Remarkable Progress of the State University School of Engnieering.

EQU'PPED WITH MODERN APPLIANCES

Special Attention Devoted to the Electrical Branch of the Science with Every Opportunity of Obtaining Practical Knowledge.

The department of electrical engineering in the University of Nebraska is the subject of an interesting descriptive paper by Mr. T. C. Martin in a recent number of the Electrical Engineer. The details of the equipment of this branch of the university can hardly of this branch of the university can hardly can be used over and over again, time being fall to arouse a feeling of pride for an institution which keeps abreast of the times in Coming to the dynamos, the first machine tution which keeps abreast of the times in providing practical training to the wonderful science of electricity.

Mr. Martin writes in part: What shall a new university do to fulfill the purpose of its existence, and, to be specific, how far can it go in the training of electrical engineers?

since most of us were born-a state as big as England, with less population than Paris; her people dependent almost wholly on the cultivation of the soil, with no old institutions, no plous founders of colleges, no leisure classes, no millionaires, except those who may yet be. It is readily to be seen that even to provide ordinary education here is no mean task, but when it comes to higher education and then to special training, the outlook would appear hopeless. But they who take pessimistic views do not know the tem-per of the west. No sooner had these rolling lengues of wind-swept, treeless, black prairie been organized into a state than the university itself reared its first molest buildings; and from that time on the citizens of Nebranka, with a liberal zeal for education that no national endowment of religion ever matched, have taxed themselves through years of prosperity and grinding seasons of adversity alike in order that their children weight alike in order that their children might fight the battle of life or equal terms with the youth of other commonwealths. The bleak winter in which Nebraska set up her standard for higher education by establishing her State university saw her with barely 100,000 inhabitants. Even today she ne 700 sod school houses, humble evidenous of a determination that no child shall go untaught, however remote or poer; but who is now laying broad plans for secondary che is now laying broad plans for secondary education; and at the upper end of her system is the university, a stately aggregation of modern halls, with 600 alumni, 1,500 studenia, an income of \$163,000 a year; and, best of all, a chancellor, a Board of Regents, and a faculty, whose ambitions are among the noblest that can stimulate to loyalty and INCREASE IN ATTENDANCE.

According to figures cited by Chancellor G. E. MacLean, in his profound and inspiring inaugural address before the university. at Lincoln, last February, there were in the State universities of California, Iowa, Illi-Kansas, Michigan, Minnesota, Wisconnois, Jansas, Michigan, Minnesota, Wiscon-sin and Nebraska, in 1895, no fewer than 13,500 students, a gain of 320 per cent over 1885; but during the same period the indi-vidual gain of Nebraska was at the rate of 400 per cent, as compared with an average gain in New England colleges of about 20 per This growth would imply not only that the state universities have the hearty

confidence of the people, but that successful methods of attracting the right kind of students have been employed. Nebraska has been peculiarly an agricultural state thus far, but she has many other resources to develop, and the growth of population everywhere today is so remarkably associated with engingering enterprise that it was early re-solved to give a generous portion of her reve-

less than of languages and literatures, the beginning of the present decade saw the department of electrical and steam engineering started upon a sound basis. As a matter of fact, this department was an outgrowth from the department of physics, and its separate may be said to have begun in 1891, with an appropriation of \$15,000 by the Board of Regents.

At the present time ninety-two students are entered for the course in electrical engineering, a number large crough to indicate the popularity of such studies and to provide Nebraska with electrical engineers of hom training. The course of study laid down in cludes thorough work in mathematics, physic and chemistry, applied mechanics, machin-design and steam engineering as a basis for the electrical engineering course. Four years beginning with the freshman year, are re lend for the bachelor of science degree the last two years of which are devoted especially to electrical work, such as dynamo machinery, electric lighting, electric railways and power transmission, telephone and tele-

graph apparatus, etc. From two to three years are required of gratuate work for the full electrical engineer degree. Throughout the whole work it is attempted to make the student as tamiliar as possible with the problems he will meet in outside work and to keep him in touch with the latest development and tendencies. UP-TO-DATE EQUIPMENT.

