CANADA AND THE WAR.

OVERMASTERING SYMPATHY WITH THE UNITED STATES.

THE DOMINION'S NEWLY FOUND NATIONAL SPIRIT—LOOKING TO A LASTING UNION OF THE ENGLISH-SPEAKING RACE.

To the Editor of The Tribune.

Sir: The attitude of Canadians toward the United States in the present war can be understood only in the light of what they think about their own country. When Wilfrid Laurier returned from the Queen's Diamond Jubilee, he found a new Canada. For thirty years—not long in the history of a country—the Federated Dominion had been blindly groping for some permanent pathway along which it might safely achieve its national destiny. Naturally, sentiment and thought would have followed the line of least resistance, but no such line appeared. All avenues were equally beset with hardships. National independence, except to a few, was unthinkable, involving as it must, enormous expenditures for defence, with the possibility, always present, of speedy and ignominious absorption by some greater Power. Moreover, the idea of independence was repugnant to the moral sense of a majority of the Canadian people, since it seemed to imply ingratitude to the Motherland, in return for treatment, at least in recent years, uniformly generous and considerate.

Annexation to the United State might have been the line of least resistance had the United States so willed it. But there was created a sentiment throughout the entire Dominion against political annexation powerful enough to counteract and neutralize the whole tendencies of a community of interests social, racial, geographical and commercial. Nor was the road toward closer political relationship with England less thorny. And for similar reasons. The attitude of mind toward Canada on the part of the British public drove Canadian sentiment in upon itself and irritated rather than attracted. The average Britisher seemed incapable of enthusiasm about Canada. He knew all about Australia and the Cape, but of the Dominion his idea seemed to be that it was a frozen country, remarkable for its ability to absorb the dividends of Grand Trunk shareholders. Against such uniform indifference, ignorance or positive opposition it was impossible to make headway.

This was the state of things when in 1897 the Laurier Government introduced its preferential tariff, which gave England an ultimate advantage of 25 per cent in Canadian markets, as against the world. John Bull, always powerfully imaginative in matters of dollars and cents, was instantly and deeply stirred. Far-sighted editors and public men caught the full significance of this move. And in an incredibly short time the whole country was aroused to investigate the Canadian question. Britain's "splendid isolation," then so ominously real, was vastly relieved by this gleam of real sympathy from over seas. For the first time Canada laid hold of the imagination of the British public. The appearance of Mr. Laurier as the leading Colonial figure at the Jubilee festivities deepened the impression and made it permanent. The German and Belgian treaties, which interfered with the free working of the preferential tariff, were denounced, and by this act the Imperial Parliament declared the fiscal independence of the Dominion. Canada had found her destiny. The line of least resistance manifestly lay in closer union with the Motherland and the Empire. From that hour the whole current of Canadian thought and sentiment has been setting more and more strongly in this one direction, and in no other.

The results in the Dominion have been most momentous. A great new National self-consciousness has been awakened. A new dignity attaches to all Canadian doings. Movement, enterprise, expansion, are everywhere marked. For the first time since confederation the Canadian people believe in their country, and possess a definite and worthy ideal as to its future.

Into these conditions of public thought the Spanish-American war has introduced a new element. The situation is simply this: Whereas, for the last year the Canadian outlook has been imperial, it has now suddenly broadened to include the whole English-speaking race. Thoughtful men here look upon this as the most fateful war of the century. They see that it means the introduction into world politics of a great new force. They realize that henceforth the United States must have a foreign policy, and unless all signs fail that policy must be like, if not identical with, the foreign policy of Britain. They realize that for the first time in a century the English-speaking race finds itself united on moral grounds which, as history abundantly proves, are the only grounds upon which such unity or alliance can permanently rest. At first Canadians feared that a swift American victory would so inflame the passions of the populace that the country might be plunged into unknown and disastrous excesses. But the sober thoughtfulness evoked by the victory at Manila has largely removed the fear, and the most thoughtful folk here are coming to believe that this war will sober and enlarge the National ideals of the Republic, and will force into public life a stronger and greater type of leadership.

There is no doubt as to the profound sympathy of Canadians with the American side in this quarrel. One would almost think that it was Canada's war, judging from the applicants for enlistment at United States consulates and the feverish interest in the newspaper reports. The war is the chief topic of conversation. It has actually overshadowed domestic legislation of an important character, and rendered the proceedings of the House of Commons tame and uninteresting. "Do you think the Americans will win?" I asked a newsboy the other night. "You bet they'll lick 'em," was his highly patriotic and emphatic reply.

The Ottawa Government is taking every precaution to insure strict observance of neutrality laws. All collectors at Atlantic ports have received orders not to clear any vessel loaded with coal for foreign ports, without first submitting the facts to the proper authorities at the Capital and receiving their official sanction. As far as the public is concerned, the continued presence of Señor Polo is absolutely ignored. Some few feel that he is abusing his privileges, and ought to take his departure without waiting for an invitation to that effect from the Government. Meanwhile his presence causes a pleased flutter among the small circle of fashionable folk, for whom a court dress plus a title possess an irresistible charm, which no canons of international courtesy can control.

It is sincerely hoped among all classes that the present opportunity may be seized to effect a permanent and peaceable settlement of all outstanding disputes between the Republic and the Dominion, so that in the future there may be nothing to hinder free and complete intercourse between two peoples so closely and inevitably allied in race, ideals and material interests.

