

lashed photographs of large cases of loot in the imperial palace at Peking addressed to the British sovereign at Windsor Castle, yet there is not a single looted French clock or any other bit of plunder of the Franco-German War of 1870 to be found in the palaces of the Kaiser or of any other of his fellow German rulers, in spite of the widespread impression among the masses of the French people to the contrary. But then the French were a civilized nation, professing Christianity and of the white race, instead of being yellow Asiatics or dusky Africans.

Perhaps I ought to make one reservation in connection with the war of 1870. Old Emperor William, it must be admitted, did carry back with him to Berlin at the close of the campaign a little bit of plunder in the shape of a small silver candlestick belonging to the Palace of Versailles, of which he had made use throughout his stay there, and which in former days had been similarly used by King Louis XIV of France. The old Kaiser was conscientious about the matter, for, as he was driving out of the palace gates of Versailles for the last time, on the eve of his return to Germany, he stopped his carriage, called the gatekeeper to him and, showing him the candlestick, told him that he was taking it away with him, and that he did not wish any one to have dishonestly imputed to him on account of its disappearance. At the same time he placed in the gatekeeper's hand a sum of money far exceeding the intrinsic value of the candlestick. At the time of the old Emperor's death, seventeen years later, it was found on the little table beside his bed at Berlin.

EX-ATTACHE.

IN THE BERKSHIRES.

Throngs of Autumn Visitors—Much Interest in Golf.

Lenox, Mass., Sept. 24 (Special).—This has been the most interesting week of the season at Berkshire resorts. Despite the cold wave, there has been unusual activity in sports, and driving has been enjoyed by those who admire the touch of gold and red which has begun to show on the foliage of the hills. Golf week is always an interesting week in the hills, and the hotels have been filled with golf guests.

The Hotel Aspinwall is now filled, and plenty of amusement is constantly presented for the large number there. Every evening some entertainment is furnished, and with the nightly concerts the great resort hotel is bright and interesting. Monday there was much interest in the annual golf handicap for the Hotel Aspinwall Cup, which resulted in a tie between William D. Sloane, president of the golf club, and William W. Hoffman, a Harvard student. On the play-off Mr. Hoffman won the cup. Justice and Mrs. H. B. Brown, of Washington, arrived at the hotel this week. Justice Brown is a native of Berkshire County, and is paying his annual visit to Lenox. Mrs. H. B. Newbury, of Washington, and Miss Gladys Newbury have arrived at the hotel. Mr. and Mrs. A. A. Wilcox and Miss Helen B. Wilcox, of Paterson, N. J., are at the hotel. Other arrivals include Rear Admiral and Mrs. George F. Winslow, of Washington; H. B. Ledyard, president of the Michigan Central Railroad; Charles W. Werner, New York; Mr. and Mrs. E. S. P. Lane, New York; Mr. and Mrs. Henry L. Wilkinson, Charles E. Eastman, Hartford; Mr. and Mrs. Charles E. Ziegler, Miss Louise Ring, Brooklyn.

The runs by the Berkshire Hunt Club this week have been the largest since the club was organized. Tuesday the club met at Bellefontaine, the home of Grand Foster, and following tea, there was a run into Stockbridge. On Friday the club met at Tanglewood, the Dixey place, where the hounds were taken into Stockbridge with twenty riders following.

