

RESULT OF ZORN'S VISIT.

HOPE OF GERMANY'S AGREEMENT TO ARBITRATION NOT ABANDONED.

OPTIONAL RECOURSE TO TRIBUNAL FAVORED BY CONFERENCE—MAY WAIT FOR GERMAN DECISION.

The Hague, June 19.—Dr. Zorn, the member of the German delegation to the International Conference which was dispatched on Friday by Count von Münster, the chief German delegate, after a conference with his colleagues, to inform Emperor William personally of the condition of affairs in regard to the Board of Arbitration question, returned to Scheveningen today from Berlin. It is said, however, that owing to the absence of the Emperor Dr. Zorn was only able to consult with the officials of the German Foreign Office.

Dr. Zorn is reticent regarding his mission, but it is understood he obtained the impression at Berlin that all hope need not be abandoned of effecting an understanding regarding the organization of an arbitration board by amalgamating the various schemes.

It is expected that Emperor William will reach a decision this week. Matters therefore remain unchanged, and the Drafting Committee will not meet until the Kaiser's decision is known.

The general desire of the Conference favors an established arbitration tribunal, recourse to which shall be optional. It is believed that, if Germany declines to take part the other Powers will still achieve some such result before separating. They may decide upon a draft scheme, pending Germany's decision.

DEFINITE ACTION WANTED.

Berlin, June 19.—The "Berliner Tageblatt" says it understands that Dr. Zorn's instructions involve a concession regarding the arbitration question, due to the great earnestness with which the British, American and Russian delegates are pushing the application of the principle.

Government circles, from political motives, desire some positive result, if there can be an absolute guarantee that the scheme will not harm German interests.

An official of the German Foreign Office emphasized the impossibility of Germany accepting Sir Julian Pauncefote's arbitration tribunal proposals.

NO LIMITS TO EXPLOSIVES.

London, June 20.—The correspondent of "The Times" at the Hague says:

"During the debate in the sub-committee on the use of different gunpowders, Captain Crozier, of the American delegation, pointed out that a prohibition of the use of gunpowders of greater explosive power than those now employed might prove to be inconsistent with one of the objects of the Russian proposal, namely, economy. Thereupon, entire freedom to use new sorts of gunpowder was carried unanimously."

TO INFLUENCE THE PEACE CONGRESS.

THE TURKISH LEGATION SAYS THE FIRING ON THE FRONTIER WAS PREARRANGED.

Washington, June 19.—The Turkish Legation today authorized a denial of the published report from Belgrade, under date of June 18, to the effect that "the Serbian post at Propatchitz has been plundered and burned, and several strategic positions occupied by the Turkish troops and Albanians."

It was explained by the legation that the fact in the case is that Serbians and emigrants on the Servo-Turkish frontier fired at a little Turkish fort, killing two soldiers and a peasant. The Turkish troops contented themselves, without moving from the place, with returning the fire. This incident on the frontier, it is said at the legation, certainly was prearranged, in order to produce the impression on the Peace Conference sitting at present at the Hague that the Albanian element is causing disturbances on the frontier.

NEW CARDINALS MADE.

POPE APPOINTS ELEVEN OF THE CLERGY TO THAT OFFICE—BISHOPS ALSO NAMED.

Rome, June 19.—The Pope, at the consistory held this morning, created eleven cardinals and a number of bishops. The cardinals created are: Monsignor Jose Francisco Nava di Bonifazi, Papal Secretary of State; Monsignor Luigi Bommarito Orsi, Archbishop of Gorizia, Austria-Hungary; Monsignor Antonio Saverio De Luca, Archbishop of Turin; Monsignor Giovanni Battista Sarto, Archbishop of Ferrara; Monsignor Gregorio Casaroli, Archbishop of Reggio; Monsignor Giacomo Simeoni, Secretary of the Propaganda; Monsignor Giovanni Battista Sarto, Secretary of the Propaganda; Monsignor Giovanni Battista Sarto, Secretary of the Propaganda; Monsignor Giovanni Battista Sarto, Secretary of the Propaganda.