CHARLES A. EATON.

Toronto, May 16, 1898.

CHRISTIANITY AND REVENGE.

REPARATION SUGGESTED AS THE PROPER BASIS OF THE PRESENT WAR.

To the Editor of The Tribune.

Sir: In your issue of yesterday appears a long communication justifying the conduct of the present war on the vindictive basis of "Remember the Maine," and also a war song with the refrain "Avenge the Maine." As The Tribune is noted for its willingness to present both sides, I ask that you publish the adjoined article from that brilliantly edited and widely circulated religious journal "The Independent." It appears as an editorial in last week's issue under the caption "Reparation, Not Vengeance."

I ask you to publish it, not only because it seems to me to represent the true spirit of the Gospel and of our Christian civilization, but also because, in a somewhat extended acquaintance with the representative clergy of New-York, I have not found a single one who disagreed with the sentiments herein expressed. The editorial in part is as follows:

We are not at war with Spain because we hate her, but because we love Cuba and want it to have the blessings we enjoy. We are grieved, inexpressibly grieved, over the loss of the Maine; but we are not now engaged in a war to avenge the loss of the noble ship and her brave crew. Commodore Dewey has destroyed the Spanish fleet at Manila, but not because of the destruction of our battle-ship in the harbor of Havana. We do not know, and we do not believe that Spain ordered the Maine to be blown up. There is not a scintilla of evidence, not a suspicion even, that the Government at Madrid directed the Captain-General of Cuba thus to make way with our ship, or that either was privy to it. Nobody has any reason to believe that the awful crime was ordered by anybody in official station. It was, in all probability, a conspiracy of a few individuals, such as that which resulted in the assassination of Premier Canovas. We shall demand what is our due from Spain, probably apology and indemnity, because the crime might have been prevented if the Government of Spain had exercised due vigilance.

Our judgment goes not with the war cry "Avenge the Maine" or "Remember the Maine." An injury was done us, and we ask, not that it be repaid by blood, but that the measure of Spain's responsibility shall determine the character and extent of her reparation. Reparation is not vengeance. We shall not be benefited by taking vengeance, but rather injured. Our Christian character as a Nation will not permit us to take several hundred Spanish lives for those of the Americans who went down in the Maine. The cry of "vengeance" is unworthy of a Christian people. It is instinct with the reckless cruelty of savages. Let us keep to law and Gospel even in war. This contest is a measure of power against power, not of hate against hate nor of vengeance against vengeance.

New-York, May 16, 1898. J. B. REMENSNYDER.

A UNION AGAINST DESPOTISM.

WHAT ONE CORRESPONDENT THINKS IS THE COURSE MARKED OUT FOR ENGLAND AND THE UNITED STATES.

To the Editor of The Tribune.

Sir: As a Canadian I am deeply interested in the Cuban question, not only out of natural sympathy with the United States as our next-door neighbors of the same race, with institutions essentially similar to our own, but also because I believe that, sooner or later, the war will result in more or less serious complications with Europe, because Cuba is the key to the Caribbean Sea, and will command one of the great highways of the nations across the world when a canal is cut through to the Pacific. The arbitrary European nations, therefore, will be very reluctant to allow Cuba to fall absolutely under the control of the Powers that stand for freedom and may challenge the Monroe Doctrine. If the schemes of self-aggrandizement that they appear to have in contemplation are sufficiently advanced to warrant them in trying out the issue they may, perhaps, unless we form a combination strong enough to bluff them down, bring on the general European war that has been so long threatening.

In that case we should have to stand shoulder to shoulder with you in defence of our common interests. I think it is therefore desirable that, while there is yet time, every effort should be made to secure absolute unanimity on the subject between us, so as, if possible, by presenting a bold and united front, to avoid the necessity for more serious action. It is with this object that I propose to set out what I consider to be the most advanced Canadian view on the subject.

The famous Monroe Doctrine, as is well known, was suggested to the United States by Canning, the British Minister of the day, to counteract and checkmate the combination among the arbitrary nations of Europe known as "the Holy Alliance," formed, half with political and half with so-called religious motives, for the purpose of checking the spread of free representative institutions as dangerous to arbitrary and despotic power, and intended as a special menace to the United States, by its proposal to reconquer the revolted colonies of European Powers in South America.

The Monroe Doctrine is popularly supposed to be that the United States should keep out of the entanglements of European politics and keep Europe from interfering in America. This has been the practical application of it in the past, so far as America is concerned; but the real essence of the doctrine is, as I take it, much wider, viz., to foster and maintain free representative institutions on the earth, and prevent the arbitrary nations of Europe from overrunning weak countries and imposing their tyrannical systems upon them, and thus become predominant. Canadians, therefore, are as deeply interested in its maintenance as the United States.

PLAYING THE SAME GAME.

