

PEACE CONFERENCE OPENS.

PRELIMINARY EXERCISES OF DELEGATES AT THE HAGUE.

M. DE BEAUFORT'S OPENING ADDRESS—RESPONSE OF M. DE STAAL—SESSIONS TO BE SECRET.

The Hague, May 18.—The Peace Conference called by the Czar of Russia, was opened at 2 o'clock this afternoon in the hall of the Huis ten Bosch, or the "House in the Woods," two miles from the Hague.

M. de Beaufort, president of the Council and Minister of Foreign Affairs of the Government of the Netherlands, delivered the opening address and welcomed the delegates.

M. de Beaufort spoke of the high honor of the choice of The Hague as the meeting place for the Conference, and extolled the noble initiative of the Czar, saying this would be a red-letter day in the history of the century, and expressing the hope that His Majesty would be able to look back at to-day as the most glorious day of his life.

"I trust this beautiful allegory will be a good augury of your labors, and that after you have completed them you will be able to say that Peace, whom Art introduced into this hall, left it to spread its blessings among the whole of humanity."

MESSAGE TO RUSSIAN EMPEROR.

The delegates decided to send the following telegram to the Czar:

The Peace Conference lays at the feet of Your Majesty its respectful congratulations upon the occasion of your birthday, and expresses its sincere desire to co-operate in the great and noble work in which Your Majesty has taken a generous initiative, and for which it begs you to accept its humble and profound gratitude.

M. de Staal, the Russian Ambassador to Great Britain, and head of the Russian delegation, informally assuming the presidency of the Conference, said his first duty was to express to M. de Beaufort his sincere gratitude for the noble terms in which he had referred to his august master, adding that His Majesty would be deeply touched by the spontaneity with which the high assembly had associated itself with those views.

"Though to the Czar is due the initiative of the Conference, we owe much to the Queen of the Netherlands for inviting us to her capital. It is a happy augury of success that we have met under the auspices of the young sovereign whose charge is felt in a wide circle, whose heart is open to everything great and generous, and who has displayed such sympathy with the cause which brings us here. It is on the historic soil of the Netherlands that the greatest political problems have been discussed. Here is the cradle of science and international law."

DE STAAL ACCEPTS PRESIDENCY.

After a reference to the historic peace treaties concluded at The Hague and expressing regret that M. de Beaufort had not accepted the presidency of the Conference, M. de Staal said in conclusion:

"I cannot consider my election otherwise than inspired by my position as president of the Emperor who was the initiator of the Conference. On this ground I accept with deep gratitude the distinguished honor, and I shall use every endeavor to justify your confidence. I am perfectly aware that advanced age is, alas! a sad privilege and a weak auxiliary, but I hope that it will at least constitute a claim upon your indulgence."

After making his address, M. de Staal, in behalf of the Conference, telegraphed to the Queen of the Netherlands as follows:

The members of this Conference, assembled for the first time in this beautiful Huis ten Bosch, hasten to lay at the feet of Your Majesty their best wishes, praying you to accept their homage and gratitude for the hospitality you have so graciously deigned to offer to them.

The reading of the message was warmly applauded.

M. de Beaufort was appointed honorary president, and the leading Dutch delegate, A. P. C. van Karneboek, D. L., former Minister of Foreign Affairs and Deputy, was appointed vice-president.

After the appointment of his secretaries, M. de Staal's proposal that the sessions be secret was adopted.

The Conference then adjourned. The next session will take place on Saturday, when the delegates will arrange a programme and appoint committees.

The session to-day lasted only twenty-five minutes, and the apparent unanimity displayed was considered to augur well for the outcome.

MESSAGE FROM THE PRESIDENT.

Washington, May 18.—The following dispatch has been addressed by the President to the Emperor of Russia on the occasion of the opening of the Disarmament Conference:

Washington, D. C., May 18, 1899. To His Majesty Nicholas II, Emperor of All the Russias, St. Petersburg: On this day of good omen I send my heartfelt congratulations on the opening of the Conference at The Hague, which had its origin in the enlightened and generous initiative of Your Majesty. WILLIAM M'KINLEY.

GERMANY'S FRIENDLY FEELING.

