MINERS MAKE AN OFFER

TERMS ON WHICH THEY WILL RETURN TO WORK.

ADVANCE IN WAGES MUST CONTINUE UNTIL APRIL 1 AND SLIDING SCALE BE ABOLISHED—ARBITRATION PROPOSED.

[BY TELEGRAPH TO THE TRIBUNE.]

Scranton, Penn., Oct. 13.—Contrary to predictions, the miners' convention this afternoon voted to accept the 10 per cent advance in wages on certain conditions. The announcement of this result came unexpectedly, for President Mitchell's statements of the business transacted caused the impression that the motion for acceptance was meeting great opposition. It was also said that the delegates would insist on recognition of the union. The resolution adopted by the convention is as follows:

We, your committee, respectfully submit the following preamble and resolutions for your consideration:

Whereas, The anthracite coal operators have posted notices offering an advance of 10 per cent over wages formerly paid and have signified their willingness to adjust other grievances with their own employes; and

Whereas, They have failed to specify the length of time this advance would remain in force, and have also failed to abolish the sliding scale method of determining wages, we would recommend

That this convention accept an advance of 10 per cent, providing the operators will continue its payment until April 1, 1901, and will abolish the sliding scale in the Lehigh and Schuylkill regions, the scale of wages in the two last named districts to remain stationary at 10 per cent above hte present basis price; and that the companies will agree to adjust other grievances complained of with committees of their own employes.

Should this proposition be unacceptable to the operators, we recommend that the convention proposes that all questions at issue be submitted to a fair and impartial board of arbitration.

We would further recommend that under no circumstances whatever should there be a resumption of work at any of the collieries until the operators signify their acceptance of this proposition and you are notified officially that the strike is ended, and all return to work in a body on the same day.

Judging from the unanimity of the miners in accepting the resolution and the determined stand taken by the operators, it is generally believed here that a long contest between the strikers and the mine owners is not unlikely. There was great enthusiasm in the convention when the proposition to the operators was carried, and three cheers were given for President Mitchell. The resolution was drafted by a committee of thirteen, appointed at the morning session, of which the National president was chairman.

MITCHELL'S VIEW OF THE RESULT.

Mr. Mitchell, in an interview on the result of the convention, said:

The action of the delegates in convention today in accepting an advance of 10 per cent, providing they receive assurances the advance will continue in force until April 1, next year, demonstrates that the miners are considerate of the public interest involved and are disposed to be conciliatory, and yet the mine owners refuse to join hands with the miners in bringing the strike to a close. The responsibility for the suffering that will entail on the poor in the large Eastern cities will rest entirely with the operators. The operators have now an opportunity to prove that the proposition offered by them was made in good faith. If they are willing to pay 10 per cent advance they certainly ought to continue to pay for six months. The mine workers will all remain on strike until they are officially notified by the officers of the union that the strike is declared at an end. There will be no exception to this rule.

I cannot understand any good reason why the operators should not accept the conditions named in the miners' resolution. I, of course, hope that there will be a speedy termination of this contest, and I believe that in the future the operators will be disposed to treat their employes with more consideration than they have in the past.

I am entirely satisfied with the action taken by the miners. They did not decide the question with a view of pleasing me, but took the step because it satisfied them. It was in their hands, and they showed an extraordinary spirit of fairness.

When Mr. Mitchell was asked in what manner the operators would be informed, as they do not recognize the United Mine Workers, he said the employers would probably find it out through the newspapers. "We gathered most of our information as to what the operators are doing," he said, "from the newspapers, and I suppose they are doing the same."

DISCUSSING THE WAGE SCALE.

Both of to-day's sessions were again held in secret. At the morning session the entire wage scale was discussed in all its phases, and in order that something tangible could be brought before the convention a committee of thirteen was appointed for the purpose of drafting into resolutions the suggestions made by the delegates. This committee consisted of President Mitchell, the presidents of Districts No. 1 and No. 9, the secretary of District No. 7, and three delegates from each of the three districts, thirteen in all. Before the convention took its noon recess W. D. Ryan, secretary and treasurer of the United Mine Workers of Illinois, and "Mother" Mary Jones, of Chicago, made addresses.

Mr. Ryan informed the delegates that the bituminous miners of Illinois were in thorough sympathy with their Eastern brothers, and said that if financial aid was needed he felt sure the Western miners would send it in any quantity.

