# GYROSCOPE STEADIES A SHIP

*ENGINEER TELLS HOW IT STOPS THAT ROLLING.*

**Stabilizer It Responds to the Vessel's Movements Better Than Others That Have Been Tried—Also Applied to the Compass With Good Results.**

The wonders of the gyroscope were [illegible] by Elmer A. Sperry at the meeting of the Naval Architects and Marine Engineers at the Engineering Societies building at 29 West Thirty-ninth street, yesterday. He told how ships could be made to keep an even keel in a heavy sea and how the gyroscopic force was applied to the compass.

The meeting was the second day session of the annual gathering of the naval men and the presentation of their scientific papers on a wide range of subjects. Besides the gyroscope such subjects were discussed as the reduction of loss by fire aboard ship, the use of producer gas as motive power and coaling warships.

"When the motive power of vessels changed from an upsetting force (the sail) to one almost exclusively of forward thrust," said Mr. Sperry, "the design of ships underwent quite radical changes in connection with lines affecting the stability, decreasing this factor and favoring decreased resistance, aiding the attainment of higher speeds. Now that stability may be imparted to a structure of naturally small righting movement we are on the eve of even more radical changes in design.

"The problem is to hold the ship from rolling by neutralizing with the gyroscope each disturbing influence as it reaches the ship while availing ourselves of all the aid possible through the design of the hull and the disposition of the masses. * * * A great many ships as they now stand could with profit utilize the gyroscope steadying gear which is at present available and some important installations are now being contemplated."

Mr. Sperry told of seeing Russian warships constructed in Hamburg which were furnished with 350 to 400 tons of water slushing back and forth periodically in huge tanks to counteract the roll of the ship so as to make it possible to operate the guns on a level. The movement of the water has to be timed to the roll of the sea, and when it gets out of time it turns into a menace.

"The gyroscope on the other hand is not limited to any particular period of the boat; it simply responds to whatever motion the ship has, synchronous or non-synchronous," said Mr. Sperry. "The question is often asked: Why is a gyroscope better than a moving weight in a ship for roll quenching? Every pound in the rotating mass of the gyro can be made to do the work of from 150 to 200 pounds, and directed in any desired line or plane, whereas when we use water or any other form of moving weight each pound represents a pound only and can do the work of only a pound and only in a vertical direction."

Mr. Sperry gave a very interesting though strictly scientific demonstration of the peculiar faculty possessed by the gyroscope which made it possible to transfer energy "around a corner." He compared a ship without a gyroscope to a ship with one. The model ship in a smooth surface is tilted to an angle of 25 degrees and then allowed to rock it off to an even keel. The diagram showed that the ship with the active gyroscope made about three rocks in each direction and then suddenly became steady so that a man could shave or play billiards while the ship without it rocked laboriously too and fro, taking a long time to "let the old cat die."

Mr. Sperry praised the work of Capt. D. W. Taylor in the Washington Navy Yard in respect to the gyro and said that his treatise on the subject was of immense value toward the understanding and practical application of gyroscopic energy.

The gyroscopic principle applied to the compass has proved invaluable, Mr. Sherry said. "This type of compass is not affected in the slightest degree by the steel of the ship or cargo or any magnetic disturbance. It is also free from the influences of those disturbances technically known as deviation or variation."

Samuel D. McComb gave a paper embodying suggestions as to the prevention of loss by fire. He spoke of the harbor tugs, which are necessarily small for manouvering and yet must have high power. The result is that the engines must be made as large as the space will permit, and the walls of the boilers are put as close to the woodwork as the law will allow. Such a condition requires more careful watching than most tug masters give and that explains the large number of fires aboard tugs.

Mr. McComb started a discussion by advocating automatic steam fire extinguishers for tramp steamers and all boats carrying large cargoes which are liable to spontaneous combustion.

Several members believed that steam as an extinguisher was not as good as water.

Charles B. Page described the installation of gas engines on the power boats Mary A. Sharp and Superior, the first vessels of any size in this country to receive such engines.

