the army's ordnance officers, were surpassed by the actual performance, the gun acting admirably at all times even when 640 pounds of smokeless powder, the largest quantity ever crammed into a gun, was stacked up behind the 2,400-pound projectile, and exploded by an electric spark.

Three shots were fired from the gun before the experts were entirely satisfied with the test, and now all that remains to be done to indicate the complete success of the experiments is to measure the bore of the gun carefully to see whether the tremendous explosion has caused it to expand more than it ought to. One of the things that the ordnance officers have feared in the building and shooting of a 16-inch gun is that the limit of elasticity in steel would be surpassed. After the three shots fired yesterday, however, the big gun appeared to be in as good shape as before the first shot, and of the three shots fired, the third was by far the most successful. Before any official report on the gun is made to Washington, however, the bore will be carefully measured and the slightest permanent expansion of the bore will be noted.

The remarkable thing about the tests and one which caused the greatest comment among the experts in ordnance was the accuracy of the predictions of what the gun would do in the matter of velocity and pressure, made before the first shot was fired. Gen. Willard H. Crozier, chief of the Ordnance Bureau, standing along side of the big gun before the first charge was placed in it, announced that with the maximum charge of 640 pounds of smokeless powder the gun was expected to give the projectile a velocity of 2,300 feet a second and to attain a pressure of 38,000 pounds to the square inch. When the second shot was fired, the first with the maximum charge, the velocity as indicated by the electrical device which registers the speed was 2,306 feet and the pressure was exactly 38,000 pounds. The experts present agreed that it was the most remarkable forecast of what a gun would do that they had ever heard.

Of the Ordnance Board of the army there were present the chief, Gen. Crozier; Major Charles S. Smith, commandant of the forces at Fort Hancock, Sandy Hook; Major R. Birnie, Major M. M. Macomb and Capt. B. W. Dunn. Of the others present there were Major-Gen. Adna R. Chaffee, commander of the Department of the East, and the members of his staff; Col. Charles E. Treat, commandant of cadets at West Point; Col. W. E. Dougherty, commandant of Fort Columbus; Col. G. G. Greenough, commandant at Fort Wadsworth, and Congressman Gillette of Massachusetts, who is a member of the House Committee on Appropriations, which arranged for the appropriation of the money which made the building of the gun and the tests of yesterday possible.

The party was taken to the remote stretch of beach where the monster among guns had been temporarily set up for the tests. None of the ordnance officers had ever seen the gun, and realizing that if successful it would work a revolution in coast defence, they were very much interested. They found the gun set up on a sand dune about a hundred yards back from the shore and about two miles down the beach from the Sandy Hook point. Some idea of its size can be guessed from the fact that beside it was a 12-inch rifle, which looked like a 6-pounder in comparison. Back of the gun a platform had been built and back of that about fifty yards was another raised platform on which huge bags of smokeless powder and a dozen or more enormous dummy projectiles had been placed.

The party spent considerable time in examining the mechanism of the gun, especially the breech and the compressed air attachment for taking the recoil. The designers of the gun, Col. J. P. Farley, Major Smith and Major Birnie stood by and explained the workings of the gun and why they expected it to be successful in language so technical that it made the heads of the laymen around spin. After half an hour had been spent in examining the gun, Gen. Cozier leaped on the platform behind the breech and caressing the monster affectionately, began a little speech to those present. He said among other things:

"Before we go on with the tests I want to give you a few figures by way of comparison. The 12-inch gun weighs fifty tons; this gun weighs 130 tons and while the former uses a projectile weighing 1,000 pounds this gun carries one weighing 2,400 pounds. While the velocity may be said to be the same approximately, the relative power may be said to vary with the weight of the projectile. It may be put at two and four-tenths times more powerful. We feel that we can say of this gun as it stands, that it is further ahead of the 12-inch gun than the 12-inch gun is ahead of the 10-inch gun. In building it we have taken a bigger step forward than has ever been taken with any piece of ordnance that has preceded it.

"I wish to say that the principles involved in this gun, its design and construction are due solely to Col. Farley, Major Birnie and Major Smith. They divide the credit for this piece of ordnance among them. When we test this gun to-day we are going beyond any point ever reached before. We will fire from it a larger charge of smokeless powder than has ever been fired from any gun. It may be that it will generate heat so great that the powder will not behave itself. If that is the case we will not, of course, get the results we are looking for. It may be that such a tremendous charge will be enough to demolish the gun. We do not know what may happen. This is purely a test and it is a test without a precedent. We have figured the thing out as well as we can and on the maximum charge of 640 pounds of powder which we will use on the second and third shots, but not on the first, we look for a velocity of 2,300 feet per second and a pressure of 38,000 pounds to the square inch."