OFFICIAL REPORT OF PROCEEDINGS.

The following is the report of the proceedings of the afternoon session as given by the Press Committee:

The afternoon session of the convention was called to order by the Board member, George Purcell, and while awaiting the arrival of the Resolutions Committee the convention was entertained with songs and recitations by the delegates.

At 2:30 the Committee on Resolutions appeared and President Mitchell announced that the committee was ready to report. Secretary Hartlein, of the committee, read the resolutions drafted by the committee, and a motion was made that they be adopted, after which they were explained in the different languages, and considerable discussion was indulged in.

While the motion was pending President Mitchell addressed the convention and took occasion to deny positively the statements made by some of the metropolitan papers charging that political influences were dominating the convention, and that the representatives of any political party had been in conference with him.

When the question was put the resolutions were adopted unanimously by a rising vote and amid ringing cheers. At 4:15 the convention adjourned sine die.

President Mitchell and the other National officers now here will return to Hazleton on Monday.

HOW THE TERMS ARE VIEWED.

SOME BIG OPERATORS SAY THEY ARE UNACCEPTABLE—STRIKERS PLEASED.

Wilkesbarre, Penn., Oct. 13 (Special).—Inquiry among the coal operators representing the largest companies here makes it evident that they will not agree to the conditions proposed by the miners' convention at Scranton to-day. Their position, as stated by one of them, is:

Our offer was of a plain 10 per cent increase in wages, nothing more, and we do not propose to increase it. The miners must accept that or the strike will continue. We will not consider the question of arbitration. We will not agree to fix a limit for keeping the increase in force. As to the sliding scale, which prevails only in the Schuylkill region, we have not discussed it, but the operators do not greatly care whether it is kept or not.

W. A. Lathrop, general superintendent of the Lehigh Valley Coal Company, said:

The operators will not agree to arbitration. Why should we? It would be a one sided agreement. Only the operators would be bound by it; the miners would not. Look at the result in the case of John Markle. He had a written agreement with his twenty-five hundred men to arbitrate all grievances. Each man signed it, and all broke it. They were advised by their leader, John Mitchell, to break it, and they did. The operators have made their proposition. It is left to the men either to accept or decline it. We will not agree to keep the increase in force for a certain period. Why should we? It would bind us, but it would not bind the men; they could quit any time they liked. If they put up a guarantee in the hands of a third party to keep the agreement, then they would be talking business. At present their leaders cannot promise for them what the men will do. They will do as the fancyp leases them. I think every operator will stand firm to the offer that most of them have made, and will not increase it. The operators have gone the limit; it is up to the strikers now. I do not think the operators have discussed the possibility of abolishing the sliding scale, and what they might do cannot be stated. I do not think, however, it would stand in the way of a settlement.

Other operators indorsed Mr. Lathrop's remarks.

Scranton, Penn., Oct. 13 (Special).—The coal operators here who were seen regarding the action of the miners' convention were non-committal, saying that the mine owners would soon meet to consider the question. Several individual operators have been in conference in New-York since yesterday. As these are the same men who went there last week to consult with the presidents of the coal carrying roads regarding a reduction in the transportation tolls, it is presumed that the same subject is under discussion. The members of the committee upon their return last week said that they were not in a position to state what concessions had been made, but admitted that they were working "along these lines." When they joined the railroad companies in the 10 per cent advance offer the independent operators declared that they could not possibly grant the increase with the present transportation rates, and explained that they were placed in a position where they were compelled to co-operate with the railroad companies in their efforts to bring about a settlement.

Shamokin, Penn., Oct. 13.—The news from the Scranton mine workers' convention was welcomed by the strikers here. They express satisfaction over the action of the delegates, and say they will not return to work until President Mitchell gives the order.

Pottsville, Penn., Oct. 13 (Special).—An effort was made to-night to get the answer of the Reading Coal and Iron Company to the Scranton resolutions. President Harris preferred to say nothing at this time, and Superintendent Luther replied that he had concluded to hold a conference with the company officials before making any reply. From other sources it was learned that 16 per cent increase was rather a large one to be asked for until April 1, when the falling off in demand and warm weather might greatly decrease the price of coal.

The Reading company feels hurt, it is understood, that its many concessions to its employes did not receive more consideration from the men before striking. Oil and powder were given at about cost; pay was made every two weeks, there are no company stores, and employes were always treated with consideration. The Scranton resolutions will be considered by the company at an early day.