The equipment of the electrical engineering department is excellent. The controlling idea has been to make the generating plant fairly represent American engine and dyname practice, and to have the measuring instruments of such type that reliable commercial tests might be made of all steam and electrical apparatus on hand. Accordingly, it was decided to have both single cylinder, center erank, herizontal and vertical, and compound side crank high-speed orgines arranged to exhaust into the atmosphere or to run conden ing, and it was also thought best to use pharting as being a method of transmission still in vogue in the majority of American central stations and as affording a ready means of running several dynamos from one

The dynamos include the most important types in general use, namely, low pressure, ustant potential dynamos for the two and three-wire systems of direct supply; high pressure, alternating current single and multiphane dynamos for long-distance lighting and power; open and closed circuit armature are dynamos for constant current, together with several inductor machines. To these were added transformers of different makes. alternating and continuous current motors and are lamps, 500 incandescent lamps, gar engine of five-horse power, together with a storage battery plant of seventy-five cells of

three different makes.

The holler house is of brick and contains, besides the boiler for the laboratory, the boileers of the heating plant, feed-water ap paratus, coal storage and repair shop. The water tube boiler has a grate area of tweaty-seven square feet, a heating surface of 1,150 square feet, and is designed to run continuously at a pressure of 150 pounds and to evaporate nine pounds of water from and at 212 degrees F. Into steam at 100 pounds gauge pressure per pound of coal. The electrical laboratory is built of wood,

50x130 feet, with trusproof over machinery the dynamo room itself being 50x60 feet, and the remaining space being reserved for shon work, drawing and lecture rooms. Sufficient funds not being available at first, it was imposmible to build of brick, but a wide foundation was left so that the building might be bricked in and the roof covered with iron or slate at as early a date as possible. The foundations for the engine shafting and dynamos are the best possible, being of hard burned red brick and cement mortar resting on heavy feeting courses of concrete. Amthe light and ventilation are provided by

windows on all sides.

The shafting in the aboratory is in the center of the building and on the ground, it being thought best not to put it overhead for the double reason of necessitating much more expensive construction of building, as well as being less accessible.

MOTIVE POWER. As already noted, there are three engines in this admirable plant. One is a 10x18x20- flowestern pounds pressure and 225 revolutions per minute. When indicating 100-hers; power it

FIVE YEARS OF GOOD WORK is guaranteed to show an economy of twenty-five pounds of steam per indicated horse power per hour and to regulate within 2 per cent between no load and full load. The engine has proved very satisfactory in service. The outside fly-wheel of this en-gine is provided with a two-inch internal flange, so that a continuous stream of water can be kept flowing on its inner side, while an absorption dynamometer is being applied for power measurements. The second engine is an 8x12-inch and runs

at 280 revolutions per minute. Being simple and easily taken apart. It has proved very useful for giving instruction in indicator practice, valve setting, etc. It may be belted directly to single dynamos or to the line shaft with the larger engine. The third engine is a small five-horse power vertical, intended primarily for test-ing; the throw of its eccentric may be varied, as, also, its angular ad-

To supply water for the condenser there is a large cistern holding about 500,000 gallons It is not intended to run the condenser continuously, so that the same condensing water

to the left from the large engine is a 1,000-volt 500-light alternator, running at 2,000 revolutions for minute and supplying current to the bank of transformers shown at the The switchboard for this machine nearly op-Here is Nebraska, for example, a state that ments of the Westinghouse system. A simihas been formed and brought into the union lar switchboard contains the station instrusystem, and the dynamo can be operated through either switchboard at pleasure. As mentioned before this laboratory is de-

voted mainly to engine and dynamo testing and the testing of systems as a whole. The more delicate tests, such as those involving the use of reflecting galvanometers, photometer, work, etc., are done in the Physical building. The rooms for general electri-cal testing have piers separate from the building, on which are placed the more sensitive instruments. One room contains the larger number of standard instruments, fixed in position and used for calibrating and the more accurate determinations. The other is devoted more particularly to galvanometer

There is an excellent lecture room, besides private room for the professor at the head of the department, and every facility is furnished for experiment and demonstration, CREDIT FOR PAST SUCCESS. It is proper in closing this brief review of

the splendid work thus being done by a west-ern university in higher technical education,

