MILE OF TUNNEL BEGUN.

CONTRACTS LET FOR NEARLY ALL THE SUBWAY SECTIONS.

CHIEF ENGINEER PARSONS REPORTS PROG-RESS TO RAPID TRANSIT BOARD-BROOKLYN EXTENSION DE-

CISION SOON.

The first fall meeting of the Board of Rapid Transit Commissioners was held yesterday. President Alexander E. Orr, Commissioners Smith, Starin, Rives and Langdon; Controller Coler, Deputy Controller Levey and Chief Engineer Parsons were present.

The Brooklyn extension of the tunnel was discussed, and will be disposed of finally at the next meeting of the Board. Controller Coler said after the meeting that if it was decided to make the extension the route would probably he from the foot of Whitehall-st., Manhattan under the East River to Jerolamon-st., Brooklyn, to the City Hall, under Fulton-st. to Flatbush-ave. Stations would be erected at Jerola-

mon-st. and the City Hall. The resolution adopted by the Board at its last meeting modifying the plans of the subway in the vicinity of City Hall Park was readopted yesterday, because of the fact that six members of the Board were not present at the previous meeting. The modified plans provide for the Postoffice loop to pass from Park Row, under City Hall Park and the spot where the first earth was broken, under Mail-st., and back to Park Row. Only one station is called for by the new plans. This will be in City Hall Park pear the Bridge. The proposed station on the Broadway side, near the Nathan Hale statue, ts done away with.

Regarding a report that only two tracks would be built above Forty-second-st. on the East Side branch, Chief Engineer Parsons said that it was absurd, as the contracts had been let for four tracks. The question of abandoning the Forty-second-st. section and having the subway pass under Forty-seventh-st. or some other cross street was not discussed at the meeting. ALMOST ALL SUB-CONTRACTS LET.

Chief Engineer Parsons submitted a report of the work done and construction under way to date. It is as follows:

Since the last meeting of the Rapid Transit Board the work of construction of the subway has reached a point where it can be said to be in practical operation, and I therefore submit to you a report showing its present condition.

The general contractor has now sub-contracted all of the line except the portion has

is I therefore submit to you a report is present condition.

ral contractor has now sub-contracted line except the portion between Forty-d Park-ave, and Seventh-st, and Broad-a section, being one of difficulty, is still ideration. Actual work is in progress on sub-sections, except those occupied by tructures, whose construction it is now to begin, and on the tunnel beneath the large.

ver.

some delay on the part of the AmeriCompany in forwarding the steel conwith them. In view of the magnitude
t this delay was probably unavoidable,
hipment was received on August 15,
h time it has been coming forward
the thirty-fourth shipment having been
day. In the mean time the contractors
det the apportunity to organize their

of making the alterations in the sewer have to be changed or reconstructed are either in hand or completed, except the proposed sewer in the neighborhood of Forty-fifth-st, and Broadway, work on which will proceed in connection with the section of the subway between Forty-first and Forty-second sts. The fellowing table will show you the condition of the construction of sewers off the line of the railway, as the records stood up to and including September 18. [Mr. Parsons here presents a long, technical table, concerning which he says]; ***

resents a total as says! A seem that large sewers actured by the seem that large sewers actured to completed aggregate about one mile in length. SUSPENSION DUE TO DOCK DEPARTMENT. SUSPENSION DUE TO DOCK DEPARTMENT.

Of actual work on the subway the contractors for the two lower sections, from the Postofflee to Great Jones-st., have established a repair shop and headquarters in Elm-st., between Pearl and Worth siz, and have excavated in Elm-st. from Great Jones to Prince-st., and have removed the 12-inch water pipe in Elm-st. from Bleecker to Prince-st. and he 3-inch gas main from Houston to Jersey-st. Other excavation on these sections is being held until the arrival of the steel in order that the building of the subway may follow without delay the excavating of the streets, and the work of continuing the present excavation is temporarily suspended owing to a position taken by the Dock Department in regard to the dumping of the excavation in regard to the dumping of the excavate materials.