As soon as Gen. Cozier ceased speaking, soldiers began to load the gun. The projectile was hoisted up to the breech and shoved well down the barrel. Five hundred and fifty pounds of smokeless powder was placed behind it and then the breech was closed and made fast. The last part of Gen. Cozier's speech about what might happen, and about the experimental nature of the entire affair, didn't reassure the spectators and the moment the breech was closed there was a lively move for remote points. On the beach and in the trees bomb proofs had been built and into these the spectators went. No one was allowed closer than 300 yards to the gun, not even the man who fired it, and many of the spectators boarded a flat car on the railroad and were backed a quarter of a mile down the track, where they stood with their hands over their ears waiting for the explosion.

The elevation of the gun for the first shot was but one and a half inches, the idea being to test the gun's strength, not to make a record for long range. The report when the gun was fired was terrific and the flames seemed to shoot a hundred feet from its mouth. Because of the slight elevation the projectile struck within a half a mile of the shore, richocheted twice and on striking the water the third time sank. The three times that the projectile struck it sent up columns of water hundreds of feet in the air, making a magnificent spectacle for those observing its course from the shore. The course of the projectile in this and the succeeding shots was crescent shaped, its tendency being to travel toward the right. The range on the first shot was about 3,000 yards, which was about what the ordnance officers had calculated it would be.

As soon as the shot had been fired there was a rush from the sand piles to the gun. No child having met with an accident was ever more carefully examined for injuries by its parents than was this gun by the ordnance sharps after the shot. It was the first real test that the monster had ever been put to. Last week four light charges of a new smokeless powder—the same as that used yesterday—were tried in it, but it was more to test the powder than the gun. The ordnance folks couldn't find anything the matter with the gun, although they looked hard, and Gen. Crozier announced that a second shot would be fired in a few minutes. The first shot was fired at 1:49 o'clock and at 2:35 o'clock the gun was loaded again, this time with the maximum charge of 640 pounds of powder.

The denotation seemed to be no greater with the extra charge, but the range was increased 500 yards, although the elevation was the same. The pressure increased from 25,000 pounds to 38,000 pounds to the square inch. The third shot was under precisely similar conditions, save that the elevation was increased to four and a half inches. The result of this change was that the projectile ricochetted only twice instead of three times, and sank at a distance of 7,000 yards from the shore. Further than this the Ordance Board did not care to send the giant projectiles, because of the presence of an unusually large number of craft off the coast all the afternoon. It was almost 4 o'clock when the third and last shot was fired.

To say that the Ordnance Board was delighted with the performance of the 16-inch gun would be putting it mild. They were enthusiastic over the way it took the tremendous charge without apparent damage to itself, and at no time with a greater recoil than 6½ feet. The three officers who designed the gun were warmly congratulated. Col. Farley, who fired the first shot, was the happiest man at the proving ground. The second two shots were fired by Lieut. W. H. Tschapnat.

"The tests that have been made to-day," said Gen. Crozier, as he was leaving the proving ground, "have demonstrated that if guns like this are ever needed by this country they can be turned out successfully here. When a gun has handled the largest charge of smokeless powder ever put into a gun, as this one has, it is safe to say that it is an absolute success. Everything has worked to our satisfaction. There was a lot of trouble making this gun and there were many ways in which it might have been a failure. The breech might have blown out or become jammed, but, thank goodness, nothing did happen, and the tests have been a success. Of course, there is a lot of work to be done yet. The bore must be measured with a star gauge to see if the tremendous explosion has caused any permanent expansion. If there is any expansion beyond a few hundredths of an inch it would mean the failure of the gun. This gun is something new in ordnance, and after to-day I can safely say that it has come to stay. These tests show one thing, and that is that this gun can be fired with accuracy so as to hit an enemy's vessel at from five to seven miles and can get an extreme range of as far as twenty miles, which is much greater than any gun has ever attained."

The gun fired yesterday cost the government about $200,000. The machinery used in its manufacture can be used again, however, and it is not believed that other guns of the same type will cost more than $100,000 each. Two of the guns in a chilled steel turret with mountings will cost the Government about $1,250,000. It is in pairs, turretted and mounted, that the Government will order more of the guns, if it is decided to get more.

In speaking of the gun yesterday, Major Birnie, one of its designers, said:

While the ordnance officers were congratulating each other on the success of the gun yesterday, the gun itself claimed its first victim. News was received of the death in Troy of Charles Christiansen, master mechanic of the Watervliet works, of paralysis of the brain, the result of overwork and worry in the construction of the big gun. Christiansen was in full charge of the making of the gun and much of its success, the ordnance officers say, is due to his care and skill. Once he saved the gun from partial destruction and the Government from a loss of $35,000 by quick action in removing a steel coat from the gun, which had cooled sooner than it should have.

Three Tours to Florida,
via Royal Blue Line, Jan. 27, Feb. 10 and March 10. Only $50 round trip from New York, including expenses en route. Procure detailed pamphlet at B. & O. Ticket Offices.—Adv.