England and the United States, standing as they do for substantially the same principles, have always been compelled in their own interest to act in concert in this respect, the one by maintaining the Monroe Doctrine and the other by preserving the balance of power in Europe. But it was all the same game they were playing. It was only because it was more diplomatic and looked better before the world, and appealed more forcibly to her own people, that the United States charged herself with the enforcement of the common principle under the name of the Monroe Doctrine in the New World, as especially essential to her own safety, while England concerned herself in promoting the same principle, by maintaining the balance of power in Europe and bringing as much as possible of the earth under her influence. Stimulated also by the spirit of freedom and democracy in the colonies, and taking to heart the lesson which the United States Rebellion had taught her, she set about forming such portions of her empire as were ripe for it, as rapidly as possible, into similar "united States" all round the world, called by somewhat different names, it is true, but substantially and essentially the same, of which Canada is the most conspicuous example.

Thus, when we get behind the scenes, we perceive that England and the United States, in spite of their bickerings and jealousies, have been practically co-operating for a common end. So long as England was able to hold the balance of power in Europe all was well, and the United States could rest secure.

But the balance of power in Europe has been seriously disturbed, as recent events in Turkey, Asia and Africa bear mournful testimony. Mr. Gladstone says that the so-called "European Concert" is nothing more than the revival, under another name, of the old, detested "Holy Alliance," and the result is the union of practically all Continental nations against an isolated England, animated apparently with the desire to seize and hold for themselves exclusively China and Africa, and, if possible, crush Britain and the "Nascent Commonwealths" she has planted round the world. The object is to substitute their arbitrary systems for her free institutions, and thus become the predominating Powers on the earth. No doubt they hoped that the United States, blinded by the old jealousies of the past, would not perceive that her ultimate salvation was indissolubly bound up with that of England, until it was too late to checkmate the game and save herself.

Fortunately, however, for the world, in this crisis, not only the sentimental instincts, but the material interests of the United States in such a struggle, are identical with those of England. The people of the United States are beginning rapidly to perceive that should this dastardly conspiracy against England by any chance prove successful, the turn of the United States for similar treatment would come next. British supremacy once destroyed, and the arbitrary principles of Europe having become predominant throughout the earth, it is morally certain that, whatever their professions, this selfish European ring, founded in tyranny and supported by militarism, would, by the application of their exclusive policy, keep all the best markets of the world to themselves. They would shut the United States up in America, and probably seize South America, as the German Emperor has aforetime threatened; even if they did not, as there would be the gravest reasons to fear, eventually overrun and destroy the free institutions of North America as well.

THE ONLY ADEQUATE ANSWER.

So far as we Canadians can see, the only adequate answer to this challenge thus made is for the United States to unite openly with Great Britain while she yet holds supremacy on the sea, bulwarked with coaling stations and fortified bases of supplies at all the principal strategic points in every quarter of the globe, giving her a grip on the earth that even a united Europe would find it difficult to wrest from her. With the United States cordially and heartily co-operating with Britain, there could be no question of the result. Indeed, it is doubtful if the issue would ever be raised, and this crisis once past, and with a whole series of "united States," essentially the same as your own, though called by a slightly different name, growing up under British protection into practically independent nations in every corner of the globe, the future of the race and of the world would be assured on the lines of freedom and righteousness. The urgency of the case is manifest from the movements of the "combine" that is attempting to devour China. If nothing is done to check them, they will be masters of the situation in the Far East when they get the great Siberian Railway finished.

We think, therefore, that it behooves the United States to intimate at once to the other nations that divining their plans in time, she is prepared to checkmate them; that she and Britain, representing as they do substantially the same principles, will stand or fall together, and that any combination that undertakes to reckon with the one will also have to reckon with the other.

I believe that the United States has, almost without knowing it, taken the irrevocable step in this direction by her action in the Cuban matter, and that the prompt manner in which England checkmated the impudent proposal of the Powers to make a naval demonstration against the United States has sealed the compact for all time.

It only remains for the United States to realize that she has taken the fateful step, and that her ultimate salvation depends on following it boldly forward. I believe the result would be to nip in the bud the infamous scheme that appears to be contemplated. The United States would take at a leap the influential position in the councils of the nations that is due to her, and the world would be committed once for all to the righteous principles of freedom and fair trade that characterize the Anglo-Saxon race, who, joining hands round the world, would soon be strong enough to outlaw war, substitute right for might, and proclaim and enforce universal and perpetual peace.

JAMES D. ROSS.

New-York, April 20, 1898.

COSTLY CANAL CONTRACTS.

COMMISSION HEARS FURTHER TESTIMONY REGARDING WORK ON THE ERIE.

ENGINEERS SAY BILLS FOR "EXTRA WORK" INCREASED THE COST BY HUNDREDS OF THOUSANDS OF DOLLARS.

[BY TELEGRAPH TO THE TRIBUNE.]

Syracuse, N. Y., May 18.—The Canal Commission began to-day the inspection of the bills paid by the State for the costliest stretch of canal improvement work along the line of the Erie. This contract was for the improvement of six miles of Erie Canal, a little to the westward of Syracuse, beginning at Camillus Road Bridge and ending near the Peru Road Bridge. It was a contract originally let to John Dunfee, who sublet it to Belden & Seeley.

State Engineer Adams estimated that this work would cost $135,843. The contract price was $154,471. But bills for "extra work" brought the total cost of improvement up to $538,000, and, according to the testimony given to-day, the work is not yet completed. It is estimated that the total cost will be $560,000.

