INDUSTRIAL COMBINATIONS

VIEWS OF EX-MAYOR ABRAM S. HEWITT ON TRUSTS.

RELATIONS BETWEEN CAPITAL AND LABOR DISCUSSED IN A LETTER TO THE INDUSTRIAL COMMISSION.

Washington, April 13.—The Industrial Commission recently requested ex-Mayor Abram S. Hewitt of New-York to appear before it and give his views on industrial questions. In a letter of response Mr. Hewitt writes, in part, as follows:

I am an old man, practically retired from public affairs and striving to close up such private interests as still require attention. The condition of my health does not admit of absence from home.

You refer in your letter to the testimony which was taken by a Congressional committee in 1873, of which I was the chairman. You doubtless are aware that no report was ever made by the committee. The failure to make such a report was due to the conclusion reached by all the members of the committee, that no report of any value could possibly be made from the testimony which was given before the committee. This testimony disclosed conclusively the fact that the witnesses when cross-examined invariably contradicted themselves, leaving the testimony which they had given as that of men who had no clear convictions upon the subject. No human being could possibly evolve from this mass of contradictory evidence any definite conclusions whatever as to legislation in reference to the relations of capital and labor, except, possibly, the one conclusion, that legislation could do no good and would probably be mischievous.

Corporations have continued to grow, and at the present moment they threaten to absorb the entire industrial business of the country, which is capable of being administered by centralized management. This is precisely the direction which I anticipated, and seems to me to be in accordance with the evolution which has taken place within the last half-century, and which may be in accordance with a natural law, if there be natural laws involved in the progress of modern civilization. My own view is that when industry has been sufficiently centralized and the ownership widely diffused through the distribution of shares the workman will gradually acquire these shares and control the property which they represent. In fact, I cannot see any other outcome for the present movement toward the consolidation of industrial enterprises than the transfer of the control to those who are actually engaged in the work of operation. How far legislation can be made to promote this desirable end I am unable either to predict or suggest. As a general proposition I regard legislative interference with capital and labor as pernicious. Women and children may properly be protected from abuse, but I think individual interests are best safeguarded by compelling the parties concerned to settle their own differences and decide upon their own interests. The corporate movement, however, seems to me to be altogether advantageous to society. I do not doubt that with time, spread of knowledge through technical education and the general improvement in the intelligence of men, who under our modern conditions of industrial life have ceased to be machines and have become operators of machinery, the standard of self-respect, of comfort and of happiness will be permanently raised.

There is one question, however, with which society will probably have to deal, and that is the increase of population. I forbear to discuss this question for obvious reasons, but it is quite evident that in the future the world will experience more danger from redundant population than from any other cause. The time, however, is far distant when this question will become of any practical importance, although in some countries in the world it presses for solution to-day. In France the standard of comfort has been raised by the control which the people seem voluntarily to have exercised in regard to the increase of population. Whether the moral standard in France has been degraded by this or any other cause I do not pretend to judge. This is a question for moralists, and it may become a question for legislators.

DENIED BY MR. WHITNEY.

A dispatch from Springfield, Ohio, yesterday said that William C. Whitney was interested, with the Auto-Truck syndicate, in the acquirement of certain interests there. Mr. Whitney said, when the dispatch was shown to him: "The statements contained in the dispatch are not true. My name has, from time to time, been associated in the public press with a company known as the Auto-Truck Company. You may say that I neither have, nor have had, at any time, any interest in the company, nor do I know anything about its organization, property or affairs. The confusion arises from the circumstance that the Metropolitan Street Railway owns a large interest in the American Air Power Company—a corporation entirely distinct from the Auto-Truck Company, and has spent a large amount of money developing the system, as applied to surface railways. The Metropolitan company is soon to run cars with air power on Twenty-eighth and Twenty-ninth sts., and we believe the city of New-York will soon realize the benefits to be derived from a new power on surface railways, in the use of which no tearing up of the streets is required. We have spent at least three years and the greater part of $1,000,000 in experiment and development, which we now believe will prove entirely successful."

LOCAL BUSINESS COMPLICATIONS.

Deputy-Sheriff Maguire has received an attachment against the Arizona Copper Smelting Company, of No. 32 Broadway, for $3,144 in favor of Edward Klinkenberg, of Brooklyn, who was secretary and treasurer of the company, for money loaned to the company from December 30 to March 1. The attachment was obtained on the ground that it is a New-Jersey corporation. The company was organized several years ago with a capital stock of $100,000 and had a smelting plant at Safford, Ariz.

The Sheriff received an execution from Buffalo yesterday against the Consolidated Investments Corporation, at No. 67 Wall-st., for $4,385, in favor of Arthur W. Robertson, on a judgment obtained in that city. The company is a Klondike concern, and was incorporated under West Virginia laws in September, 1897, with a capital stock of $5,000,000.