Dock Department in regard to the dumping of the excavated material.

On the section between Great Jones-st. and Thirty-third-st. the contractors have constructed as elaborate and substantial air power plant in Union Square at Seventeenth-st., and have laid a wrought iron main along Fourth-ave, from Tenth to Thirty-first-st., and it is proposed by them to operate all of the local machines from this central station, and so obviate the necessity for using any steam entrines in the streets along this busy thoroughfare. They have begun the excavation for the subway at Tenth-st, and Fourth-ave, and are now working northerly from that point. A steam plant and overhead cable, worked temporarily by a steam engine is being used as fast as the earth is excavation. The latter is not allowed to stand in the street, but is dumped into carris and removed. Inasmuch as the steel for this section has been delivered on the ground, it is expected, unless some unforcescen difficulties arise, that the erection of the frame of the subway will be begun in about ten days. Steel for other portions of this subcontract has been shipped from the works, and as soon as it is received the contractors will begin excavation at other points north of Tenth-st.

SOME DETAILS OF ACTUAL WORK DONE.

SOME DETAILS OF ACTUAL WORK DONE.

SOME DETAILS OF ACTUAL WORK DONE.

The Murray Hill tunnel section has been sublet since the last meeting of the Board to Ora A. Shaler, and he has begun his work by beginning to sink a shaff just south of Thirty-third-st., in Fourth-ave, and at this point has constructed a since shed surrounded by a fence.

The section between Forty-seventh and Sixticth has been sublet to Naughton & Co. It gratifies has been sublet to Naughton & Co. It gratifies has been sublet to Naughton & Co. It gratifies has been sublet to Company and your consists avenue Rallroad Company and your consistor, so that the work in the Circle at Fifty-mith-st and Eighth-ave, is being conducted joint-in. This will not only facilitate our work, but will obviate the necessity of tearing up this portion of the polic. A similar arrangement is being made for joint work at Sixty-fifth-st, and Seventy-second.

In the Boulevard. The sub-section between Sixtieth-st, and One-hundred-and-fourth-st, has been subjet to William Bradley. He has excavated from Sixty-first-st, to Sixty-fourth-st, and from Eighty-sixth-st, to Nine-tieth-st, and he is creeting steam derricks at Sixty-first Sixty-third, Eighty-seventh and Eighty-mith six

Excavation is in progress in earth and rock from One-hundred-and-twentieth-st. to One-hundred-and-twentieth-st. to One-hundred-and-twenty-hind-st. A portion of this distance will be occupied by the open cut approach leading to the Maduct crossing the Manhattan Valley. The contractor has established an overhead carrying plant, operated by steam, and is arranging to put up an electrically operated one from One-hundred-and-sixteenth-st. south. In order to permit rapidity of work the contractor has removed from the line of the scavation for a distance of one-third of a mile a 25-inch water main and the Consolidated Gas Company's main.

VIADUCT FOUNDATIONS LAID.

VIADUCT FOUNDATIONS LAID.

The foundations for the north approach to the Manhattan Valley viaduct have been laid and are ready to receive the finished walls as soon as Franke satisfactory to your engineer has been submitted. North from this excavation for the submitted. North from this excavation for the submitted. North from this excavation for the submitted states of the work of laying the concrete fooring is now in propriess. Steel is on the ground for this section. Its creetion will probably be begun next week. The pavement has been taken up to One-hundred-and-thirty-seventh-st., and the construction of the subway will now proceed continuously northward from this point.

Between One-hundred-and-fifty-sixth and One-hundred-and-fifty-eighth sts. about five hundred feet of trench has been excavated, and the rock at the north end is now being squared properly to the beginning of the portal of the long tunnel northerly from this point to Fort George. A temporary seam plant is now established at this point.