The bishops preconized included Monsignor Diego of Porto Rico, and Monsignor Barthelemy Agazzi, of Santiago, Cuba. The Pope, who was in good health, delivered an address dealing with the union of churches.

LITTLE HOPE FOR THE PARIS.

SOUTHEASTERLY GALE DRIVES AWAY WRECKERS.

Falmouth, England, June 19.—The American ship Paris, on the rocks near the Manacles, experienced the first southeasterly gale to-day which has blown since she was wrecked. This compelled the salvagers to desert the work. The divers had succeeded in blasting away the rocks, and had cleared the steamer of water above her false bottom, when the storm came and drove them off.

ISLANDS CEDED TO GERMANY.

SPANISH DEPUTIES APPROVE THE BILL FOR TRANSFER—NO TARIFF FAVORS GIVEN.

Madrid, June 19.—The Chamber of Deputies today approved the bill ceding the Caroline Islands, the Ladrones and the Pelew Islands to Germany.

In the course of the debate Señor Silvea declared that any exceptional tariff had been granted to Germany.

SWEDISH LUMBER FIRM FAILS.

SUSPENSION OF PAYMENTS BY A GREAT COMPANY.

Christiana, June 19.—The great timber firm of Christophersen & Co. has suspended payments. The Christiania Bank is involved to the amount of 1,000,000 kroner. Other banks are involved for smaller sums.

AN AMERICAN CITIZEN IN LONDON.

London, June 20.—A brilliant audience at the Duke of York's Theatre last evening received with great favor the play "An American Citizen." Nat Goodwin and the Misses Maxine and Gertrude Elliott had enthusiastic recalls. The newspapers are now predicting that the play will prove one of the most popular and diverting entertainments in London. "The Daily Mail" says: "It is fresh, elegant and birth provoking, is acted with perfection and ought to become the rage."

VENEZUELANA COMMISSION MEETING.

Paris, June 19.—The next meeting of the Venezuelan Arbitration Commission will take place on Wednesday, June 21.

PREPARATIONS FOR WAR.

HEAVY GUNS SENT TO KIMBERLEY—MUNITIONS HURRIED TO THE NORTH.

London, June 20.—The Cape Town correspondent of "The Daily Mail" says: "The Government has forwarded a battery of heavy guns to Kimberley for the defence of the diamond fields. There is great activity in the Cape Imperial command, and munitions of war are being sent north in large quantities."

KRIEGER'S BOLD WARRIORS.

PLAN OF CAMPAIGN WHICH WILL DEFEAT ENGLAND IN SOUTH AFRICA.

London, June 19.—"The St. James's Gazette" this afternoon says it has received from an absolutely reliable source at Pretoria, capital of the Transvaal, the plan of campaign which will be followed by General Joubert, commander-in-chief of the Boers, in case of war between the Transvaal and Great Britain. General Joubert's force, it appears, will consist of twenty thousand men armed with Mauser rifles. In addition to forty-six quick-firing guns and one thousand artillerymen, most of them drawn from the German and Dutch armies. With these troops, and help expected from the Orange Free State, Joubert expects to take the offensive immediately after the declaration of war, enter the Orange Free State and march on Kimberley, the British diamond mining centre in West Griqualand, which forms four of the seventy divisions of Cape Colony. Kimberley is about a hundred miles northwest of Bloemfontein. In his march on Kimberley, Joubert will use the railroad as far as available, expects to capture the town with slight loss and blow up the De Beers diamond mine. Simultaneously, it is added, the railroad from Cape Town to Buluwayo will be destroyed by Boer sympathizers and agents in Cape Colony, who will also destroy the Port Elizabeth-Pretoria line, south of Bloemfontein, to prevent British troops from using it. Immediately after Kimberley is captured, General Joubert will advance on Cape Town, the capital of Cape Colony, through the western provinces, where the Dutch predominate, and are expected to join the Boers. Joubert calculates he will be master of Cape Town a fortnight after the declaration of war, and that he will then be able to dictate terms of peace.