Ever since the Erie Canal was constructed across the swamps of Jordan Level it has been known that the character of soil between the Camillus Bridge and the Peru Road Bridge was exceptionally treacherous. A bed of marl underlies the swamp, and the State Engineer's Department has had trouble in maintaining the banks of the canal since 1838. In 1880 a special appropriation of $90,000 was made for work on the Jordan Level. In report after report State engineers have pointed out the difficulty of maintaining a navigable canal across the marsh. Yet apparently there was no thought of these reports when the contracts were made.

The consequence was, as was stated by two witnesses before the Canal Commission to-day, no sooner did the work of improvement begin than the canal banks seemed to conspire to sink into the marsh. The marl would rise in the channel of the canal faster than it could be taken out, while the canal banks either sunk or slipped off into the marsh. One bit of canal bank was swept away three times. Banks would slip and push piling over, and water would bubble up into the canal at inopportune times and prevent work.

Marshall B. Palmer, assistant engineer, in giving testimony about this contract, said that railroad ties were used as piles at the foot of canal walls, and were paid for at 72 cents each. The ordinary price of railroad ties is from 20 to 40 cents each. The witness testified that the contractor, on beginning work, drained the canal. In places the canal bottom was below the level of the swamp and the water of the swamp percolated into the canal until the dams were built to cut it off from the canal. The streams flowing across the swamp were also cut off.

"What was the effect of cutting off the streams?" inquired Mr. Blackmar, counsel of the Canal Commission.

"The water collected until it flooded the canal."

Mr. Blackmar read a letter from Division Engineer Gere, saying that the result of contractors' work was to flood the swamp with water and interfere with the canal improvement work. The only remedy, Mr. Gere thought, was to dig ditches and drain the swamp. Then Mr. Blackmar had the witness describe the extra work done by the contractors, under the direction of State authorities, to remedy this condition of work. Ditches were dug, but on attempting to proceed with the excavation in January, 1897, beds of marl and quicksand were encountered, and the banks of the canal began to slip away.

Piles by the hundred were driven near Newport Bridge to retain the bank. Gravel was hauled from Warner's and dumped into the canal, but this material would slip away. No account was kept of this "lining" which slipped away into the swamp. This occurred in the latter part of January, 1897. Up to this time no agreement had been made for the payment of contractors for the extra work done by them. As fast as a bank would slip away a new one would be built.

"How much wall was lost?" inquired Mr. Blackmar.

"About one thousand feet," answered Mr. Palmer.

"Do you think this loss of wall was due to the damming up of water by the contractors?"

"On the Berm bank I think it was, but not on the towpath side, for on that side it was dry."

"How long did you continue doing work in this way?"

"Nearly to May 1, 1897."

"When did you take out the material which moved up in the bottom of the canal?"

"It was taken out in April, 1897."

"How did you measure this excavation material?"

"We tried measuring it by cross-sectioning it, but found it to be impossible, for as fast as it was taken out fresh earth would rise up in the centre of the canal. Sometimes on Monday mornings we would find more earth in the canal than was there on the preceding Saturday, after a week's work."

"What became of the canal banks while this was going on?"

"They were sinking."

"How did you manage to measure this excavated material?"

"We wheeled it out and paid for it as a force account. Then we took into account the amount of settlement of the walls of the canal. The claims for the extra work were brought to the attention of the State Engineer."

The witness said $21,481 was paid for the re-excavation and $35,000 for earth excavation.

William Landreth, assistant engineer, succeeded Mr. Palmer in November, 1897, in charge of contract No. 4. He said in testifying that there was yet considerable work to be done on this costly contract, and that one of the banks gave way last fall because it was overloaded.

"We might infer," said Mr. Clinton, "that the contractors stored stone and gravel on the Berm bank to such an extent as to overload the bank and cause it to slide into the canal."

"The bank did slide into the canal because it was overloaded," said the witness.

Daniel O'Brien, of the contracting firm of O'Brien & Hoolihan, of Syracuse, gave testimony regarding contracts Nos. 18 and 19, near Utica, which his firm executed. He explained that there was a sudden increase of rock excavation in April last on his contracts, because they put all of their forces at work cleaning up the work of excavation, and more hard pan was taken out that month than before.

In regard to the revision of measurements of sheet piling, by which the amount driven was increased by 9,000 feet and the amount of material was increased by 50,000 feet, Mr. O'Brien said that the agreement that there should be measurement of the space piled instead of counting the piles was made before the work was begun, the material ranging from eight to twelve inches in width. Assistant Engineer Diehl testified yesterday that it was not until April that the estimates of work done was made according to measurement instead of by counting the piles. The effect of this change of the method of measuring the piles will largely increase Mr. O'Brien's compensation.

POPULISTS TO CONFER WITH DEMOCRATS.

SENATOR BUTLER CARRIES HIS POINT IN NORTH CAROLINA CONVENTION.

Raleigh, N. C., May 18 (Special).—The Populist State Convention remained in session all last night, and was completely controlled by Senator Butler and his friends. The main issue before the convention was the proposition to make an offer of fusion to the Democrats, who are to meet in State convention in this city on Thursday of next week. This was carried by a large majority, and ended the fight.

A committee of conference was appointed, who will await the action of the Democratic convention next week. The platform adopted contains nothing new. It is thoroughly Populistic. The details of the proposition to be made to the Democrats are such that it is safe to say that they will not be considered by the Democrats.

