

MRS. PRIOR WON A SEAL SACQUE.

Drove Bravely Through Snow and Storm While Her Husband Snored.

She Had Bet with Him That She'd Go Sleighing on First Snow.

Started at Midnight and Got the Magnum of Champagne Offered at a Road House.

FOUND HER HUSBAND STILL ASLEEP

Woke Him Up with a Pinch of Snow and a Merry Laugh, and He, Like a Good Lord and Master, Paid the Bet.

"I'll just bet you a two-pound box of candy that I will win Huber's magnum of champagne the next snow storm," said Mrs.



Mrs. John T. Prior, who Drove in a Storm to Win a Wager.

Having bet with her husband a sealin' sacque against nothing—that she would win the magnum of wine offered by a well-known road house for the first customer of the Winter arriving there in a sleigh, Mrs. Prior at midnight on Tuesday slipped from her home and drove through the storm to the place. She won the bet.

John T. Prior to her husband as they sat in their pretty parlor at No. 54 Morning-side avenue, a week ago. The day was so warm that the windows had been left open. Mr. Prior opened his eyes, shifted his crossed legs and leaned back.

"Not if I know it you want," said Mr. Prior.

"All I'll bet you another box of candy that you won't know about it until I get it," said Mrs. Prior.

"While I do not quite approve of your betting at all, I'll have to take that wager, my dear, and we will make it a sealin' sacque against nothing," said Mr. Prior.

Mrs. Prior smiled. The conversation and the agreement were soon forgotten by Mr. Prior, but his wife watched the sky day and night and thought snow would never fall.

On Tuesday evening Mr. Prior was very tired. He went to bed about 9 o'clock. His wife sat up reading, but every now and then she peeped out of the window. At last she heard her husband snore. She became happy. She knew he would sleep until morning. Visions of her sealin' sacque and a magnum of wine appeared before her eyes, for the snow was falling. She did grow a trifle nervous and once she was about to give up the task, but the thought of the triumph was too much.

At 11:30 p. m. Mr. Prior was snoring louder than ever. His wife found his overcoat, his walking hat and gloves. She put these on and stole quietly from the house. Through the driving snow she trudged over to the livery stable and ordered their "Bess," a sorrel mare.

It was only a few moments later when she rode behind that pretty horse up Seventh avenue in wind and snow across Macomb's Dam Bridge and up Jerome avenue. No one was in sight, and Huber's was dark. Mrs. Prior blanketed the mare and tied her to a hitching post; then, with her clinched fist, pounded on the window pane.

Mr. Huber, half asleep, hurried downstairs. He knew it was a call for the magnum of wine. He was astonished to find the first arrival a woman. He gave her the bottle, and she hurried off to awaken her husband. Numerous other callers arrived at Huber's roadhouse, but they had been beaten by a woman.

At 2 a. m. Mrs. Prior opened the door of her home. Her husband was snoring. A handful of snow and a heavy laugh awoke him from his dreams. His wife tossed him the magnum of wine and claimed her bet. Yesterday afternoon Mr. Prior ordered his wife her sacque and purchased a two-pound box of candy.

Mrs. Prior is about twenty-four years old. She was a Southern girl, born in Kentucky. She is a fine horsewoman and knows good horse flesh.

ALL THE LITIGANTS DEAD.

Suit is Settled, but None of the Original Principals is Living.

Youngstown, Ohio, Dec. 16.—A case that has been pending in the courts for a quarter of a century has just been decided in the Supreme Court at Columbus, the result of which will be that the executors of the estate of C. H. Andrews will be called upon to pay over to the executors of the estate of William and Abraham Howers the sum of \$50,000.

The case has had four trials in Common Pleas Court, and has also been in the Circuit Court as many times. Commencing twenty-five years ago, it has outlived all of the original parties to the suit. John A. Logan, Jr. is one of the executors of the Andrews estate, he having married a daughter of the late C. H. Andrews.

LUNATIC IN A CHURCH.

Congregation in an Indiana Hamlet Stamped by a Maniac Who Wanted to Preach.

Logansport, Ind., Dec. 16.—Jerry Cornell, a farmer, became violently insane while attending services at the Twelve-mile Church Sunday night. The minister had preached to the middle of his discourse, when Cornell arose and began to exhort at the top of his voice. Striding to the pulpit, from which the preacher had retreated, the maniac mounted the platform and continued his wild ravings. Women and children rushed frenziedly to the door, and several leaped through windows.