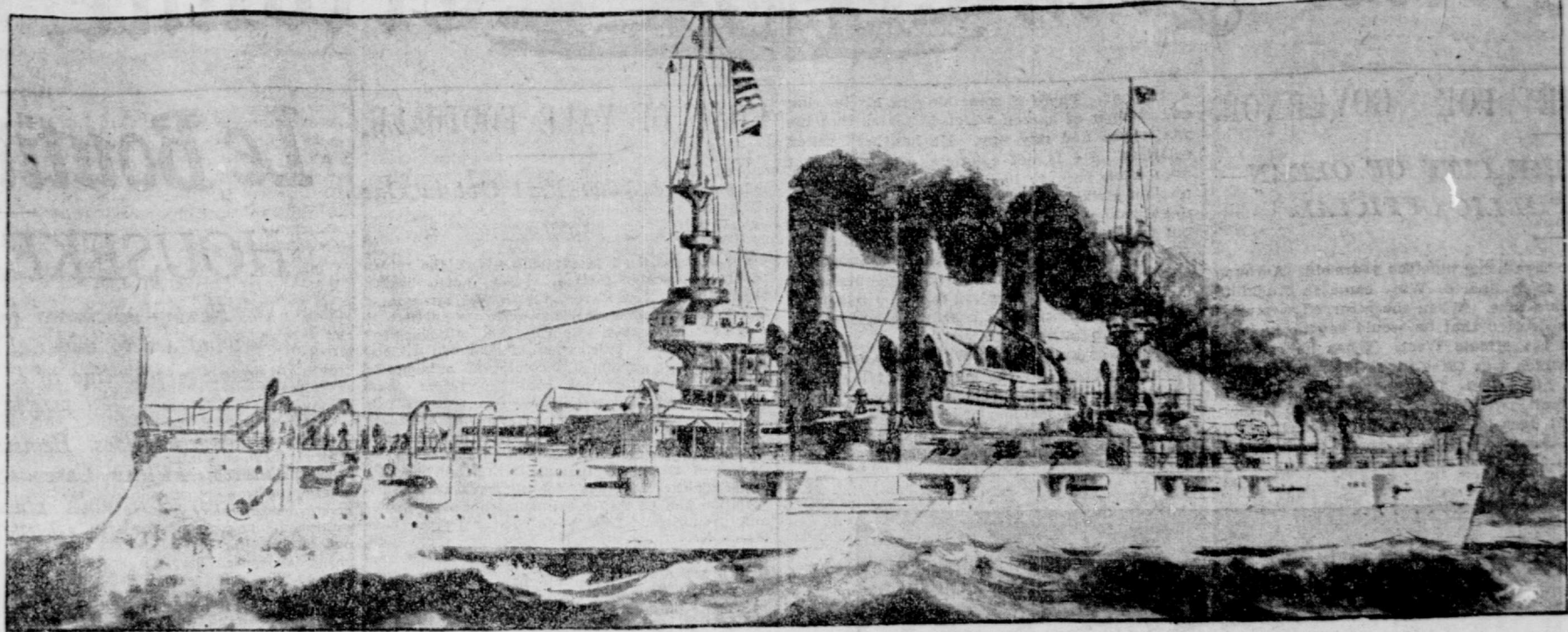
Interesting golf has been played this week in the Lenox tournament. On Thursday, in addition to the regular programme, there was a handicap, which was won by William D. Sloane. A. L. White, of Boston, won the cup offered by Mr. Sloane in the tournament. The finals for the Foster Cup offered by Grand Foster, of New York, were played today. On Wednesday Mr. and Mrs. Thomas S. Clarke received at Pembroke, their country residence, for Mrs. James Alexander McCrea, Mrs. Clarke's sister. Mr. Clarke exhibited on this occasion his latest work, "Capt. S. Sundell," which was greatly admired.

In Lee the Greenock Inn continues to entertain a large company for the late season. L. L. Whitman and S. P. Whitman, of Pasadena, arrived there on Tuesday on an automobile trip from California to Boston. Miss Rose Young and Miss Flora Young, of New York, were among the week's arrivals. Others who have registered this week include Mr. and Mrs. C. D. Boss, Mr. and Mrs. William R. Bennett, New York; Mr. and Mrs. Moses Bradley, Foughkeepsie; Mrs. Harry Coe, Miss Emily Coe, New York; Mr. and Mrs. F. R. Webber, Boston; Dr. and Mrs. J. H. Ives, Mount Vernon, N. Y.