Opening Eastman Hotel, Hot Springs, Ark.
The Eastman Hotel, Hot Springs, Ark., opens for the season of 1903, January 20th. Address Lyman T. Hay, Manager.—Adv.

Texas, Mexico and California, Sunset Limited.
Leave New York daily, 4:25 P. M., via Penna. R. R., Southern Ry., A. & W. P., W. of A., and L. & N. R. R. superb service; Dining, Library Observation, Drawing and State-room sleeping cars. New York Offices, 271 and 1185 Broadway.—Adv.

FIVE KILLED ON A WARSHIP.

EXPLOSION IN A TURRET ON THE MASSACHUSETTS.

Accident Occurs During Target Practice Off Culebra Island—Victims Buried at San Juan—Some of the Four Injured May Die—Navy Department Will Make a Careful Investigation of the Affair.

Special Cable Despatch to THE SUN.
From THE SUN Correspondent at San Juan.

SAN JUAN, P. R., Jan. 17.—Five men were killed and four others were injured by an explosion in the breech of the aft starboard 8-inch turret gun of the battleship Massachusetts at 11 o'clock yesterday morning, while the vessel was engaged in target practice off Culebra Island.

Those who were killed or who died within ten hours after the accident were: F. H. Loesser, A. Hendrickson, R. Rule, K. J. Platt and S. F. Malinowski. The four injured were A. S. Tack, A. N. Dossett, W. Schert and J. G. Patterson. They were horribly burned. The wounded men were brought here and sent to the Marine Hospital, where it is said the first two named will probably die.

The men met their deaths heroically, and the wounded, though burned about the body, walked without assistance to the hospital in the clothes they wore at the time of the accident. They were heartily cheered by their companions.

When the accident occurred Lieut. Cole and Boatswain Soneman jumped into the hot smoke-filled turret to direct the work of extinguishing the fire and rescuing the injured. It was gallant and daring work, and the men entered against the advice of the officers. The Massachusetts remained here for the funeral of the dead, who were buried in the cemetery of San Turce at 1:30 o'clock this afternoon.

The funeral was a very imposing affair. There was a large escort of sailors and marines. A military band played dirges on the way to the cemetery. The artillerymen stationed at San Juan and many officers also took part in the ceremonies. Chaplain Wright officiated. A Roman Catholic priest also took part in the services, and there were Masonic honors for Landsman Platt. After the burial the graves of the dead were strewn with flowers.

The cause of the accident is unknown. A board of inquiry, consisting of Capt. Converse of the Illinois, Commander Smith and Lieut. Pratt, has been appointed to investigate and report on the matter.

WASHINGTON, Jan. 17.—News of the explosion on the Massachusetts was received at the Navy Department shortly after 9 o'clock this morning in this telegram signed by Rear Admiral Higginson, commander-in-chief of the North Atlantic naval forces:

"SAN JUAN, P. R., Jan. 17.

"*Secretary Navy, Washington:*

"Powder charge exploded accidentally in eight-inch turret Massachusetts. Cause is being investigated by board. Dead—A. Hendrickson, boatswain's mate; F. H. Loesser, apprentice; S. F. Malinowski, landsman; K. J. Platt, ordinary seaman; Robert Rule, ordinary seaman. Injured—W. A. Schert, apprentice; A. S. Tack, coxswain; J. G. Patterson, ordinary seaman; A. N. Dossett, ordinary seaman."

A second message from the admiral received this afternoon said:

SAN JUAN.—Charge 8-inch turret Massachusetts accidentally ignited. Injured dangerously—Andrew Hendrickson, Kenneth I. Platt, Robert Rule, August Peter Schroedy—Alexander W. Duffett, Felix H. Loesser, Stephen F. Malinoski, James G. Patterson, Walter W. Aschert. Board investigation in session.

Owing to the unfortunate confusion caused by the second despatch the nearest of kin of each of the men killed will get the erroneous information from the Department that the seaman to whom he or she is related was only injured by the explosion. The Department's records give the following information about the men:

DEAD.

FELIX HERBERT LOESSER, enlisted at New York Oct. 4, 1900, as apprentice, third class; born Brooklyn, N. Y., Dec. 1, 1884; residence, New York; next of kin, Edward Loesser, 313 East Eighty-sixth street, New York.

STEPHEN FRANK MALINOWSKI, enlisted at Chicago, Aug. 4, 1900, for four years; born Poland, Aug. 2, 1882; residence, South Chicago, Ill.; next of kin, Frank Malinowski, 8,431 Ontario avenue, South Chicago, Ill.

ANDREW HENDRICKSON, enlisted at New York, Sept. 24, 1900, for four years, born Norway, March 13, 1873; residence, New York; next of kin, Hans Jensen, Christiansund, Norway.