Cornell is a powerful man six feet tall, and he dared any one to molest him. Twenty strong young men took lines from their horses and surrounding the lunatic made a concerted rush. A terrible struggle in the pulpit ensued, but in the end Cornell was bound hand and foot and brought to Logansport.

Cornell has some insane over religion. During a previous attack he said he could kill his child and bring it to life again. He was preparing to test the matter when overpowered.

ARRESTED AT A GRAVE.

Mother and Daughter Humiliated Because They Picked Up a Few Branches in Greenwood Cemetery.

Mrs. Margaret Cooper and her daughter Constance live at No. 370 Eighteenth street, Brooklyn. Mrs. Cooper's husband died in August, 1885, and was buried in Greenwood Cemetery. On Sunday the

mother and daughter went to his grave. While there they were arrested by a policeman, who said they had stolen some branches. They were arraigned in court the following morning and Justice Tighe suspended sentences in their case.

According to Mrs. Cooper and her friends the arrest is an outrage. "We have visited the grave every Sunday morning since my husband died," she said yesterday. "Last Sunday we got some rich earth and placed it in a hand satchel, with some wire and

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VIEWS DIFFER ON CO-OPERATIVE PLAN.

T. A. Havemeyer Favors the Idea of Employes Being Stockholders.

Depew Also Approves of the Illinois Central Railroad Scheme.

Standard Oil Company's Treasurer Says Many of Their Men Own Shares of the Stock.

LABOR LEADERS NOT UNANIMOUS.

Some Think the Theory Good, but Are Suspicious of Employers' Motives; Others Believe Labor Would Be More Entrailed.

The news that President Stuyvesant Fish, of the Illinois Central Railroad, has induced that railroad to try a plan of co-operation that may prove to be of radical importance in solving the problems of capital and labor, has excited great interest throughout this city, both among the employers of labor and the masses of those who are employed.

The Illinois Central Railroad employs 22,000 men, and it is estimated that at least half of that number will shortly become stockholders. More than 1,500 applications have already been made, and further applications are rapidly coming in. Those who cannot pay at once the full value of a share will be allowed to pay for it in installments of \$5 each. The stock of that company is of good market value, making the investment a very desirable one.

Many prominent thinkers have believed that in co-operation on lines similar to this lies the sole solution of the disensions that have so frequently arisen between capital and labor. They have urged that if every laborer were also a capitalist, even if in but a slight degree, the conflicts between the two forces would come to an end as a matter of course.

Opinions For and Against. Below are given the views of prominent employers and those who are employed regarding the question:

T. A. Havemeyer, vice-president of the American Sugar Refining Company. The idea seems to be an excellent one. The interests of capital and labor are, of course, now identical, but they would seem to be still more so if such a principle should be generally adopted. If an employer gets an interest in a business his heart will certainly be more fully in the work. The Bible says, you know, that where a man's treasure is there his heart will be also. Employes would be far less liable to do acts that would be injurious to a corporation if they were themselves directly interested in it. As to whether or not they would, as a class, be financially able to purchase stock, I think that would have to be left to each individual case. Certainly, a man could as easily put his money into stock as into a savings bank.

William T. Wardwell, treasurer of the Standard Oil Company—I do not see why the experiment should not prove successful. It has from the very beginning of our own company been our policy to sell stock to our employes who may wish to buy it, and a very considerable number have availed themselves of the opportunity. The number of such employes is increasing every year, although they have, I believe, been pretty generally confined to members of our various office forces. There is no objection at this point. We like to have our employes personally interested, as we find that they do better work. It seems, in theory, to be a self-evident proposition that employes will work better for their own interests and that

of their employers, if they are financially interested in the result.

J. M. Cornell, of the firm of J. B. & J. M. Cornell.—The success of such an experiment depends entirely upon the character of the workmen. If they are intelligent from the experiment gives good promise of success. Experiments similar in principle have been tried in the past by various corporations, but while some have been successful others have been the reverse. I am not

entirely satisfied with the plan, but I think it is worth a trial. It is a very interesting one, and may prove to be of great advantage as a solution of economic problems. In our own case I scarcely think that such a plan would be of especial benefit, as the several hundred who are employed by us are almost altogether women and girls. But for railroads, iron mills and similar corporations it may very probably prove of value.

Views of Labor Men. George F. Effert, of the Granite Cutters' Helpers, and secretary of the Board of Walking Delegates—I like the idea very much, I am not one of those who believe that labor and capital are antagonistic. Logically their interests should be identical, and the more workmen are interested in the work they have to do, the better for both sides. By workmen becoming shareholders in a business in which they are employed, they can get unconsciously a kind of business training.