The population of Stockbridge has increased five hundred in the last few weeks by the arrival of fall visitors. Not only are all of the cottagers entertaining large parties, but the hotels are filled and the trains continue to bring daily many who are returning from the shore and the hotels in the north. At Heaton Hall are Mr. and Mrs. A. W. Greenleaf, the Misses Greenleaf, J. P. Tower and family, Marshall Mallory, Mr. and Mrs. Thomas Matthews, Mr. and Mrs. George W. Smith, of New York; Mr. and Mrs. Norman Williams, Jr., of Chicago; Mr. and Mrs. J. J. Almiral, the Misses Almiral, William Russell, Miss L. D. Atkinson, and Mr. and Mrs. George Greenleaf, of Brooklyn.

Late arrivals at the Red Lion Inn in Stockbridge are Mr. and Mrs. C. B. Barber, of Brooklyn; Mrs. P. C. Howell, Miss A. B. Howell, Miss Mary Howell, of Baltimore; Mr. and Mrs. J. J. Parry, of New York; Mrs. George W. Reed, Miss Reed, and Mrs. Joseph Reed, of Pittsburg. The Maplewood Hotel, in Pittsfield, is rounding up its late season with the largest business ever done in the month of September. Even all of the cottage room about the hotel has been acquired to fill the demand for rooms from tourists and fall guests. Since Monday the following have registered for a considerable stay at the hotel: Mr. and Mrs. W. Whittemore; Mr. and Mrs. M. B. Whittemore, of Newton, Mass.; Mr. and Mrs. W. L. Winslow, Thayer, of Boston; Mr. and Mrs. W. D. Tracy, Mr. and Mrs. Theodore Dehon Wilson, Frank Allen, F. E. Valentine, George S. Seward, of New York; J. C. R. Van, of New York; Mr. and Mrs. H. B. Deming, of Chicago; Mr. and Mrs. Shepard Kimberley, of Buffalo; Mrs. John C. Case, of New York; Mr. and Mrs. E. Ramsey Mouldie and Miss Crippie, of Liverpool.

The diplomatic corps in Lenox has been increased this week by the arrival of Baron and Baroness Hengelmüller, of the Austrian Legation, and Arthur S. Baker, of the British Embassy.



THE CONNECTICUT AS SHE WILL LOOK WHEN COMPLETED.

FOURTH WARSHIP NAMED CONNECTICUT.

CHARACTERISTICS OF NEW ADDITION TO THE NAVY—WHAT HER PREDECESSORS ACCOMPLISHED.

Progress in warship building is strikingly illustrated in the history of the four Connecticut-class ships. The step from the little schooner rigged craft that participated in the first fleet action in which the United States Navy ever engaged, in 1776, to the "chastise French insolence" on the high seas was a long one. Then, after a period of sixty years, the third Connecticut appeared on the navy list, that "mighty steamer" which served creditably in the Civil War, her 1,700 tons of displacement causing her 432-ton predecessor of the French war to look like a pygmy. Following the example of her sisters, the great 16,000-ton battleship soon to be launched from the Brooklyn navy yard shows another gigantic stride in naval development, and when completed will be one of the most formidable fighting machines the world has ever seen.

This fourth Connecticut will combine all the means for defence and offence that the concentrated experience of a century of naval science has found desirable for a ship of her class. She is one of the two battleships—the other being the recently launched Louisiana—authorized by Act of Congress, approved July 1, 1902, which provided that one of these ships should be built in a navy yard. The Connecticut was selected for government construction, while the contract for the building of the Louisiana was awarded to a private firm. From the start keen rivalry has been shown at the competing shipyards as to which vessel would be completed first. So far, the private firm has the lead by about a month, for the Louisiana was launched some days ago, but the race has not been won yet. Delays, caused by matters over which the navy yard officials had no control, have caused tardiness in the launching of the Connecticut, but her builders have until a year from next March to complete their work, and they are hopeful yet of distancing their rivals in the private shipyard at Newport News, Va. Taken as a whole, the work on the Connecticut is slightly in advance of that on the Louisiana.

