

HIGH TENSION ON THE FLEET.

EFFECT OF TARGET SHOOTING ON MAN-O-WAR CREWS.

Spent Advantages of Magdalena Bay—Making the Targets and Clearing for Action—Why They Are All Nervous—Boy Overboard, Also the Billy Goat.

ON BOARD U. S. S. LOUISIANA, UNITED STATES BATTLE FLEET, MAGDALENA BAY, MARCH 22.

When Admiral Evans's fleet arrived in Magdalena Bay two days ahead of schedule time there was undoubtedly a sense of relief in official circles in Washington over what was practically the termination of the long cruise to the Pacific, and also one of gratification because the ships, as Admiral Evans notified the Navy Department, were in better condition than when they left Hampton Roads and ready for any duty within an hour's notice.

On the fleet there was no sense of relief over the safe and prompt arrival. That was taken as a mere matter of course. It is true every one was a little proud over the performance of the fleet and glad that it had shaken itself into a homogeneous unit and was in first class fighting condition, not as separate battalions but as a fleet. In the matter of cruising the fleet at last was as one ship and lots of useful things had been learned.

On the ships the arrival was marked by just the opposite feeling from relief and gratification. The officers and men frankly were not in a placid state of mind. All were under an intense tension. They were what might be called wrought up. What, you say, American men-o-wars men in a nervous condition—one that actually showed itself in their work and their play? No, not in their play, for there wasn't any. Well, but sea fighters nervous? Not a mother's son of them would admit such a thing.

Preposterous! Men with nerves on warships! Well, perhaps not nerves as the ordinary person speaks of these anatomical outcrops, but certainly something was the matter with all hands. Evidence of what the cub reporter would call suppressed excitement were plenty everywhere on every ship.

What was it all about? What was the matter? The answer is very simple and short—That was all.

But why get worked up over that, you ask? Shooting is what a navy is for. Of course; and in the old days real shooting was done only in time of war. A Senate committee recently has been listening to accounts of what that kind of shooting amounted to at the battle of Santiago, and some have said they did and others have said they didn't—but let that go. The fact of importance is that the navy no longer waits for war to learn how to shoot. Twice a year it has exhaustive target practice once for what is called record practice and once for battle practice.

Record practice is at a target at exactly a known distance. Every gun on every ship is fired individually at that target. Battle practice is at a target that simulates in size and distance the ship of an enemy. All the guns of the ship that reach that range are fired apparently helter-skelter for a given number of minutes. The range in that case has to be found out.

Record practice is held to qualify gun pointers, or, as the English call it, gun layers. Its purpose is to find out the best shooters in the ship and to give them practice. Battle practice is to give these gun pointers an opportunity of displaying their skill in what would seem to be aim-bang work, but what is really the result of months, and even years, of scientific training of the eye and hand and the mind in knowing just when to pull a trigger or snap a lanyard at exactly the right fraction of a second.

You see, the secret of success in fighting on the sea, as it is practically in every kind of fighting, lies in the last analysis, in what the Western man calls "getting the drop on the other fellow." The way to get that drop on warships is to find out the men who can shoot straightest and fastest and can keep their nerve, and then be prepared to turn 'em loose when war comes. The target practice has been of that kind, to pick out and train gun pointers. It was record practice exclusively.

FLEET'S IDEA OF CRUISE. So far as this fleet is concerned this cruise was chiefly for this purpose. Aside from mere cruising and getting shaken down the officers and men had their minds and their energies centred on shooting guns. No matter what was the reason why the fleet was sent to the Pacific, the officers and men passed it by as something that concerned them only incidentally. They take their orders to go here or there with simply passing interest. They obey. Their one idea, their chief work, mentally and physically, during the entire cruise has been to prepare for this target shooting. To them it was the business end of the cruise.

Some people think that the purpose of the cruise was to go calling internationally, to say "How d'ye do?" and fire salutes, the officers to be entertained with receptions and banquets and dinner speeches and the men to have liberty on shore, with a chance to get a drink of real red "likker"; some might say that the purpose was to get data as to the cruising ability of the fleet; some might say it was to get the men used to what might be called the navy habit; some might say it was to gain experience in meeting problems of warship navigation; some might say it was for other than strictly naval reasons, to make a show of strength or to satisfy a public clamor or advance a political plan.