Judgment was entered yesterday against Alfred Dolge & Son, piano felt manufacturers, formerly of Dolgeville, N. Y., with offices in this city at Nos. 110 and 112 East Thirteenth-st., who failed a year ago for $110,647, in favor of the ancillary executors of the estate of Gustave Freygang, who died in Hoboken on June 4, 1898. The claim is for money loaned to the firm, $5,882; for the loan of seventeen bonds of the Little Falls and Dolgeville Railroad, $17,000, and for the return of $80,000 cash paid for stock of the C. F. Zimmerman Company, of Dolgeville, which stock the firm agreed to repurchase, it is alleged.

Judgment for $17,752 was entered yesterday against Harry Campe, of No. 7 Lafayette Place, in favor of Edward B. La Fetra, as assignee of Charles Seale, who did business at Charles Seale & Co., at No. 907 Broadway, for diamond jewelry which Mr. Seale delivered to Mr. Campe in 1892 on memorandum for sale. An answer was put in for Mr. Campe that he was a partner of Mr. Seale and was the "Co." of Charles Seale & Co.

PETERS'S REPORTED GAINS.

Daniel S. Peters, the telephone clerk in the Stock Exchange who made a large amount of money in Brooklyn Rapid Transit stock and bought a seat in the Exchange, started yesterday with his wife for a trip to California. He said he had closed all his contracts in stocks and was, altogether, $100,000 ahead. He said that on his return from California he would go to Europe for a time, after which he would settle down to business in Wall Street.

THE COURSE OF STOCKS.

The course of stocks yesterday was irregular, but the gains in prices were more important than the losses. The advances included American Sugar, 1½; Brooklyn Rapid Transit, 2¼; Brooklyn Union Gas, 6; Consolidated Gas, 4¼; Flint and Pere Marquette preferred, 4⅞; Knickerbocker Ice of Chicago, 4½; Manhattan, 5½; Metropolitan Street Railway, 5; Mobile and Ohio, 3¼; Quicksilver preferred, 2¼; United States Rubber, 1. Some of the declines were: American Malt, 1½; Baltimore and Ohio, when issued, 1; Big Four, 1⅞; Burlington and Quincy, 1⅞; Consolidated Ice, 1¼; Continental Tobacco preferred, 2; National Biscuit, 1½; Northern Pacific, 1¾; St. Paul, 1. The declines in the so-called Granger shares were due to crop damage reports. Money was comparatively easy.

Scott's Emulsion of Cod-liver Oil with Hypophosphites is pure and palatable.

For years it has been used for coughs and colds, for consumption, for those whose blood is thin or colorless, whose systems are emaciated or run down.

For children it means health and strength, stronger bones and teeth, and food for the growing mind.

Baby gains in weight and thrives when Scott's Emulsion is added to its milk.

50c. and $1.00, all druggists.
SCOTT & BOWNE, Chemists, New York.

PETITIONS IN BANKRUPTCY.

Frederick C. Cannon, manager of the Putnam House, at Fourth-ave. and Twenty-sixth-st., has filed a petition in bankruptcy, with total liabilities of $20,549 and assets of $25. Hastings & Gleason, his attorneys, said that of the liabilities $2,435 are personal debts to six creditors and the balance, $18,114, is a technical liability as a director in the American Gas Control Company on account of the failure of that company to file its annual report according to law. Mr. Cannon's assets consist of fifty-eight shares of stock of the Lauten Hotel Company, valued at $25, which company is the proprietor of the Putnam House, and of which company Mr. Cannon has been the treasurer.

Eugene J. Swan, promoter, of No. 160 Broadway, has filed a petition in bankruptcy, with liabilities $102,538 and nominal assets $13,862. Mr. Swan came here from Minneapolis in 1893, and has been interested in floating a number of schemes, among which were Bryn Mawr building lots, Philadelphia and Barnegat Park, N. J. In 1897 he went to Bolivia and obtained concessions for a development company. Among the creditors are Arthur H. Totman, of Fairfield, Me., $15,000; Preble Tucker, $13,000; estate of John De Vries, $11,000, secured by mortgage, and Sumner & Hill, $7,500. The assets consist of cash, $20; real estate, $500; claims for damages, salary, etc, $13,342, and a lot of stock in various companies of unknown value.

Jacob Bernheim, of No. 40 West One-hundred-and-fifteenth-st.; Sol Jacobs, of No. 275 Central Park West, and Nathan Redlich, of No. 45 West Ninety-fourth-st., filed separate petitions in bankruptcy yesterday, with liabilities $218,935 and no assets. Blumenstiel & Hirsch, their attorneys, said that they composed the firm of S. Jacobs, Bernheim & Co., wholesale clothing dealers at St. Louis, Mo., who failed in 1893. They were previously in business at Galveston, Tex.

Charles E. Shade and Manuel H. Elkin, composing the firm of Charles E. Shade & Co., insurance agents, at No. 51 William-st., have filed a petition in bankruptcy, with liabilities $33,425 and nominal assets $13,271. They made an assignment on December 13 last.