Other technical papers were "An Analysis of Tests of Watertight Bulkheads With Practical Rules and Tables for their Construction," by Prof. William Hovgaard, "Comparative Results in Steam and Coal Consumption," by Clinton H. Crane, and a paper by Spencer Miller on "Coaling Warships."

C. H. Sherrill, United States Minister to Argentina, told a gathering of navy men and engineers last night at the Waldorf of the way President Taft and Secretary Knox have been advancing business interests by the instructions to such men as himself to build up friendly commercial relations and make commerce of fifty-seven foreign countries with the United States their chief business while in office. He was speaking at the dinner of the naval architects and marine engineers.

He said that by following instructions he and his collaborators had been able to increase the yearly trade of Argentina with this country from $17,000,000 to $[illegible]

The people of the United States awoke up to the fact that foreign interests are actually working against our Government from preventing its shipping there would be a field opened," he said. "Our shippers to those South American countries have the same protection that any industry has within the country."

He said that 250,000 immigrants are provided and distributed throughout Argentina without the existence of graft.

Garcia, president of the Argentine Naval Commission, said that [illegible] years ago he used to see the flag on many merchant ships in the harbor of Buenos Ayres, but he says it is nowadays.

W. I. Capps presented a loving cup on behalf of the society to Admiral [illegible], former president. Admiral [illegible] health was drunk. Other speakers were Admiral H. I. Cone, engineer in chief of the United States Navy; Commander S. Van Duzer, U. S. N., R. W. [illegible] secretary of the Institute of Naval Architects of London, who hoped the Americans would appear in great numbers at the naval architects congress which is to be held in London next year; Lieutenant Commander B. d'Azy, French naval attache, and Charles E. Littlefield, an engineer from Maine. Among the guests were Nicholas F. Palmer, president of the Quintard Iron Works; [illegible] K. Williams, Commander H. Retzer, German naval attaché; P. A. S. Franklin, Secretary W. J. Baxter of the society, Commander Vassilieff, Russian naval attaché, and Commander Baron F. [illegible] Preuschen, Austrian naval attaché. President Stevenson Taylor of the society presided.

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# THE REAL ESTATE MARKET

*MANY BUILDING PERMITS ISSUED IN THE BRONX.*

**Some Good Private Dwellings Find Buyers—H. Maran & Son Acquire a Plot of Lots at Belmont Avenue and 180th Street for Improvement With Flats.**

The main feature of the real estate news yesterday was the great number of building permits issued by the Bronx building bureau. The permits affected plans filed before November 15, the day on which the new ruling with respect to building projections over the sidewalk went into effect. The ruling puts an end to certain encroachments upon city property which have been customary under an old ordinance. Builders have been anxious to get plans accepted before that ordinance became invalid.

The plans filed during the first half of the present month call for an expenditure of $10,500,000, nearly twice the investment represented by the plans recorded in the corresponding weeks of 1909, the subway boom year. The recent filings bring the building figures of The Bronx for the current year up to a new high record mark. It is doubtful, however, whether even a majority of the plans filed recently will ever be built from. In most cases probably they will be used only if the sites which they relate to find buyers.

**Private Sales.**

MULBERRY STREET. Lowenfeld & Prager have resold to a Mr. Anbatte No. 185 to 189 Mulberry street, three old buildings, on plot 35x99.11x irregular, at the southwest corner of Delancey street. Two of the buildings, which are frame front on Mulberry street, the sellers bought the property a few weeks ago from William Gallery.

SIXTIETH STREET. Henry D. Winans & May have sold for the estates of Isaac and Sigmund Rosenwald No. 44 East Sixtieth street, a five story American basement dwelling, on lot 20x100.5, 40 feet west of Park avenue. The buyer will occupy the house.

114TH STREET. P. & E. J. Murray have sold for Mrs. H. E. Kenworthy to Charles Abner No. 133 East 114th street, a two story frame dwelling, on lot 17.10x100.11. The buyer will occupy the house.

THIRTY-SIXTH STREET. The Atlantic Realty Company is reported to have sold Nos. 308 to 312 West Thirty-sixth street, three and four story buildings, on plot 55x98.9 between Eighth and Ninth avenues.