Whatever ideas others may have had about the cruise, the officers and men have had only one, as a matter of business and daily toil, and that was that the cruise would have its real naval culmination in target shooting in Magdalena Bay. That was what it was for to the men on those ships, and from the very hour the ships said good-by at Hampton Roads every effort was made to get them in fighting condition as a fleet entity. The target practice was to reveal whether they had done good work in strictly naval business. To the fleet the cruise was no spectacular parade around a continent; it was to prepare to shoot in the next naval shooting place in the world, Magdalena Bay.

MAGDALENA BAY'S ADVANTAGES. Every one was glad to see Magdalena Bay because of this tension. It is a splendid sheet of water, in a general way about fifteen miles long and ten wide, with a narrow entrance and water just deep enough for safe manoeuvring and good anchorages everywhere. A line of sharp crested hills struts it in from sight of the Pacific. There is only one village on it, consisting of about twenty dwellings, and no commerce in its waters. The shores on the inside are flat and there is a good horizon. The warships of the world might find an anchorage here without crowding one another. It is cut off from the rest of the world, in a desolate, barren region, and was designed apparently by nature for the very purpose of modern target shooting.

ship years and years ago could not have had the foresight to secure it, when such a course would have been easy, for use of the navy, where a great naval station could have been built up and proper use of the place for strategical purposes could have been made certain. With a naval station on Puget Sound, one in San Francisco and this one on Magdalena Bay, the entire Pacific Coast within our immediate sphere of action would have been within our grasp. Oh, yes, it's a pity—too bad—that we do not own Magdalena Bay. Perhaps an effort to secure it would still be a most desirable field for the exercise of statesmanship. One feels like suggesting to Washington to get busy and keep busy.

As soon as the fleet came to anchor there were things doing. On every ship what is known as bore sighting had to be done. That means that a telescope sight had to be inserted in the exact axis of the bore of the gun and the sighting telescopes had to be so adjusted that they were exactly in line with the centre of the gun. It had to be proved scientifically that when the sights of the gun were exactly on a bulls-eye with their cross wires the centre of the gun was also exactly on the same spot. Every sight on every gun had to be tested and checked up, and it was tedious work. But you couldn't shoot straight without it, and it took hours and hours of most careful adjustment to make sure that all was in perfect condition.

Then came the laying out of the ranges. This required careful surveying. An equilateral triangle had to be laid out for each range. Along one side, the base, spar buoys with flags on them had to be fixed, and buoys fixed further along at each end, so as to give a ship an opportunity of getting on the exact range in its turnings. At the apex of each triangle a great raft of thick timbers and poles on it for the targets had to be put in position. All this took time, but it was surprising how quickly the work was done.

MAKING THE TARGETS.

And then the targets had to be brought out. Now the ship's crew had been working on those targets in spare moments for several weeks. Each ship had less than fifty and more than twenty-five of them to make. The biggest targets are for the smaller guns and the smallest ones for the larger guns. The size is proportional, and the size also represents, they tell you, "the mean error of fire" of a gun. Well, the angle of fall and mean error of fire may not convey a satisfactory idea to you, but you must remember that the shot of a little gun goes to its target in a high curve, while the shot of a big gun goes almost horizontally. So you can see why a little gun ought to have the bigger target. It curves more, has a greater angle of fall, than a big gun has. And the mean error of fire has to do with what experience has shown that guns perfectly pointed and fired ought to do. They vary a little in their performances and the target is just large enough for every shot to hit it, if everything works absolutely perfectly.

The making of the targets is a long job. Great rolls of canvas were broken out of storerooms and cut into a certain number of strips of a certain length. These strips had to be sewed together, and at times certain compartments resembled the inside of a tailor shop with sewing machines buzzing and trimming and cutting going on. Then the rough target had to be spread out and the edges cut off until there was just margin enough to sew it all around to a rope about an inch thick. It required hard work with stout needles and thick leather palms to put the ropes on all four sides.

Then came careful measurements for the black lines about two inches wide that marked the targets into squares and a great square in the centre for the bulls-eye. Out came the paint pots. Some of the targets were made black with white lines and white centres and others were left white with black lines and centres. Then came the battens to which the targets were nailed so as to be stretched on the poles of the raft. Ropes had to be attached in certain places for fastening the target in the exact place and at the exact height. All this work had to be exact, for the umpires measured every target to see that no ship got the slightest advantage.