The Republicans have not yet moved for the purposes of the coming campaign, and will not do so until the political situation is fully before them. The Republican leaders have no doubt that the Populists and Democrats will combine, as they did in 1894 and 1896, and carry the State in November.

ITALY REPORTED QUIET.

In response to a cable dispatch sent yesterday by Oelrichs & Co., the New-York agents of the North German Lloyd Steamship Company, a message was received by them from Genoa, saying that "the riots which have been recently prevailing have been entirely suppressed everywhere." It was added that the whole of Italy is now quiet, and that no further disturbances are expected.

G. A. R. ENCAMPMENT AT UTICA.

Utica, N. Y., May 18.—At to-day's session of the encampment of the State Department of the G. A. R. Mayor Kinney made an address of welcome to the veterans, Colonel A. D. Shaw, Department Commander, responding. President Stryker, of Hamilton College made an address, in which he referred to Miles and Wheeler fighting under the same flag. Corporal Tanner was present and made an address on the Spanish war.

The annual parade took place in the afternoon. It covered about two miles of asphalted street, and was joined by nearly every veteran in town. Cadets from Fairfield and civic and fraternal bodies from neighboring places made the parade an exceptionally large one.

TWO COLLISIONS IN THE HARBOR.

A FLOAT STRIKES SEVERAL CANAL-BOATS AND A TUG CUTS A LIGHTER NEARLY IN TWO.

There were two collisions in the harbor early yesterday morning between tugboats and tows. One of them took place off the Battery soon after 1 o'clock. The tug Andrew J. White was taking a West Shore float from Brooklyn to Weehawken, and as she rounded the Battery into the North River the float swung around into four canal-boats filled with grain which were in tow of the New-York Central and Hudson River Railroad Tug No. 19. Two of the canal-boats were badly damaged, and began to sink. The tug having them in tow pushed them on the rocks near the Battery wall. One of the canal-boats contained eight thousand bushels of wheat, and the other the same amount of rye.

The men on these boats escaped by wading to shore. The cargoes will be almost a total loss. Later in the morning the tug H. H. Moore picked up the body of a man near the place of the accident, and this led to the report that several men had been drowned in the collision. The body found by the Moore had been in the water, however, several days, and the features were unrecognizable.

The other collision took place on the New-Jersey side of the North River, at the entrance to Morris Canal Basin. The tug Mercedes was towing a lighter into the basin, when, owing to a confusion of signals, the tug Phoenix crashed into the lighter, cutting it nearly in two. The lighter sank within five minutes. The men in charge of the lighter escaped.

JEWELRY FIRMS BURNED OUT.

LOSSES AT THE ATTLEBORO, MASS., FIRE MAY REACH EIGHT HUNDRED THOUSAND DOLLARS.

Attleboro, Mass., May 18.—The manufacturing jewelry business, which is the chief source of income to hundreds of residents of this place, received a staggering blow at an early hour this morning, when a fire occurred which destroyed $750,000 worth of property, including four factories, occupied by sixteen firms, with their contents of finished merchandise, and that in process of manufacture.

The fire broke out shortly after midnight, and soon assumed such proportions that the local Fire Department was unable to cope with it, and help was called from Providence, Pawtucket, North Attleboro and Taunton. At least twelve factories were in danger at one time, and it is considered remarkable that even the combined forces of fire fighters were able to prevent greater loss than was sustained.

The burned buildings were three and four story factory structures on both sides of Railroad-st. They were occupied principally by manufacturing jewellers and were filled with delicate and expensive machinery, tools and finished and unfinished jewelry. Very little of this property was saved.

The fire was discovered by the watchman in the Bates-Bacon factory, who heard an explosion while he was in the engine-room. On investigating, he found the factory ablaze, apparently on every one of the four upper floors. The alarm was given almost instantly, but before the firemen arrived the Hayward factory had caught and the flames were also spreading to other buildings. In less than half an hour after the fire started four factories were hopelessly in the power of the flames, and a strong wind was driving the fire toward other property. Help arrived, however, and by the combined efforts of the firemen the flames were controlled at 2 o'clock. The apparatus, however, remained at work on the ruins during a greater part of the forenoon.

The heaviest losers are Bates & Bacon, manufacturers of gold watchcases, who owned three of the buildings burned. Their loss is estimated at $300,000, including stock, machinery and real estate. W. & S. Blackinton, plated chains, lose $150,000; W. T. Hayward, plated jewelry, stock and real estate, $45,000; F. O. Digney & Co., plated chains, $40,000; Doggett & Clapp, silver and plated novelties, $35,000, and other firms $20,000 each or less. All the property is well insured.

Three thousand skilled workmen are thrown out of employment, and the fire is necessarily a serious blow to the business interests of the town, as the manufacture of jewelry was the principal industry of the place.

F. WOLCOTT JACKSON MADE PRESIDENT.

AFTER FORTY-TWO YEARS' SERVICE HE BECOMES HEAD OF THE UNITED NEW-JERSEY LINES.