o note that the success already reached must

n no small measure be attributed to Prof. R. B. Owens. No elderly man would have ared to take up the task that he assumed ome five years ago of organizing the new lepartment; but even in a country where youth is counted chief among the virtues, it is a little surprising to see the responsibility resting upon the subject of this personal note. Prof. Owens might in a sense be taken as typical of the energetic new south, for he was born on a plantation in the southern part of Maryland, a state of which his mother's great grandfather was the first democratic governor. He spent three years in an old military school of Maryland, and was the youngest to graduate since its found-ing in 1774. After a brief connection with the old Baxter Motor company he resumed study at Johns Hopkins university, under Dr. Louis Duncan, and stood well in mathenatice and physics. He was then for a time with the Excelsior company in New York, and put in and superintended the Thomson-Houston station at Greenwich, Conn. Study was not neglected, meantime, for in 1891 he received the post graduate degree of E. E. from Columbia college, in the first class to receive it in America, having been a student under Prof. Crocker. When the University of Nebraska wanted to make its new departure Mr. Owens was invited to go out here, and he was made adjunct professor of electrical engineering. In 1894 he became full professor of electrical engineering, and in 1895 he assumed full charge of the de-partment of electrical and steam engineering. He was a member of the international elec-trical congress of 1893 and a judge of awards in electricity at the Columbian exposition that year. He is a member of the American Institute of Electrical Engineers and the nues to branches of engineering study. In spite of the difficulties due to a lack of underlying preparatory agencies, from which young men could come familiar with the rudiments of physics, mechanics and mathematics, not students to grasp theory with full realization of its meaning, he aims also to make them

Franklin's Educational Bequest.

take hard-headed views of the problems

rivers of the central west.

A few days ago the dispatches announcethat the will of Benjamin Franklin, statesnan, diplomatist, philosopher and philanthropist, was filed in Boston and admitted probate 107 years after its date. Action n the will in Massachusette was necessary to remove some legal impediments to carryng out the wishes of the testator. One

he provisions of the will is as follows:
"I was born in Boston, New England, and owe my first instructions in literature to the free grammar schools established there. therefore give £100 to my executors to be by them, the survivors or survivor o them, paid over to the managers or director; of the free schools in my native town of Boston, to be by them, or by those person or persons who shall have the superintendence and management of the sa'd schools, put out at interest, and so put out at interest forever, which interest annually shall be late out in silver medals and given as honorary rewards annually by the directors of the said free schools belonging to the said town,

in such manner as to the discretion of the selectmen of the said town shall seem muct." This bequest has been in effect for more than 100 years and 5,000 Boston boyshave been awarded Franklin medals. legal proceedings, however, re-particularly to a codicil lated particularly to a c-dieil to Franklin's will. By its terms £1,000 or \$5,000, was set apart to be managed by the selectmen of Boston, united

with the ministers of the oldest Episcopalian ongregational and Presbyterian churches. to be let out upon interest at 5 per cent, to such young married artificers under the age of 25 years as have served an apprenticeship in the said town and are of good moral character. This was intended to assist in setting them up in business, and the loans were to range from £15 to £60 in amount, the mey to be invested and reinvested for 100 At the expiration of that time Franklin

estimated that the total sum would amount to £131,000. He direction then was that £100,000 should be expended in public works for the town, and that the remaining £31,000 should be let out at interest for another hundred years. He left a similar bequest to the City of

Philadelphia on the same terms, but it is understood that this money, through bad inveriments, has been lost.

In Boston, however, the legacy was better managed and the sum now amounts to about \$100,000, not quite a fifth of what Franklin

stimated. The hundred years having expired, it is General Educational Notes.

The compulsory education law, passed by he last legislature of Kentucky, is pro-counced a dead letter by the Louisville ourier-Journal.

According to Pref. Alexander Hogg, state nanager of public schools in Texas, while he south has gained 54 per cent in population in the last twenty years, the increase in the enrollment of its school attendance has been 120 per cent. In the same period the value of the school property has increased from \$16,000,000 to \$51,000,000, an addition of nearly \$2,000,000 per control. nearly \$2,000,000 per year. Of all the people in the south, white and black, one in five is n attendance at school during some part of the year.

The Kaneas state permanent school fund now includes over \$6,000,000 worth of bonds, the interest on which is divided semi-annually among the various counties of the state acording to school population. The bonds are Kansas county, municipal and district bonde, and in addition to this sum the fund has also accumulated \$208,000 in cash, for which no investment can be found in Kansas securities, and the commissioners have docided to invest \$200,000 of the amount in

LITTLE OLD GRAY BOX CAR

Mystery of Its Disappearance Puzzles Two Great Railway Systems.

FINALLY LOCATED BY A COWBOY

Story of the Wild Trip of a Silk Train Between Green River and Laramie on the Overland.