The targets being prepared, the next thing done on every ship was to clear for action. All stanchions, boats, ridge ropes, chests, gangways, everything movable, were taken down and the decks stripped. Hatches were closed and the ship was stripped for fighting. Theoretically everything wooden and not absolutely necessary to the fighting of the ship was thrown overboard. Pictures were removed from bulkheads and crockery packed away so as to save breakage. So carefully was all this packing done on the Louisiana that all the breakage that occurred when the big guns were fired was one water pitcher in a state-room under the forward bridge and one pane of glass in the bridge storm shield.

THINGS WASHED 'OVERBOARD.'

The articles that were removed were not really thrown overboard, but were moved to out of the way places and marked with a tag which read: "Overboard." These tags furnished about the only element of fun in the entire practice. A mischievous boy, who may have been too familiar with the ship's anchor goat—you know goats have a way of doing things to persons, and do not expect anything unusual to happen—or who didn't like the way the goat refused to eat tin cans occasionally and also spurned a pot of nice fresh paint, tied one of the labels to Billy's horns. Billy thought it was a decoration, and if he had been a jackass instead of a goat would have heaved with the rest of the crowd.

Then there was a little rascal of a youngster who is always getting into trouble because of his pranks and all too often has to be summoned to the mast for his offences, where he gets regular penalties of from five to ten hours extra duty and grins as soon as the Captain's back is turned. Something had to be done about him. A shipmate stole up behind him and fixed an overboard tag on his back. For hours he carried it about and was surprised to see that suddenly he had become popular, while the rest of the crew grinned and laughed and slapped their sides just as ordinary folks do on April fool day when a sedate man goes down the street with a rag pinned to his coat tail.

NEVER ON A WARSHIP.

But why should they be nervous about it? Well, if for three months you had been working almost day and night in the practice of loading and firing guns, had been lifting, pushing, pulling things about to represent great and small projectiles and bags of powder, and if you had been drilling so as not to make a false step or move as to do your work in the shortest possible time, where fractions of seconds count; if you had a gun crew or were member of one who were probably one-half of the men had never heard a big gun go off before and there was danger that you would go gun shy; if for weeks and weeks you had been told to do exactly this and that and

never to do that and this, and a lot of other tremendously important things had been drilled into your ears, especially matters relating to safety, and you realized that some blunder of yours might endanger not only yourself and your mates, but the ship itself; if you recalled that the navy gives a prize to the best crew on the fleet for each kind of gun fired and there is also a ship's prize for the best work of these guns, and that if you did your work well and won out there would be from \$30 to \$50, or possibly more, for yourself and each of your mates; if you knew how one gun's crew bets it will beat its rival; if you knew how every man on every ship is intensely eager to get the naval trophy in shooting for his own ship, so that all hands can put on proper airs and say in a deprecating way: "Of course we were glad to get the trophy, but it was nothing, mere nothing; why, we could beat it all to pieces in a fight, but of course we don't want to brag"; if you could see these men working overtime of their own volition in the Morris tube training, the miniature target shooting that is practised daily on the ships—you'd begin to realize how a ship gets all wrought up over this target practice.

The Captain naturally wants his ship to come out first when you get down to the real business of a warship; the division officers want the ship to win and their own division to be first; the gun crews, with the great pride that Uncle Sam's ex-employees have, down to the last man, to excel in any contest, are more eager, if that were possible, than the officers to get the shooting record. The result is that when the great day approaches every one is as much under a severe strain as a trained university football team approaching the great game of the season. Team work has been the aim of the drills. To pretend to be cool and utterly unconcerned is the little game of hypocrisy that is going on.

EVERY ONE ON EDGE. As the day comes on you don't hear much levity about the ship. The time of the grouch is at hand. Why, even the officers can hardly be civil to one another, and as for the men they get saying things to one another in their disputes and heat and anxiety that would make a stranger think they were dangerously near an uprising. The ordnance officer loses all his friends and the division officers glare at him and one another as if each felt sorry that the earth in general and the ship in particular was encumbered with such pitiful specimens of humanity.

Now and then they get to telling one another what they think of things, not meaning a word of it, and sometimes a dispute goes clear up to the Captain for him to decide. He does decide it gravely, and perhaps when the disputants leave he turns away and smiles as he recalls that men are all children of larger growth, and after all he's glad to see these things come up because it shows how hard and earnestly every one is working and bending all his energies to be first. Be first! Be first! That's the thought, sharp tongued retorts, objections, suggestions, sullen looks—yes, even draws—mean that every ounce of energy, of intensity that the men on the ship have is being expended in the task at hand.