WALDECK-ROUSSEAU QUILTS.

FORMATION OF FRENCH CABINET STILL UNDECIDED—KRANTZ CAUSE OF FAILURE.

Paris, June 19.—It was announced late this evening that Senator Waldeck-Rousseau had declined the task of forming a new Cabinet. The failure of M. Waldeck-Rousseau is due, it is said, to the refusal of Camille Krantz to accept the portfolio of Public Works, which he considers inferior to the portfolio of War, held by him in the retiring Cabinet. Except for this, the Waldeck-Rousseau slate was complete.

M. Poincaré and Guillaumet made their acceptance of office dependent upon the inclusion of M. Krantz. The latter, besides refusing the portfolio of Public Works, expressed his disapproval of certain measures which M. Waldeck-Rousseau proposed to take against the generals and colonels who recently inspired a newspaper propaganda in favor of the army.

After formal consultations to-morrow, it is expected that M. Loubet will again summon M. Poincaré.

A HARD TASK IN STORE.

Paris, June 19.—The failure of M. Waldeck-Rousseau makes the situation exceedingly difficult. Both M. Cassimir-Perier and General Brigrè declined to enter the Cabinet. It is quite uncertain whom M. Loubet will now summon. Possibly he may call upon M. Sarrien or Paul Deschanel, President of the Chamber of Deputies.

DREYFUS AT CAPE VERD ISLANDS.

Paris, June 20.—The French second-class cruiser Sfax, which is bringing Captain Dreyfus to France, anchored off St. Vincent, Cape Verde Islands, at 3 o'clock on Sunday afternoon. Her commander signalled "All well on board." After calling, the cruiser will proceed for the Azores, where another short stay will be made. It is said that M. Dupuy has refused the request of Mme. Dreyfus to see her husband on his arrival.

QUERY ABOUT DREYFUS'S COFFIN.

London, June 20.—Mrs. Emily Crawford, the Paris correspondent of "The Daily News," says: "A curious message has been received from the 'L' of Devila: 'Dreyfus has gone. What shall we do with the coffin and embalming drugs?' This coffin was specially made about the time of the Zola trial, and was sent out by the Meline Government, because it was feared that if Dreyfus died it would be necessary to bring the remains to France for identification to allay the suspicions of the anti-Semites that he had been allowed to escape like Marshal Bazaine."

STREETCAR RIOTING IN CLEVELAND.

MOR ASSAULTS CARS WITH BRICKS AND PAVING STONES.

Cleveland, Ohio, June 19.—Up to 4 o'clock this afternoon this promised to be the most uneventful day in the big street riot strike. At that hour, however, another serious riot broke out in an entirely new quarter, and one non-union man was sent to the hospital in consequence.

The company began to-day the operation of two new lines—those in Scovill and Central avenues. The cars were protected by policemen, and until late in the afternoon no trouble occurred. Just before 4 o'clock two of the Scovill-ave. cars approached the crossing at the Pennsylvania Railroad. There were met by a mob of more than two thousand men and women. One of the cars was taken across the railroad safely, but the other was held up by the mob. A shower of paving bricks and stones fell about the car and crashed against the vestibule at the front end, and the motorman was concealed. Women threw bricks and also handed them to the men who were in the front of the crowd. The windows of the car had been lowered, and the bricks crashed against the seats and fell on the floor of the car.

The conductor escaped injury, but the motorman, A. J. McGrew, of St. Louis, was struck on the head with a brick and rendered unconscious. He was taken to a hospital. The patrolman on the car was also hit by a brick, but was not seriously hurt. A call was made for the police, but when a detachment of officers arrived the mob had dispersed, and no arrests were made. The railway company and the striking employees held no conference to-day. Mr. Bishop, of the State Board of Arbitration, however, was in consultation with the company officials for several hours. The meeting arranged for Saturday failed through a misunderstanding. The Board is at work patching up this misunderstanding and trying to bring the employees and company together.