In the case of both ships, however, record-breaking speed in naval construction has been made. After the building of the ill-fated Maine, no ship of great size had been attempted in the Brooklyn navy yard until work was begun on the Connecticut; so that the officials found themselves destitute of many of the first necessities for their gigantic undertaking. It required an appropriation of \$15,000 to get the yard in condition for starting the work, a disadvantage with which the rival private shipyard did not have to contend. The work of driving piles to support the frame bearing the enormous weight of the giant ship took many days. Then an electric cantilever crane had to be set up, and other preliminary work done, so that it was not until March 10, 1903, that the keel was laid for the huge warship.

By employing the system of "piece work," never before attempted in the navy yard, such rapid progress was made that in the extraordinarily short time of nineteen months from the laying of the keel the ship will be ready for launching. The first material for the ship was ordered October 1, 1902, and the first material was received December 11, 1902. The stem was erected July 23, 1903, and the first armor was put on board on April 24, 1904. The first boiler was installed in the ship July 7, 1904. The armor, dynamos, motors and specific fittings, being more advantageously supplied by private firms, are made outside of the yard, but, with the exception of these and the mounting of the guns (which, in all cases, are made at the naval gun factory in Washington), all the work of building and fitting the Connecticut has been done in the navy yard. That it has been done so successfully and rapidly is a matter for congratulation to those concerned in the work, for it was freely predicted at the start that such a large battleship could not be advantageously built in a government yard. The cost of the ship, exclusive of armament and armor, is limited to \$4,122,000. The propelling engines and all other accessories and fittings (except those above mentioned), which in modern battleships are almost innumerable, are made in the yard factories.

Owing to changes in connection with the installation of submerged torpedo tubes in a ship for which they were not originally intended, and the delay in receiving armor, it is probable that the Connecticut will not be completed by March 16, 1905, the date set by the government, although her builders are hopeful that they will not overrun that limit more than a few days.

The Connecticut is one of the five 16,000-ton battleships of the new navy, her sisters being the Louisiana, the Vermont, the Kansas and the Minnesota. These great warships compare most favorably with the largest and latest designed vessels of the same class in any foreign navy. A reticent tabular comparison places the Connecticut class as superior to any warship now completed or under construction.

The general dimensions and characteristics of the Connecticut are as follows: Length, 400 feet; extreme beam, 76 feet 10 inches; mean draught, 24 feet 6 inches; displacement, 16,000 tons; twin screws; vertical triple expansion engines; speed, 18 knots; indicated horsepower, 25,500; coal capacity, 2,500 tons; complement, 42 officers, 751 men; protective deck, 2½ inches thick on the slope and 1½ inches thick on the flat.

Her armament consists of four 12-inch guns, eight 8-inch guns, twelve 7-inch guns, twenty 3-inch rapid fire guns, twelve 3-pounders, eight 1-pounders, two 5-inch field guns, eight machine guns and four submerged torpedo tubes. Her armor belt is 11 inches thick at the top and 9 inches at the bottom. The thickness of armor on the largest turrets is 12 inches, and for the smaller turrets 8 inches. The barbette armor is 10 inches for the 12-inch guns and 6 inches for the 8-inch guns.

The predecessors of the new Connecticut played an important part in the history of the United States Navy. The first warship bearing this name was engaged in the naval battle of Lake Champlain, October 11, 1776. The American fleet, consisting of fifteen vessels, mounting 83 cannon and manned by 700 men, was commanded by Major General Benedict Arnold. The English fleet, of 25 vessels, mounting 89 guns and manned by 1,000 men, was under the command of Captain Pringle, of the royal navy. The English had started from Canada with a large army to begin the invasion of New York, and one of the first essentials to the success of their plan was the control of Lake Champlain and its contiguous waterways.