When you see all this you can understand why the men of a seven inch gun's crew, for example, who think they have what they call a lookin' for the navy prize elect to sleep beside their pet gun all night, just as a stable boy sleeps in the stall of his great racer who is to be out the next day for the supreme contest of the year; you can understand why some of the officers refuse to shave themselves until target practice is all over and they begin to look as if they were training to be pirates, bad and bold; why naval hoodoo is avoided; you can see why the men go over every part of the mechanism of the guns oiling, rubbing, shining, testing parts until you wonder whether the gun itself is not in a state of agitation and the molecules, which the experts gravely assert are always in a state of motion, are not racing back and forth and saying contemptuous things to one another.

Why some of these men never allow themselves out of sight of their guns lest something may happen to it. They talk the guns with their hands and whisper pet names to them, and tell them to do their best, and if they win why they'll put ribbons on them and point them out to every one. And, indeed, more than one gun—it would be telling to say which one—did wear ribbon decorations and did receive embraces from a victorious crew after the shooting was over.

FLOTILLA JOINS BATTLESHIPS.

All Arrive at Magdalena Bay in Good Shape—Ships Freshening Up. WASHINGTON, April 6.—The flotilla of torpedo boat destroyers completed its long cruise from Hampton Roads, Va., to Magdalena Bay, Mex., yesterday, when the vessels arrived one day ahead of time. A despatch was received at the Navy Department to-day from Lieutenant-Commander Hutch I. Cone announcing the completion of the journey. The flotilla left Hampton Roads on December 2 last. After about three weeks spent in gun and torpedo practice the destroyers will proceed to San Francisco in time to participate in the grand naval review in San Francisco Bay on May 8. It has been practically decided by the Navy Department that the destroyers will remain on the Pacific coast and will not accompany the battleship fleet on its world cruise.

LEWIS ROBINSON, CABIN STEWARD ON BOARD THE BATTLESHIP RHODE ISLAND OF THE ATLANTIC FLEET, DIED AT SEA ON APRIL 5 OF BRIGHT'S DISEASE, ACCORDING TO A DESPATCH RECEIVED TO-DAY AT THE NAVY DEPARTMENT. HE ENLISTED AT NEW YORK OCTOBER 1, 1867, AND WAS A NATIVE OF PENNSYLVANIA. HIS NEXT OF KIN IS MRS. LEWIS ROBINSON, 43 FELIX STREET, BROOKLYN, N. Y.

SAN FRANCISCO, APRIL 6.—THE OPERATOR AT THE UNITED WIRELESS STATION ON RUSSIA HILL PICKED UP A WIRELESS MESSAGE FROM THE BATTLESHIP GEORGIA AT 12:15 O'CLOCK THIS MORNING, ALMOST 2,400 MILES FROM THE OPERATOR ON THE WARSHIP. THE MESSAGE WAS AS FOLLOWS:

"On board the battleship Georgia at Magdalena Bay. Torpedo boat flotilla has just arrived, with everything in first class order. The speed of the ships considered remarkable after their 16,000 mile voyage through tropical waters and with foul bottoms. "Ships are putting on snow white dress for the parade up the coast. Prospects for reception at coast cities is the chief topic of conversation among officers and men."

CALIFORNIA SCHOOL CHILDREN WILL SEE THE FLEET

WASHINGTON, April 6.—Secretary of the Navy Mitchell has received a petition signed by 900 school children of San Luis Obispo, Cal., asking that the battleship fleet stop near that town on its way up the Pacific coast to San Francisco. At the direction of the Secretary the fleet will stop at Port Harford on April 12, so that the children will have a chance of seeing the biggest fleet ever assembled in American waters. A stop at Monterey on May 1 has also been added to the itinerary of the fleet up the California coast.

ICE HANDLERS ON STRIKE.

CATEKILL, April 6.—Ice handlers at the American Ice Company's house on Catekill Point went out on strike this morning, demanding \$2 a day. The house was opened last week and the men were told that wages would be \$1.75 a day. Their demands were not acceded to and the house was closed.