NEGOTIATIONS AT A CRISIS.

NEW-YORK SYNDICATE REPUTED PURCHASER OF LOCOMOTIVE WORKS.

Paterson, Oct. 13 (Special).—A rumor was current in this city to-night that the Rogers Locomotive Works had been sold to a New-York City syndicate. Jacob S. Rogers, the head of the company, when seen to-night, absolutely refused to confirm or deny the rumor.

James A. Morrisse, chairman of the Citizens' Committee, which has in charge the matter of effecting the sale of the works in the interest of the city of Paterson, said that the negotiations were at the crisis, but that he did not believe they would be closed until Monday. One of the parties to the transaction, Mr. Morrisse declared, had said that he would furnish the required bond of $200,000, which would close the negotiations, on Monday morning. Mr. Morrisse thought that there was good reason to believe that the sale would be made, and he did not hesitate to say that if this transaction should go through it would be the best for Paterson of any of the propositions that had so far been made.

George H. Longbottom, who is a member of the Rogers company, said to-night that he had not heard that the works had been sold, but he had understood that the sale might take place at any moment, and that one of the parties to the transaction had promised to furnish the bond.

ARMY AND NAVY ORDERS.

Washington, Oct. 13.—The following Army and Navy orders have been issued:

ARMY.

Captain JOHN P. WISSER, 7th Artillery, is detailed as a member of the Examining Board appointed to meet at Fort Monroe, vice Lieutenant-Colonel James M. Lancaster, 4th Artillery, deceased.

Major LEWIS BALCH, surgeon, is honorably discharged.

Captain WILLIAM CONWAY is detailed as professor at the New-Jersey Military Academy, Freehold.

Major CHARLES A. BOOTH, 6th Infantry, is transferred to the 7th Infantry, vice Major Frederick M. H. Kendrick, retired.

NAVY.

Lieutenant WILLIAM C. COLE, additional duty in command of tug Tecumseh at Washington Yard.

Lieutenant E. H. DELANY, detached the Ranger, and to the Philadelphia for line duty.

Lieutenant J. K. ROBISON, detached the Philadelphia and to the Ranger for line duty.

Assistant Paymaster P. H. DELANO, detached the Yosemite and to duty at Naval Station, Guam, as pay officer, purchasing pay officer and general storekeeper.

WELL-KNOWN MEN WHO ARRIVED HERE FROM ABROAD YESTERDAY.

COLONEL W. CARY SANGER. CHARLES T. YERKES. LEVI P. MORTON. MAJOR-GENERAL MERRITT.

DEUTSCHLAND MAKES NO RECORD.

THE BIG LINER FOUR HOURS BEHIND HER FAST TIME—THE GROUNDING AT HAMBURG.

The steamer Deutschland, of the Hamburg-American Line, which arrived from Hamburg yesterday, came within four hours of her westward record of 5 days, 12 hours and 29 minutes. Her average hourly speed was 22.33 knots. Her log shows that on two days she had high west swells, on one day a very high west sea and one day was foggy. On October 11 she reeled off 570 miles.

After the Deutschland had docked, Captain Albers, her commander, explained the grounding of the steamer at Hamburg. She was at anchor in the stream at the time, he said. There was a heavy wind, and the tide ran out so far that for a little while the steamer rested on the sandy bottom. When the tide rose she rose with it.

MESSRS. MORTON AND YERKES ARRIVE.

THE FORMER ASKS ABOUT POLITICS, AND THE LATTER WILL NOT DISCUSS RAILROADS.

Charles T. Yerkes, the Chicago street railroad man, and his wife arrived on the Deutschland yesterday. Mr. Yerkes declined to discuss his London underground railroad schemes, saying when asked, "Oh, I don't wish to talk about railroads." He said that he had travelled all over Europe and had enjoyed himself. He bought two paintings, but declined to tell what ones. When asked how, since it requires an act of Parliament to enable one railroad to sell out to another, he could acquire railroad rights in London, he said, "I don't know anything about acts of Parliament. I am just learning about them."

Mr. Yerkes said he would go to Chicago after a short stay in New-York.

Ex-Vice-President Levi P. Morton and his daughters, the Misses Helen and Alice, were also passengers on the Deutschland. Mr. Morton said when asked about politics:

"I don't know any politics. That is the reason I have come over. I want to catch up with political matters."