The Burlington officials at this point, says he St. Joseph correspondent of the Globe-Democrat, have just closed up a voluminous correspondence and effected a settlement of all claims growing out of one of the most remarkable incidents in the history of railroading. This was an accident on the mountain division of the Union Pacific in the year of 1887, when a car loaded with merchanding of the value of over \$50,000 was lost between Green River and Laramie, Wyo., north end of the building. This machine is excited by a small 110-volt dynamo belted to a pulley on the collector end of the alternator. directors until they were at their wits. directors until they were at their wits'

The "lost car" as it came to be called, was one of the old box cars of about ten tons capacity, belonging to the Burlington road, such a one as was in use on that line twentyfive years ago, and already out of date at the time this adventure befell it so far away from home. It was painted a dull state color and numbered 997. It had in some manner found its way to the Pacific coast, and on its return trip was utilized to carry east a por-tion of the cargo of a steamship just arrived from the Orient, consisting of silks, together with a lot of California wine, these two commodities being commonly shipped to-gether so as to secure to the shipper the ad-vantage of both bulk and weight, for rates were very high, even as late as ten years

It was customary on the arrival of one of the Pacific Coast Steamship company's big vessels from China to make up a whole train, and sometimes two or three, from the silks included in her cargo, with wine for ballast, and send them through from San Francisco to Omaha as "silk specials," which were scheduled on passenger time, and not infrequently made better speed than the express trains. A "sixty-mile order" was often given the engineer and conductor of a silk special on leaving Orden or Green. It was customary on the arrival of one of a silk special on leaving Ogden or Green River, where time had been lost on the Central Pacific through a snow blockade, which means the limits designated by the order, say from one division terminus to the next, and they made it, too, and took pride in having to "kill time" besides,

Now the steamship which brought the cargo, of which the 907 received a portion, was five days overdue when she made port, was five days overdue when she made port, and the silk special lost forty-eight hours up among the snows of the Sierra Nevadas, so that, the consigners being in a particular hurry for their freight, orders were sent from Omaha to Ogden and Intermediate division termini to expedite that cargo by sending it over the line on a sixty-mile schedule. A train order conforming to these instructions was issued at Ogden, and the opecial made hurried time in safety to the opecial made hurried time in safety to Evanston and thence to Green River. Here every train that passes through is thoroughly inspected, the car numbers entered in a book kept for that purpose, the seals examined and every precaution taken to incure safety to both train and cargo on its long run through the Bitter Creek country, across the Red desert and through the whole deserts and through the whole desolate mountain country encoun-tered before the Laramie plains are reached. The next checking up and inspection is done at Laramie, and as each of these trains is made up with but sixteen cars, it is not much of a job to give them the closest attention as to every detail. SCENE OF THE DISAPPEARANCE.

From Green to Bitter Creek station, a mere sidetrack and water tank, stopping about 100 miles east of the former place, the main line of the Union Pacific follows the serpentine course of that famous and most fearfully and wonderfully constructed stream known as Bitter creek. Sometimes most fearfully and wonderfully constructed stream known as Bitter creek. Sometimes the track skirts the bank so closely that a passenger looking down from the car window gains a fair idea of the worst fluid on or companies to the control of the c earth bearing the name of water. On either side of the track, rising precipitately to a height of from one to several hundred feet engineering, as they are to be found, in actuality, on the prairie floors and broad are rocky spurs whose sides have been blasted off just sufficient to permit the pagsage of trains. In places there are curves so sharp and with surroundings so perilous that old engineers never pass these spots without a feeling of profound thankfulness when they have left them behind. It is much the same all the way to Rawlins, about midway between which point and Green River lies the "Red Desert." Tipton is the third stopping place east of Bitter Creek Station, and Red Desert the fourth. either being nothing more than a telegraph office, a station gang's headquarters and e water tank, the necessity of using one of these three conveniences being all the call train ever has for stopping at one of

The special, which included the 907, passed Bitter Creek all right, passed Tipton the same way, and it was in a fair way to have kill, when, in going over a hill, the train broke in two. In such cases the engineer pulls out for all his engine is worth, or, rather, the orgineers do, for all the trains of this sort are run as "double-headers."
This is to prevent the detached section, which is left without safeguard or air brakes, from running into the section in front and smashng the draw-heads. Well, this is what the ng'cears did on this occasion, for it was about 1 o'clock at night, dark as pitch, and inclined to be stormy. The portion of the crew on the detached section always know what to do on such occasions. They set the hand brakes and jog slowly along until the train comes to a slandstill at the foot of the grade, where they well know the rest of the crew will be waiting for them. The engineers ran like lightning that night, for hey were on the down grade when the train roke in two, running at the rate of sixty niles an hour, and dicn't know whether the boys would discover the accident and et the brakes at once or not. Around sharp curves, across ugly guiches, skimming along the banks of dry creek beds, they rushed with the opera of the wind, until the cafe haiting place was reached, and there they stopped. The detached section came leis stopped. The detached section came lens-urely along, for the boys were on the alert and discovered the accident instantly. The trains were once more coupled up and made the remainder of the journey to Laramie without accident.