KENNETH JOSEPH PLATT, enlisted at Albany, N. Y., Aug. 16, 1900, for four years as landsman for training; born Dublin, Ireland, May 6, 1882; residence, Troy, N. Y.; next of kin, Sarah Platt (mother), 309 Eighth street, Troy, N. Y.

ROBERT RULE, enlisted at Cincinnati, Ohio, March 29, 1901, for four years as landsman for training; born Cincinnati, Ohio, May 12, 1882; residence, Mount Washington, Ohio; next of kin, John A. Rule (father), Mount Washington, Hamilton county, Ohio.

INJURED.

ALEXANDER NEWTON DOSSETT, enlisted at Durham, N. C., for four years as landsman for training; born Orange county, N. C., July 17, 1877; residence, Durham, N. C., next of kin, Newton Dossett (father), 1003 Pettigrew street, Durham, N. C.

JAMES GARFIELD PATTERSON, enlisted at League Island, Pa., March 27, 1900, for four years as landsman; born Pittsburg, Pa., Sept. 19, 1881; residence, Pittsburg, Pa., next of kin, Mrs. Barbara Nagle (next friend), 27 Soho street, Pittsburg, Pa.

ALBERT STEPHEN TACK, enlisted St. Louis, Mo., Sept. 1, 1899, for four years as landsman; born St. Louis, Mo., May 19, 1878; residence St. Louis, Mo.; next of kin, Mrs. Mary Magel (mother), 1222 Miami street, St. Louis, Mo.

WALTER WILLIAM AUGUST SCHERT, enlisted at Chicago, Ill., March 1, 1900, as apprentice, third class; born Chicago, Ill., Feb. 12, 1884; residence, Chicago, Ill.; next of kin, George P. Schert (father), 375 Cleveland avenue, Cleveland, Ohio.

Rear Admiral Charles O'Neill, chief of the Bureau of Ordnance, showed great interest in the report of the accident, and expressed the fear that the cause might never be learned. While pointing out the futility of making any accurate prediction as to the cause of the explosion with the meagre information at hand, Admiral O'Neill ventured the opinion that the charge was not in the gun when it was ignited. Either smokeless or brown powder was being used, he supposed, and these do not explode without being ignited.

"Either may be hammered or whittled with a knife, or even ignited, when loose, or thrown around, without great danger of explosion," Admiral O'Neill explained, "but of course we discountenance any such careless handling.

"In each charge, however, there is priming of fine black powder, which is highly susceptible to ignition. But even this powder would not be ignited easily in the gun. If I might hazard an opinion, the explosion may have been caused by friction while the powder charge was being sent to the turret from the handling room below. The charges are placed in cylinders which are sent upward with great rapidity, and if an end of one of the bags containing the charge had projected beyond the edge of the cylinder it might have touched some surface and passed over it so rapidly as to create friction and thus ignite the powder. The priming powder is placed in the end of the bag.

One of the press despatches from San Juan said that the explosion was due to the accidental discharge of a percussion primer while the breech of the gun was open. If this is true the Navy Department will make a rigid investigation to fix the responsibility for this carelessness.

Naval officials expressed the hope to-day that there was an officer in the turret when the explosion occurred. It would create a bad impression, they said, if it should appear that only enlisted men were engaged in firing the gun.

The most notable disaster of this kind in the United States Navy occurred on board the Princeton on Feb. 28, 1844. Commodore Stockton had invited President Tyler and his Cabinet to witness the test on that vessel of a new gun called "The Peacemaker," which fired a ball weighing 225 pounds. The test took place on the Potomac River, between Washington and Alexandria. Five shots were fired, but upon the return trip to Washington a sixth discharge was ordered. This charge caused the gun to burst. Mr. Upshur, the Secretary of State; Gen. Gilmer, the Secretary of the Navy; Mr. Kennan, a prominent naval officer; Mr. Gardiner of Gardiner's Island, New York, and Virgil Maxey, United States Minister to The Hague, were killed. Several sailors were severely injured.

President Tyler escaped through being below decks at the time. It was said that Miss Julia Gardiner, who accompanied her father on the excursion, had hidden the President's hat as a joke and that Mr. Tyler had gone below to look for it, when the shot that burst the gun was fired. Out of this tragic occurrence grew the marriage of Mr. Tyler and Miss Gardiner. The body of Mr. Gardiner was brought to the White House, and Miss Gardiner was obliged to remain there some time on account of an illness that followed the shock of her father's death. President Tyler was extremely sympathetic and attentive to the young lady during this period and they soon became engaged. They were married in New York on June 26, 1844, four months after the tragedy. Mrs. Tyler is still living in Virginia.

USED RAILS FOR TELEPHONING.

New Haven Railroad Experimenting With a New Method of Signalling.