He then began to ask questions about the situation.

LA LORRAINE LIMPING IN.

NEW FRENCH LINER HAD TROUBLE WITH HER ENGINES, BUT DID NOT NEED AID.

Captain John C. Jamison, of the American Line steamer St. Paul, which arrived here from Southampton yesterday, reported that on October 8, at 12:36 p. m., he pasesd La Lorraine, of the French Line, in latitude 50:25, longitude 20:53, about eight hundred miles from Havre. The steamers exchanged signals, and Captain Jamison learned from those of the Lorraine that she was partially disabled. The signals of La Lorraine read: "Machinery disabled. Repairs can be done at sea. No assistance required." Captain Jamison said that by observation he found that the difficulty was with the port engine. La Lorraine was sighted off Fire Island at 9:40 last evening, coming in.

Among the saloon passengers reported to be on board are the following:

Mr. and Mrs. Nelson Cromwell.	Jules Boenfoe.
Mr. and Mrs. Albert Smith.	H. Gourd.
James Gordon Bennett.	Mme. Harbeson.
Mr. and Mrs. S. E. Morss.	M. and Mme. Deckert de la Meillaie.
Miss Morss.	Mme. Chartran.
M. and Mme. N. Chapins.	G. G. Howland.
Mlle. Phillippot.	George Pollock.
Mrs. William N. Brown.	Russell Sturgis.
The Misses Brown.	F. MacMonnies.
Mr. and Mrs. Henry Hatton.	Roland Knoedler.
Mrs. Kellogg.	Charles Knoedler.
General Abbott of the Panama Canal Company.	C. H. Hutchison.
Miss Abbott.	Edward Spencer Pratt.
M. Hutin.	Dr. F. E. Beckwith.
Colonel A. Gross.	Henry E. Gourd.
M. de Koutkourky.	Charles D'Aubigne.

CAPTAIN LEARY BACK FROM GUAM.

RETURNS AFTER EIGHTEEN MONTHS' ABSENCE FROM THE UNITED STATES.

Captain R. P. Leary, U. S. N., whose paternal mandates as Governor of the Island of Guam have made his name a familiar one, was a passenger on the American Line steamer St. Paul yesterday. His arrival here was unexpected. He is returning after an absence from this country of eighteen months. He left Guam on August 2, and came here through the Suez Canal. He stopped to visit Paris, and while there took in the Paris Exposition.

When seen on the pier he said: "It has been a long while since I was in this country, and I am now going to find my family. The people of Guam are happy. A great trouble seems to be that they have a constitutional objection and a prejudice against labor. When I came away, however, they were more reconciled to work. I got along very well in the climate there, as I did not expose myself."

He was asked as to the truth of the published stories that he had ordered the native men to select one wife each and be married. He said:

"I suppose there have been lots of stories published over here. My principal trouble was the lack of regular communication between the island and this country. I understand, however, that now they have transport service, and the ships stop there twice a month. Letters written by my family in January, March and April reached me on July 2. They came in a bunch."

"Are you an expansionist?" was asked.

"If you mean by that that I am in favor of standing by the Government, yes, I am one. I am for standing for the Government until the last rebel is put down. I mean by that that there should be no parleying or compromise while the rebellion exists. If I had to do there I would not entertain any proposals of peace until they had laid down their arms."

Captain Leary was told that Sixto Lopez, the Filipino, is now in this country. To this he replied:

"He can't do any more harm than some American have done. I mean such men as Atkinson—that's his name, ain't it?—and that other man, Hoar."

"Senator Hoar is with Mr. McKinley now."

"He ought to have been long ago," replied the Captain, "for he has done a lot of harm. Men have hampered the Government and done similar things who are way up in official circles. If they could go out there once and see how action is hindered, perhaps they would have different ideas."

Captain Leary is going at once to his family at Chelsea, Mass. He will also recuperate at the Naval Hospital there, at the head of which is his brother-in-law.

TO GET REBATE ON STEEL ORDERS.

According to a special dispatch from Philadelphia the Pennsylvania Railroad Company, which has just announced its purchase of 150,000 tons of steel rails at the new pool price of $26 a ton, is to receive a considerable rebate, and the same privilege is to be given to other railway companies which may place large orders with the various steel rail manufacturing companies.

PLAGUE SERUM RECEIVED FROM PARIS.