WHERE THE CAR WAS MISSED. When the "number-snatcher" at Laramie nade his rounds to check up the train; he ounted but fifteen cars. He examined bills and found they called for the usual cumber-sixteen. look over the train, with the same result. Then he examined the car numbers on the way bills and compared them with those on the care. Meautime engines and crews had been changed, and everything was in readi-ress to pull out for the "Sherman Hill." They were losing time every minute, and the engineers and conductor were fur ous ever the delay. The latter wanted to know what in perdition was the matter, and when he was informed said the number-snatcher was a blanked idiot. Then they went over the train again, and lost more time, without solving the mystery. There was no doubt of it. There was a car missing and it was No. 907. Matters were fixed up with the train dispatcher and the slik special went over the Sherman Hill one car ehort. It was sup-posed that car had been set out at some way station on account of a hot box, a flat wheel a broken axle, and that the had forgotten to make a minute of it, so the embject was dropped until the next day.
When the conductor appeared the next day at the trainmaster's office he was called "on the carpet" and requested to explain. He couldn't explain. He swore he brought the train in just as he received it from the other district. Green River was called up, and reported that 907 left there all right. Every station from there to Laramie was queried, but no one had seen or heard of the lost car. Omaha was notified, and of the lost car. Omaha was notified, and for the next twenty-four hours the wires were kept red hot with messages relating to the old Burlington car and its precious cargo. In a month its whereabouts was as much of a mystery as ever. Fine weather

become a tradition to be referred to now and then in spinning yarns while lying on a sidetrack.

sidetrack.

In the June of the year following the disappearance of the 997 a cowboy, who had been out on the roundap, was riding across the Red desert in search of a missing steer. It was intensely hot, and he was diagusted with the world in general and stray steers in particular. He was just ready to turn around and rejoin "the outfit" from the "three-bar ranch," when he concluded he would take a look in the suich just across the railroad look in the gulch just across the railroad track. Driving his spurs into his cow pony he was soon over the line and making his way to the bottom of the guich, which was deep and its sides precipitous. Where the railroad track crossed it nature had aided in strengthening the embankment by leaving at its foot one of those enormous bowlders often seen on the mountains and often fifty or 100 feet in diameter. Thinking the steer would be likely to seek the shade of the embankment and of this bowlder dur-ing the heat of the day, he spurred around the big rock to examine every possible hid-ing place. What was his astonishment to find himself suddenly confronted with a freight car, standing upright and unharmed, as if just sidetracked, in that lonely spot an hour before. He rubbed his eyes and looked again, thinking persaps the heat waves in the atmosphere might shave blinded him, and that he was the victim of an optical delusion. No, there it was, and on the gray sides of the old car he read the name "Bur-lington," and the fumber, 907. He looked the car over and dissovered that it was sound. He even looked at the seals, and they were unbroken. Greatly puzzled, and thinking the heat must have affected his brain, he left the trail of the missing steer and drove to the little red frame building at Red Desert, dignified by the name "tel

The operator did not credit his story of nding the car with the seals on in such an continuing the car with the seals on in such an outlandish place for a self-respecting car to be, but when the cowpuncher mentioned the number, "907," he pretty nearly fell off his chair. Then he rushed to his key and in an instant was calling Laramie. The dispatcher at Laramie was "paralyzed," but as soon as he became convinced that the operator at Red Desert knew what he was talking about he wired Omaha the joyful tidings, and in an hour the wrecking car tidings, and in an hour the wrecking ca was out on the way to Red Desert, accom-panied by the superintendent, C. E. Wur panied by the superintendent, C. E. Wurtele. Why, it was a bigger thing than finding a gold mine, for, leaving out entirely the value of the car, the cargo, if uninjured, was worth a fortune in itself. The car was found as had been described, was raised and put on the track again, and was taken into Laramic, where an investigation revealed the fact that the contents had not suffered a dollar's worth of damage. suffered a dollar's worth of damage