John W. and George W. Garrison, who composed the firm of J. W. & G. W. Garrison, hotel-keepers, of Garrison-on-the-Hudson, filed a petition in bankruptcy here yesterday, with liabilities $14,411 and no assets. They formerly conducted the Highland House, a summer hotel, at Garrison, which was started many years ago by their father and was patronized principally by New-Yorkers.

Isaac H. Weinstein and Daniel H. Weinstein, composing the firm of I. H. Weinstein & Brother, of Nos. 120 and 122 East Nineteenth-st., have filed a petition in bankruptcy, with liabilities $34,471 and no assets. They were formerly drygoods dealers at Birmingham, Ala., and failed there in 1891.

A petition in involuntary bankruptcy was filed yesterday against Raymond W. Kenney, furrier, of No. 24 East Twenty-third-st., who was sold out by the Sheriff a few weeks ago, by three creditors, James McCreery & Co., $829; Automatic Fire Alarm and Extinguisher Company, $125, and Frank H. Beltair, $1,554.

FRESH TRADE DEVELOPMENTS.

Brazil's coffee crop in the year beginning July 1, 1897, was about 15,500,000 bags of 132 pounds each. The output for the year ending July 1, 1899, is estimated at only 8,500,000 or 9,000,000.

Attempts are being made in Japan to produce iron nails. These articles have hitherto been imported. The United States has supplied about nine-tenths of them, and the rest came from Germany. However, a combination of American dealers to maintain prices has given the Germans a better chance than formerly to introduce their goods, and the situation stimulates domestic effort to make nails.

The American consul at Edinburgh says that Russian oil cake has almost displaced the American article in Scotch markets because the Yankee gives the crushed seed a more powerful squeeze and takes more of the "life" out of it. The trade could be recovered by America, however, if a change of policy were instituted soon.

Experiments made by M. Marchal in France with an admixture of arsenic with steel indicate that such an addition within certain limits facilitates welding and increases the tensile strength of the metal. Even so small a quantity as 0.2 per cent produces sensible results, but more is desirable. However, when the percentage exceeds 1.2 the effect is less advantageous. When 2.75 per cent is added the steel becomes as brittle as pig-iron.

Edward Zust and the Brabson Brothers, of Newark, N. J., have tried the effect of adding a minute quantity of aluminum to molten brass when making castings. For classes of goods that are not to be subjected to the action of acids the new agent is serviceable in that it increases the fluidity of the metal at the instant of pouring. The best results are obtained when only a tiny bit is used, and this should be dropped into the pot just before casting.

Cotton manufacturers are much interested just now in the question how far it is feasible to substitute the "ring frame" for the "mule" in spinning yarn for filling. The ring frame occupies less space, and for this reason it has recently been introduced into several mills where the mule had formerly done the work. It is reported, however, that in two or three mills in which the experiment has been tried a poorer quality of filling has been produced, and the weavers are leaving because they cannot earn as much as formerly. They are paid, not by the day, but by the amount of goods woven. More yarn can be turned out by the frame, and for the coarser grades it works fairly well. The chief trouble is with finer yarns—those above No. 30. At a meeting of the New England Cotton Manufacturers' Association, week after next, this matter will come up for discussion.

Professor Jackson, of the San Francisco College of Physicians and Surgeons, has recommended that all other tinctures of drugs be dropped from the authorized pharmacopœia, and a new one—a 50 per cent tincture, obtained by a new method—be adopted instead. He also advises the use of a fresh name for the preparation, and suggests "percolate" for the purpose.

Inasmuch as the Argentine Republic is well provided with water power and has few or no deposits of coal, it has been pointed out that it offers an exceptionally good field for the sale of water-wheels and dynamos.

LITTLE DANGER OF SPREAD OF SMALLPOX.

PASSENGERS FROM MISSISSIPPI STEAMER ALLOWED TO LAND.

St. Louis, April 13.—The steamer City of St. Louis, which was stopped last night at Quarantine by the health authorities, because a negro aboard had developed smallpox, was allowed to land to-night and the passengers disembarked. Prior to landing the boat was thoroughly fumigated and the passengers inspected.

William Betts, the negro fireman who had contracted the disease, was stationed on the lower deck behind the boilers and had not been near the passengers, consequently there is no fear of the disease spreading. Betts was kept at Quarantine. He was the only one aboard the boat detained.

Among those on board were Mr. and Mrs. E. F. Deering, Mr. Deering, sr., and Mrs. E. M. Braley, of Quincy Market, Boston, who are on the way to Chicago; Mr. and Mrs. William H. Mason, of Battle Creek, Mich., and A. R. and A. H. Hopkins, of Rennsalaer, Ind.

ELEVENTH CORPS BATTLE MONUMENT.

Chattanooga, Tenn., April 13 (Special).—E. E. Betts, the engineer in charge of Chickamauga Park, to-day completed the erection of a handsome marker at Wauhatchie, wherthe Eleventh New-York Corps fought in the battle of Chickamauga. The monument is much handsomer than the others erected by the New-York Commissioners.

SHERIFF QUELLED RIOTOUS PRISONERS.