When the bubonic plague recently broke out at Glasgow Health Officer Doty communicated with the Pasteur Institute, in Paris, requesting a supply of plague serum, in anticipation of the plague being brought to this port. The Pasteur Institute cheerfully complied with the request, and forwarded a supply of the serum. It is now at the Quarantine laboratory.

GEN. MERRITT ON THE LUCANIA.

HE, COLONEL SANGER AND OTHERS RETURN FROM ABROAD.

The steamer Lucania, of the Cunard Line, arrived here yesterday morning after a rough passage with a large number of passengers. In her cabins she carried 634 passengers and in the steerage 551, making a total of 1,185 passengers.

Among the passengers were Major-General Wesley Merritt, U. S. A. (retired), and his wife. Both appeared to be in excellent health. They went abroad last May.

When asked whether the trip had done him good the General replied: "Yes, I feel splendid after my trip, but, then, I was well when I went abroad, don't you know, and have kept well ever since. I am glad to be back."

General Merritt spent about ten days in Paris. He visited the Exposition, but did not think it came up to the standard of the Chicago Fair.

While in London he met Mark Twain. The author is a close personal friend of General Merritt, and there was a frequent interchange of friendly calls between the two. Mr. Clemens, the General declared, was in perfect health, and had by this time got over his financial difficulties. He left London last Saturday on the steamer Minnehaha, and will arrive in this country in a couple of days. It was understood by General Merritt that the author would make his home in this city, and that he had taken a house in Gramercy Park. General and Mrs. Merritt upon landing were driven to the Holland House, where they will stay for some time.

Another passenger on the Lucania was Colonel William Cary Sanger, a member of the staff of Major-General Charles F. Roe, N. G. N. Y. He has been abroad since last February studying the militia systems of England, France and Germany. He declined to talk about the results of his mission. He said that he did not feel at liberty to speak until he had made his official report. Colonel Sanger was present at the French military manœuvres this summer. His wife accompanied him on part of his trip.

Another passenger on the steamer was the Bishop of Nicaragua. Bishop Pereira does not speak English, but he talked in Spanish to a reporter who boarded the Lucania at Quarantine. While abroad he visited Italy, France, Spain and England. He was received by the Pope on September 8. The Pope, he said, was in good health, and spoke with satisfaction of the Church in this country.

In regard to the Nicaragua Canal project the Bishop said that his people all hoped that it would soon be realized, as it would undoubtedly bring much gold to the little republic. "As far as Nicaragua is concerned," the Bishop said, "the matter is entirely out of our hands, but I note with satisfaction that Congress will take up the question next December, and I can only hope that it will then be promptly disposed of. We favor American control and fortifications, as our country otherwise might be the stamping ground of foreign armies.

"Of war, Nicaragua has had its full share during the last ten years; in fact, ever since the time of Evaristo Carazo. Our poor country has suffered severely as a consequence, and we have seen a weaker country in the south, Costa Rica, march past us to prosperity under the blessings of unbroken peace."

Bishop Pereira will sail from this port for Colon on Tuesday for his home, Leon, Nicaragua.

F. HOPKINSON SMITH RETURNS.

THE AUTHOR AND THE PAINTER AMONG THE PASSENGERS ON THE ST. PAUL.

Among the passengers on the Amercian Line steamer St. Paul, which arrived here from Southampton yesterday, were F. Hopkinson Smith, the artist, author and lighthouse builder, his wife and his daughter. Mr. Smith went to Europe for his annual painting trip in June. He had with him the soiled white umbrella which has accompanied him in so many of his painting expeditions, and furnished him with a point of view for many of his sketches of travel, "Under a White Umbrella." The umbrella, which has travelled one hundred and eighty thousand miles in company with Mr. Smith, in jaunts into Mexico, Cuba, England, France, Holland, Italy and Turkey, was strapped to a leather case cover plastered with a collection of foreign hotel labels, and very much the worse for wear about the corners. Mr. Smith brought back with him thirty-four water color sketches. They will be exhibited in January.

In speaking of his trip he said:

I went over in June for my annual jaunt. This time I painted on the Thames, in Holland and in Venice. The Thames is a new subject for me. The greater part of the work which I did on the Thames was done at Cokeham, an hour out of London. This is one of the prettiest parts of the river. The trees overhang it on either side, and the life is interesting. We have no idea over here of the life on the Thames. The English live on the river. I wish we appreciated our rivers as the English do.