The contractor, however, has acquired private properly near one-hundred-and-sixty-fifth-st, and the Hudson Eliver, where he has established a central power plant consisting of four 125 horsepower bediers and two air compressors. From this plant he has laid a supply main to Broadway, and on that street from One-hundred-and-fifty-seventh-st. to One-hundred-and-sixty-first st. At One-hundred-and-sixty-eighth and One-hundred-and-sixty-first st. the drop shafts have a horizontal dimension of B feet by 25 feet in order to accommodate two elevators and estatiways. The One-hundred-and-sixty-eighth-st, sinsft is now to a depth of seventy feet

A TONIC Horsford's Acid Phosphate.

Half a teaspoonful in half a glass of water, refreshes and invigorates the entire system. A wholesome tonic and nerve food. Genuine bears name Houseour's on wrapper.

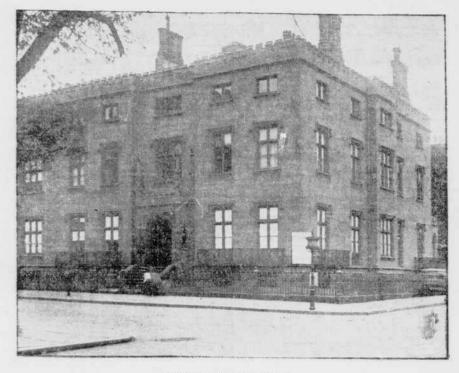
TALK ABOUT LENOX HOUSES

AGENTS FOR THE PROPERTY EXPECT IT TO BE SOLD BEFORE WINTER.

Recent rumors concerning the sale of the Lenox buildings at the northeast corner of Fifth-ave, and Twelfth-st. have again aroused considerable speculation as to the ultimate disposition of this prop erty. These two buildings, it may be remembered were formerly occupied by the Home and Foreign Missionary Boards of the Presbyterian Church, having been bought in 1886 for about \$250,000 from the heirs of James Lenox. The corner building was the home of James Lenox, and the building adjacent to it in the avenue was formerly occupied by James F. Sheaf, who married a sister of Mr. Lenox.

About seven years ago a movement was begun to find a larger and more uptown home for the The total length of subway construction in hand on all sections, as enumerated above, amounts to the total a mile. mission boards, and after considerable discussion the present site of the Presbyterian Building, at about a mile.

In the general office the detail shop plans for the steel work have been prepared, and the steel work actually ordered on 24,600 feet of steel frame sub-building erected there was occupied by the boards in the fall of 1895, and since that time the Lenox



THE LENOX HOUSE. Fifth-ave. and Eleventh-st

A MILE OF CONSTRUCTION IN HAND.

July 19-Reconstructing sewer in One-hundred-and-twenty-fourth-st., between Lenox and Seventh aves.

July 25-constructing subway and reconstructing sewers in Lenox-ave, between the north side of One-hundred-and-sixteenth-st, and 100 feet north of the crite of One-hundred-and-twenty-fifth-st.

July 23-Reconstructing sewer from the easterly side of Broadway and One-hundred-and-fifty-seventh-st., along One-hundred-and-fifty-seventh-st., along One-hundred-and-fifty-seventh-st. and Boulevard Lafayette to One-hundred-and-fifty-yith-st.

Agust 6-Reconstructing sewers at One-hundred-and-fifty-seventh-st. and Broadway and Riverside-ave, and the sewer on the east side of Broadway from One-hundred-and-inth-st., and on the west side of One-hundred-and-tenth and One-hundred-and-eleventh sts.

August 23-Constructing subway in Broadway from Sixtieth-st. to Eighty-second-st.

September 4-Constructing subway, One-hundred-and fourth-st. to One-hundred-and-sixteenth-st.

September 6-Constructing subway in Fourth and Park aves., between Thirty-third and Forty-first sis.

September 14-Constructing subway in Broadway

September 14 Constructing subway in Broadway from centre of Forty-seventh-st, to the centre of from centre of Forty-seventh-st, to the centre or Sixtleth-st.

September 16—Constructing subway from portal of tunnel, One-hundred-and-third-st, and Broadway, to centre of One-hundred-and-tenth-st, and Lenox-ave.