Chattanooga, Tenn., April 13 (Special).—At Dayton, Tenn., to-day, Lewis Gormany and "Jack" Harris, two negro prisoners, started an insurrection among the other prisoners in the county jail. Sheriff Blevens went among the twenty-five enraged convicts, and, single-handed, quelled the rioting. He ordered the men back into their cells, and when they refused to go, he fired on the leader, mortally wounding him. Others were slightly wounded, when the men laid down their clubs and such other weapons as they had, and dispersed.

DROPPED DEAD IN BROADWAY.

James H. Egan, a lawyer, with an office at No. 280 Broadway, was seized with a hemorrhage of the lungs shortly after noon yesterday in a café at the northwest corner of Broadway and Chambers-st. He expired shortly afterward. Egan lived at No. 437 Pleasant-ave. He was thirty-nine years old. His body was taken to the Leonard-st. station, where the Coroner viewed it, and gave a permit for its removal to Egan's home.

DINNER OF SYRACUSE ALUMNI.

The annual alumni dinner of Syracuse University will be held this evening at the St. Denis Hotel, Broadway and Eleventh-st. Professor William H. Ives, president of the association, will preside. A large attendance of alumni and friends is expected.

BOOM IN THE IRON TRADE.

BUSY TIMES IN EASTERN PENNSYLVANIA MINES AND MILLS.

PROSPERITY FOR BOTH EMPLOYERS AND WORKMEN—LONG-IDLE PLANTS STARTING UP.

Reading, Penn., April 13 (Special).—The fires of the industries of the great Schuylkill Valley, on whose prosperity the happiness of over one million people depends, are burning brighter to-day than for a generation. Within a radius of fifty miles of this city, one of the great iron centres of the country, the wages of 30,000 men have been advanced in the last month, and such is the hopeful situation that the wages of fully 3,000 have been increased a second time, as indicated in these dispatches a few days ago. This has all been done voluntarily by the manufacturers, and they must indeed be making money when they are enabled to do this. Long-idle anthracite blast furnaces are again ablaze, the value of iron plants has taken an upward jump, and stacks in which the fires went out in the last Democratic Administration are once more earning big dividends for their owners and enabling thousands of men to earn a good livelihood.

The last few months have wrought a great change in the pig-iron situation, and the middle of April, 1899, finds the business enjoying more of a healthy boom than a mere mushroom growth. The next two weeks will find every furnace in operation that can be kept going at a profit. Many old plants have been dismantled, but all the modern up-to-date stacks are being prepared for participation in the general prosperity.

NEW FURNACES BUILT.

In the Lehigh Valley the Crane Iron Company and the Thomas Iron Company have reconstructed their furnaces, and they are in full blast. Others owned by individuals are similarly busy. Allentown, Catasauqua, Easton and Bethlehem are the centres of this activity. The Reading Iron Company is getting the Emans furnace ready to apply the match. The Topton furnace has been idle for several years. It is now being overhauled and will be going in two weeks. It is owned by the Eckert estate, of this city, but outside capitalists are negotiating to buy it. The Temple furnace is one of the leading pig-iron plants of this region. It is operated by the Temple Iron Company, which, by reason of its liberal charter, has been enabled to form the big combine of anthracite collieries owned by individuals. The president is George F. Baer, one of the general managers of the Philadelphia and Reading Railway, who is also president of the Reading Iron Works, which employs 3,000 hands. The latter, as already noted, have had their wages increased a second time within a month. In two weeks the match will be applied to the company's new anthracite blast furnace, in this city, which has been nearly two years in building. It is the largest plant of its kind in Eastern Pennsylvania, and will turn out 1,800 tons a week. Its cost was nearly $300,000. The same company is building a tube works in the lower section of this city, covering several blocks, which represents an outlay of $250,000, and will employ many hundreds of men. Only a few years ago the company constructed a puddling mill and skelp mill at a cost of $300,000, and these are in operation for the first time.

The other furnaces in this city are all in operation. Among the leading plants of this character are the two Henry Clay furnaces. They were built and dedicated when the great Kentucky Protectionist was in the zenith of his fame, and have been going ever since, except when the business was blighted by Democratic tariff tinkers. Up the Lebanon Valley there is a similar healthy state of of affairs. Some days it takes one hundred cars to carry away the pig-iron turned out by its furnaces. The Robesonia furnace is in full operation, and its product is now 1,350 tons a week. It is one of the best-paying stacks in Eastern Pennsylvania.

The two Sheridan furnaces were idle several years. General E. Burd Grubb, of New-Jersey, was formerly interested in them. The Sheridan Iron Company has been reorganized with English capitalists at its head, including several members of Parliament, and both are now in blast. Around Lebanon and the famous Cornwall ore hills eight or nine furnaces are in operation, after a long idleness. The large furnace at Leesport, this county, has been purchased by Philadelphia people, who intend to reorganize under a charter to be applied for in New-Jersey. It has been idle five years, and is to be set in motion in thirty days.