In Holland I did some things which are more important than anything I have done before. They are much larger. I aimed at larger skies with windy cloud effects.

Venice is changing. It has altered greatly in the twenty-five years I have known the city. They are going in for manufacturing more. The old commercial spirit is reviving.

Another passenger on the St. Paul was L. C. Hanna, a brother of Senator Hanna, and his wife and family.

"There is nothing that I can say of interest," he said, "I have been away for a period of five months for a rest. My brother, who is also my partner, is the member of the firm who attends to politics. While I attend to business, he looks after politics. One politician in the firm is enough."

He could not believe that the throwing of the piece of ice at his brother was as serious as described by the press. "I think it must have been exaggerated," he said.

Louis Sherry and his family were on the St. Paul. Mr. Sherry went over on the steamer Deutschland early in September. While he was away he visited London and the Paris Exposition. When asked whether he would rebuild the Casino at Narragansett Pier, he said that he could not tell until after he had been down to see it, but did not think he would, as he has so many other irons in the fire.

Mme. Jomelli, soprano, who has never sang in this country, was also on the steamer. She expects to sing here in opera.

D. APPLETON & CO. REORGANIZATION.

James G. Cannon, vice-president of the Fourth National Bank, and chairman of the Reorganization Committee of D. Appleton & Co., announced yesterday that the reorganization of D. Appleton & Co. has been completed, and the new corporation of D. Appleton & Co. is in full operation, having taken over the business of the old firm of D. Appleton & Co., as well as of the Appleton Manufacturing Company and of the A. J. Johnson Company. The new corporation will carry on the business of the old firm, having acquired all its copyrights, contracts with authors and other assets, and the business of the old publishing house, now in its seventy-fifth year, will go on without interruption. The Appletons retain the management, but have associated with them the following new directors: James G. Cannon, as chairman of the Board; A. D. Juilliard, Warner Van Norden, E. C. Converse, William Nelson Cromwell, Charles Hathaway and J. Hampden Dougherty.

NEW-YORKERS ON G. A. R. COMMITTEES.

Albany, Oct. 13.—General Orders No. 2, issued from the National headquarters of the Grand Army of the Republic, announce the following committee appointments of New-York veterans:

On the Committee of Administration, Nicholas W. Day, of New-York City; Committee on Legislation, John W. Kay, of Brooklyn, chairman; Committee on Pensions, General Daniel E. Sickles, of New-York City; Committee on Fredericksburg Battlefield National Park, James Dolan, of Watertown, and Committee on Erection of a Monument to the Loyal Women of the War, Ira M. Hedges, of Haverstraw.

THE BEST THERE IS.

A glance at the Apartment House advertising in The Sunday Tribune will help settle you in a home for the winter.

The AEOLIAN

A Home Orchestra is a solo orchestra, requiring no musical knowledge on the part of the player, yet rendering music enjoyable to the most critical and aesthetic tastes.

Entertains yourself and your friends In purchasing an Aeolian you bring a fund of pleasure into your home which is always available for yourself or your friends. You educate your children to appreciate the better class of music and your own ear becomes more critical.

Grand or Light Opera After returning from the Grand Opera, you yourself may play the selections which pleased you most, or you may select the opera and your own time for hearing it. You are independent of musical seasons and prescribed programmes. You may have an evening with Wagner and Beethoven or Sullivan and De Koven.

Song and Dance Accompaniments "San Toy," which is drawing crowds to Daly's Theatre, or the "Rose of Persia," now in Baltimore, may be enjoyed in your own drawing room. Song and dance accompaniments are always at hand.

An Aeolian in your home Estimate the pleasure an Aeolian would bring in your home. A banker, whose name is known all over the world, expresses his opinion of the Aeolian forcibly by purchasing four of the instruments, each a little more expensive than the last. We reproduce his letter:

"It gives me great pleasure to recommend most highly your Æolian. Although I can play no musical instrument, this I find a constant source of enjoyment to my friends and myself.

Four Aeolians "As you know, I first had one of your small instruments, then a Grand, and afterward two Orchestrelles; and it is only want of room which prevents me from having another Orchestrelle on my yacht."