Early in the morning men and women set to work greasing the tracks at Pearl-st. and Clark-ave. and at the corner of Scranton-ave. and Clark-ave., and also at Jennings-ave. and Clark-ave. The tracks were so well greased with soap, oil and other substances that the operation of cars was effectively prevented.

PRINCE OF WALES'S LEVEE.

London, June 19.—The Prince of Wales held the final levee of the season to-day. The Duke of Connaught, the Marquis of Salisbury, the Duke of Devonshire, the Cabinet, and the Diplomatic Corps were among those present.

COOL, COMFORTABLE, CHARMING.

Perfect service, roomy and delightful passenger cars. See Steamboat and Excursion Advt.—Adv.

HOTEL GUESTS FRIGHTENED.

FIRE NEAR THE BRIGHTON BEACH PROPERTY-OWNERS' FIGHT AGAINST THE PROPOSED RAILWAY.

The Brighton Beach Hotel and the verandas and promenade facing the sea were crowded last night when great excitement was caused by a cry of "Fire!" There was scurrying in all directions, and nearly all of the guests who were inside the house made hasty exits. Smoke and flames were soon seen issuing from the large bakery in the rear of the hotel, and guests and visitors crowded around that place and watched the blaze. The employees of the hotel, who were carefully trained in fire service, formed themselves into a brigade.

There are about one hundred and twenty registered guests in the hotel. As soon as the hotel clerk heard that there was a fire he smashed the little glass cage which covers the fire alarm, and this set all the fire bells in the house ringing. The guests in the upper part of the hotel rushed pell mell down the stairs, their clothes and valuables in their arms, and they were greatly relieved to find that there was no fire in the main part of the hotel.

There were about fifteen hundred people in the hotel when the alarm was sounded, and there would not have been a pane if the means of egress had not been easy. It took only a few seconds to clear the music hall, and this was accomplished before the lights went out. The hotel and engine room were under the part of the hotel, on the Coney Island side, and as soon as the fire was located the efforts of the fighters were directed to keeping it away from the hotel proper. General Superintendent Ira McCormick, of the Brooklyn Rapid Transit Railroad, which is financially interested in the hotel, was on the second floor of the hotel when the fire bell in his room began to ring, and he immediately rushed to the engine room.

With the assistance of the hotel employees he soon had the water on, and then half a dozen fire extinguishers were brought into use. An alarm was sent to Coney Island for assistance, and an engine came from there in time to do good work. The chambermaids and hotel employees worked with a great deal of coolness and efficiency under the direction of Superintendent McCormick, and it was owing to the fact that the fire broke out at an early hour, and that prompt work was done that the hotel was kept from burning. It was found that the boiler and engine room had suffered the most. Superintendent McCormick said last night that \$1,500 would cover the loss.

"The loss of the lights was the most serious of all," said he to a Tribune reporter. "I shall work at them to-night and to-morrow night visitors will never know that a fire took place. The boiler is burned so badly that it cannot be used, and if necessary we shall run a locomotive down here in the morning and furnish steam to-morrow night for the dynamo with that. The switchboard of the electric-light plant is not damaged, and the kitchen is not hurt at all. There will be no interruption in business. It was a very close shave, and we are lucky that the fire did not break out at a later hour of the night. As it was, every one seemed eager to help fight the flames, and we gave the fire no chance."

NEW U. E. L. AND P. DIRECTORS.

CHANGES TAKEN TO MEAN CONTROL BY THE CONSOLIDATED GAS COMPANY.

The reports current a month ago that the control of the United Electric Light and Power Company had passed to the Consolidated Gas Company, which would use its new acquisition as an aid in its warfare with the other gas companies—especially the New Amsterdam, the leading director of which is a prominent member of the Whitney syndicate, owning the New York Gas and Electric Light, Heat and Power Company—were revived yesterday when it became known that the Board of Directors of the United Electric Light and Power Company had been practically reconstructed at the stockholders' annual meeting on Saturday. Only five of the thirteen directors were re-elected—President George W. Hebard, George Westinghouse, Paul D. Cravath, C. H. Jackson and Philip F. Kobbe. The places of the retiring directors—Bryant Ives, Marcellus Hartley, C. J. Canda, August Belmont, Charles Francis Adams, Duncan C. Parmly, James Stokes and the late Henry B. Hyde—were filled by the election of the following men: George H. Church, George H. Rae, Benjamin Whiteley, Cortland Betts, Arthur Starke, Osborn W. Bright, Joseph F. Sweeney and A. Murray Young.