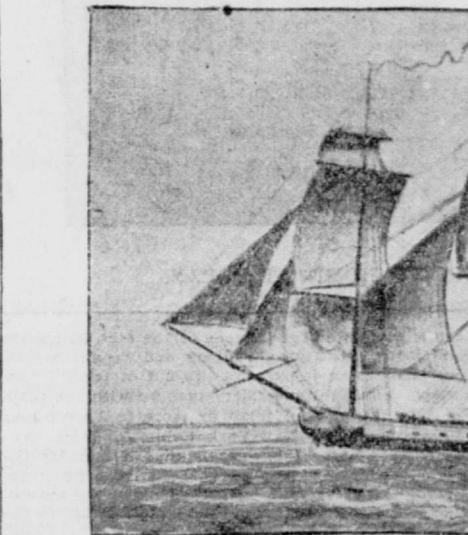
The opposing fleets met in battle near Plattsburg, and after a hard all day fight the enemy at dark drew just out of gunshot, intending to renew the struggle on the following morning. Realizing that he was contending against hopeless odds, Arnold placed a screened light at the stern of each of his vessels, and about midnight stole through the British lines in single file and proceeded down the lake.

The English did not discover the escape until daylight, when they gave chase. It was not until noon of the following day, when near Split Rock, that the opposing vessels were again within fighting distance, and then began a running fight, in which the American vessels were destroyed or dispersed. Although defeated in this fleet action, the Americans inflicted such serious loss on the English and so delayed their progress that the invasion was abandoned. Like the battle of Bunker Hill, the defeat was in reality a victory, for its main object, the repelling of the invaders, was accomplished.

In the naval war against France, 1793-1801, a navy



THE FIRST CONNECTICUT.



THE SECOND CONNECTICUT.

of some twenty-five warships was created to protect American merchantmen in the West Indies. Among these war craft was the twenty-gun sloop of war Connecticut, built at Middletown, Conn., at a cost of \$37,500. Under the command of Captain Moses Tryon she cruised two years in the West Indies, convoying merchantmen and chasing French privateers. On the cessation of hostilities she was sold for \$19,300.

One of the first problems confronting the government at Washington on the outbreak of the Civil War was that of supplying warships at distant points on the blockade of Southern ports with fresh provisions and of maintaining communication with them so that the sick and wounded men, as well as the mails, could be transported with reasonable facility. The Rhode Island and the Connecticut, the latter being bought July 18, 1861, under the name Mississippi, for \$300,000. Throughout the Civil War these supply steamers kept open communications between Northern ports and the warships on the lonely blockade, going as far as New Orleans or Galveston each trip, as the exigencies of the service required. They were heavily armed, and frequently were called upon to chase blockade runners and Confederate cruisers, besides occasionally taking a hand in a bombardment. At the close of the war the Connecticut was sold for \$131,000.

STUDIO NOTES.

Adelaide C. Okell, pianist and teacher, has resumed her lessons at her studio, No. 87 West Eighty-fourth-st.

Charles J. Kogge, teacher of voice culture, Nos. 24 and 26 East Twenty-first-st., claims that his simple and rapid method combines the best points of the leading voice specialists, enabling him to produce the best results.

The Lachmund Conservatory of Music, Carl V. Lachmund, director, has now resumed its classes.

Chester H. Beebe's piano school, No. 453 Lathrop-st., Brooklyn, gives a private recital on Tuesday evening.

Johan J. Racer, voice culturist and baritone, has resumed his fall course of music at his studio in the Knapp Mansion Annex, in Bedford-ave., Brooklyn.

Miss Pignol has removed her studio from No. 402 Sixth-st. to No. 388 Sixth-st., Brooklyn, where ample facilities are offered her former and present pupils for social and professional intercourse. Miss Pignol's specialty is teaching sight reading, ear training, time keeping, theory and technical exercises for beginners.

Mr. Clements began teaching at his studio, No. 1 East Fourteenth-st., last Monday. Mr. Clements is always willing to make an appointment with any one who is in doubt as to the value of his or her voice.

Miss Margaret Goetz has returned from her summer concert season at Saratoga, and resumes her teaching at Carnegie Hall. Repertoire classes for the study of German and French songs will form part of her teaching this season. Classes meet on Wednesday mornings after October 1.

Professor C. H. Edwards, No. 148 Fifth-ave., has been successful in booking a large number of lectures on "Napoleon and His Marshals."