The staff has now been well organized, but will have to be increased in the lower grades, as the work further develops. It is a pleasure to report all the members of the staff are rendering most efficient service, and discharge their duties cheerfully and regardless of hours and personal comfort.

MUNICIPAL LEAGUE CONVENTION.

WAYS AND MEANS OF CITY GOVERNMENT DIS-CUSSED-MUNICIPAL OWNERSHIP.

Milwaukee, Sept. 20.—The National Municipal League convention was slow in assembling to-day. Charles J. Bonaparte, of Baltimore, presided. Charles Richardson, of Philadelphia, vice-president of the league, was the first speaker on to-day's programme. "Does the Model Charter Confer Dangerous Powers on the Mayor?" was the title of his paper. He maintained that the powers conferred by the model charter are not too great for the duties to be performed, that the provisions for rifled guns. Besides these she has fourteen 6-inch preventing any great or permanent injury to the rapid fire guns, sixteen 6-pounder rapid fire guns.

calling for 13,380 tons of steel out of a total of 43,000 tons have already been approved.

The following permits have been issued since the last meeting of the Board:
July 20—Reconstructing sewer along Elm-st., from Worth-st. to Duane-st. in Duane-st, from Elm to Centre to Fark-st. in Park-st. to Pearl-st., in Pearl-st. to City Hall Place, and in Centre-st. from Park-st. to Chambers-st, July 21—Constructing subway in Lafayette Place, Astor Place and Fourth-ave., from the centre of Great Jones-st. to the centre of Thirty-third-st.
July 19—Reconstructing sewer in One-hundred-and-twenty-fourth-st., between Lenox and Seventh aves. At one time it was said that the sale of the asserted that the acquirement of the property was on condition that it should be used for mission purposes alone. The real estate brokers who have had charge of the sale of the property say that any such alleged shadow on the title has long since

A Chinese mission has been maintained in the orner Lenox building for the last year under the direction of the Presbytery of New-York. Services are conducted by the Rev. Hule Kin, and include a are conducted by the Rev. Hule Kin, and faclude a Sabbath school, preaching on Sunday, a Young Men's Christian Association meeting and evening Hible classes. The Sabbath school has an enrolled membership of over three hundred.

Real estate men generally agree that the Lenox buildings will be replaced by a structure adapted to commercial purposes. There was a report a year or more ago that a large apartment house was to be erected on the site by a prospective purchaser. This undertaking, however, was never carried out.

Carried out.

Although the agents for the property deny that any sale has been consummated, they admit that there have been negotiations and that they expect these negotiations to be brought to a successful end before winter sets in.

THE WISCONSIN'S SPEED TRIAL.

NEW BATTLESHIP EXPECTED TO BE AS FAST AND FORMIDABLE AS THE OREGON.

San Francisco, Sept. 20 (Special).-The United States battleship Wisconsin, after being tested for her engines and being docked at Port Orchard, will return here and then go to Santa Barbara, where the final trip will be made over the measured course in the Santa Barbara Channel. The channel is sheltered, and the water is nearly always perfect for a speed trial, whereas San Francisco Bay is so treacherous that days may pass before the water is in favorable condition for the best speed.

The Wisconsin is an impressive sight. Though only a trifle heavier than the Iowa, she gives the impression of a much larger vessel, and her two smokestacks add to this effect. Her upper works are higher and more massive than those of the Iowa, and her turret seems more powerful. The Wisconsin is 368 feet on the waterline; her extreme beam is 72 feet 216 inches; draught, 23 feet 6 inches and displacement 11,560 tons. Her main battery, mounted in oval turret, consists of four 15-inch

SUIT AGAINST MRS. C. S. BRICE. FUND FOR FLOOD VICTIMS.

PLAINTIFFS SAY THE LATE SENATOR OWED THEM \$100,000 ON A RAIL-ROAD DEAL

Catherine O. Brice, the widow of Calvin S. Brice and administratrix of his estate, is the defendant in a suit begun in the Supreme Court, in which Thomas M. King and James T. Terry seek to re-cover \$100,000 as commissions in a deal which was conducted by Senator Brice for the purchase of the controlling interest in the Pittsburg and Western Railroad.