At Birdsboro the Brooke Iron Company has one furnace going, and will fire another after having been shut down for eight years. At Pottstown its long-idle furnaces and other iron works have resumed after passing through a long siege in the panic times. At Coatesville work has been begun on a new steel mill, which will employ 800 people.

BIG DEMAND FOR PIG-IRON.

The good times are everywhere gauged by the state of the pig-iron market, and this is certainly in first-class condition. Complaints are no longer heard from the iron masters that Southern competition is driving them out of the business. With a demand for their product at good prices they realize that there is a market for all that can be turned out, no matter whether in the North or the South. Two years ago they were getting $8 and $9 a ton for pig-iron, just a little more than the cost of producing it. To-day the price is $14.50 and over, and there are many who would not be surprised if it went from $3 to $5 higher. At low prices 200,000 tons were stacked up on the premises of Eastern Pennsylvania furnaces. This has been all consumed, and many plants could sell from 10,000 to 15,000 tons more if they had it.

This is the condition of affairs throughout the region bounded by Allentown and Harrisburg, Pottsville and Philadelphia. Reading is about equidistant from these four cities. Near Harrisburg the great furnaces of the Steelton Iron Company lead in the production. The Paxton Iron Works put a furnace in blast last week, and another is being fitted out to resume.

All this prosperity is bringing good times in other directions. In this district 800 men are now at work operating limestone quarries, whose product goes to the furnaces. Some ten or twelve years ago Grover Cleveland and the Democratic free-traders in Congress gave the iron-ore industry a severe blow in the Eastern Pennsylvania Valley, between this city and Allentown. Over one thousand men employed in these mines were thrown out of work. Some turned their attention to agriculture, and many drifted to the coal, cement and slate regions. The iron-ore mines were deserted and abandoned, tenant-houses were vacant for years, and the ore-mining country presented a desolate scene. The spring of 1899 finds a change. Half a dozen of the largest mines have resumed, others are preparing, and ore shipments are again being made to the furnaces. It is predicted that it will be only a few weeks before from 400 to 500 men will be at work.

Again, the industries which are using all this iron turned out by the furnaces are busier than at any time in twenty years. Hardware works, rolling, tube, sheet and puddling mills, bicycle factories, bolt and nut works, stove and pipe foundries, locomotive and car shops, are working full-handed, and many overtime. There have been advances in wages in some of these also, and in all of them there is steady work. The rate paid to puddlers has much to do with determining the wages of iron workers in other departments. In the Schuylkill Valley puddlers in the "hard times" received as low as $1.80 a ton. This has gradually risen until under successive advances, the last of which will go into effect on May 1, they will receive $3 a ton.

TWO WIFE-MURDERERS HANGED.

Crossville, Tenn., April 13.—Hiram Hall, who murdered his wife by pushing her into a well, was hanged here to-day.

Mayfield, Ky., April 13.—Will Tutt, colored, was hanged here to-day. Tutt murdered his wife because she went to a baseball game with another man.

A MAINE RELIC FOR THE MAYOR.

Mayor Van Wyck yesterday received a miniature machete cut from the steel of the United States battle-ship Maine, as a gift from General Isaac S. Catlin, of Brooklyn. The machete is to be used as a paper-cutter. Accompanying the gift is a letter, which says:

My Dear Sir: Denman Thompson, as Uncle Josh Whitcomb, expresses wonder to the constable that he had lived thirty years in New-York and had not "been dirked yet." You have lived in New-York longer than that, and have not been knifed, so I have concluded to knife you on Jefferson's Birthday, and ask you to accept it in good part. I was invited by the Rev. Dr. Henry M. Field, the only one of the illustrious brothers of that name now living, to visit the wreck of the Maine with him, and as told in the clipping from a letter of mine to "The Brooklyn Citizen," which I inclose herein, the twin to this paper-cutter (machete) is engraved for the President, to be presented to him on Grant's birthday, the 27th inst.

Respectfully and sincerely yours,
I. S. CATLIN.

The inscription on the machete reads:

The handle of this miniature machete was cut from the wreck of the United States warship Maine, March 8, 1899, by General Isaac S. Catlin, and presented to Mayor Robert A. Van Wyck on Jefferson's birthday, April 13, 1899.

HOW CHARITY MONEY WAS SPENT.

President Keller, of the Charities Department, yesterday made a statement to the Mayor of the manner in which he spent the $22,265 given for the relief of the poor of New-York during the extreme cold weather, by Richard Croker, James R. Keene, Tammany Hall, Randolph Guggenheimer and Colonel William L. Brown. The money was spent in the purchase of coal. Each applicant got a ticket entitling the holder to half a ton of coal, and they were instructed to hold the tickets until the coal arrived.

There is a balance of $5,129 50 on hand, of which there is $2,772 75 against which there are no claims, but Mr. Keller thinks it well to hold this money for some time in anticipation of some of the tickets turning up.

WHAT IS NEEDED AT NICARAGUA.

A LESSON FROM THE UNITED STATES IN FAIR TREATMENT.