These eight names, without doubt, represent the new interests which have come into control of the company, but it cannot be readily seen from the list just what those interests are. A. M. Young is well known as the chief promoter of the project for combining the trolley, electric light and power interests of Connecticut, among his associates in that enterprise being, it is said, Vice-President Hobart, Samuel Pessenden, of Stamford, Conn.; H. G. Runkel, of Plainfield, N. J., and R. A. C. Smith, of this city. Osborn W. Bright is secretary of the New York Security and Trust Company, of which Charles S. Fairchild is president, at No. 44 Wall-st. Cortland Betts is a lawyer at the same address, and Benjamin Whiteley and George H. Church, both of whom are connected with the Duluth, South Shore and Atlantic Railway Company, also have their offices at No. 44 Wall-st.

The United Electric Light and Power Company, which is the successor of the United States Illuminating Company, is capitalized at \$11,000,000, and operates a service extending to all parts of this borough. It is the only competitor of the New York Gas and Electric Light, Heat and Power Company, and it would not be strange if it should develop that that company has become its purchaser.

George W. Hebard, who has been seen when at his home, No. 100 McDonough-st., Brooklyn, last night, said:

"There is nothing of any special significance or public interest in the election to-day. The new directors naturally represent the interests of those who for some time past have been buying up the stock of the company. Just what interests have obtained control of the stock I myself would be unable to say altogether. The papers have been speculating about it for some time past. I could guess, but that I have no right to do."

"We had the election of officers to-day because no election was held at the regular annual meeting in February."

Mr. Hebard said that the United Electric Light and Power Company owned a franchise for electric lighting in this city, and that it had been obtained from the old city of New York. Whether the Consolidated act would extend the franchise to the annexed districts he was unable to say.

There were rumors in Wall Street yesterday that J. Pierpont Morgan and Russell Sage were to have a conference, with a view to settling the gas war, but these rumors had no confirmation and few believers. Mr. Sage was quoted yesterday as saying that he had received offers from three interests independent of the Standard Oil Company, representing concerns in New York and out of this city, to furnish to the Standard Oil Light Company more than a year's supply of crude petroleum at prices much lower than those quoted by the Standard Oil Company, and that the Standard Gas Light Company would be enabled by accepting one of these offers to pursue its business independently of any combination with the other companies.

DEATH OF MISSIONARIES DENIED.

Hong Kong, June 19.—The reports that the Rev. H. S. Phillips, Mrs. Phillips and Miss Sears, missionaries of the Church Missionary Society, with three native converts, were recently killed by rioters in the Province of Ngan-Hwei, is contradicted, and it is now announced that all are safe.

TO SAVE ST. NICHOLAS-AVE.

PROPERTY-OWNERS' FIGHT AGAINST THE PROPOSED RAILWAY.

THE CORPORATION BEHIND THE SCHEME ORGANIZED ON APRIL 15, AND IS SAID TO BE BACKED BY THE METROPOLITAN.

The committee appointed at a mass-meeting of property-owners of St. Nicholas-ave. to oppose the building of a street railway on that thoroughfare met last evening at the home of William A. Hoe, No. 729 St. Nicholas-ave. Reports were received from those having charge of the different branches of the work, and preparations were made for the hearing before the joint railway committees of the Municipal Assembly on June 30, at the Council Chamber. The members of the Property-owners' Committee are William A. Hoe, E. C. Brown, Peter Alexander, Willard Brown, C. A. Crount, L. K. Bingham and James P. Davenport. Mr. Hoe is chairman of the committee.