According to the complaint, a syndicate consisting of Mr. Brice and several other well known men was formed in 1898 to buy from \$1,890,000 to \$2,100,000 of the second mortgage 5 per cent gold bonds of the Pittsburg and Western Railroad. The entire issue of bonds, says the complaint, amounted to \$3,500,000. On October 5, 1898, Mr. King received a letter from Mr. Brice stating that in behalf of several men he desired to buy from \$1,500,000 to \$2,100,000 of the second mortgage bonds of the road at 80 per cent of the par value. The letter also stated that 5 per cent additional would be paid by Mr. Price to Mr. King for all bonds up to \$2,100,000 delivered by Mr King into the hand of Moore & Schley, brokers, This offer was as cepted by King, and in his complaint he says that he assigned a one-third interest in the deal to James T. Terry.

The complaint then asserts that between October 5 and October 31, 1808, the plaintiffs delivered, as directed, \$2,000,000 worth of the bonds. Since that time, the plaintiffs say, they have endeavored to collect the 5 per cent promised by Mr. Price under the agreement, but have been unable to de so. They therefore sue to recover the amount of the imission, \$100,000, and interest from the date of the alleged transfer.

In her answer Mrs. Brice says that she has no knowledge of the contract. As a separate defence the answer says:

The plaintiff, Thomas M. King, was the receiver of the Pittsburg and Western Railroad, duly appointed by the Circuit Court of the United States for the Western District of Pennsylvania, and it appears on the face of the complaint that the alleged agreement was for the private and personal benefit of the said King, and was contrary to public policy and void.

GROUND BROKEN FOR NEW MONUMENT.

GROUND BROKEN BY PRESIDENT GUGGENHEIMER

AT EXERCISES IN RIVERSIDE PARK.

Ground was broken vesterday for the proposed Soldiers and Sailors' Memorial Monume first spadeful of earth was turned by President first spadeful of earth was turned by President Guggenheimer, who represented the city in the absence of Mayor Van Wyck. The exercises were of an informal nature and took place in Riverside Park, between Eighty-nint and Ninetieth sis. The exercises were under the supervision of the Monnment Committee, of which Colonel John A. Goulden is chairman. An interesting part of the exercises was the singing of patrictic songs by members of Gramman Schools Nos. 165 and 87. The former had a drum and life corps, which marched at the head of the pupils to the Park.

Colonel Goulden opened the exercises with a brief

MONEY STILL COMING IN FOR THE GAL-VESTON SUFFERERS.

The flow of money from the pockets of New-Yorkers for the aid of the Galveston sufferers aturally diminished after passing the quarter of a million mark, but it is expected that it will not stop before a total of \$300,000 has been rolled up and it may even exceed that figure. The fund of the Citizens' Relief Committee was increased yesterday to \$97,794 71. The unexpended balance of this fund, together with all future accessions, will be turned over to the Chamber of Commerce for for warding and distributing. The Chamber's own fund was swollen yesterday to \$63,758, of which Johnso & Higgins gave \$500. The Wine, Liquor and Beer I ealers' Central Association sent \$500 to the Mayor for the same purpose. Through the solicitation of N. M. Washer, of the firm of Washer Brothers, of San Antonio and Fort Worth, Tex., \$700 was contributed and forwarded to Marshall Hicks, Mayor of San Antonio, for the relief of the flood sufferers, The Tribune yesterday received the following con tributions and forwarded them to the Citizens' Committee

J. Turnbull.....

from Mayor Jones of Galveston regarding the firemen's contribution:

men's contribution:

The sentiments expressed in my telegram last right, acknowledging receipt of contribution of police force of New-York, apply in acknowledgment of donation by uniformed force and employes of the Fire Department of New-York, of \$2.655. The noble generosity is feelingly accepted and highly appreciated. If New-York could know the gratitude of this people for the beneficence already bestowed it would be a light to lead to a happy realization of the brotherhood of humanity everywhere.