New-Orleans, April 13.—"The Picayune's" Bluefield correspondent says that on the 5th of the month a communication was received by M. J. Clancey, the Consular Agent, from the Consul at Greytown. That superior officer complimented the Consular Agent on the island on the stand he had taken, and approved of every step. He stated that he would arrive at Bluefields as soon as possible, and he is expected tomorrow.

Although Torres had given the merchants only twenty-four hours in which to pay the duties, two or three days have passed without action. The steamships are being loaded and unloaded without the slightest trouble at present, and the town is quiet. The population is waiting for developments, and Torres seems to realize that he has attempted a trifle more than he can comfortably handle.

Estrade, who is supposed to represent the Zelaya Government as manager of affairs on the coast, has absolutely nothing to say in the administration. How long Torres will remain in power and how long the people of Bluefields will be deprived of a civil government cannot be foretold. After the stand taken by Consul Clancey had been approved by the Consul-General, a boat arrived from Greytown, bringing reports. These reports were forwarded, with cable messages, to Port Limon, Costa Rica. Merchants added their request for naval vessels to check Torres, should he again attempt to collect the duties. Every one hopes America will teach these Nicaraguans a lesson they will remember. It is the only hope of the Americans for freedom and fair treatment in the future.

ATTEMPTED MURDER CHARGED.

SENATOR HALE APPEALS TO THE STATE DEPARTMENT ON BEHALF OF AN AMERICAN SHIPMASTER.

Captain A. J. Higgins, of Ellsworth, Me., master of the American bark Justin H. Ingersoll, is under arrest at Antigua, British West Indies, charged with the attempted murder of one of the crew, a seaman named Mildley. The news was sent recently to Swan & Son, of this city, owners of the vessel, by the charterers at Antigua. Swan & Son at once communicated with Senator Hale, who immediately applied to the State Department to investigate the charge. The Senator said that Captain Higgins was his fellow-townsman, and bore an excellent reputation. Through the State Department it has been learned that Captain Higgins was out of his mind at the time of the alleged attempted murder. The authorities at Antigua, it is further reported, are ready to surrender the prisoner to the United States. The vessel and cargo are of considerable value, and would be subject to detention indefinitely if the trial took place at Antigua. It is also said that the crew were all witnesses.

The State Department has referred the case to the Attorney-General. Swan & Son said yesterday that this was Captain Higgins's first trip on the Ingersoll, which had been in Antigua since about the first of the month, loading sugar for New-York. Previous to his command on the Ingersoll, Captain Higgins had sailed the bark Mary C. Hale for twenty years. Swan & Son have a high opinion of him, and say he is about fifty-five years old and strictly temperate. He has a wife and two sons living at Ellsworth.

The Justin H. Ingersoll has a record for tragedy. In December, 1896, off the Bermudas, the first mate, John Christensen, was murdered and his body pitched overboard.

BOY CHARGES CRUELTY.

HIS REASONS FOR RUNNING AWAY FROM THE BRACE FARM SCHOOL.

An investigation was ordered yesterday by Magistrate Kudlich, in the Harlem Court, into the story of a boy who said he had run away from the Brace Farm School at Pleasantville, Westchester County, because of the alleged brutal treatment he and others had received there at the hands of Superintendent Goff.

The boy is George Gerlach, twelve years old, who lived with his mother at No. 975 Third-ave. She was too poor to keep him, and he was sent to the Brace School. He ran away on Wednesday morning and was found at Third-ave. and One-hundred-and-nineteenth-st. by Policeman Cassidy, of the East One-hundred-and-twenty-sixth-st. station, who took him to court yesterday.

Gerlach says he was sent to the school about six months ago. He was put to work in a field with about sixty or seventy boys and men, and made to pick stones. The men removed the heavier rocks and the boys the smaller ones. He said that if there was the slightest wrong done by anybody Superintendent Goff would strike the man or boy with a whip or a goad such as they use in slaughter-houses. He said he had himself been struck on the head with a whip.

Gerlach said he stood it as long as he could, but he and another boy determined to run away when they saw what happened to a boy named Better, who became sick. The boy was made to get up, Gerlach said, though he pleaded that he was too sick to work.

LOCOMOTIVE ENGINEERS TO MEET.

THE BROTHERHOOD AND COMING CHANGES ON THE ELEVATED ROAD.

An important meeting of the Brotherhood of Locomotive Engineers will be held in Tammany Hall on Sunday, April 23. There will be two sessions, one in the morning and the other in the afternoon, and both will be open to members of the order only. Important matters will be discussed, and P. M. Arthur, grand chief engineer of the Brotherhood, will preside. His offices are in Washington. The meeting will be held under the auspices of the several divisions of the order in and around the enlarged city.

The Brotherhood of Locomotive Engineers is one of the most powerful and influential labor organizations in the country. It numbers more than thirty thousand engineers and carries more than $40,000,000 insurance.