Ex-Judge Davenport, who has acted as counsel for the committee, reported that those having charge of the work of obtaining signatures to protests against the construction of the railway had met with great success. Not only owners of fine homes on the upper end of St. Nicholas-ave., but also the owners of apartment houses between One-hundred-and-twenty-fifth and One-hundred-and-thirty-fifth sts., had signed the protests. The amount of property represented by the signatures aggregated several millions of dollars. The protests will be presented on June 30, and the application of the Municipal Street Railway Company for the granting of a franchise will be heard.

Reports were also received as to the interest taking in the contest by drivers, riders and bicyclists. One petition against the road is open for signature at the New-York Riding Club. Another is in circulation among members of the Suburban Riding and Driving Club and among owners of horses who use the Speedway, to which St. Nicholas-ave. is a main approach. Many wheelmen have also expressed their interest in the opposition to the railroad.

The Harlem Board of Commerce, an influential body of citizens, which has already accomplished much in improving Harlem, had, it was announced, taken strong action against the proposed railway. Resolutions were adopted by the Board of Commerce denouncing the proposal to take for street railway purposes one of the most beautiful avenues of upper New-York, which was used to a large extent for pleasure driving. No necessity existed, it was said, for such a railway. A petition was circulated among the members of the Harlem Board of Commerce against the railway, and a committee consisting of James P. Davenport, chairman, H. C. F. Koch, C. B. Morris, R. J. Huguet and A. L. Baggott was appointed to appear at the meeting of the railroad committees and give expression to the opposition of Harlem residents to the proposed railway.

The contest carried on by the residents and property-owners of Washington Heights against the proposed railway has extended over several weeks, and has been a notable earnest one. St. Nicholas-ave. is in some sections one of the most beautiful streets in the city. It is lined with trees, and the houses are in many cases surrounded by lawns. It presents a variety and beauty of the houses. St. Nicholas Place, which leads directly to the Speedway and is practically a part of the avenue, has wide sidewalks, curbs and a parklike effect to the thoroughfare. Without access to the Speedway through St. Nicholas-ave., it is not possible for the residents of Washington Heights to reach the city, and the proposed railway is an additional railway between Eighth and Amsterdam avenues.

The corporation which has applied for the franchise to construct a railway on St. Nicholas-ave. is a new corporation, having been organized on April 15. Its purpose is limited to the building of a road from One-hundred-and-sixty-fifth-st. to Yorkers along Manhattan-st. and St. Nicholas-ave., Kingsbridge Road and Riverdale-ave. Its connections, however, will be with the Metropolitan system, and it would use the Metropolitan tracks for a part of the distance, so that it is believed by the residents of Washington Heights that the interests of the Metropolitan Street Railway Company.

DINGLEY'S SUCCESSOR.

CHARLES E. LITTLEFIELD ELECTED TO CONGRESS IN MAINE—A LIGHT VOTE CAST.

Lewiston, Me., June 19 (Special).—The special election in the 1st Maine Congress District to choose a successor to the late Nelson Dingley was held to-day. Charles E. Littlefield, of Rockland, Republican, is elected over John Scott, of Bath, Democrat, by a large majority. No other ticket was placed in the field.

The apathy of voters was noticeable in all parts of the district, and a light vote was cast. The Democrats made strenuous efforts to carry Lewiston, which at present is under a Democratic régime, but were unsuccessful, Littlefield securing a majority of over five hundred. In Bath, the home of the Democratic nominee, John Scott, that gentleman only received seventy-one votes out of a total of over seven hundred. Littlefield held no meetings, while a rally was held last Saturday night in front of the auspices of Lewiston and Auburn Democrats, at which speeches were made by the Hon. George Fred Williams, of Massachusetts, and the Democratic nominee, Littlefield's county, Knox, which is generally close, gave him a rousing majority, and in Rockland, his home, men whose tendencies are Democratic and Populistic, voted for Littlefield purely for personal motives.