A dispatch was received yesterday by "The Churchman" from Bishop George H. Klasolving, who telegraphed from Austin as follows:

One clergyman and his wife drowned. Several others with their families had terrible experience. About ten churches wholly destroyed. Others damaged. Trust funds in Galveston property. Our loss is incalculable. The following telegram from Miss Clara Barton,

president of the American National Red Cro s now in Galveston, was received by William Willard Howard, general manager of the Red Cross Relief Fund, No. 156 Fifth-are., yesterday:

Cross Relief Fund, No. 156 Fifth-ave, yesterday:
I have inspected the situation thoroughly. While present necessities for food and hospital work are supplied, the destruction of homes by the obliteration of many thousand residences calls for a vast sum of money, even to partly reinstate the people. Every store had from two to six feet of water in it, consequently merchandise has suffered 25 per cent loss or more. Much of this merchandise would be suitable for immediate use and could be purchased at a sacrifice, thus encouraging the bereaved and disheartened merchants and relieving paralyzed trade. Losses by direct destruction I believe to exceed \$25,000,000. The Red Cross favors the plan of distribution by operation of State and city authorities. They are doing marvellous work, but will need millions of money.

Contributions in response to Miss Barton's appeal

worked up and shocked that his hair turned from brown to white in twenty-four hours,

DOES NOT KNOW HIS CHILDREN'S FATE. The steamship Majestic, of the White Star Line, which arrived here yesterday, was overdue sixteen hours. She met the West Indian hurricane and encountered severe gales throughout the voyage. Among her passengers was Dr. Thomas Flavin, of Galveston. Dr. Flavin, when he landed, showed that he had suffered from anxiety as to the welfare of his family of six children, whose home was in the heart of the deviatated city. He sent was in the heart of the deviatated city. He sent cable dispatches from Limerick and Queenstown to the authorities of Galveston asking for definite information regarding his family. He had heard nothing from them when he left the pier yesterday.

FALLS THIRTEEN STORIES.

CARPENTER PLUNGES THROUGH ELE-VATOR SHAFT AT THE HOTEL MANHATTAN.

Thomas Seaton, thirty-eight years old, a carpenter of Hackensack, N. J., fell thirteen stories through the elevator shaft of the Hotel Hanhattan, at Forty-second-st. and Madisonave., late yesterday afternoon. He lived two hours, dying in Flower Hospital from injuries, including two broken legs, broken ribs and many

other fractured bones, and bruises.

Seaton was employed in the annex of the hotel on the Forty-third-st, side. He had something to do on the thirteenth floor late in the afternoon, and after getting through wanted to descend. There is a freight elevator in the annex, which is used sometimes by men at work about the place. work about the place.

work about the place.

Seaton found the car was at the seventeenth floor, and he seized the rope to make it come down to him. He leaned out to see if the car started, and lost his balance. As he felt himself toppling over he tried to recover, but slipped. He could not hold the rope, and plunged down. The man's head struck the side of the narrow shaft a little way below the thirteenth floor, and his body then turned this way and that, striking here and there as it went down. Seaton landed at the bottom of the shaft in the busement, feet first. This broke his legs in several places.

his legs in several places.

A workman in the building who had seen Seaton fall rushed out to the street and called Policeman Coyne, of the East Fifty-first-st. station, who sent a hurry call to Flower Hospital for an ambulance. Dr. Beeser, the surgeon, for an ambulance. Dr. Beeser, the surgeon, said he wondered that the man was alive when

A DIPLOMATIC BREACH.

VENEZUELA WANTS TO REUNITE HER SEVERED RELATIONS WITH FRANCE.

Washington, Sept. 20 .- Inquiry into the reported ffort of the Venezuelan Government to induce the United States Government to intervene with France to secure an abatement of excessive taxes evied on Venezuelan coffee discloses the fact that the Venezuelan proposition is much broader than at first stated. What is sought is a restoration of the good relations that formerly existed between Venezuela and France, and the fouth Contributions in response to Miss Barton's appeal American Republic has turned to the



REAKING GROUND FOR THE SOLDIERS AND SAILORS' MONUMENT, RIVERSIDE DRIVE AND NINETIETH-ST. Colonel Goulden holding spade.