It is said that one of the most important questions which will be discussed at the coming meeting will be the probable changing of the motive power on the elevated railroads in this city. The engineers on these lines are members of the Brotherhood, and many of them have been much worried at the reports that locomotives would soon be done away with on the elevated lines. Those who are best informed, however, declare that the proposed change cannot possibly be effected in less than two years' time, if then. The Brotherhood is watching the proceedings and the elevated road's experiments with other motive powers closely, and if it is found that its members are to lose their places on the lines when the power is changed it will try to make other provision for them.

It is believed that the Manhattan company will endeavor to retain its present staff of men even if it adopts a different power than steam, but the fear among the engineers is that it will reduce wages. Engineers on the road now receive $3 for nine hours' work.

SMALLPOX ON THE LAHN.

TEN CASES AMONG THE STEERAGE PASSENGERS TAKEN OFF BY THE HEALTH OFFICER.

When the North German Lloyd steamship Lahn, from Bremen, reached Quarantine yesterday, the Health Officer found ten cases of smallpox among the steerage passengers. They were taken off and sent to the Reception Hospital. The agents of the line sent a steamer down to bring up the first and second cabin passengers. They were landed at Hoboken, and then the vessel was thoroughly fumigated and disinfected.

All the steerage passengers were taken to Hoffman Island for observation during the incubative period.

Richard Croker is booked to sail for Europe on the Lahn on April 18. Her agents declare that there will be no delay in her sailing.

BATES FOR LIEUTENANT-COLONEL.

IF ELECTED HE WILL ASPIRE TO WEAR THE EAGLE.

The committee which has been appointed for the purpose of selecting a candidate for the position of lieutenant-colonel of the 71st Regiment will probably report in favor of Adjutant William G. Bates, and there seems to be little doubt in the minds of the officers of the regiment that he will be elected.

It has been known for some time that Colonel Francis, of the 171st Regiment, who has been temporarily in charge of the regiment, had no aspirations for the colonelcy, and the new lieutenant-colonel will undoubtedly succeed to the command of the regiment. Much amusement was caused in National Guard circles yesterday by the published statement that Adjutant Bates, if he became lieutenant-colonel, would not be a candidate against Major Smith for the colonelcy. No agreement of that kind has been made.

LOTOS CLUB ENTERTAINMENT.

The last Saturday night entertainment of the Lotos Club for the season will be given to-morrow evening. Among those who will play on the pianoforte and 'cello are Aulif Hjorvard, who has recently come to this country from Denmark, and Anton Reinhardt, of Amsterdam, Holland.

CROKER ON CITY GAS.

TELLS TAMMANY EXECUTIVE COMMITTEE OF ITS ALLEGED ADVANTAGES AND OFFERS A RESOLUTION.

Tammany Hall's Executive Committee met yesterday afternoon, and for fifteen minutes discussed the possibility of a city gas plant. Mr. Croker was present. He spoke of the advantages that would be gained by the city in the proprietorship of its own lighting plant, and the better service which would be given the public. "I sincerely hope," said Mr. Croker, in conclusion, "that the matter will be accomplished." He then offered the following resolution:

Whereas, Bills have been introduced in the Legislature authorizing the city of New-York to build its own gas plant for the purpose of supplying gas for lighting its public buildings, streets, avenues and parks; and

Whereas, His Honor the Mayor, by special message addressed to the Municipal Assembly, has urged upon it the adoption of a resolution in favor of the passage of the bills now pending before the Legislature; and,

Whereas, Resolutions have been adopted by the General Committee of Tammany Hall, recommending the passage of the same, and providing for the appointment by its chairman of a committee of twenty-five to appear before the respective legislative committees; therefore, be it

Resolved, That the act of the Mayor in communicating with the Municipal Assembly, and the adoption of the resolution appointing the said committee, meet with our most hearty approval, and we most respectfully urge the Legislature to give the bills their prompt attention.

It was voted to have an engrossed copy made of the resolutions presented to Governor Black volunteering a regiment of Tammany braves at the outbreak of the war with Spain a year ago. They will form part of the records of the Wigwam.

RAPID TRANSIT ACCOUNTS.

REQUISITION FOR AN APPROPRIATION FOR CURRENT EXPENSES.

The Rapid Transit Commissioners held their usual weekly meeting yesterday afternoon, but the only business they had to transact was of a purely routine nature. The principal matter which came before them was a resolution making requisition for an appropriation of $1,806 to defray current expenses. The items making up this sum were: Fees of James L. Wells for appraising certain property at the order of the Commission, $1,500; disbursements of counsel for period ending April 1, $231 70; fees of E. J. Farrell as an expert witness before the Supreme Court Commission, $75.

On the motion of Charles Stewart Smith the president was authorized to employ the Audit Company to audit the accounts of the Commission. The Commissioners present were Alexander E. Orr, president; Charles Stewart Smith, John Claflin, John H. Starin, Woodbury Langdon and George L. Rives.

SUPPORT FOR RAPID TRANSIT BOARD.