William J. O'Brien, president of the Board of Walking Delegates and delegate of Granite Cutters—I do not believe in the proposal it is preposterous to think that the proposal can be in the interest of the workmen. Railroad magnates are not running their roads for the benefit of their employes. It is no great compliment to workmen to ask them to obtain scattered stock so that they can share the responsibility if anything went wrong. I do not believe the proposal is made in good

faith. If it were, of course, it would be a fine thing; that is, if the workmen were let in before the stock was watered.

W. A. Taylor, delegate of the Stateholders' Union; I think it would be a good thing for the workmen, if the plan was carried out, as it looks on its face. It might open the way to newer and more desirable relations between employers and employes.

Toward State Socialism. Delegates Cantor, of the Plate and Sheet Glass Workers' Union; I believe this looks like paving the way to State Socialism. It would be the first step to State ownership of railroads, and all the natural means of production it would be a good thing.

Thomas H. McCracken, delegate of the United Carpenters and Joiners of New York City—I think the object of this proposal can not be altogether a disinterested one. Mr. Stuyvesant Fish has not the reputation of a philanthropist, and it strikes me that it would make the workers more under the control of the employers than if they kept out of the plan. It is a skillful way of enabling workers into sharing the responsibility if anything went wrong. Their money interests would be judiciously, but their responsibilities would be great.

D. Crovanti, delegate of the Marble Mosaic Workers—I believe in co-operation, and many co-operative enterprises have been started in workmen which have been very successful. I see no reason to believe that the plan would not be for the benefit of the working people if the representations made were carried out in good faith. It looks to me an advance toward State Socialism.

John S. Henry, delegate of the United Wood Carvers' Association; I do not believe in the plan at all. The same thing was done by a firm of employes at Lockport, but it was a failure. It would not benefit the employes at all. They would be more in the power of the employers than they are now.

W. J. Perrine, delegate of the Iron Molders' Union—Of course it would be a good thing if workmen were assisted to become shareholders in the original stock, but not after it is watered. It would be a desirable thing to prevent strikes, but if this would be brought about by placing the employes more in the power of the employers than now, the price would be too high.

Suspicious of the Motives. Edward Kunze, ex-secretary of District Assembly, No. 49, of the Knights of Labor—I do not like the idea. The employes' interest would be so infinitesimally small that they could have no say in the councils of the company. I think on any such proposal from an employer, unless he is known as a philanthropist, with great suspicion.

B. Westendorfer, delegate of the Architectural Iron Workers' Union—The proposal seems to me to be a fair one. I think if the plan was properly carried out it would benefit the employes, as besides their wages they would have a pro rata share in the profits. Small, it is true, but enough of an incentive to make them try to improve their position. It is on the assumption that the proposal is made in good faith.

Myrvyn Pratt, delegate of the Tin and Sheet Iron Workers' Union—I think the plan should consider the matter very seriously before they commit themselves to any proposition of this kind.

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DEPEW THINKS THE PLAN ADMIRABLE.

Says He Has for Many Years Tried to Interest Railroad Employes in Becoming Stockholders.

To Editor New York Journal: The plan of organization of employes of a railway company into stockholders of the company is an admirable one. I have had it in mind for ten years, and I have spoken of it frequently to our people. They have preferred to live their savings in banks, however, and I have not had the heart to blame them.

Stocks in railroads fluctuate. They are affected by business, legislation and a great number of little causes which do not affect other property. I have never dared to try to exert too much persuasion over our employes to become stockholders of our roads, for these reasons.

Investment in railroads is uncertain. Take our Northwest roads, for instance. It paid for a time dividends of six per cent, and then dividends went down to two and a half per cent. It is not easy to ask laboring men to incur the risk of that.

I would do all I could to enroll our men as stockholders, if I could guarantee to them a percentage on their investment equivalent to the interest on deposits which savings banks pay. But this guarantee cannot be given.

CHAUNCEY M. DEPEW.

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AT WANAMAKER'S

Advertisement for Fur Wearers featuring a bear and a woman holding a banner that says 'FUR WEARERS'. Text includes 'FURS---COSTLY AND CHEAP' and 'FURS LOW PRICED AND CHEAP'.

GREAT GROWTH OF FOREIGN NAVIES.

Facts Given in the Latest Report of the Intelligence Office.

England Making Large Additions to Her Armored and Torpedo Boat Fleets.