BOSTON, Jan. 17.—Experiments were made this week on the Dedham branch of the New York, New Haven and Hartford Railroad by a representative of the American Telephone Company in telephoning between stations, utilizing the railroad tracks instead of a line of wire for the transmission of messages.

Telephones were placed in the stations at Roslindale, Highland and Dedham and connections made with the rails. The experiments were quite successful, except when cars on the local electric street railway crossed the overhead bridge of Beach street, when the voices at the telephone became indistinct because of a "leak" on the electric car line.

The New Haven company is said to be considering the advisability of equipping all of its stations with telephones if the telephone company can make its instruments work successfully.

$500,000,000 IN SIGHT.

Expert's Estimate of the Value of an Immense Alaskan Deposit.

Special Cable Despatch to THE SUN.

LONDON, Jan. 17.—The most important and most authoritative report that has yet been received in regard to the mineral wealth of Alaska has been furnished by William Fitzhugh, an eminent expert for a London syndicate, who recently returned from an inspection tour of properties on Seventy Mile River.

Mr. Fitzhugh found that the valley contained immense banks of gravel, which are auriferous throughout, the low grade averaging fully $2 a cubic yard. The great advantage of the situation is the fact that it is ideal for placer or hydraulic mining. There is ample water supply, and the expense of building ditches and sluices would be comparatively small. The gravel lies uncovered instead of underneath—twenty or thirty-foot drifts, as in the only known similar deposits in Siberia. The total expense of working the deposits will be within 20 cents a cubic yard.

Mr. Fitzhugh estimates that the gold contained in these deposits amounts to fully $500,000,000. He prophesies that the gold output of Alaska after the year 1905 will exceed that of the Rand in the following ten years. The property is described as being of low grade and offers no attractions to the individual miner.

It will not be offered to the public, but will be worked by private owners in England and the United States. The building of sluices will begin as soon as the winter breaks.

GRAND COYOTE HUNT.

Thirty-five Animals Rounded Up Near Denver—Lord Ogilvie Has Fun.

DENVER, Col., Jan. 17.—About 400 mounted hunters, men and women, twenty stag hounds and 100 persons in carriages to-day participated in a grand coyote hunt on the plains, fifty miles northwest of Denver. At 2 P. M. the cordon converged around a large level basin and it was found that thirty-five coyotes had been rounded up.

Chased by the hounds the brutes dashed hither and thither until the hunters, all armed with spears, charged down among them and the work of slaughter began. In half an hour there were no live coyotes in sight. Nine had escaped, covered with bites and spear thrusts, but twenty-six were slain.

Lord Ogilvie was among the hunters and furnished much amusement by playing polo with a jack rabbit. During the game his horse fell, but he was not injured. A similar hunt will be held in the same place on Jan. 31.

Latest Marine Intelligence.

Arrived Ss. Cienfuegos, Cienfuegos, Jan. 1; ss. Paloma, Port au Prince, Jan. 9.

Florida Cuba, Nassau, Thomasville, Augusta
8:55 A. M. one night to Tampa and Palm Beach. Also 2:10 P. M. "Fla. Spec." Apply Atlantic Coast Line, 1161 Broadway, New York.—Adv.

Usher's Scotch
has maintained its supremacy for half a century. This fact is a guarantee of its excellence.—Adv.

Goodyear-Akron Rubber Horse Shoe Pads
will prevent slipping. Ask your shoer for the "Easy Bar" pad.—Adv.

Why Not See Niagara Falls?
You can do so with no extra expense if you travel by the New York Central lines.—Adv.

ABRAM S. HEWITT IS SINKING.

RELATIVES CALLED TO THE HOUSE LATE LAST EVENING.

No Bulletin After That, but It Was Believed He Was on the Verge of Unconsciousness and That the Family Were Called Together for a Farewell.

It seemed last evening as if the fight against death which Abram S. Hewitt has been carrying on for nine days, with full consciousness and with unflinching courage, could not last much longer.

That his condition had taken a serious turn for the worse became evident at 10:30 o'clock last night, when the members of the family not in the house were summoned. Of the family in the house at the time were Mrs. Abram S. Hewitt, Peter Cooper Hewitt and Erskine Hewitt and Miss Sarah Cooper Hewitt.

Dr. James O. Green was the first to answer the summons. He was followed in a few moments by his wife, who was Amy B. Hewitt. Shortly after that, Gen. Lloyd S. Bryce and his wife, who was Edith Cooper, came from their home at 12 Washington Square North in a coach.

Dr. E. L. Keyes, Sr., and his son remained at the house all night. While the doctors and members of the family would make no statement except to say that no further bulletins would be issued last night, it was understood by the watchers that Mr. Hewitt was growing so weak that he could scarcely retain consciousness much longer, and that the members of the family were called to say the last farewell.