Mr. Scott became prominent on account of his seconding the nomination of Arthur Sewall for Vice-President at the last National Convention at Chicago. He is a radical free silverite and favors Bryan for the Presidency. He is a lawyer, and has been a member of the Legislature two terms. Mr. Littlefield is a Rockland lawyer, and seconded the nomination of Thomas B. Reed for the Presidency at the last National Convention at St. Louis. At first the State machine was opposed to the candidacy of Mr. Littlefield, but he was not controlled, but finally all factions swung into line and gave him a unanimous nomination at the convention.

Littlefield's father is a minister. He was admitted to the bar in 1875. As a lawyer he went rapidly to the front rank. He was sent to the Legislature and was unanimously elected Speaker of the House. Later he won the Attorney-Generalship from the office of the Governor of the State of Maine. With the exception of Speaker Reed, Littlefield was Maine's youngest Attorney-General.

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RADICALS GAIN A SEAT.

Edinburgh, June 19.—In the Parliamentary bye-election held to-day in the Southern Division of Edinburgh, to fill the vacancy caused by the death of James Buchanan, Esq., on June 12, the Radical party, led by Mr. Buchanan, Esq., who had represented the constituency in the Liberal-Unionist interest since 1895, the Radical candidate, Arthur Dewar, defeated the Liberal-Unionist candidate, Major-General Andrew G. Wauchop, carrying the division by a majority of 831 votes. This is a Liberal and Radical gain in party representation in the House of Commons. The voting was as follows:

Mr. Dewar, Radical, Liberal-Unionist, 4,820
Major-General G. Wauchop, Liberal-Unionist, 4,000
Radical majority, 820

THE SCHLEY CONTROVERSY.

CAPTAIN CHADWICK'S REPORT GIVES HODGSON'S VERSION.

[BY TELEGRAPH TO THE TRIBUNE.] Washington, June 19.—Secretary Long to-day made public the following letter from Captain Chadwick, of Admiral Sampson's flagship: "U. S. S. New-York, Boston, Mass., June 17, 1899."

"Sir: In obedience to your order of the 12th instant, I have to report the following as the statement by Lieutenant-Commander Hodgson of the conversation between Rear-Admiral Schley and himself during the action of July 3, 1898. He states as follows:

"As we were approaching the Spanish ships I heard Admiral Schley say, 'I am going to the conning tower, the Admiral being on the platform surrounding the conning tower.' I had then on the bridge about such conversation as would be expected in such a case. I intended him to understand that there was danger of running into the Texas. I said all right, or words to that effect. I cannot repeat verbatim. When I knew he was going to turn to starboard, I suggested backing the starboard engine. In order to make a smaller circle, and give the Texas a wider berth, but he decided against that as decreasing the speed of the turn. He said that he would not do so, and that he would turn to starboard. The only thing I gathered from what he said was that if he turned to starboard he should get so close that we should expose ourselves to torpedo attack. I supposed he meant torpedo boats, and replied to him that I did not intend to do so."

"Lieutenant-Commander Hodgson states that he did not intend to convey in his note of denial sent at the request of Admiral Schley and published in 'The Washington Post' the idea that no such colloquy took place. He states regarding this as follows:

"Admiral Schley wrote me, inclosing an editorial from the New-York Sun of June 1, asking me to write a denial of what he phrased 'an oft-repeated calumny.' He said he had no recollection of the conversation, explaining to Admiral Schley that I had written a denial of the dialogue as it appeared in 'The Sun' and that I had told the substance of the conversation to the press. I wished to refute the fact of any controversy existing at that stage of the battle. It is the substance of a denial of the words as they stood in the published article, a denial of their literal correctness, and not a denial of the substantial correctness of the statement."

"A copy of the letter has not been retained by him; he had a rough draft which has been mislaid."

"Lieutenant-Commander Hodgson appends his signature as a voucher for the accuracy with which the foregoing is given. Very respectfully, (Signed,) F. E. CHADWICK, Captain, U. S. Navy."

"(Signed,) A. C. HODGSON, Lieutenant-Commander, U. S. Navy. To the Secretary of the Navy."

NEW CUBAN MUSTER ROLLS.

GOMEZ PREPARING REVISED LISTS OF THE ISLAND'S SOLDIERS.