PARIS GIVES LIBERALLY.

Paris, Sept. 20.-The Galveston Fund being

AN AUTOMOBILE FOUND; OWNER WANTED The Mercer-st. station police have an automole of the trap pattern which they will give to people or to posterity are ample, and the safe- and one machine gun. These guns are all so highers owner whenever he calls. Roundsman Stahl

raised in Paris has reached 100,000 francs. THE LONDON BANKERS' FUND.

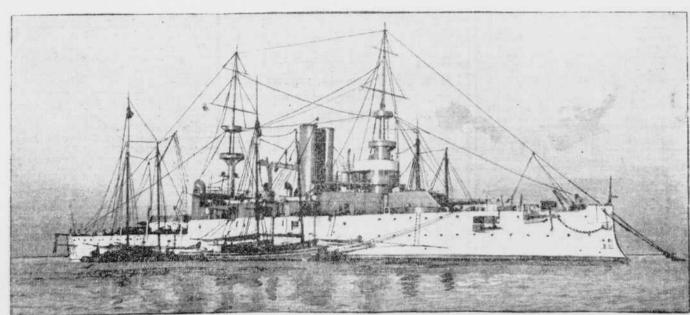
London, Sept. 20 .- The Galveston fund being raised by London bankers with American con-

should be sent to the Red Cross Texas Relief Fund. States as a mutual friend to encompass this object. No. 156 Fifth-ave. The most urgent need is money. The breach of relations between France and The breach of relations between France and Venezuela dates back about a decade. At that ime Venezuela, being in a domestic turmoil, the Ministers resident in Caracas, after a general con-sultation, addressed to their respective Governnents some communications very critical of the Venezuelan Government and derogatory to the character of the Venezuelan people, who were described as incapable of self-government. This raised by London bankers with American connections has already reached £3.500, including J. S. Morgan & Co., £525; Wernher, Beit & Co., £210, and Melville, Fickus & Co., £105.

The Stock Exchange is making up a liberal contribution.

BRITISH STEAMER BRAVED THE STORM.

Newport News, Va., Sept. 20 (Special).—The only ship which passed through the Galveston cyclone practically uninjured, the British steamship Woodleigh, arrived here this morning for bunker coal, and after leading sailed in the afternoon for Havre with a large cargo of grain and cotton. Captain Watson says that his ship was fortunate in being near an elevator, which broke the fury of the storm. This, together with the fact that she was heavily laden, was responsible for the slight damage to her, which \$100 repaired. He says that the fact of so many ships being blown ashore and wrecked was not caused by the breaking of the sides. The piles of the piers to which they were tied were literally pulled out of the water, and the ships were at the mercy of the storm. He described the scenes accompanying the disaster as terrible. The dock in which his ship loaded was filled with hundreds of bodies awaiting identification. He says one of his friends, a shipping man, who lost his entire family, was so vas the outcome of a private meeting of the dipomatic body, and the Venezuelan Government



FIRST PHOTOGRAPH EVER TAKEN OF THE U. S. BATTLESHIP WISCONSIN. Coaling for first trip to sea.

Essential Safeguard to Executive Responsibility," wound wp the forenoon session. The importance of the efficient rules for the administration of Civil Service provisions was the topic discussed in the paper, which was read by the secretary in the ab-sence of its author.

A feature of the afternoon session was a paper on "The Influence of Public Service Companies on City Government," by the Rev. Dr. Washington Gladden, of Columbus, Ohio, who is a member of the Columbus City Council. He urged the principle the Columbus City Council. He urged the principle of public ownership of municipal monopolies, saying: "What are the reasons urged against public ownership? They all reduce to this: It is difficult, and perhaps dangerous. So it is, but if it is our business we had better do it, and not shirk it, nor any part of it. Public ownership is no panacea; it will leave us battles to fight and obstacles to overcome, but the line of least resistance to righteous rule lles through the resumption by the people of those functions of sovereignty which they have surrendered to private corporations."