Another consultation between Dr. Walter B. James and the attending physicians Drs. E. L. Keyes and E. L. Keyes, Jr., was held about 6 o'clock last evening and lasted for more than an hour. At the end of it the following bulletin was given out:

"Mr. Hewitt has grown weaker during the day."

Dr. James said on leaving the house that while there had been no great change in the patient's condition it could not be denied that he had been losing ground steadily during the day. Both the elder and the younger Dr. Keyes were with Mr. Hewitt practically all the time yesterday. Stimulants were being administered continuously. This bulletin had been issued at 9 o'clock in the morning:

"The restlessness of last night has passed away and Mr. Hewitt is again quiet. There is no other definite change."

SAILORS ON A LYNCHING BEE.

Negro Murderer Hurried Out of Annapolis—Killed Man on a Torpedo Boat.

BALTIMORE, Jan. 17.—Although several attempts were made to lynch Lloyd Boyd, the colored murderer of J. S. Kerns of the torpedo boat Stewart, now lying at Annapolis, he was brought to this city this afternoon. Sheriff N. C. Thomas Beasley, Deputy Sheriff Nicholas W. Bryan and H. Gray Folger brought Boyd here and he is now in the city jail.

When the officers left Annapolis with their prisoner at the suggestion of State's Attorney Daniel R. Randall the excitement was intense. After the negro was locked up a large number of the sailors and marines scaled the walls of the Naval Academy and started for the jail to lynch the prisoner.

Some time afterward a large trunk was found on College avenue which had also been lifted over the academy walls, and an examination of it disclosed that it contained revolvers and dynamite. Afterward it was ascertained that an attempt would be made to blow up the jail building unless Boyd was surrendered to the mob. At forty minutes past midnight the officers took Boyd from the jail and boarded a train for this city.

While on the way to Baltimore, Boyd is alleged to have made a full confession of the crime, saying that the devil got in him and made him shoot. Boyd will be kept at the city jail until the day set for his trial.

FOR NEW CABINET OFFICER.

House Passes Bill Creating a Department of Commerce and Labor.

WASHINGTON, Jan. 17.—The House this afternoon passed its substitute bill creating a Department of Commerce and Labor. Mr. Richardson (Dem., Ala.) moved to strike out the words "and labor," so as to make the new Department one of commerce only, but the motion was lost, 57 to 103. By a vote of 70 to 65 the provision establishing a bureau of insurance in the new Department was stricken out, and an amendment was adopted, 99 to 88, authorizing the President to transfer the Interstate Commerce Commission to the new Department.

Mr. Richardson (Dem., Ala.) moved to recommit the bill, with instructions to report in lieu thereof a bill or bills creating two departments, one of commerce and the other of labor. This motion was lost.

The bill was then passed, 137 to 40, the negative vote being cast by Democrats.

MRS. F. D. GALLOUPE A SUICIDE.

Former Beautiful Woman of Boston Kills Herself in Vermont.

BOSTON, Jan. 17.—Mrs. Frederick D. Galloupe, who until taken ill about three years ago was considered one of the most beautiful women in Boston, died at the home of Mrs. Charles O. Hopkins at Bethel, Vt., yesterday of the effects of poison swallowed with suicidal intent.

Mrs. Galloupe was first subject to despondency about three years ago, and with a view of improving her health was placed in McLean Asylum, and later in the State Asylum at Taunton. It was finally decided that there was no need of restraining her, and last summer she went to Bethel to stay with Mrs. Hopkins, who was an old schoolmate. On Thursday afternoon Mrs. Hopkins found her ill. She said she had discovered a package of poison in the shed and had taken some of it. She refused antidotes, and died yesterday. Her daughter, who is the wife of Fred Comee, manager of the symphony orchestra, inherited her mother's beauty.

France to Honor Sarah Cooper Hewitt.

Special Cable Despatch to THE SUN.

PARIS, Jan. 17.—Sarah Cooper Hewitt, a granddaughter of Peter Cooper, the philanthropist, and eldest daughter of Abram S. Hewitt of New York, is to be appointed an *officier d'Academie* in recognition of her valuable services in promoting French interests in New York.

Mardi Gras, 1903,
New Orleans, Pensacola, Mobile.
Southern Railway will sell tickets at greatly reduced rates. Write for particulars. New York Offices, 271 and 1185 Broadway.—Adv.

MESSAGE FROM GLACE BAY.

Marconi Gets a Wireless at His Station on Cape Cod.

WELLFLEET, Mass., Jan. 17.—The wireless apparatus at the Marconi station here was put in working order to-day and the inventor received a message direct from the station at Glace Bay, saying that the Mayor of that town had exchanged greetings with the Mayor of Cornwall, Eng.

Marconi is greatly elated because of the receipt of the wireless message at this station, but he told the reporters that although he was making good progress with his sending apparatus, he could promise nothing definite until Monday or Tuesday. The receiving apparatus is ready.