FIFTY-SIXTH STREET. Poisson Bros. have sold for the estate of Pauline Bamberger No. 5 West Fifty-sixth street, a four story and basement brownstone front dwelling, on lot 20.4x100.5.

147TH STREET. Alice E. S. Duffy has sold No. 537 West 147th street, a three story dwelling, on lot 16x99.11, between Broadway and Amsterdam avenue.

156TH STREET. Henry T. Dressner has sold to Charles Tschanett Nos. 346 and 348 West 156th street, two three story dwellings, each on lot 16.8x99.11. Mr. Tschanett gave in exchange Nos. 552 Lenox avenue, recently reported sold.

BELMONT AVENUE. H. Maran & Son have bought from F. D. Nesbit the plot 84x96.6 irregular at the southeast corner of Belmont avenue and 180th street. The property will be improved with two five story flats with stores.

**Recent Buyers.**

Emma D. Biardot and Leonore K. Senff are the buyers of the Antlers apartment house, at No. 600 West 111th street, sold recently by Selmi Stahl through Slawson & Hobbs. The buyers recently sold the Indiana apartment house, at No. 117 West Seventy-ninth street through the same brokers.

He for M. Hitchings is the buyer of the Holcraft apartment house, at the northeast corner of Broadway and 111th street, reported sold recently.

Sigmund Weschler is the buyer of No. 306 West 109th street, sold recently by the Anaconda Realty and Construction Company through the Douglas Robinson, Charles S. Brown Company.

**Miscellaneous.**

Henry D. Winans & May were the brokers in the recently reported sale of No. 156 East Seventy-fourth street for Miss A. H. Kaufman. The buyer will alter the house for his own occupancy.

**Leases.**

J. P. & E. J. Murray have rented the following dwellings: No. 524 East 117th street, No. 129 East 110th street, No. 167½ East 115th street, No. 113 East 111th street and No. 1810 Lexington avenue.

William H. Whiting & Co. have leased the building at Nos. 292 and 294 South street to the Hecker-Jones-Jewell Milling Company, also the building at No. 573 Water street to Weiss & Newman, the store floor at Nos. 52 and 54 Park street to the "A M Envelope Company," offices in No. 99 John street to the Palmer Lime and Cement Company, the sixth loft in Nos. 80 and 82 Fourth avenue to the McConihe & Hubbell Manufacturing Company and the fifth loft in Nos. 67 and 69 Fourth avenue to Louis Goldman.

The Duross Company have leased the third loft at No. 114 West Fourteenth street to Berger & Wolf, also for Constance Colwell the three story building at No. 348 West Twenty-fourth street.

G. W. Barney has leased for Bleecker & Simons a loft at Nos. 483 and 485 Greenwich street, for Robert J. Leaycroft a loft at No. 228 West Broadway, for Marcus Loew a loft at No. 126 University place, for Webster B. Mabie & Co. a loft at Nos. 114 and 116 East Sixteenth street and for the Reliance Holding Company a loft at No. 454 Broadway.

**Bloomingdale Bros. to Improve Twenty-seventh Street Site.**

Bloomingdale Bros. have decided to erect a twelve story store and loft building on the plot 46x98.9 which they own at Nos. 36 and 38 West Twenty-seventh street between Broadway and Sixth avenue. The structure, plans for which are being prepared by Architects Buchman & Fox, will cost about $200,000.

**Building News.**

F. H. Beneker, architect, has filed plans for building a one story brick store and office on the south side of 127th street 100 feet west of Third avenue, for Otto Stahl, at a cost of $15,000. The building will have a frontage of 21 feet and a depth of 54.10, with a facade of brick.

George and Edward Blum, architects, have filed plans for making over the three six story tenement houses at No. 324 to 328 East Thirty-fourth street, into studios and offices for Julius Sternfeld, at a cost of $2,000.

Tuesdell Fox Company, engineers acting as architects, have filed plans for fireproofing the interior of the six story and basement storage house at No. 504 West 126th street at a cost of $15,000, for Timothy L. O'Connell, Sr., owner of record.