EXPLANATION OF THE AFFAIR. The next question was how that car aped from the train and got itself in a peculiar position. The crew that broughthe special east the night 907 was lost w questioned, but could throw no light on matter, until at last it was rememb that the train had parted on the hill I tween Tipton and Red Desert, and that dash had been made down the hill to esca a rear-end collision. Then, like a flash, t whole thing became clear to the conduct The separation of the train had been mad-at the rear end of No. 907, which was left the last car on the front section of the train. In going around the sharp curve just as the track runs out on the embank ment crossing the gulch, the tremendou speed and the sudden turn had derailed the 907 and thrown her down into the gulch just as a child is thrown in playing "crack the whip" when it is at one end of the line The link connecting it, with the next ca had broken, and so avoided dragging it down and perhaps wrecking the entire train. had broken off so clean that it had the ap pearance of being the point at which the original break occurred, and so, when the detached section came up and the train was coupled together, no one ever thought of the old gray car; in fact, it was so dark they could not have seen it if they had thought of it and it had been right before their eyes. The draw-heads fitted; a new link repaired the damage, and that was the end of it so far as they were concerned.

It is unfortunate, but true, that the ex-

cuse did not seem good to the superintendent, and the conductor and his brakemen were told to come to the office and get their

wear gold watches and chains, and use them,

Cow Adopts a Kabbit. J. W. Drake, a farmer living near Mount Freedom, N. J., owns a fine Jersey cow Three weeks ago there was a sudden decrease in the amount of milk she gave. The cow emed well and hearty, yet she would come to the barn almost dry every evening.

Mr. Drake believed somebody was stealing the milk, so one day last, week he kept watch. Late in the afternoon, at about the time the he lower end of the pasture. A fine large abbit came through a gap in the fence, too cautious glance around, and then bounde out into the let. The cow saw the rabbi and moved gently. The rabbit approached the cow and proceeded to take milk as a calf would. When it was satisfied, the cow ked and fondled it as if it had been he

When Mr. Drake approached, the rabbi When Mr. Drake approached, the rand-ran away. The cow, usually one of the kind-est of animals, charged her master, and he had to take to his heels to escape her fury. When the cow came home that night Mr. When the cow came home that night Mr. Drake shut her up in the cow house, where he now keeps her. His milk supply is as large as ever, and he is satisfied. But the cow is not. She lows mournfully all day.

The cow's calf died last fall, and Mr. Drake thinks she induced the rabbit to become her adopted child.

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Engaged to Her Old Love. The announcement has just been made in New York of the engagement of Miss "Cooty"

22.11の子の子の子の子の子の子の子の子の子の子 22.11の子の子の子の子の子の子の子の子の子の子 22.11の子の子の子の子の子の子の子の子の子の子の子 A Plated Wedding Gift!

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Too good for Dry Goods Storesleweless only. and the hone of the hone of the

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otherwise. In six months the incident had Chandler to S. Dana Greene. There is a ro-

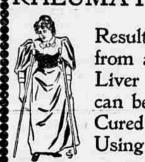
When a young naval officer, just out of nnapolia, Mr. Greene fell in love with Miss Chandler, the daughter of Rear Admiral Chandler. The young cadet carried off her heart, and with it the promise of her hand. Orders to sea duty came to Rear Admiral Chandler, who was sent to China, and with him went his daughter. The young lover went roving the case in other directions. After a while the engagement was broken

off. Mr. Greene left the navy and became connected with General Electric, advancing rapidly, until now he is one of its various partners. Miss Chandler, after the breaking of her engagement, was a noted belle succes sively on three continents, In China and Japan she was surrounded constantly by naval officers of all the powers and by members of all the diplomatic corps. On the continent of Europe and in the English capital she became the rage. There were countless rumors about her ongagements, but she never married. Now, the old-time sweethearts, after ten years, have met, and are again engaged. Mr. Greene's father, S. Dana Greene, was the executive efficer of the Monitor in her duel

with the Merrimae Rear Admiral Ralph Chandler, Misa Cooty's" father, died on the Asiatic station few years ago. Her mother had previously died in Washington. One of her sisters is Bessie Chaudler, the authoress. She is a cousin of the Turnures, with whom she usu-ally makes her home in this city.

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