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THESE NAVY ORDERS WERE ISSUED:

Commander E. A. Anderson from charge of recruiting station, Cincinnati, to Mare Island, via Capt. S. H. Houston from the Illinois to charge of recruiting station, Cincinnati. Lieut. C. H. Miller, from Navy Department, Washington, to the navy yards at Puget Sound and Mare Island, special temporary duty; thence to the Connecticut. Lieut. A. G. Kavanagh, to Navy Department, Washington. William G. E. Davis, from the Maine to the Goldsborough. Surgeon W. Richards, when discharged from Naval Hospital, Mare Island, to the Kansas.

A Study of Detail



Nothing is too small to escape the scrutinizing eyes of our designers. The curve of a cuff—the button of a sleeve—must harmonize with the type of garment in view. And it is this careful study of the small things that assures the success of the greater ones. This is aptly illustrated in our \$25 Spring Overcoats. They are fashioned of bright hued fabrics in smart weaves, and the more sedate black, in the new models—all with pure silk lining. Wm. Vogel & Son, Broadway, Houston St.

COPS MADE ROBBERY A TRADE

ONE BUNCH STOOD GUARD WHILE OTHERS GATHERED LOOT.

Rich Stores and Warehouses in Philadelphia Despoiled at Leisure—More Than \$30,000 Worth of Plunder—High Officials Suspected of Complicity. PHILADELPHIA, April 6.—Following the arraignment of four policemen of the Fifth and Race streets station house on charges of burglary this afternoon, Lieut. Jeremiah Burke, chief of the district, and two street sergeants were suspended pending investigations.

ALLEGATIONS THAT HALF THE MEN IN THE DISTRICT, WHICH TAKES IN MOST OF THE RICH WAREHOUSE AND THE WHOLESALE SECTION OF THE CITY, ARE THIEVES MADE BY ONE OF THE ARRESTED POLICEMEN, ALBERT R. SITHENS, IN HIS CONFERENCE.

"I tell you, Superintendent," he said to Supt. Taylor of the police, "if you arrest every one of your officers in the Fourth district who's a robber and a grafter, you'll have to pinch half the district. It's the same all over the city. The police take what they can get any way they can get it." Sithens and his three companions, John Kelly, Jr., Clement M. Luckenbill and John Straub, were held without bail by Magistrate Beaton. They will be tried on Thursday.

Two other districts have been placed under surveillance to-night, and evidence of widespread conspiracy among the police to rob is reported to have been secured by Director of Public Safety Clay. The names of the police heads of the districts were suspended there came the discovery of loot of far greater value than that already recovered, and the Detective Bureau was flooded with reports of many thefts from merchants in the city's wholesale district who had been taking an inventory of their stock.

In a secret subcellar of the home of Policeman Kelly detectives unearthed plunder aggregating thousands of dollars, including rolls of silk and carpet and matting and other household goods. The goods were taken to police headquarters, several patrol officers also discovered clues to similar places of concealment in which they expect to find an even greater quantity of plunder. Altogether more than \$30,000 worth of loot has been found.

With the four officers William A. Frost, who acted as fence for the police, and William Luckenburgh, a fifteen-year-old boy who was used by the police to open doors for them, were arraigned. It was confessed that the accused that their method was to gather at the place to be robbed at an appointed time. Luckenburgh was employed in Frost's hardware store, from which he brought the goods to the place where the police would use the boy. He received a dollar for each man for his work. While one of the officers would watch outside the others would take what they pleased. Then they would pile up Frost's pushcart with loot and take it to his store. Some nights they would make a second trip to the same store. The make a second trip to the same store. The champagne and ran from rare silks to canopeners. Here is a partial list of the stuff found in Luckenburgh's home.

One carriage with eight imported wheels, two brass lamps, two carving sets, five boxes of talcum powder, one large American flag, three Panama hats, three electric searchlights, several rolls of fine cloth, twelve pairs of women's fancy hose, twelve shirtwaists, twelve curtains, three rolls of fine cloth, two nightgirts, thirteen suits of summer underwear, one rubber mat, lot of men's socks, fourteen bone handles, knives and forks, two rolls of lace, two oyster forks, one canopener.

YANKEE FISHERMEN ARRESTED.