W. S. VANDERBILT ALLEN FREE.

Has Proved Himself Sane and Able to Manage His Estate.

WHITE PLAINS, N. Y., Jan. 17.—Under an order of Supreme Court Justice Gaynor, filed in the Supreme Court in White Plains to-day, William S. Vanderbilt Allen, the great-grandson of Commodore Vanderbilt, is free. The proceedings to decide on his alleged insanity and incompetence to manage his estate have been dismissed. The petition for the dismissal was made by Samuel C. Herriman, counsel for a relative of Mr. Allen, who had a commission appointed by Justice Keogh to hear testimony regarding the alleged insanity of Mr. Allen.

More than a month ago Mr. Allen was released from a sanitarium in Connecticut where he had been confined for five years on probation to determine whether he was able to take care of himself. It is said that he has proved to be in his right mind. Mr. Allen, who is a well-known artist of New York and Newport, is now said to be living with an artist friend at Bronxville.

TELEGRAPH ERROR LOST A BRIDE

Young Man Who Sent Message Sues for Damages, but Loses His Case.

LOUISVILLE, Ky., Jan. 17.—Judge Field to-day sustained the defendant's demurrer in the $1,999 damge suit of Clarence Manuel against the Western Union Telegraph Company. The plaintiff sought to secure damages because of the breaking of a marriage engagement, alleging that the company's mistake in a telegram was responsible.

Manuel alleged that he was engaged to marry Miss Maggie Bryant of 737 Wall street, Jeffersonville. On Jan. 26, 1901, he attempted to telegraph Miss Bryant to meet him in Louisville. The telegram as delivered, said:

"Meet me in Nashville."

Miss Bryant went to Nashville. Manuel was not there and the affair was declared off, Miss Bryant refusing to accept any explanation.

Judge Field held that under the decisions no recovery can be had unless the importance of correct transmission is impressed on the transmitter's agents. This was not done in this case.

Judge Field said that while Manuel had no case in the civil court, he might file a petition for a rehearing in Cupid's court at the bar of the lady's heart.

WANTED FISTICUFFS RIGHT OFF

Lawyers in a Contest for a Congress Seat Nearly Come to Blows.

SCRANTON, Pa., Jan. 17.—Congressman-elect George Howell of the Eleventh Pennsylvania district, whose election is being contested by Congressman Connell, at the hearing here to-day invited the counsel for Congressman Connell out into the hallway for the purpose of thrashing him. When this lawyer, Richard Holgate, refused to go, Mr. Howell advanced upon him and would have had it out right there had his friends not restrained him.

The dispute arose over the action of Mr. Holgate in objecting to a question asked by Mr. Howell in cross-examination. Holgate intimated that Howell was a baby and did not know any better. Howell was white with rage and wanted an immediate appeal to force.

WANTS $106,000 FOR WOUNDS.

Editor Marriott Sues Williams and Beale, Who Shot Him in Frisco.

SAN FRANCISCO, Jan. 17.—Frederick Marriott, editor of the *News Letter*, who was shot by Thomas H. Williams and Truxton Beale last September, for which offence they were acquitted recently, began suit to-day for $106,780 for injuries and losses sustained by this attack. He declares he was confined to his bed for six weeks and thereafter to his house for an equal time, that he suffered a painful operation and can only walk now with crutches.

The attack on Marriott was prompted by alleged libellous articles that he printed about the young woman who has since become engaged to Beale.

GONZALES IS BETTER.

Lieut.-Gov. Tillman Says He Is Sorry He Didn't Kill the Editor.

COLUMBIA, S. C., Jan. 17.—The condition of N. G. Gonzales, the editor of the *State*, who was shot by Lieut.-Gov. Tillman, suddenly improved to-day and his friends are hopeful. Tillman said to his friend Henry Old of Newberry who visited him to-day:

"My only regret is that I didn't shoot Gonzales dead."

Tillman tried to-day to get his wife's wealthy uncle, George Norris of Columbia, to go bail for him to-day. Mr. Norris refused positively.

FORMALIN CASE COMPLICATIONS.

The Second Woman Treated May Have Appendicitis.

The test of formalin as a cure for blood poisoning may be interfered with in the case of the woman treated at the Hahnemann Hospital on Friday night on account of complications.

Yesterday afternoon, although the house physician gave out a report to the effect that the patient "was comfortable," he would not give her exact temperature. One of the employees said it was 101 degrees and that there was danger of a complication with appendicitis. If it develops that the woman has appendicitis the efficacy of formalin in this case may not be determined.

Dr. Barrows said last night that he knew nothing about the Hahnemann Hospital patient beyond what he had heard over the phone, but that the negro woman treated with formalin at Bellevue is improving.

The Southern's Palm Limited,
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ST. LOUIS IN ON THE 14TH DAY.