Washington, May 18.—The German Ambassador, Dr. von Holleben, called at the State Department to-day and had a talk with Secretary Hay, in the course of which, it is understood, reference was made to the opening to-day of the sessions of the Peace Conference at The Hague. Some of the strictures on the probable course of Germany before the Conference, which have appeared in print, have caused considerable irritation, as they are felt to misrepresent the aims and purposes of Germany. One of these dispatches attributed to Emperor William views regarding an inevitable conflict between the United States and Germany. Such an idea, it is said, must have originated in the statement of an Austrian official some months ago, which never met with the approval of the Kaiser.

The Kaiser, who is reported to be in person and through his Foreign Minister, Baron von Bulow, and his Ambassador, Dr. von Holleben, has given repeated assurances of friendship, goodwill and admiration for the United States. In the same quarters discredit is thrown upon the statement that the Czar expressed sympathy with the American indignation against Germany regarding the Philippines, as it is pointed out that the Czar is not in the habit of thus publicly expressing his national sympathies.

ARMENIANS PETITION CONFERENCE.

MEMORIALS ADDRESSED TO THE DELEGATES ASKING RELIEF FROM OPPRESSION.

Boston, May 18.—Prominent Armenians in this city are deeply interested in the proceedings of the International Peace Conference, which was opened at The Hague to-day. It is learned that Armenians in various parts of this country, as well as those in Europe, Egypt and Russia, have been sending memorials to the delegates, setting forth in direct

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KRUEGER'S REFORM PROPOSALS.

MAKING IT LESS DIFFICULT TO ACQUIRE A CITIZEN'S RIGHTS.

THE KRUEGER-MILNER CONFERENCE.

London, May 18.—The Secretary of State for the Colonies, Joseph Chamberlain, announced in the House of Commons to-day that a meeting between Sir Alfred Milner, the Governor of Cape Colony and High Commissioner of South Africa, and President Krueger, had been arranged to take place on May 30 at Bloemfontein, capital of the Orange Free State, at the invitation of the President of the Orange Free State, M. T. Steyn. He added:

"Sir Alfred Milner, with my approval, accepted the invitation with the earnest hope of arriving at a satisfactory settlement of the situation which the British Government could accept and recommend to the Outlanders as a reasonable concession to their just demands."

President Krueger has also accepted, but he added that the terms of Sir Alfred Milner's acceptance go further than his intention, but that he will gladly discuss every proposal conducing to a good understanding between the two States.

"The independence of the Transvaal is not impugned." (Opposition cheers.)

MIND RESTORED AFTER MANY YEARS.

MAN INJURED IN MEXICAN WAR RECOVERS BRAIN POWER FROM BLOW—ASTONISHMENT OVER FEATURES OF MODERN LIFE.

Toledo, Ohio, May 18 (Special).—Matthew Steinger, living a few miles out of Fostoria, is a veteran of the Mexican War. At the battle of Resaca de La Palma, while making a cavalry charge, his horse stumbled, throwing him violently against a pile of rocks, his head striking in such a manner that he lost consciousness for some hours. When he recovered his senses some of his faculties were gone, and his spine was for a long while partially paralyzed. His intellect and memory were both apparently destroyed by the accident. He was able to tell everything up to the moment he was thrown from the horse, but after that everything was a blank, and it has been so until recently. He would say frequently that he was nearly twenty-one years of age, and that he was going to vote for General Taylor.

While watching some men saw wood with a buzz-saw a short time ago, a flying piece of wood struck him on the head, and he was knocked senseless. It was several minutes before he regained consciousness, and as his eyes opened he gazed about him and upon his friends and relatives a singular expression, as of a person just awakened from a long sleep, came over his countenance. To-day, for the first time, he was taken in a wagon with his nephew to Fostoria. His first question was: "What are all those wires up there on poles for?" "They run down the telephone and taught him that is what the cavalrymen use now." These are only a few examples of the condition in which the man's mind was when he regained his powers after being struck by the attack of wood.

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CANAL ROUTE AGREED ON.

DIFFERENCES OF NICARAGUAN COMMISSIONERS NOW SETTLED.

COST ESTIMATED AT \$125,000,000—LULL ROUTE FAVORED—PROMPT ACTION EXPECTED.