Newfoundland Practically Nullifies the Modus Vivendi with Great Britain. WASHINGTON, April 6.—According to persons interested, the whole Newfoundland fisheries question has been reopened on the technical ground that the modus vivendi does not cover cod fishing but Gloucester fishing fleet, Clayton and Spinnaker, were brought into court at Port au Bas, Newfoundland, on Saturday for fishing with trawls inside the three mile limit.

Port au Bas is within the zone where Newfoundland fishermen have the right to fish. It is claimed, however, that the Newfoundland Government has enacted regulations which practically nullify this right. Among other things, fishing with trawls was forbidden. The State Department holds that American fishermen have the right to fish as they see fit and the modus vivendi with Great Britain of September, 1907, practically admits that right, pending a decision by the Hague peace tribunal. The State Department will take the matter up through diplomatic channels.

CRUISER MONTANA'S TRIALS SUCCESSFUL.

WASHINGTON, April 6.—The armored cruiser Montana has successfully completed her acceptance trials and put into Newport News to-day. Secretary Mitchell received a telegram from Rear Admiral Richardson Clover in which he said that on her four hour trial the Montana made approximately 22.26 knots. On her twenty-four hour endurance trial she made an average of 20.48 knots. Her contract speed was 22 knots.

GEN. HALL A MAJOR-GENERAL.

WASHINGTON, April 6.—The Senate in executive session this afternoon confirmed the nomination of Brig.-Gen. Charles B. Hall to be Major-General, to succeed Gen. A. W. Greely, retired.

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STATE CONTROL OF LIQUORS.

Bill Reported to the Senate to Aid States in Enforcing Prohibition.

WASHINGTON, April 6.—The Judiciary Committee of the Senate authorized Senator Knox to report a bill intended to aid States in the enforcement of laws for the prohibition or regulation of the traffic in intoxicating liquors. The bill was reported by the unanimous vote of the committee, but at the same time Mr. Knox was authorized to present the views of the minority as to the constitutionality of the various bills pending before the committee to give the States control over interstate shipments of intoxicating liquors as soon as the consignments passed within the borders of the State to which they were consigned.

By a vote of 8 to 2 the sub-committee, of which Mr. Knox was chairman, decided that the State regulation of liquor traffic was the exercise of police powers and that the Federal Government could not add to or subtract from these powers, which were not granted by the Constitution but reserved to States themselves. Therefore it was held by the vote mentioned that the Federal Government could not pass legislation that would be constitutional enlarging the police powers of the States.

When the question came before the full committee the vote as to the constitutionality of the pending bill was 7 to 6. When the matter comes before the Senate there will be an interesting debate on the States' rights question. The bill as reported simply throws additional restrictions about the shipments of liquor in interstate commerce. The C. O. D. shipments of intoxicants are declared to be illegal. The names of a bona fide consignee and consignee are required to be given, thus making unlawful the John Doe consignments under which State prohibition laws have been evaded; and finally each package of intoxicants entered in interstate commerce must have the name of the contents plainly stamped on the cover for the purposes of identification.

FOR STEALING PATENTS.

More Indictments Against Patent Office Employee and Patent Attorney.

WASHINGTON, April 6.—As the result of further investigation the Grand Jury to-day returned additional indictments against Ned W. Barton, former assistant examiner in the Patent Office; Henry Evending, a prominent patent attorney of Philadelphia, and John A. Heany, an inventor of York, Pa. The indictments charge the men with conspiracy, forgery and destruction of public records in order to obtain for Heany patents to which he had no right or claim in connection with "Tungsten" filaments for electric lights. It is charged that Barton, an employee of the Patent Office, appropriated ideas of other inventors and placed them to the credit of Heany, so that as completed his patents represent composites mainly of ideas of others.

All three were indicted in February, charged with conspiracy, forgery, etc., in connection with the incandescent Tungsten lamp. The patent rights secured by the trio, it is charged, are worth several million dollars, and the investigation which led to the indictments was instigated by the leading electric manufacturing concern of the country. The indicted men claim that these firms, failing to get control of the patents, have retaliated by charging collusion when their offer was rejected.

DENONCES BONAPARTE.

Senator Overman Denies Statement Regarding Peonage in North Carolina.

WASHINGTON, April 6.—Senator Overman of North Carolina, rising to question of privilege in the Senate this morning, denounced an interview with the Attorney-General which appeared in a local newspaper yesterday regarding peonage in certain Southern States, particularly North Carolina. Attention was directed especially to the statement in the interview that a packed jury at Charlotte, N. C., had defeated the efforts of the Attorney-General to secure a conviction in one case.