THE REPUBLICAN CANDIDATE FOR GOVERNOR.

Continued from first page.

ing to his feet, Mr. Higgins ran to the photographer and said: "I'll fix you all right. Just wait till I jump into the kitchen."

The Senator hurried to the pantry, and, as the cook was away, he hunted through his shelves and drawers himself. At last he dug up a package of soda, but not until he had covered his black cheviot frock coat with a mixture of flour, cornmeal and dust. He then carefully powdered the burn with soda, and, taking out a silk handkerchief from his pocket, he bound up the injured hand with the care and attention of a nurse. The handkerchief was an expensive one, but when the photographer said he would return it as soon as he got home the Senator said:

"No, no. Keep it to offset the other souvenir of your visit."

One day he was observed coming out of the City Club of Olean, of which he is a member. He was walking briskly. He caught sight of something on the sidewalk, stopped to look at it, and then returned and kicked a banana peel into the gutter. "Some one might slip on that and be hurt," he observed to a bystander as he hastened away.

At the time of the coal strike he was one of those who had filled his bins in the spring. Two old maids in Rushford, his birthplace, were without coal. As winter approached they became alarmed and worried. Mr. Higgins heard of their distress and, knowing that coal shipped by freight was liable to be stolen before it reached its destination, he tied up in bags four tons taken from his own bins and shipped it to the troubled old maids by express.

has turned the shop over to Morton this 'joint' fairly swarms with up-State guys."

"You're on," said the other, who represented an East Side district, and the design of whose waistcoat was on the same order as the bunting hung over his own bar. "These hop pickers are all out of the same barrel. They all look as if they sleep in their clothes."

Mr. Higgins perceived that the two men had not recognized him as a fellow member, and was just going to remonstrate, when the East Side took him by the elbow and whispered:

"Say, what corporation do you represent?" "Corporation!" exclaimed Mr. Higgins. "What do you mean? It's the 14th Senate District that I represent. My home is in Olean."

The two men appeared dazed, and as Mr. Higgins left them he could only hear them muttering over and over the word "Olean."

In his public speeches the Republican candidate for Governor uses plain, simple language, and never gives a sentence a humorous turn unless forced to do so. When challenged in debate, however, by some facetious remark, he can hurl back the same kind of weapon, and most times with a sure aim. Mr. Higgins was once making a speech upholding Governor Odell's economic policy, when Senator Grady, who has come to be regarded as the chief comedian of the upper house, began to interrupt him. For a time the Senator from the 14th District answered the Tammany member seriously. Then his persecutor cracked a joke which made the gallery roar, and added:

"The Senator from the 14th District, as chairman of the Finance Committee, has proved himself a good business man, but it is all for political effect."

"I sincerely thank the Senator from the 14th," was the reply, "and only hope that, were he chairman of finance, instead of myself, I could speak as highly of him."

At another time Senator Krum, after the Senate had adjourned, began to poke a little fun at the Cattaraugus County member for having the reputation of being rich.

"Now, as a matter of fact," said the Schoharie statesman, "this question of money is only a game. One man may happen to strike it rich, while another, who knows a blamed sight more, is likely to go right past a fortune, and never see it."

"Yes," said Senator Higgins. "I suppose it is more satisfaction in earning money as you do. I suppose there is nothing to be compared with the peace of conscience that an honest lawyer enjoys."

The seat which Lieutenant Governor Higgins occupied when acting as president of the Senate is on a high pedestal between two large windows. As he was about to ascend to his throne just before the session of the Senate one morning, he sneezed so violently that it attracted the attention of Senator Elsborg, and elicited from him this remark:

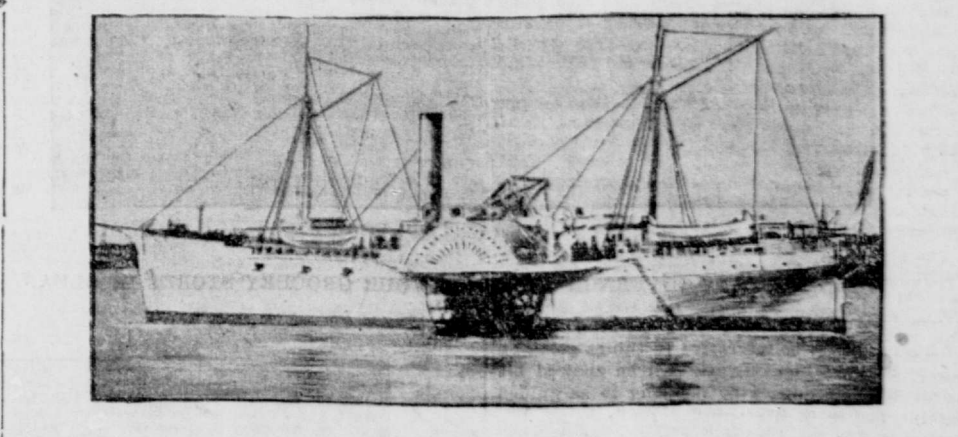
"Are you not afraid of the draughts up there?" "No, not a bit afraid; but, Senator, I should think you would be afraid of them."

"Why, how's that?" asked the New-Yorker, somewhat surprised.

"Well, you see, you sit in the midst of the Tammany delegation," was the answer. "Yes, I know; but what of it? What difference does that make?"

"All the difference in the world. Tammany likes to let in as many drafts as possible, you know."

A story is told in Olean of how Theodore



THE THIRD CONNECTICUT.

An old man in one of the poorhouses of the county receives from him from time to time a five-dollar bill for tobacco. Lieutenant Governor Higgins has the reputation of being very generous. He objects to having his benefactions known. For a number of years he has been in the habit of supplying from his stores a dinner for every needy family in Olean. The giver of these dinners was never known until some one in the secret told of their source. He was much offended at the leakage. It is generally understood, although one has difficulty in getting a definite confirmation of the fact, that he was the giver of a sum of money for laying out the park in Olean. Olean is to celebrate its centennial on October 6 and 7, and a monument was to be unveiled in the park at that time. There was no money available in the public treasury, however, for the purpose of laying out the surroundings.

When the Spanish-American War broke out he was at the head of a committee organized to raise funds to make up to the members of the Olean Company of the National Guard the deficiency between the money they earned at their regular employment and their pay as soldiers. This committee raised \$40,000, and the whole company was enabled to go to the front with the assurance that their families would be taken care of.

Mr. Higgins has long enjoyed the reputation of being the best dressed man at the capital. Though of plain design and of a tint inclined to be sombre, nevertheless the Senator's clothes are of the finest texture and faultlessly fashioned.

It was for this reason that when he first went to Albany in 1893 as a Senator he met with many odd experiences at the hands of certain strangers. On the first day of his career as a Senator, for instance, Mr. Higgins happened to be talking with two New-York City members, prominent in Tammany Hall and leaders of their own districts, when one of them remarked:

"Say, but it makes me sore to associate with so many whisksers. Now that Governor Flower

Roosevelt, while Governor, and Senator Higgins, were kidnapped by a half-drunk carriage driver. Governor Roosevelt was to speak at a county fair near Olean. He had accepted the invitation of Senator Higgins to spend the previous night at his home. The visit of Governor Roosevelt was to be the occasion of a demonstration in Olean. When Senator Higgins and Governor Roosevelt descended from the train, the former looked about for the carriage which he had ordered from a local livery stable to meet his guest and himself. A hack driver quickly drew his vehicle up into the crowd beside the platform and called out: "Here you are, Governor! Get right in here!"

The carriage was so thickly surrounded by the crowd that its character could not be distinguished, and, thinking it was the vehicle ordered by him, Senator Higgins unhesitatingly stepped into it. The hack driver, who was the Chief Executive of the Empire State into it, and followed himself. Instantly the hackman whipped up his horses and dashed up the street without waiting for the reception committee. Then it was discovered that the carriage was a ramshackle affair. The rattling of the spokes could be distinctly heard as the carriage rolled up the streets. The driver paid no further attention to his passengers until he reached the heart of the town, when he turned up to one of the hotels.