Washington, May 18.—The Nicaraguan Canal Commissioners, Admiral Walker, Colonel Hains and Mr. Haupt, are understood at last to have settled the serious disagreements which have so long delayed the report of the Commission, and which for a time threatened to make necessary the appointment by the President of another Commission under the authority conferred by the last session of Congress.

The compromise effected among the Commissioners results in their fixing the cost of the proposed waterway, which is pronounced entirely feasible, at \$125,000,000. It is believed the report will be signed and delivered to the President immediately upon his return from Hot Springs to Washington.

The members of the Commission having agreed, after the elaborate and thorough consideration they have given to the subject, believe that the last objection to the beginning of the interoceanic waterway has been swept aside, and that Congress may be relied upon to promptly authorize the canal's construction. A modified route is recommended.

In its preliminary report, the Commission declared its positive belief that the canal across Nicaragua was entirely feasible, but the Maritime Canal Company, which held the concession and exerted powerful influences, prevented agreement to a modified route. The majority of the Commission, Admiral Walker and Colonel Hains, favored what is known as the Lull route. They adhered to dimensions considerably greater than ever before proposed, both in length of locks and in width, depth and radius of curvature of canal, in order that large ocean steamers, and especially warships, could securely and quickly make the trip over the divide. This, they said, necessarily made a corresponding increase in the estimated cost, in no way inconsistent with the estimates made from former surveys, which contemplated a much smaller and cheaper canal.

It was the opinion of the Commission that of the two routes estimated for, the Lull route was the more desirable, because it is easier of construction, presents no problems not well within good engineering precedents, and will be a safer and more reliable canal when completed. It also expressed conviction that the dimensions and form of construction preferred by the Commission were better than the cheaper form with smaller dimensions, which would undoubtedly call for expensive improvements within a short time after its completion.

TESLA'S COLORADO EXPERIMENTS.

MAY TRY TO TELEGRAPH WITHOUT WIRES FROM PIKE'S PEAK TO PARIS—TO STUDY UPPER-AIR STRATA IN COLORADO.

Colorado Springs, Col., May 18 (Special).—Nikola Tesla, the wizard of electricity, arrived here to-day, to spend three or four months in hard work from advantageous situations on mountain heights, ranging from 10,000 to 14,143 feet in altitude. He is in excellent health and spirits. Two assistants will arrive this week with a complete set of instruments for the investigations to be made.

"I have been preparing for a long time to visit Colorado Springs," said Mr. Tesla. "I have come to carry on a series of exhaustive experiments in wireless telegraphy. I find it necessary to investigate the higher strata of air, which I can well do in this altitude. I will also investigate electrical disturbances through the air and the earth. No. I shall not flash messages from Pike's Peak to Gray's Peak, or Long's, or any other. I am exceedingly busy. Life is short, and there is a great deal to be done. I shall attempt to design an apparatus to be used everywhere in wireless telegraphy. Everything is crude yet. I hope to perfect it."

"I must study the conditions of the upper-air strata. There are great laws and principles which I want to study and command. When I master these I will attempt long-distance signaling with electricity. I hope for favorable results."

"I may send a message from Pike's Peak to Paris. In these high altitudes there is much to be learned. The electrical conditions are more active than at the lower levels. This air is charged with electricity. I hope for favorable results."

An eighty-foot steel tower has been erected on the summit of Pike's Peak, which, while disclosing fifty thousand square miles of mountain and plain landscape to the tourist's secure Tesla 14,223 feet altitude. Sunset and moonlight trains, as well as two or more regular day trips over the cog road, make the summit easily accessible to the electrician who, under conditions, which otherwise he could not enjoy, Pike's Peak, while not the highest Colorado mountain, thus offers the most favorable conditions for electrical experiment.

NEWS FROM ANDREE'S EXPEDITION.

LETTER FOUND IN A BOTTLE ADDRESSED TO POLAR EXPEDITION AT GÖTEBORG.

Leith, Scotland, May 18.—The Norwegian ship Viking arrived here yesterday from Sciddiafjord, and brought news of a letter written by Andree which was found in a bottle early in April, near Rifstang, on the northwest coast of Iceland, by a farmer named Johann Magnusson. The letter was then in a bottle, was addressed to the Polar expedition at Göteborg, and bore Andree's own stamp, with the request that it be placed in the nearest postoffice. Magnusson, it is added, gave the letter to a merchant, Svein Eriksen, at Thistvold, who mailed it, and it is expected to arrive at its destination, not in London, advising him of the facts, and requesting him to telegraph to the King of Sweden and to the Polar expedition at Göteborg, which was done.