At a meeting of the Rapid Transit Committee of the Real Estate Exchange the following resolution was unanimously adopted:

The City of New-York is suffering through the lack of real rapid transit, and we cannot urge too strongly upon the Legislature the great importance of the subject to the welfare of our citizens.

Resolved, That the Real Estate Exchange and Auction Room, Limited, of the City of New-York, having the utmost confidence in the Board of Rapid Transit Commissioners, urgently request the Legislature of New-York to pass at the earliest possible moment the amendments submitted by the said Commissioners, and thereby place the Commissioners in a position to award the building of a real rapid transit road to the parties who will best subserve the interest of the city.

RICHARD DEEVES, Chairman.
FRANK R. HOUGHTON, Secretary.

THE BRADLEY MARTIN'S RETURN.

COME BACK FOR A BRIEF STAY TO SELL THEIR WEST TWENTY-FIRST-ST. PROPERTY.

Mr. and Mrs. Bradley Martin, Bradley Martin, jr., and Mrs. Isaac Sherman arrived here yesterday on the White Star liner Teutonic from England, with two maid-servants, two menservants and forty pieces of luggage. Mr. Martin told the customs officials that he was a foreign resident, but wished no mistake to be made regarding his citizenship. "I am an American," he said, "and not an alien, by any means." Mr. Martin added that his visit to this country would not last more than six weeks. He had come here principally for the purpose of selling his property in West Twenty-first-st. More than this he declined to say, excusing himself on the ground that on former occasions when he had talked for publication he had been misquoted in some newspapers. The results Mr. Martin described as "awful." The family went to the Waldorf-Astoria.

The Teutonic had a rough trip. She brought 1,030 steerage passengers, mostly immigrants from Ireland.

RALEIGH RECEPTION PLANS.

MAYOR AND COMMITTEE TO START DOWN THE BAY AT 9 A. M. TO-MORROW.

The Committee on Plan and Scope of the Raleigh Reception Committee held a meeting yesterday and arranged a programme. The hour for departure to-morrow is not specified, as the time of the arrival of the Raleigh is still unknown. Under ordinary conditions the Mayor and the committee will go to the foot of Cortlandt-st. at 9 o'clock and board the Starin boats Glen Island and Glen. The Navy Yard boats Sandoval and Alvarado will precede the committee's boats. The police boats will go first and clear the course.

There will be a profuse display of flags. The Mayor will board the Raleigh, accompanied by the Reception Committee, and present to Captain Coghlan an address. Then the flotilla will start up the North River to Grant's Tomb. Salutes will be fired from Wilson's Battery on the shore. After passing Grant's Tomb the Raleigh will return to her anchorage.

The residents of the city are requested to decorate their buildings during the day.

John H. Starin's steamer Matteawan will probably be the first American boat to welcome the Raleigh home. The Matteawan will carry a number of prominent people and representatives of the press. After greeting the famous warship the Matteawan will act as an escort on her triumphant trip to Grant's Tomb and back to the anchorage selected by the Navy Department. Accommodations have been reserved on the Matteawan for Mayor Powell and a delegation of 100 citizens of Raleigh, N. C. The boat has been given for the occasion by Mr. Starin. The start will be made from West Twenty-second-st., North River, at 9 o'clock, and a stop will be made at the Battery. It is expected that on the Matteawan will be several relatives of Admiral Dewey and Mrs. Coghlan, wife of the brave commander of the Raleigh. Mrs. Coghlan comes from Washington and will be accompanied by several members of her family. A dispatch was received yesterday requesting that accommodations be reserved for her. A delegation of Vassar students also telegraphed yesterday to ascertain if they could go on the Matteawan. They were informed that the number was limited, but if they were at the pier at sailing time they would stand an excellent opportunity of getting on board. A full band has been engaged for the Matteawan and arrangements have been made for the flying of war kites and the firing of cannon from the deck during the trip up the bay.

LOST HER FRESH WATER IN A GALE.

The American bark Emita, Captain Pray, which left this port on April 3 for Bahia Blanca, laden with lumber, returned yesterday morning and anchored off Staten Island. She reports that on April 5, when 290 miles southeast of Sandy Hook, she met a heavy gale, with a high sea, which lasted forty-eight hours and in which her water-casks were stove in. She was obliged to return to this port for a supply of fresh water.

WHALE OIL FROM FALKLAND ISLANDS.

The steamer Caribbee, which arrived here yesterday from the West Indies, brought fifty-nine hogsheads of sperm whale oil, which average 350 gallons each. The oil was taken on board at Dominica from the whaling bark Greyhound, of New-Bedford, and is the result of a month's work among the whales near the Falkland Islands. After discharging the oil the Greyhound sailed away to resume fishing.

ANCHORAGE GROUNDS IN NEWARK BAY.

According to instructions received from the Treasury Department several days ago, the Supervisor of Anchorage Grounds at this port is preparing to extend his supervision to the waters of Raritan and Newark bays. The anchorage boat Manhattan will soon make a tour of these waters and mark out the anchorage grounds. There has been no part of these bays designated by the authorities for anch