Russia and France Also Continue to Increase the Strength of Their Navies.

UNUSUAL ACTIVITY SHOWN IN SPAIN

Work on Ships Being Pushed and Several "Ready Made" Vessels Purchased.

Improvements in Fighting Material

Washington, Dec. 16.—Number 15 of the "Notes on the Year's Naval Progress," being the latest issue from the Intelligence Office, is a 250-page publication distended to 500-page bulkiness by the insertion of numerous illustrations, designs and maps.

Its most important chapter is that on foreign navies. The author is Ensign E. W. Killebrew, who says:

The building policies of foreign powers for this year show that Great Britain is in earnest in her intention to maintain the command of the sea by her liberal additions to her armored fleet and torpedo boats, while France and Russia contemplate the addition of but one armored vessel each and a few torpedo boats. Russia, however, has shown increased activity in her shipyards, expediting work on many vessels now in hand, and providing many powerful additions to the fleet.

The growth of the German navy is steady and healthy. Italy is moving slowly, owing to her war expenses, and Austria is making a slight increase. Spain has been more active than for many years, hastening to completion vessels that have lingered on the ways for nearly a decade and purchasing abroad many vessels of small displacement to strengthen the blockade of Cuba.

Plans of the Japanese. In the East Japan contemplates a building programme that will lift her high of the list

of first rate naval powers.

China has not yet awakened from her defeat. The South American Republics, Argentina, Chile and Brazil are all developing their navies on modern lines.

Breech-loading rifles of six-inch calibre or less are out of date. Up to and including that calibre the rapid-firing gun reigns supreme. The 12-inch breech-loading rifle seems to be the largest calibre now installed aboard, but its efficiency has been increased by lengthening the bore and also, in the case of Great Britain, by constructing the guns on the wire-wound principle. The French have taken to a few rifled mortars for high angle fire, and their latest battle ship will have two. When above-water torpedoes cannot be protected by armor it seems to be the policy to omit them; this especially applies to France. Electrically controlled torpedoes and ammunition hoists seems to be advancing in favor.

As regards internal fittings on shipboard, the late war between Japan and China has taught the danger of woodwork for bulkheads, decks, etc., and in consequence all woodwork that can possibly be spared is being removed from ships under construction or refitting, and steel decks and bulkheads substituted, with a covering of linoleum, cork, asbestos, canvas or wooden panels rendered noncombustible by chemical treatment.

Asbestos in Place of Woodwork. The British Admiralty has adopted for several new cruisers a material composed principally of asbestos to take the place of woodwork in the living spaces. It is welded into any decorative pattern desired, and is claimed to be fire and weather proof, not affected by salt water and will not splinter. In many cases the furniture has also been made of metal, but aluminum for this purpose has been found unable to stand the bending stresses due to the motion of the vessel. As a material for the construction of the hulls of torpedo boats aluminum has also been tried, but experiments are in progress to determine its value for certain internal fittings.

Triple screws are gaining in favor abroad, especially in France, Germany and Russia. The triple expansion engine is universal, but there seems to be no tendency to increase the number of expansions. The field of water tube boilers widens daily, and for torpedo boats they have come into general use.

In ship construction there is a tendency toward fewer openings in watertight bulkheads and more effective means of closing them quickly. Magazines are being fitted with heat-resisting material, and tripomatic machines have been installed in the magazines of several vessels. Direct and rapid ammunition supply is sought after and considered of primary importance. Torpedo nets are omitted in build of the new ships. Means of interior communication on shipboard are improving, and masting is fitted to meet the needs of modern signaling.

In the matter of torpedo boats the speed is creeping upward yearly. A French boat broke the record with a speed of 24 knots, and now England is contracting two boats to make a speed of 32 knots, and many more at 30 knots.

Large advertisement for John Wanamaker's department store. Features a bear and a woman holding a banner that says 'FUR WEARERS'. Text includes 'FURS---COSTLY AND CHEAP' and 'FURS LOW PRICED AND CHEAP'. Lists various fur items and prices.

Tiffany & Co.

Rich Silver Dinner-ware for Christmas

Our Holiday display includes at present a full stock of rich silver dinner-ware.

Platters for roast, game and entree dishes, tureens, vegetable dishes and all that pertains to a complete service.

Open Evenings Until Christmas

UNION SQUARE NEW YORK

JOHN WANAMAKER FORMERLY A. T. STEWART & CO. BROADWAY, FOURTH AVENUE, 9TH AND 10TH STREETS.