An Invitation Call at our warerooms and hear the instrument, even if you have no present intention of buying. It will prove a wise and pleasant expenditure of your time, and will enable you to learn something about this instrument, which has called forth the unanimous endorsement of the musical profession, and has become a valued acquisition in the homes of culture.

New styles and increased orchestral effects.

PRICES:
Aeolians $75 to $750.
Orchestrelles $1,500-$2,500
AEOLIAN COMPANY
18 West 23d St., N. Y.
500 Fulton Street, Brooklyn.

Aeolian Orchestrelle Style V. Price $1,500.

BORROWED PEARLS TO FLEE.

JEWELLER PLEDGES PROPERTY WORTH $25,000 AND LEAVES CITY.

Charles E. Mather, who formerly was in the jewelry business in Maiden Lane and has had domestic and financial troubles, disappeared last Monday, after pawning pearls valued at nearly $30,000, which he had obtained on memorandum, representing that he had purchasers for them. Some time ago Mather got from Paul Fleischer a pearl necklace, representing that he was going to sell it to George J. Gould, to whom he said he had previously sold a brooch for $8,000. The necklace was valued at $12,000. He pawned the necklace and kept putting Mr. Fleischer off with representations of delay in the negotiations with Mr. Gould. Mr. Fleischer worried him, and at length began proceedings for his arrest.

On Thursday, October 4, Mather got from A. H. Smith & Co., at No. 186 Broadway, a pearl rope valued at $21,000, and from F. W. Lewis & Co., of No. 1 Maiden Lane, a pearl necklace valued at $8,600. The goods were obtained by Mather, it is said, on the recommendation of a jewelry firm who knew of the trouble Mr. Fleischer was having with him. Mather pawned the pearls at Broadway and Thirty-fifth-st., obtaining $4,300 on the pearl rope and $1,500 on the necklace. With some of the money he procured in that way he redeemed the necklace belonging to Mr. Fleischer, and he returned the necklace to Mr. Fleischer on Saturday, October 6. On Monday Mather disappeared from the Victoria Hotel, where he had been staying.

It was said yesterday that Mather was placed in Ludlow Street Jail for six months some years ago for failing to account for jewelry that he had obtained on credit. He is said to have good social connections, and some of his acquaintances said yesterday that he might be able to induce friends who aided him before to redeem the pearls he had pawned and keep him out of jail. The pawnbroker who advanced money on the pearls is protected, because the pearls were not registered with the County Clerk as having been lent upon memorandum.

MEETING OF WAR VETERANS.

At the regular meeting of the Society of War Veterans, 7th Regiment, N. G. N. Y., on Thursday, General Charles G. Bartlett presided. A paper was read by General Jacob E. Duryee, on "The 2d Maryland at Antietam, September 17, 1862," and was ordered printed. The following officers were unanimously renominated: President, Major Theodore K. Gibbs; first vice-president, General Charles G. Bartlett; second vice-president, Lieutenant-Colonel William E. Van Wyck; third vice-president, Captain F. Augustus Schermerhorn; secretary, Captain Richard Henry Greene; treasurer, Paymaster William Lee Darling. Captain Billopp R. Keefler, 78th New-York Volunteers in the Civil War, and Captain Peter McGuire, 69th New-York Volunteers in the Spanish war, were elected to membership.

TELEGRAPHIC NOTES.

New-Haven, Conn., Oct. 13.—It was announced to-day that the General Council of the American Social Science Association has decided that the next annual meeting of the association will be held at Washington, beginning April 15.

Philadelphia, Oct. 13.—The yacht Sultana, owned by W. H. Langley, of New-York, and the tugboat Asa Hughes had a collision last night in the Delaware River, near League Island Navy Yard. The yacht was slightly damaged, and was towed back to the city in a leaking condition and made fast to a wharf.

Bangor, Me., Oct. 13.—Miss Annie Woods, who was shot by Joseph Wilson, a rejected suitor, at South Brewer, on Thursday, died to-day. She had been sinking since yesterday. She was sixteen years old. Wilson, a millhand, aged twenty-one, killed himself after wounding Miss Woods.

Seattle, Wash., Oct. 13.—The steamship City of Seattle has arrived from Skagway with 282 passengers and $750,000 in treasure. The Seattle left Skagway on October 8, and at that time ice was already forming in many of the streams flowing into the Yukon. It is expected that navigation will close on October 20 or thereabouts.