REWARDS FOR BUREAU CHIEFS.

EIGHT COMMISSIONS FOR REAR-ADMIRAL ISSUED TO HEADS OF DEPARTMENTS.

Washington, May 18 (Special).—Secretary Long to-day ordered that commissions as rear-admirals be issued to the Bureau chiefs of the Navy Department. These are Captain A. S. Crowninshield, Chief of Navigation; Captain Charles O'Neil, Chief of Ordnance; Captain Royal B. Bradford, Chief of Equipment; Civil Engineer Mordcaid T. Endicott, Chief of Yards and Docks; Engineer-in-Chief George W. Melville, Chief of Steam Engineering; Chief Constructor Philip H. Biehler, Chief of Construction; Surgeon-General William K. Van Reypen, Chief of Medicine and Surgery; and Paymaster-General Albert S. Kenny, Chief of Supplies and Accounts.

SIX LIVES LOST IN FIRE.

Brunswick, May 18.—A large warehouse belonging to Karstadt & Co. was totally destroyed by fire yesterday evening. Five girls lost their lives in the flames, and several others were injured, one of whom has since died.

SIR GEORGE LARPERT SHOOTING HIMSELF.

London, May 18.—Sir George Albert de Hoepfeld Larpert, colonel of the 88th Connaught Rangers and commander of the Bedfordshire Regimental District, shot himself at Bedford this morning. His widow was formerly Mrs. Camden Forbes, daughter of William Armstrong, of Toronto. He was born in 1846, and succeeded to his father in 1861.

THE "PAN-AMERICAN EXPRESS."

The new fast train on the New-York Central, leave New-York 8:30 p. m. daily; arrive Buffalo 7:25, Niagara Falls 8:40, Toronto 10:50 next morning. Advt.

FIRE AND TWO COLLISIONS.

BARBAROSSA, FLAMES IN HOLD, TURNS BACK; SMASHES LA BRETAGNE.

THE FRENCHMAN IN TURN SINKS TWO ICE BARGES LYING NEAR HER AT HER PIER, THE BARBAROSSA HAVING PREVIOUSLY RUN DOWN A LIGHTER—DR. BRIGGS ON THE BARBAROSSA.

The North German Lloyd steamship Barbarossa, which sailed from Hoboken yesterday a little after 11 a. m. with a list of cabin passengers numbering nearly three hundred and fifty, of whom the Rev. Dr. Charles A. Briggs was one, had passed only a short distance beyond Quarantine when Captain Richter discovered smoke issuing from a ventilator on the port side forward. He at once sent the second officer below to find out what the trouble was, and the officer reported fire in the cargo stowed in port compartment No. 3 of the under deck.

The vessel had left Quarantine and was in the regular ship channel in the Lower Bay, which is six hundred feet wide, when the fire was discovered. As the Barbarossa is herself 550 feet in length, Captain Richter was obliged to go as far as Southwest Spit, just inside Sandy Hook, before he could put about. At 1:10 p. m. she had turned and was on her way back. She signalled that she had fire in her cargo and needed assistance.

The marine observer at Sandy Hook telegraphed to Oelrichs & Co., the vessel's agents, and to the Maritime Exchange that she needed aid. Captain Moeller, the superintendent of the line, was directed to proceed at once down the Bay on a tug; the Fire Department was informed and dispatched the fireboats New-Yorker and Zophar Mills to the liner's assistance, and the Merritt & Chapman Wrecking Company also sent tugs and derricks down to meet her. By the time the Barbarossa reached Quarantine a dozen vessels were on hand to give her help. When Captain Moeller reached her he ordered the captain of the ship to proceed to Hoboken.

In the mean time the hatches had been closed and the ventilators covered over with canvas to prevent draughts. The compartment was filled with steam, and in this way the fire was kept under control sufficiently to enable the ship to reach her pier.

A SERIES OF COLLISIONS.