Trenton, May 18.—F. Wolcott Jackson, of Newark, was to-day elected president of the United New-Jersey Railroad and Canal Company (Pennsylvania system) to fill the vacancy caused by the death of General Robert F. Stockton. Mr. Jackson's family has been identified with the New-Jersey lines since their organization. His father, John P. Jackson, well known as a successful railroad manager, was made secretary of the New-Jersey Railroad and Transportation Company at its organization, in 1832, and continued an officer of the company until his death, in 1861, at which time he was vice-president and general superintendent. F. Wolcott Jackson entered the service of the New-Jersey Railroad and Transportation Company in 1856.

Alfred Van Santvoord, a stockholder for over fifty years, was elected vice-president, in place of Mr. Jackson. M. Taylor Pyne, of Princeton, son-in-law of General Stockton, was elected a director. The late Moses Taylor, grandfather of Mr. Pyne, was a director of the joint companies for many years.

ANNUAL MEETING ASSOCIATED PRESS.

DIRECTORS AND ADVISORY BOARDS CHOSEN IN CHICAGO.

Chicago, May 18.—The annual meeting of the Associated Press was held to-day in Recital Hall, Auditorium Building, 125 of the 178 stockholders being present. Vice-President Horace White, of "The New-York Evening Post," presided. The annual report of the general manager showed that th receipts last year were $1,606,866, and the expenses $1,520,545.

The present membership is 700, and about twenty-five hundred daily and weekly papers are served through minor organizations. The following directors were elected: Arthur Jenkins, "The Syracuse Herald"; M. H. De Young, "The San Francisco Chronicle"; Victor F. Lawson, "The Chicago Record and Daily News"; Charles W. Knapp, "The St. Louis Republic."

The following advisory boards were chosen: Eastern Division—General Felix Agnus, "The Baltimore American"; James Elverson, jr., "The Philadelphia Inquirer"; Ambrose Butler, "The Buffalo News"; Charles H. Taylor, jr., "The Boston Globe"; P. C. Boyle, "The Oil City Derrick."

Central Division—George Thompson, "The St. Paul Dispatch"; D. M. Houser, "The St. Louis Globe-Democrat"; A. Howard Hinkle, "The Cincinnati Commercial-Tribune"; H. S. New, "The Indianapolis Journal"; E. Rosewater, "The Omaha Bee."

Southern Division—H. E. Cabaniss, "The Atlanta Journal"; A. R. Pickett, "The Memphis Scimeter"; A. S. Ochs, "The Chattanooga Times"; G. H. Baskette, "The Nashville Banner"; Thomas G. Rapier, "The New-Orleans Picayune."

SAYS HE IS SON OF THE MURDERED MAN.

STATEMENT OF THE COLLINS FAMILY HISTORY.

Topeka, Kan., May 18.—L. F. Collins, a laboring man employed by the Topeka Milling Company, says he is a son of the late J. S. Collins, who a few days ago, was mysteriously murdered here. L. F. Collins says: "I am thirty-eight years of age. When I presented myself to my father he did not attempt to deny the relationship. He promised to do something for me if I would just keep quiet and keep away from his family. He said he would remember me liberally in his will, but has not done so."

L. F. Collins claims that his father married Rachel Drumbarger at a small town near New-Germantown, Penn., a few years before the Civil War. Three children were born to them. They are all living, and their names are Charles Collins, of Carlisle, Penn.; W. J. Collins, of Doylesburg, Penn., and L. F. Collins, the Topeka man. In 1865 J. S. Collins had a dispute with his father over some financial matter and left his home.

L. F. Collins was bound out to a man named Edward Johnson, supposed to be living near New-Germantown, Penn. His mother died in 1879. About 1882 Collins came West in search of his father. In 1894 he finally found him in Topeka. At that time he was a prosperous real estate dealer.

HARLEM BUILDING'S OWNER ARRESTED.

Harris Fordinsky, owner of the building at One-hundred-and-sixteenth-st. and Madison-ave. which collapsed last Friday, killing four men and injuring many others, was arrested yesterday by Detective-Sergeant Cuff, of the District-Attorney's office, in the office of his counsel, Louis J. Minn, in the Stewart Building. He was at once taken to Coroner Zucca's office, where he was admitted to bail in the sum of $5,000. The warrant charges Fordinsky with manslaughter in the second degree. He lives at No. 514 Stone-ave., Brooklyn, and has an office at No. 64 East One-hundred-and-sixteenth-st.

ADMITTED TO MASSACHUSETTS.

Boston, May 18.—The Providence Mutual Fire Insurance Company was to-day admitted to do business in this State. The company was chartered in 1800.

The Wanamaker Store

The Outline of a Busy Day

In the Cooking-by-Gas School the morning lesson will be devoted to the following dishes:—

Roast Lamb, with Cream; Potatoes Tortoni; Savarin Peaches.

The afternoon lesson will be on the preparation of a dainty luncheon in forty minutes, with the following menu:—

Bouillon, in cups; Crab Chops, a l'Allemande; Sweetbreads; Glace; Potato Olives; Green Peas; Waldorf Salad and Cheese Straws; Lady Fingers; Strawberry Float; Coffee.

Over in that part of the dress goods store that is devoted to the showing of Summer fabrics, there will be an offering of FRENCH PRINTED JAVANAISE, a regular sixty-five cent kind, for forty cents a yard. Excellent goods, and exquisite patterns.

Also, some very pretty DIMITIES at 10c. a yard, which have always been 18c.