The plans for new buildings filed in the Borough of The Bronx comprise a five story brick tenement at the south east corner of 169th street and Tiffany street, for the Ruhl Construction Company, at a cost of $25,000; a five story brick tenement on the east side of Tiffany street for the Ruhl Construction Company, at a cost of $16,000; a five story brick tenement on the south side of 169th street 107.2 feet east of Tiffany street, for the Ruhl Construction Company, at a cost of $20,000; a four story brick store and dwelling on the east side of Tiffany street, 135.8 feet south of 169th street for the Ruhl Construction Company, at a cost of $6,000; a three story brick dwelling on the west side of Valentine avenue 90 feet south of 197th street for Aug. Nelson, at a cost of $8,000; two four story brick tenements on the north side of 187th street 87.4 feet west of Valentine avenue for the Valentine Realty Company, at a cost of $40,000; four five story brick tenements at the northwest corner of Valentine avenue and 187th street for the Valentine Realty Company, at a cost of $160,000; five five story brick tenements on the south side of 182d street from Belmont to Hughes avenues for the Stafford Construction Company, at a cost of $175,000; a five story brick tenement on the west side of Eagle avenue 556.3 feet south of 156th street for M. F. Dowd, at a cost of $40,000; a five story brick tenement at the northwest corner of Marion avenue and 180th street for Thomas C. Lisk, at a cost of $50,000; two five story brick tenements on the east side of Marion avenue 150 feet south of 189th street for Meltern Bros., at a cost of $100,000; two five story brick tenements on the west side of Longfellow avenue 300 feet south of 172d street for John O'Leary, at a cost of $70,000; a six story brick tenement on the east side of Crotona avenue 100 feet north of 183d street for John O'Leary, at a cost of $50,000; a five story brick tenement at the northeast corner of Park avenue and 172d street for the Hammer Realty Company, at a cost of $40,000; a six story brick tenement on the east side of Prospect avenue 200.9 feet north of 163d street for the Georgia Realty Construction Company, at a cost of $130,000; four five story brick tenements at the southeast corner of Washington avenue and 188th street for the Fairlax Buildings Company, at a cost of $170,000; a four story brick tenement on the north side of 47th street 85.8 feet west of Concord avenue, for the Gallo Construction Company, at a cost of $30,000; three six story brick tenements on the east side of Webster avenue 295 feet south of 183d street, for Goldfeld & Schroeder, at a cost of $270,000; a five story brick tenement at the southwest corner of Anderson avenue and 162d street for Lloyd Phyfe, at a cost of $85,000; a five story brick tenement on the south side of 162d street 57 feet west of Anderson avenue, for Lloyd Phyfe, at a cost of $30,000; a three story brick dwelling on the east side of Commonwealth avenue, for Gottlieb Heller, at a cost of $8,000; three two story brick dwellings on the east side of 167th street for Caroline M. Schumann, at a cost of $15,000; six two story brick dwellings on the west side of Sheridan avenue 114.7 feet north of 167th street for Caroline M. Schumann, at a cost of $36,000; three two story brick dwellings on the east side of Sheridan avenue for Caroline M. Schumann, at a cost of $15,000; a five story brick tenement at the southwest corner of Waterloo place and 176th street for John McNulty, at a cost of $45,000; five five story brick tenements on the south side of 139th street, 120 feet east of Cypress avenue, at a cost of $275,000; three one story brick stores on the west side of Third avenue 450 feet north of 169th street for Fred Hecht, at a cost of $12,000; a two and one-half story frame dwelling on the east side of Undercliff avenue, 580 feet north of 176th street for the Hyslop Realty Company, at a cost of $5,500; a five story brick tenement on the west side of Third avenue, 45 feet north of 150th street, for the Hubbard Realty Company, at a cost of $45,000; a five story brick tenement at the northeast corner of Longfellow avenue and 174th street for the Adams Realty Company, at a cost of $80,000; a five story brick tenement on the north side of 174th street, 50 feet east of Longfellow avenue, for the Adams Realty Company, at a cost of $45,000; two five story brick tenements on the south side of 174th street, 25 feet west of Longfellow avenue, for the Adams Realty Company, at a cost of $70,000; a two story brick dwelling on the north side of Bronxwood avenue, 283 feet west of 216th street, for Frank Costello & Co., at a cost of $6,000; three four story brick tenements on the east side of Walton avenue, 275 feet north of 161st street, for Aaron Klein, at a cost of $66,000; four five story brick tenements on the west side of Prospect avenue from 169th to Freeman street for C. M. Karpas, at a cost of $180,000; three five story brick tenements at the northwest corner of Teller avenue and 165th street for the Manhattan Island Realty Company, at a cost of $60,000; six six story brick tenements at the southeast corner of Findlay avenue and 166th street for the Manhattan Island Realty Company, at a cost of $125,000; two four story brick tenements on the west side of Aqueduct avenue, 387 to feet north of 183d street, for the Picken Building Company, at a cost of $50,000; five four and five story brick tenements at the northeast corner of 165th street and Findlay avenue for the Manhattan Island Realty Company, at a cost of $125,000; four one story brick stores on the west side of Cauldwell avenue, 86.3 feet south of Boston road, for Lena Rafel, at a cost of $4,000; a one story brick church on the north side of 153d street, 100 feet west of Morris avenue, for the Church Extension Committee of the Presbytery of New York, at a cost of $50,000.