The Barbarossa passed up the Bay and river at a rapid pace, hugging the east shore. As she approached the pier of the French Line, at Morten-st., she veered in, striking an Erie Railroad lighter, and, sliding up against the Delaware, Lackawanna and Western Railroad pier, which is next below the French Line, she crashed into the steamship La Bretagne, of that line, cutting a big hole in her starboard side near the stern. All the lines of La Bretagne parted, and she was forced ahead, cutting in two the iceboats Richard J. Foster and Le Roy, which lay athwart her bow at the end of the slip. The stern of La Bretagne crashed into the French Line pier, doing considerable damage. Fortunately, although a large force of men were busy loading the Frenchman and others were on the iceboats, no one was injured by the collision.

The Barbarossa whistled for assistance, and in a few seconds a dozen towboats had started for her. She was pulled out and towed across the river, where she was tied up to the ends of two North German Lloyd piers.

The fire meanwhile had continued to smoulder, and two engines from the Hoboken Fire Department were called to the pier, while on the river side the Zophar Mills was tied to the Barbarossa. The hatches covering the hold were taken off and the work of taking out the cargo began. The first thing to be pulled out was a bale of cotton. As more and more of the cargo was removed, the smoke rose in suffocating clouds, and Chief Engineer R. Rose, of the steamship, who was directing the work, was overcome and had to be taken on deck. It soon became necessary to pour water into the hold, and before long five streams were being played on the cargo. As soon as the smoke would cease for a few minutes men would be sent below to get the cargo out, and when the men were forced out by the suffocating smoke the streams of water would be poured in until the work was reduced sufficiently to allow the work to continue.

CABIN PASSENGERS LEAVE THE SHIP.

The steerage passengers had been sent to the stern of the ship, and the cabin passengers crowded on the upper decks to watch operations. They were allowed to take their choice of remaining on the vessel all night or of going to hotels or to their homes, the agents of the line promising to inform them when the ship would again sail. Many stayed on board all afternoon, but all left the ship in the evening, some going to their homes and others to hotels, the latter being cared for at the company's expense.

Among interested observers on board the Barbarossa was Dr. Briggs, who took passage with his family on the vessel. He was curious to know what damage had been done La Bretagne, but would not talk of the fire or the way it was managed by the officers and crew.

Some of the passengers thought the discipline among the crew when the fire was discovered was decidedly lax, and that the appliances on board for fighting the blaze were of a rather poor order. W. D. Boyce, a publisher of Chicago, was one of those. He had a party of seven on the vessel, and as soon as he was able, went ashore with them all. He declared that the sailors when the fire became known ran here and there like a lot of boys. The captain, he said, had a row with the chief officer, who could get no work whatever from his men, and was finally obliged himself to take charge and force the sailors to their work. There were three sections of hose brought out, and when the water was pumped through the hose as much water came from the joints as from the nozzle, Mr. Boyce said. It became necessary, he declared, to tie up the joints with canvas to make the hose of any use. And further, he said, there seemed to be no caps to cover over the ventilators, and tarpaulins had to be torn up to make caps.

Other passengers declared that the crew seemed to be much excited at first, but that the conduct of the captain and officers was in every way praiseworthy. The fire appliances, however, seemed to be almost entirely lacking. The hose, one declared, was an old rotten one, and he corroborated Mr. Boyce in his statement that it leaked as much water at the joints as was poured from the end.

THE CAPTAIN'S STATEMENT.

When Captain Richter was seen he said: "I saw smoke issuing from the ventilator on the port side forward a few minutes after we left Quarantine. The steerage tickets were being collected, but the collectors had not noticed any smoke. I ordered my second officer to go below and investigate, and he reported to me the fire."

Continued on seventh page.

POLAND! POLAND! POLAND! POLAND! Recommended by eminent physicians for purity—Advt.

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MR. QUIGLEY FOR HARMONY.

UNION WITH ANTI-TAMMANY ORGANIZATIONS URGED.

SUCCESS IN THE ELECTION POSSIBLE BY A COMBINATION WITH INDEPENDENTS—LESSONS DRAWN FROM THE PAST—A REFERENCE TO HESS.