On a special table in the place of honor,—main aisle, Broadway side,—a very large assortment of CIRCULAR SKIRTS OF WHITE LAWN, shirred and embroidered and lace trimmed,—the summery, shimmery, exquisite things of warm-weather dress-wear. They are beautiful goods, but their chief charm rests in their prices, which are HALF and LESS than regular. For instance,—

Skirts at $2 that should be $4.
Skirts at $4 that should be $6, $8 and $10.
Skirts at $9 that should be $12 to $15.
Skirts at $11 that should be $15 to $25.

All are imported garments of late manufacture.

The shoe-man refused a shipment of Women's Shoes the other day on the same ground that occasioned a similar course of action told about last week:—the maker hurried the finishing, and with hurry came imperfection. It wasn't much, but the shoe-man is a particular man. The manufacturer finally agreed with him to take the shoes at a price, and they are here this morning;—

Two Dollar Oxfords for One-Fifty a Pair,

and $2.60 and $3 boots for $2 and $2.40 a pair. Black and tan, laced and buttoned. The imperfection is in finish only, and wholly invisible to any but an expert eye.

The Glove Store, first floor, is reflecting a present fashion in the immensity of its showing of GRAY GLOVES. The demand began last year when we were about the only house which could supply it. We think that we are to-day about the only house which carries an absolutely exhaustive line in this one color.

Sixteen sorts of Gray Gloves for Women.
Kid, Pique, Suede, Mocha, Glace, Lisle, Silk.
Two-button to eight-button—$1 to $2.

There have been marked reductions in JAPANESE MATTINGS, especially in the finer kinds. We have a very elaborate showing in these;—it is a real Oriental corner. The Japanese mattings are getting better and better every year,—the Japs are progressive and artistic,—and this collection of patterns is its own excuse for the heavy buying which brought it here. It's a large collection, but would have proved none too large under ordinary weather conditions. As matters stand, however, you can get of these Hana and Choco mattings,

Twenty Dollar Rolls for Sixteen Dollars.
And Eighteen Dollar Rolls for Fifteen Dollars.

If you are interested in seeing the best TEN-DOLLAR SUIT for Men which has yet been made in this country, we think we have it. You know, we don't use that word "best" carelessly, and before we selected this suit and called it best, we looked at all the others.

It *looks* like many another good suit, but its merit is more in other things than looks. The cloth is better, finer, softer, and more durable. The finish is more painstaking and expensive. The color is absolutely and unqualifiedly *fast*;—that isn't always true of even pretty good $10 suits,—and finally, it is cut to fit better than most moderately priced garments. In brief, we know of none other like it. It is of pure worsted serge, blue or black.

The Furniture store has strong news anent Rattan Chairs. There is a lot of one hundred, of all kinds and prices, ready for immediate delivery at figures which will make the delivery immediate.

If you haven't provided for your piazza or cottage wants in the furniture line this is a lucky paragraph for you, for the chairs are as good as they are handsome, and cheap besides.

Prices range from $2, for a fancy Rocker, to $8.75 for a man's roll-arm, high-back easy chair, with woven base and cane seat. There are six prices in between, and fifteen or twenty different styles.

There's about the same story to tell of Splint Furniture,—the sturdy piazza pieces. We'll tell that later,—if the pieces last.

JOHN WANAMAKER

Formerly A. T. Stewart & Co., Broadway, 4th ave., 9th and 10th sts.

STEAMER ALLER'S MEN REWARDED.

TWO OFFICERS RECEIVE GOLD MEDALS AND EIGHT SEAMEN MONEY FOR SAVING MEN FROM A SINKING VESSEL.

Gold medals were presented yesterday to Captain R. Nierich and Lieutenant Zander, of the North German Lloyd steamer Aller, by the United States Benevolent Life Saving Association, in recognition of the rescue of the crew of the British steamer Dago.

The rescue took place on January 27 last, when the Aller was within twenty-four hours of this port. The sinking vessel was sighted, and then Captain Nierich called for volunteers to rescue the crew of the Dago. Lieutenant Zander and eight of the crew of the Aller offered their services, and after three hours' hard work rescued everybody aboard the Dago. The Aller was decked with bunting yesterday in honor of the presentation of the medals.

W. H. H. Moore, of the Life Saving Association, made the presentation speech and handed to Captain Nierich and Lieutenant Zander handsome gold medals. To each of the eight men who formed the crew under Lieutenant Zander Mr. Moore handed an envelope containing $25.

SCHOOL BOARD TAKES THE ST. MARY'S.

Two clerks in the supply department of the borough school office received leave of absence to go to the front at yesterday's meeting of the School Board of Manhattan and The Bronx, and two were appointed in their places until their return. The Board refused the request of the National Volunteer Reserve Association for permission to establish recruiting stations in the schoolhouses to effect an enrolment of citizens.

A committee of three was appointed to take charge of the Schoolship St. Mary's, which the Board of Estimate has decided is under the control of the Board, and not of the Board of Education.

Work on many schoolhouses in course of construction or alteration is to be resumed, the superintendent of school buildings reporting that seven or eight contractors were ready to go ahead with work under the more favorable conditions now existing.

CONGREGATIONALISTS IN SESSION.