**Yesterday's Auction Sales.**

At 14 Vesey Street.

BY BRYAN L. KENNELLY.

Ninety sixth street, No. 204, south side 117.3 feet west of Amsterdam avenue, 22x100.8, five story flat; F. H. Ross vs. M. B. Cunningham et al.; due on judg. ment, $5,420.22, subject to taxes, &c. $727.24, subject to two mortgages aggregating $31,000; to Charles L. E. Wolf. 536,472

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Apartments furnished and unfurnished to lease by the season or year.


**Private Sales Dept.**

**Private Sales.**

**Recent Buyers.**

**Miscellaneous.**

**Leases.**

**Yesterday's Auction Sales.**

**Building News.**

**Woodruff as Spokesman for Long Island Real Estate Exchange.**

A request that the proposed extension of the Second avenue elevated road from Manhattan across the Queensboro Bridge into Long Island City be carried on through that place and out to the Woodside station of the Long Island Railroad, where passengers are transferred to and from the Pennsylvania terminal trains, is to be made to the Public Service Commission by Timothy L. Woodruff, chairman of the transportation committee of the Real Estate Exchange of Long Island, which has its headquarters at Fifth avenue and Thirty-fourth street, Manhattan.

AUTUMN AND WINTER RESORTS.

NEW JERSEY.

Atlantic City


**This Afternoon Go to**
# Atlantic City
**And Stay Over Thanksgiving**
It is a popular holiday period. The ideal weather, diversity of out and indoor pleasures, and specially arranged programmes form a combination that assures you an enjoyable outing. The salt air is most invigorating and the bright sunny days very attractive during this season.
**THE LEADING HOUSES**
Will furnish information. Rates, etc., on request.
**Marlborough-Blenheim** Both Amer. and Europ. Plans. Josiah White & Sons Company.
**Hotel Dennis** Closed for Extensive Impvmts. Reopens Feb., 1911. Walter J. Buzby.
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Among the Pines of New Jersey.
Season October to June.
Offers Exceptional Attractions for the Enjoyment of Outdoor Life. Ideal Conditions for Motoring.
**LAUREL HOUSE,** NOW OPEN. A. J. MURPHY, Manager.
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THESE HOTELS ARE FAVORABLY KNOWN FOR THEIR STANDARD OF EXCELLENCE.
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BALL ROOM.
Arrangements made for parties and entertainments. Two Books from No. 9 Park Station, one hour from Jersey City; commutation from N. Y. $8.85.