The Republican County Committee held its regular monthly meeting last evening in the Murray Hill Lyceum, in East Thirty-fourth-st., but the attendance was not large, and no business of importance was transacted. All the interest of the meeting was centered in a speech which President Lemuel E. Quigg made to the committee. At the outset Mr. Quigg said:

"I want to call the attention of those present to-night to the several offices available at the election next fall. I urge that a union be made with the Independent and Anti-Tammany organizations. There ought to be no trouble in effecting this union, as both the Independents and the straight-out party men have certainly had experience enough of the fatal results of a want of harmony. It will be my aim to represent the County Committee, if any such responsibility falls upon me, to co-operate with all the Independent organizations in the city for an anti-Tammany ticket."

There is no Republican majority and no Democratic majority in the Boroughs of Manhattan and the Bronx, but there is a strong anti-Tammany majority, as was demonstrated in the election of 1894. All we have to do in 1899 is to maintain that majority of 1894, and I'll tell you how we can do it. Let us address ourselves to the Independent voters. Let us say to them: 'Nominate your best men for members of the Assembly and members of the Board of Aldermen, and we will support your candidates if they are reasonably good. If an anti-Tammany union elects its candidates in all the Assembly districts which are naturally anti-Tammany, we shall be able to elect an anti-Tammany Assembly delegation and a majority of the Board of Aldermen. The Assembly delegation and a majority of the Board of Aldermen, we shall at least have the satisfaction of knowing that common honesty and common decency will control.'

Referring to police legislation, Mr. Quigg said that he thought the proper solution of the police problem was the enactment of a State Constabulary bill, for, in any event, he said, he wanted nothing to do with a situation which made the Republican party in any way responsible for the four conditions that were being exposed by the Mazet Investigating Committee.

"We have our consolation," he added, "in the fact that the Republicans can take care of themselves. The Police Commissioners alleged to represent the Republican party are of Democratic selection, and the party organization is not so strong as it was in 1894. Without mentioning the name of Police Commissioner Hess, Mr. Quigg referred to him as a Commissioner who confessed that he was wrong about the strike of the motormen, received as salary, and he declared that he would prefer to have a single-headed Police Commissioner rather than have the Republican organization held responsible for the strike of the motormen and asking for concessions on the witness stand within the last few days."

LAKE BUSINESS THREATENED.

THE STRIKE AT BUFFALO REACHES A CRITICAL STAGE.

BISHOP QUIGLEY'S EFFORTS REPUDIATED—MARB-MEETING OF THREE THOUSAND MEN—ELEVATOR AND DOCK OWNERS AROUSED.

Buffalo, May 18.—The possibility of an early settlement of the dock strike was removed this afternoon, and to-night the end of the trouble is apparently further off than ever before. The grain shovellers have once more declared their intention of refusing to return to work until the contract between the Lake Carriers' Association and Mr. Conners is abrogated. The situation is a peculiar one. Yesterday Bishop Quigley advised the men to accept the terms offered by Contractor Conners, and to hold themselves in readiness to go to work when he gave the word. The Bishop also warned them to hold no more meetings. To-day St. Bridget's Hall, the headquarters of the strikers, which is owned by the Catholic Church, was closed and locked by order of the Bishop. This afternoon, notwithstanding the fact that at least 80 per cent of the strikers are of the Roman Catholic religion, a large number of grain shovellers publicly repudiated the Bishop, refusing to accept his advice, and removed their headquarters to Fillmore Hall.

Shortly after 3 o'clock this afternoon over one thousand grain shovellers formed in line in front of St. Bridget's Hall, and marched to Fillmore Hall, where they were joined by about two thousand striking freight handlers and other sympathizers. President McMahon, of the union, was summoned. When McMahon appeared the men voted unanimously to refuse to work while Mr. Conners holds the contract, and a committee was appointed to reopen direct negotiations with the Lake Carriers' Association.

Resolutions were adopted discharging the committee that has been acting in conjunction with Bishop Quigley, expressing confidence in President McMahon, and refusing to give any attention whatever to any call for a meeting issued by the Bishop, Timothy P. Donovan, the Inspector appointed by the Bishop to represent the men on the docks, and who had brought about the last agreement with Contractor Conners, was denounced.

Bishop Quigley is out of town to-night, and no statement as to his future course could be secured. He will return to the city to-morrow morning. Information was received to-day from an authoritative source that the elevator men and others