Cape Henry, Va., Oct. 13.—The North German Lloyd steamer Main, in tow of steamer Buena Ventura and two tugs, passed in at 9 o'clock this morning. The Main left New-York on Thursday, passing out Sandy Hook at 9:35 a. m. At that time the tugs Edward Luckenbach and Edgar F. Luckenbach were towing the steamer, with two other small tugs alongside, while the Buena Ventura was at the stern acting as a rudder.

Boston, Oct. 13.—Captain E. B. Sanborn, of the schooner Anna Murray, which arrived this morning from Baltimore, reports that one of his crew, Frederick Weynott, aged twenty-two, was lost overboard Thursday when off Great Round Shoal. Weynott was on the spanker boom, when he slipped and fell overboard. The sea was too rough to launch a boat, and he drifted astern and kept above the water for ten minutes, when he sank.

Cleveland, Ohio, Oct. 13.—Captain Charles Holmes, who was in charge of the yacht Idler, which foundered off this port on July 7, was yesterday indicted for manslaughter by the Federal Grand Jury. Holmes is charged with criminal carelessness in handling the yacht. The Idler was owned by John and James Corrigan, the wealthy vessel owners. Six members of the Corrigan family were drowned when the boat foundered in a squall.

Bangor, Me., Oct. 13.—The first two weeks of the deer hunting season, just closed, show a total of 224 deer killed in the Northern and Eastern Maine region, compared with 492 in the corresponding period of 1899, a falling off this year of 268. The decrease is accounted for by the poor hunting conditions, the dryness of the woods making "still hunting" almost impossible. Now that a heavy rain has fallen throughout the State, it is expected that the figures will come up to past records.

Nantucket, Mass., Oct. 13.—Search for the bodies of Conrad F. Goss, Frederick L. Howard, Joseph P. Gardner and Thomas Wall, who are thought to have been drowned Thursday night while going from here to Coacue Island, was taken up to-day under very favorable conditions, but nothing had been found to encourage those engaged in the work. A dead calm prevailed, and the steamer Petrel, a fleet of catboats and many dories trawled back and forth without obtaining any evidence concerning the bodies.

Philadelphia, Oct. 13.—The mosquito fleet of five small gunboats belonging to the United States Navy left Cramp's shipyard to-day for Cuba, with Felix H. Hunicke, chief of the revenue cutter service, in command. The little warships are numbered from 7 to 11, inclusive. No. 7, the largest, is 70 feet long, 10 feet beam and has a draught of thirty inches. Each vessel carries one 1-pound gun and a full complement of small arms. The boats are manned by crews of seven men. The vessels were built at Elizabeth, N. J., upon the recommendation of General Wood, Military Governor of Cuba. They will do patrol duty along the Cuban coast. They were sent to Cramp's for repairs to their rudders.

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"I had not the slightest idea that coffee was the cause of my continued sickness for the last ten years, until I quit its use and took up Postum Food Coffee. I never had a natural movement of the bowels during a number of years, because of chronic constipation, and I was constantly under the influence of medicine.

"Very frequently, just after breakfast a dizziness would come on, which would force me to lie down and remain absolutely quiet until relief came. I was also the victim of severe headaches, and miserable all the time. Two years ago last October it suddenly occurred to me that it was possible coffee was the real cause of my trouble.

"I therefore procured a package of Postum Food Coffee and began its use in place of coffee. At first trial I did not like it, and found some difficulty in sticking to my resolution, but I persevered and soon discovered that I had not made it properly. When it is boiled long enough, it has a delicious Java coffee taste and a beautiful, deep rich brown color, altogether it makes a charming beverage.

"I soon grew very fond of it; in fact, I liked it better than I did the old coffee. A very little change in my health occurred and this gradually increased, until in about two months, I discovered a marked change began to manifest itself. The bowels resumed their natural functions and the old dizzy feeling disappeared entirely, also the headaches.

"This complete change in health fixed my mind permanently and forever, never, under any circumstances, to go back to a drug that had held me a slave for ten long years. A curious thing about all this is that people do not realize the cause of their troubles. They go on year after year, just as I had, in drugging themselves with something that holds them in a condition of sickness and they don't seem to wake up to understand what it is that is the cause of the trouble. If such people could bring themselves to leave off coffee and use Postum Food Coffee, the trial would tell its own tale. Please omit my name." Name and address will be given by Postum Cereal Co., Ltd., Battle Creek, Mich.