ANGRY PASSENGERS PASS HOT RESOLUTIONS.

Worn-out Boilers and Heavy Weather Delayed the Boat—The Passengers Say They Were Assured Before Starting That They Would Have a Fairly Normal Trip—Statements by the Ship's Officers and on Behalf of the American Line.

The overdue American liner St. Louis made her way to her dock a little before noon yesterday. She got inside the Hook at 9 A. M., 13 days 5 hours and 20 minutes from Cherbourg. Worn-out boilers, which would allow her only to creep in heavy weather and reduced her average speed to less than ten knots, were the sole cause of her slow time.

That the officers of the company sent the vessel to sea knowing that her boilers were unfit, was declared to be within the knowledge of the passengers who, having held several indignation meetings in mid-ocean, came ashore still in a high state of anger. While the managers of the steamship line declared that the company believed the ship to be sound and safe for an Atlantic winter voyage, it was announced at the same time that the determination was reached six months ago to send her to the yard for new boilers after this trip.

Some of the passengers declared that they would bring suits to recover damages for losses in business interests and other causes.

NOISY GREETING IN THE HARBOR.

The news that the St. Louis had been sighted on Friday night by the Nantucket lightship served to bring to the steamship pier yesterday morning a great throng of people anxious to greet the belated travellers. The first glimpse of her in the morning was when the observer at Fire Island found her at 6:09. From Fire Island to Sandy Hook incoming and outgoing boats whistled a salute to her. Every one on the ship was up early to cry back a welcome. As she passed Sandy Hook at 9 o'clock the old man in the watch tower set his signal "Happy to see you" and the liner replied, "Thanks. All well."

Passing up to Quarantine the St. Louis kept her hoarse whistle aroar answering the glad noises of the craft she passed and her colors were dipping to the waving flags that saluted her. Dr. Doty, the Health Officer, passed her promptly, as she had no sickness aboard. A few friends of passengers who went down in the revenue cutter boarded her at Quarantine. When the cutter went alongside the passengers were on the rail keen for news and ready with their chaff. A squat little black boat, equipped with a new sort of wireless apparatus, tried to get near the St. Louis. A man aboard her kept demanding through a megaphone that Major C. Cunliffe Owen be brought forward so that he might talk to him.

"He hasn't been manicured yet," cried back a joker on the St. Louis.

"Mangled?" cried the man with the megaphone, who hadn't caught the word. "How many of your people were lost at sea?"

"Who's President now?" demanded the passengers in reply.

"Did you bring out any breakfast for us?" yelled another, and the unhappy man with the megaphone was flying signals of distress when the revenue cutter bade him move on.

PASSENGERS COME OFF ANGRY.

The big crowd gathered at the dock at the foot of Fulton street caught sight of the St. Louis about 11 o'clock and she was warped into her dock half an hour later. As far as appearances went, she exhibited as clean a presence as if she had come through a waveless sea in record time. Indeed her trip had been one of exasperating slowness, but otherwise uneventful. She was not, the captain said, more than ten miles out of her course at any time and never in danger. She came to dock with 248 tons of coal below and, according to the officers, plenty of provisions. The passengers say the provisions lacked some variety on the later days of the trip.

While she spoke few westbound vessels in her long voyage because of the thick weather she saw several eastbound ships. So crippled was the ship by her worn out boilers that she made an average of only half her normal speed. The defective boilers made themselves known to the passengers very early in the journey. Many of the passengers had made inquiries of the European agents to ascertain if she was sure to come across in normal time and they say they were deceived by the representations of these officials. Their inquiries were suggested by the fact that the St. Louis took nine days on her last eastbound trip. Some of the passengers had special reasons for being here earlier, one to see a dying brother, one to meet his wedding day and others to keep business engagements.

THEIR PROTEST.

The feelings of the passengers when they learned the reason for their long voyage found its first expression in an indignation meeting of the first cabin passengers on Jan. 10 when a committee was appointed which two days later drew up this report:

STEAMSHIP ST. LOUIS, AT SEA, Jan. 12, 1903.

To the Passengers of the Steamship St. Louis:

The undersigned committee unanimously elected by the saloon passengers at an indignation mass meeting, held Jan. 10, 1903, beg leave to report:

First—That there is satisfactory evidence that the steamship St. Louis entered Southampton harbor, Jan. 2 last, after an easterly voyage of more than nine days in a smooth sea, in a crippled condition, and that she was sent to sea on the following day, leaving but little or no time for necessary overhauling and needy repairs.

Second—That your committee has been credibly informed that this condition was known to the management of the company before embarking passengers.

Third—That no accidents so far as your committee are aware have occurred since leaving Southampton to impair the speed of this ship. The delay has been only such as might have been reasonably expected from the crippled condition of her boilers. Providence, indeed, has been exceedingly kind