There is not one word of truth in that statement except that there is a city in North Carolina named Charlotte," said Mr. Overman.

The Senator explained that while there had been indictments returned in the Federal courts of North Carolina against non-resident contractors there had not been a single conviction. In some of the cases the Federal Judge dismissed the cases as frivolous.

"I am tired of appropriating money to send out long haired men and short haired women to slander the State of North Carolina," said Mr. Overman.

Delegation of Sioux Indians at the White House.

WASHINGTON, April 6.—A large delegation of Sioux Indians from the Cheyenne River and Standing Rock reservations, in South Dakota, called at the White House this morning with Indian Commissioner Leupp. The Indians came to Washington to consult in regard to the opening up of these reservations. One member of the delegation, an old man named Black Body, has accumulated a fortune of \$20,000 and several others are prosperously engaged in ranching and trading.

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THESE NAVY ORDERS WERE ISSUED:

Commander E. A. Anderson from charge of recruiting station, Cincinnati, to Mare Island, via Capt. S. H. Houston from the Illinois to charge of recruiting station, Cincinnati. Lieut. C. H. Miller, from Navy Department, Washington, to the navy yards at Puget Sound and Mare Island, special temporary duty; thence to the Connecticut. Lieut. A. G. Kavanagh, to Navy Department, Washington. William G. E. Davis, from the Maine to the Goldsborough. Surgeon W. Richards, when discharged from Naval Hospital, Mare Island, to the Kansas.

B. Altman & Co. 6,000 YARDS OF BLACK DRESS SILKS (PURE DYE), WILL BE PLACED ON SALE THIS DAY (TUESDAY), APRIL 7th, AS FOLLOWS: BLACK SATIN MESSALINE, ORDINARILY \$1.75 & 2.00 BLACK DRESS TAFFETAS, ORDINARILY \$1.50 TO 2.50 AT \$1.15 PER YARD A SPECIAL SALE OF HAND-EMBROIDERED ROBES (UNMADE) OF SUPERIOR QUALITY, AT GREATLY BELOW REGULAR PRICES, WILL TAKE PLACE THIS DAY (TUESDAY), APRIL 7th, ALSO 100 HAND-EMBROIDERED LINEN ROBES (UNMADE), SKIRTS WALKING LENGTHS, IMPORTED TO SELL AT \$12.75 TO \$18.00, AT \$9.85 450 HAND-EMBROIDERED BLOUSES (UNMADE), IMPORTED TO SELL FROM \$2.85 TO \$12.50, AT PRICES RANGING FROM \$1.90 TO 7.50

B. Altman & Co. ARE PREPARED TO RECEIVE RUGS AND DRAPERIES, FURS AND FUR GARMENTS, FOR STORAGE DURING THE SUMMER MONTHS, THE MOST APPROVED METHODS BEING USED FOR THE SAFE-KEEPING THEREOF. WHEN ARRANGING FOR STORAGE, IT IS RECOMMENDED THAT ORDERS BE PLACED FOR CONTEMPLATED ALTERATIONS AND REPAIRS IN FUR GARMENTS, AND FOR THE CLEANING AND REPAIRING OF RUGS. LACE CURTAINS CLEANED AND STORED. 34th Street, 35th Street and 5th Avenue.

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SALES BY AUCTION. SALES BY AUCTION. FIFTH AVENUE AUCTION ROOMS HENRY HARTMAN, AUCTIONEER. No. 332-341 4th Av., S. E. Cor. 20th St. TO-DAY AT 2 O'CLOCK and continuing following days at same hour until including April 13. Important Sale by Order of the AIMEON MANUFACTURING CO. A Grand Collection of Carrara & D'istrian Marbles, Suitable for Garden and Household Embellishments, including Replicas of the Vatican Mantels, Tables, Benches, Lions, and Columns, Fontes, Pedestals, Vases, &c. Also Antiques and Furniture, Comprising Choice Examples of the Periods Louis XIII, XIV, XV, XVI, Empire, Adam, Chippendale, Sheraton, French and Italian Renaissance, Roman, Pompeian and Dutch, including Rich Aubusson Tapestry Suites, Wedding Chests, Roman Tables, a large Collection of Antique Mirrors, Paintings, Leather Screens, &c. On Free View Till Hour of Sale.