CLEVELAND TAILORS GO ON STRIKE. Cleveland, Ohio, Sept. 20.-About three hundred went on strike to-day. In addition to a 10 per cent advance in wages, which the employers conceded yesterday, they demanded compensation for extra. The employers refuse to grant these two demands. The employers refuse to grant these two demands. journeymen tailors employed by various firms here

guards against lesser evils are as complete as it is wise or practicable to make them.

Professor Samuel E. Sparling, of Madison, Wis. Becretary of the Wisconsin League of Municipallities, read a paper on "The Model Charter and Small Cities." John A. Butler, president of the Municipall Association of Milwaukes, followed. A paper by George McAneny, of New-York City, entitled "An Essential Safeguard to Executive Responsibility," wound wp the foremon session. The importance of the Wisconsin was launched on November 28, 1898. Irving M. Scott, head of the Union Iron Works, thinks she will be as fast and as formidable as the Oregon.

HORSE RUNS INTO A STORE.

as the Oregon.

THE CLERKS AND CUSTOMERS TERRIFIED BY THE FRIGHTENED ANIMAL.

A horse belonging to the Hudson River Gas and Electric Company ran away in Main-st., Tarrytown, yesterday morning. When he reached Ambler's drygoods store he slipped and fell. Jumping up he made a dash, wagon and all, toward one of the doors of the store.

The door was not wide enough to allow the passage of the wagon and the horse broke free and bounded into the store among the customers and women clerks. With a snort he overturned show-cases and scattered things generally until he reached the rear end of the store, where a large mirror confronted him. He paused and surveyed

found the machine in Broadway at Tenth-st. early yesterday morning.

He made a careful search of the neighborhood and found some night watchmen, who said that two men and two women had a little while before come down Broadway at a sixty mile an hour pace, and, bringing up suddenly against a curb, had hastily abandoned the vehicle. They went back uptown on a Broadway cable car. A general alarm was sent out, but nobody had claimed the vehicle at a late hour last night.

GEN, CORBIN ACTING SECRETARY OF WAR Washington, Sept. 29.-Major-General Corbin, Adjutant-General of the Army, acted as Secretary Adjutant-General of the Army, acted as Secretary of War to-day for the first time in his long and varied military experience. Secretary Root is ill at his home on Long Island; Assistant Secretary Meiklejohn is on his way to Nebraska and Lieutenant-General Miles is inspecting military posts and schools in the West. An order by the President designates General Miles to perform the duties of Secretary of War, and in his absence General Corbin, in accordance with law, is directed to act as Secretary.

FIREMAN KILLED IN TOLEDO.

Toledo, Ohio. Sept. 20.—In the burning of Henry Rosen's junk warehouse last night John Gallagher, fire captain, was killed, and ten were injured, fire loss was small. The accident was caused falling walls.

ENDEAVORERS TO GO TO CINCINNATI. Boston, Sept. 26.-The Trustees' Executive Committee of the United Society of Christian Endeavor has voted to accept the invitation of Cincinnati to hold the twentleth international convention in that city in 1901, providing that satisfactory railroad rates and local arrangements are made.



Quoth the Baker

"This beats all. I've seen many an improvement in the baking business, but nothing that comes up to the "In-er-seal Patent Package." We've been waiting for this for years. It's just what we want, to keep that delicate crispness a cracker has when it comes out of the oven. There's some pleasure in baking when a fellow knows that the goodness won't be gone before it gets to the table."

Soda Biscuit, Milk Biscuit, Butter Crackers, Saltines, Banquet Wafers, Sultana Fruit, Sea Foam, Graham Biscuit, Oatmeal Biscuit, Ginger Snaps, Handmade Pretzelettes and Vanilla Wafers, are sold in the "Iner-seal Patent Package."

Look for the trade-mark design on the end of each package.

NATIONAL BISCUIT COMPANY