"This is not my house," exclaimed Senator Higgins in the half-intoxicated driver. Rates so often are of the sort that approach wrinkles—little lengthwise folds that threaten to become ugly lines as the face ages. Miss Louise Vanderhoof, the young golf champion and a chum

of Mrs. Colby M. Chester, Jr. (née Moore), is one of the very few maidens whose dimples are of the deeply indented sort. She looks much like Miss Van der Klok, of Tuxedo, and her dimples come one noticed Miss Vanderhoof when she appeared as a bridesmaid this spring—first at the wedding of Miss Moore to Mr. Chester. This was chiefly on account of the dimples and her laughter ways. To return to the dimples made by surgery, however; they seem altogether possible to be "before and after" her nose had been changed. She was a sweet, good girl, and not one with any fanatic devotion to her personal appearance or apparel; but she often said, bitterly: "My nose spoils my whole life." And there was truth in the statement, for she and poor Cyrano, of Rostand's drama, might have wept together over a grief so common. The nose of the poor maiden, let it be explained, had "two hooks to it"—no more elegant phrase could exactly describe it. The point touched her upper lip. She did not take to drink because she was so ugly, as did the woman in the magazine story just published, but she did take to nursing, not making it a sad soon relinquished, as other society girls often do, but a profession. She succeeded as one would have expected, judging from the earnestness and tenderness of her big brown eyes. But the double hooked nose still made her sad. Finally her experience in surgical operations gave her faith in beauty doctors, and it resulted in consultation with one of the best known men in New-York. In order to make the operation more successful, she was under the influence of an anesthetic, but bore the pain bravely, and aided in handing the proper instruments, as the doctors proceeded. Her nose now is a very nice nose, with a hardly perceptible scar, and for the sake of any one afflicted with too much nose both the name of the girl and the doctor will be given.—(Brooklyn Life.)

ON THE PACIFIC COAST.

The Fight for Honest Civic Government—Japanese in the Schools.

San Francisco, Sept. 23.—A good fight for honest civic government is being made here by a small but earnest body of citizens, and it looks as if they would be able to convict and send to State Prison a gang of men who have been accused of boldly stuffing ballot boxes at the last Democratic primary election. The San Francisco Merchants' Association has caused the arrest of Charles Wyman, bartender, Frank Maestretti, a member of the Board of Public Works and an intimate friend of Mayor Schmitz. Wyman is charged by Fairfax H. Wheelan, a prominent lawyer, with voting the name of a man who did not appear to cast his ballot. What is said most to worry Mayor Schmitz and his friends is whether Wheelan has given evidence connecting any of the administration officials with these election frauds. To break the force of the exposures of ballot box stuffing, Maestretti has brought libel suits against the directors of several of the city newspapers, and Barker Wyman has sued Wheelan for \$250,000 for damages to his reputation. These suits have excited considerable public derision, as ward politicians of their type do not usually claim to have so valuable reputations. What decent people here would like to see would be the clearing out of the gang of local officials who have battened on the licensing of saloons and dives, and who have violated Civil Service laws in order to fill offices with ward strikers. The very boldness of these men at the last election is likely to prove their undoing, for many observers were sent out and much clear proof of ballot box frauds was secured.

The Rev. J. D. Hammond, who was accused last year of gross mismanagement of the local agency of the Methodist Book Concern, and who attempted at the State Conference just ended to regain his old position, was appointed agent of the General Tract Society, with a salary of only \$1,000 a year. Mr. Hammond desired to be restored to full standing in the ministry, after his year's suspension from such privileges, and to be appointed to take charge of the Chinese Bureau. But the men who opposed him declared that he had done nothing to restore the money which he had drawn from the Book Concern and had never expressed any repentance for his misdeeds. Mr. Hammond was so angered by his failure to be restored that he announced that he would remove to

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