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Served every evening from 6 until close.
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Luscious Steak cooked over hickory embers and served on toast.
A thick, juicy Lamb Chop cooked to a turn.
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## FEDERATION OF WOMEN'S CLUBS

**It Enlists in the Fight Against Tuberculosis Closing Proceedings.**

ITHACA, Nov. 18.—The New York State Federation of Women's Clubs enlisted in the fight against tuberculosis that is being waged by the State Charities Aid Association at its closing meeting to-day, when resolutions were adopted calling on all of the clubs which are members of the association to become agents for the sale of Red Cross seals. The work of the State association was heartily indorsed.

The federation also went on record in favor of the employment in an official capacity of some women in the State Department of Labor, and a petition will be sent to State Commissioner of Labor Williams asking him to take such action. The delegates were much impressed by an address delivered by Mrs. Perry Starkweather, Labor Commissioner of Minnesota.

Another resolution protested against the Attorney-General's decision in the famous whiskey case. Even confirmed drinkers do not know what that decision means, the women declared.

That it would be a good idea to install a phonograph in every public school was the gist of a discussion brought about by the address by Miss Helen Varick Boswell of New York city, who declared that the reason people in this country did not sing at their work, as they do abroad, was because they were too busy making money. The negroes in the South who have least to do are the happiest, she said. They always had songs on their lips. It was argued that it would be a good idea to send a woman through the country teaching the children simple songs.

Before going to their homes to-day most of the delegates attended the George Junior Republic at Freeville, where they were entertained by "Daddy" George.

**Set Free, Then Arrested.**

Charles Phillips of 62 West Ninth street jumped from the window of his room on the fourth floor early yesterday morning. He was caught on a trellis beneath his window and had to be rescued by two policemen, as his pajamas had caught on a nail. He was taken to Bellevue for observation.

## QUEENS GRAND JURY WORK.

**Supposed to Be Probing Into the Matter of "Tin Horses and Carts."**

Many well known Queens politicians appeared yesterday in answer to subpoenas to testify before the Queens Grand Jury in the graft investigation going on under direction of Special Attorney-General Arthur C. Train. Among them were former Sheriff Herbert S. Harvey, former Superintendent of Sewers Cornelius J. Burke, Chief Bookkeeper David W. Murphy, County Clerk Martin Mager, Joseph B. Nelson, former chief clerk of the Sewer Department, and Herman Ringe, chief clerk in the Department of Highways.

The Grand Jury is trying to establish the identity of the handwriting in which the "tin horses and carts" were attached to time sheets when they were turned into the borough hall by the foremen of various gangs.

Borough President Gresser was scheduled to appear as a witness yesterday before the Grand Jury, but was excused on account of official business that required his presence at the City Hall in Manhattan.

AUTUMN AND WINTER RESORTS.

NEW JERSEY.

Atlantic City


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**BOSTON** AND POINTS IN NEW ENGLAND
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**NEW HAVEN LINE** For New Haven, Hartford, Springfield and North. Week days only. Lv. Pier 23, E. R. 2.45 P. M. Str. RICHARD PECK.
Tickets, staterooms and information at City Ticket Office, 191 Broadway, near Cortlandt St. Telephone 9121 Cortlandt. Also at N. Y. Transfer and Tourist Offices and at Piers.

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**PEOPLES LINE** To Albany. Cuisine and Service Unexcelled. Very Best Accommodations. Strs. W. Morse or Adirondack daily (Sunday excepted) at 7 P. M.
**CITIZENS LINE** To Troy. New strs. TROJAN or BENSON daily (Saturday excepted) at 7 P. M. Saturday excepted. Sunday steamer stops at Albany in either direction.
Direct rail connections at Albany and Troy for points North, East and West. Horses and automobiles carried at reasonable rates.

**JOY LINE** 2.40 TO BOSTON VIA BOAT & RAIL
Providence Direct, $1.50. Worcester, $2.40.
Every week day 5.00 P. M. from Pier 28, East River.
New Management. Improved Service.
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BOARDERS WANTED.

142D ST., 512 WEST.—Large and small, cheerful rooms, connecting or otherwise, attractive house; steam heated, unusually good table; phone Audubon 5075 W.

127TH ST., 210 WEST.—Well furnished large and small rooms, parlor floor, suitable for doctor; running water, heated, telephone, first class table.

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