Greenfield, Mass., May 18.—The second day's session of the twenty-sixth annual meeting of the General Association of Congregational Churches of the State opened this morning with a large attendance. After the devotional exercises a business session was held, and it was voted to meet the financial deficiency in the treasury, and it was also decided that the next meeting would be held in Brockton.

After the business session papers were read on "The Church Redeeming Its Machinery," by the Rev. F. W. Merrick, West Roxbury, and the Rev. C. L. Royes, Somerville; on "The Church Redeeming Its Membership," by the Rev. E. M. Chapman, of Worcester, and the Rev. W. L. Tenney, of North Adams.

At the afternoon session the subject was "The Church Redeeming Its Environments," discussed by the Rev. F. E. Enrich, South Framingham, and the Rev. Thomas Simms, Melrose. An open parliament followed each of the topics during the day.

The subject of "Labor; or, One Day's Rest in Seven," was discussed by George E. McNeil, of Somerville, for the labor organizations, and the Rev. W. H. Albright, of Dorchester, for the Church.

TRANSATLANTIC TRAVELLERS.

Clyde Fitch, Heinrich Conried, David Untermeyer, Frederick De Bary and Major-General Eustace Hill, of Dunedin, Fla., will sail to-day on the Auguste Victoria.

Count Alfred Lecht was a passenger on the Friesland, which sailed yesterday, and D. A. Ansell, Mexico's Consul-General in Canada, will sail to-day on the Friederich der Grosse.

The members of the crew of the steam yacht Windward, which arrived here last week from London, fifty-seven days overdue, sailed for home yesterday on the White Star steamer Majestic. The Windward was formerly the property of Alfred Harmsworth, Editor of "The London Daily Mail," who sent the vessel here as a present to Lieutenant Peary for use on his Polar exploration trip in July next.

Among the saloon passengers on the Majestic were Eugene Kelly, Thomas P. Beal, Mrs. Beal and family, of Boston; Mrs. A. J. Forbes-Leith, Leonard Lewishon, Oscar Lewishon, Miss Julia Marlowe, Bassett Roe and Alfred Kendricks.

SPANISH-AMERICAN TOPICS.

In these days, when rumors are afloat of alleged practical assistance given to the Spaniards in Cuba and Porto Rico by French and German artillery officers, it is worth noting that similar rumors were current recently in Costa Rica, when that country was making preparations for a war with Nicaragua. Or rather, they were not merely rumors, but actual facts, that were reported in San José papers. They stated that "the most valuable assistance" was rendered to the Government by the foreign colonists, and especially by the German colony. But, fortunately, such assistance was in conformity with the duties of foreign residents, who did not enlist as combatants, but as military nurses. The Germans of Costa Rica provided for an ambulance service, at the head of which was placed the illustrious Dr. Bansen. The Chinese, meanwhile, contributed to that service, with their money, as well as the other foreigners, and no less than $3,000 was raised for that humanitarian purpose in the single city of Punta Arenas.

While cable dispatches continue one day to report that war is imminent between Chili and the Argentine Republic, and, on the next day, to state that the question of the frontiers is peaceably discussed, the President of the Argentine has given another evidence of his belief that the situation between the two republics is not of an alarming character. He has not approved of the offer of a man-of-war made to him by the employes of the Government offices. He said that he considered any manifestation in regard to international questions to be quite out of place. Still, the executive power does not neglect to take, on its own official responsibility, all necessary precautions; for it has published a decree ordering that the contingent composed of men twenty years of age shall be mobilized and assemble in divers camping grounds, in order to be trained in military practice.

The "Correo Español" of Buenos Ayres related in a recent number that five Chilian individuals of respectable appearance were arrested on the charge of being spies. They were suspected of collecting information about military preparations, and they possessed "instruments of precision, like those used by geographers," as well as photographic apparatus. But the charges against them appear not to have been of a serious character, since the prisoners were released, after a few days of detention, and they left the Argentine territory immediately.

The treaty of extradition between the United States and Mexico is known to have been denounced on January 24 of this year by the Mexican Government, which declared that from that date the stipulations of the treaty should be no longer obligatory on the part of either of the two contracting nations. This is a regrettable gap in the friendly relations which have existed for so many years, and it can be easily remedied. The motives given for the abrogation of the convention are that it lacks sufficient clearness to avoid possible confusion between political offences and those committed under political pretext, but which are, in fact, mere crimes of common law.

The approaching final arrangement of the Tacna-Arica question, which has troubled the relations of Chili and Peru for the last eleven years, cannot fail to augment the current of immigration which has been setting for the last month toward the former Empire of the Incas. That immigration is composed principally of persons coming from the neighboring republics, Bolivia, Ecuador and Colombia. They establish themselves, mainly in Lima, and its seaport, Callao, the population of the latter being computed at thirty thousand inhabitants in the latest official statistics.

ANNIVERSARY OF YALE THEOLOGISTS.

New-Haven, May 18.—The anniversary exercises of the Yale Theological Seminary were held to-day in the College-st. hall. The graduating class numbered twenty-five. The exercises were conducted by President Dwight, and consisted of addresses by the four leading members of the class—Walter B. Street, Lee, Mass.; Herbert J. Wyckoff, New-Haven; Arthur E. Fraser, Sioux City, Ia., and John P. Deane, Crown Point, N. Y. The address of the day was made by the Rev. Dr. Frank S. Fitch, of Buffalo, N. Y.