Havana, June 19.—General Maximo Gomez has instructed General Rafael Rodriguez, his chief of staff, to open an office in Quinta de los Molinos, and to begin the preparation of the new lists. The work was begun to-day. General Rodriguez mailed personal notices and published in all the newspapers of the island instructions to division, corps, brigade, regimental and company commanders to send as soon as possible complete data—the names of all the men of their commands, with the dates of enlistment and the periods of service. The preparation of the lists will be pushed forward with all speed, because of the pitiable condition of the soldiery, virtually mobilized miles from home at the pay stations.

Some interesting discoveries have resulted from the observations made by the officials charged with studying the tidal currents in Havana Harbor. All the observations show a constant outward flow, with only a sub-current of in-running fresh water. Owing to the shoals at the extreme west end of the harbor, large deposits of mud and other filth have been made there, but it is believed that with proper dredging and an ordinary amount of attention the harbor can be made clear, thus doing away with the possibility of infection.

The proposal to construct electric car lines is meeting with considerable opposition, especially in certain districts where the streets, already surveyed for the lines, are only twenty feet wide, and are dangerous even for cabs, collisions being frequent. The opponents of the movement contend also that the buildings along many of these thoroughfares are high and crowded, and would become untenable probably by night, owing to the constant clanging of bells. The companies desire to build a single overhead wire, with the bonded rail system, but this is disapproved of on all sides. Efforts will be made to compel the use of the double overhead wire or the underground conduit. The sewer grating in Havana is so slight that in many localities the pipes are close to the surface, and it is argued that these would be ruined by the bonded rail.

General Brooke's headquarters are already on the move from El Vedado to the palace formerly occupied by Marshal Blanco in Havana Province. The removal will be completed, it is expected, before the close of the first week in July.

THE BAKER-HOWARD FEUD.

REPORT OF "JIM" HOWARD'S DEATH WAS A PREMATURE ANNOUNCEMENT OF WHAT WAS EXPECTED.

London, Ky., June 19 (Special).—That the Bakers believed they were telling the truth when they reported to a strange newspaper correspondent here that "Jim" Howard had been shot and killed in the courthouse yard at Manchester, is now fully substantiated. It is acknowledged by "Chris" Jackson, who is not identified with their side in the feud, that one of the Bakers was a fact that a plot had been made to kill Howard, and that the other Bakers had been sent to London, so that when the deed was done they could not be charged with it. The Baker hirings had gone into Manchester, but were unable to get sight of "Jim" Howard for a couple of hours. By the time Howard made his appearance in the courthouse yard the "man-killers" were so drunk they could do nothing and abandoned the undertaking.

There came near being a riot in Manchester yesterday. Edgar Garrard, a son of General A. A. Garrard and a brother of Daniel Garrard, who was murdered by Carlo Britton, the negro, was in the city, and members of the White-Howard faction hooted at him. They cried, "Hurray for Carlo Britton!" and a number of friends of young Garrard took it up. Matters finally cooled down without bloodshed.

C. B. Little, who defended the Bakers at their trials, is here. He says no man can be found with the nerve of the Baker faction. "Chris" Jackson, who is not identified with their side in the feud, took it up. Matters finally cooled down without bloodshed.

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PLATT'S CHLORIDE, THE BEST DISINFECTANT, chemically destroys disease-brooding matter. Adv.

WILL OF AUGUSTIN DALY.

THEATRES LEFT IN CARE OF EXECUTORS.

SEVERAL MEMBERS OF THE COMPANY TO HAVE SHARES IN THE PROFITS—NUMEROUS CHARITIES TO BE BENEFITED.

The will of Augustin Daly, the manager of Daly's theatres in New-York and London, was filed for probate yesterday, but the Surrogate has not yet signed the decree. He will probably do so to-day. The will is written in Mr. Daly's own hand. The testator's brother, ex-Judge Joseph F. Daly, last night made public as much of the will as, in his judgment, would interest those who have so long known the theatres and the company which was associated with them and Mr. Daly as their manager. The will begins as follows: