the upper region, and that all will soon come into line.

STRIKE MAY END THIS WEEK.

REJOICING THROUGHOUT THE MINE REGION—MITCHELL NON-COMMITTAL.

Hazleton, Penn., Oct. 17.—The news from Philadelphia to-day that the Philadelphia and Reading Coal and Iron Company, after a conference with officials of other mining companies, had agreed to the anthracite miners' proposition as set forth in resolutions adopted in convention last Saturday, brought forth many expressions of surprise that it should come so soon after the convention.

President Mitchell of the United Mine Workers when informed of the Reading company's action, was asked for a statement of his views. All he would venture to say, however, was that he would be glad indeed to know that the anthracite operators had decided to change the notices previously posted so as to comply with the provisions of the resolutions adopted at the Scranton convention. Mr. Mitchell declined to say whether or not the union would let the men return to work at those collieries where the operators had accepted the miners' proposition before all the companies had fallen into line. It is generally believed that the big coal carrying railroads will quickly follow the Reading company's lead, and that all other operators will do the same.

The first companies in the Hazleton region to take action similar to that of the Reading Company were Calvin Pardee & Co., operating the Lattimer collieries, and A. Pardee & Co., owners of the Cranberry mines. The notices announcing their acceptances, which will be posted to-morrow morning, are as follows:

We hereby withdraw our offer of October 6 and make the following announcement to our mine employes:

The sliding scale under which we have been working is hereby suspended, and we will adjust the rate of wages so as to pay to our mine employes from October 1, 1900, to April 1, 1901, and thereafter, and until further notice, a net increase of 10 per cent over the wages paid for September, 1900.

These companies will reduce the price of powder from $2 75 to $1 50, the reduction to be considered in arriving at a net increase in wages.

The news from Philadelphia spread through the entire region with almost lightning rapidity. Everywhere satisfaction was expressed by the striking miners and others. It is confidently believed that the strike will be officially declared off this week, and that all the men will have a chance to return to work by Monday.

A rumor that the strike had been officially declared off spread almost as quickly through the coal fields as did the Philadelphia news, and many telegraph and telephone messages were received at National headquarters asking if the rumor was true.

President Mitchell informed all inquirers that the strike would be declared off by no one except the United Mine Workers' officials, and added that no men should return to the mines until a notice to that effect is issued from headquarters.

President Mitchell will be informed of the concessions made by the companies only through the notices posted by the operators at their collieries. It is not expected that he will receive any communication direct from the operators, as such action would be a recognition of the union.

All local branches of the United Mine Workers have committees whose duty it is to report developments to the local presidents. They in turn report to the district presidents, who carry the news to President Mitchell. This will be the method of procedure in the present case.

POLICY OF OTHER ROADS.

PRESIDENT TRUESDALE SAYS HE STILL STANDS ON HIS ORIGINAL OFFER.

Little could be learned at the offices of the various coal carrying roads in this city as to when they would follow the lead of the Reading and Lehigh companies by announcing to the miners the practical granting of all that the strikers had asked. That they will all do so before long is believed by many persons, but at the offices of the New-York, Ontario and Western, the New-Jersey Central and the Delaware and Hudson companies no information could be had on that point. President Truesdale of the Delaware, Lackawanna and Western was more communicative, however. He said:

The settlement between the Reading and Lehigh companies and their respective employes does not affect us. The sliding scale of wages which has been in force in those collieries has not been used by us. We stand on the 10 per cent increase basis which we made public in our former notices. If the action of the Reading and Lehigh companies shall create new conditions in this matter we have as yet not taken any step to meet them. I am not prepared to say what we may do.

A director of the Jersey Central said that while he was unable to go into particulars, the strike was substantially at an end. The differences had been adjusted, he said, some two or three days ago, and the announcements made yesterday were merely the result of negotiations of two or three days' standing.

In other quarters there were reports that the Reading had led the way in meeting the miners' demands in spite of the other operators, who were considerably annoyed by the Reading's action, but felt themselves obliged to follow suit.

The president of one of the principal anthracite roads said:

I am unable to say whether the action taken by the Philadelphia and Reading in making further concessions will effect a settlement of the anthracite coal strike or not, but I am inclined to doubt that it does. The resolution passed by the miners' convention was to the effect that all of the men should return to work in a body or not at all. It would be all guesswork to say how soon the men might go to work, and I have received no information from any source which would indicate how soon work would be resumed.

There was talk that the independent operators were considering another advance in the price of hard coal, particularly of the sizes used by householders. Several of the larger operators who were seen said they had heard nothing of it. "As a matter of fact," said one, "the arrival of cold weather might furnish a reason for raising prices, if it were not for the settlement of the strike. The one will about offset the other, and prices will be stationary until there is a full supply of coal on hand again, and then they will recede a little, but not much."

An official of the Manhattan Railway Company authorizes a denial of the report that the company's supply of coal is at a low ebb.

STRIKERS DISPERSED BY TROOPS.

Tamaqua, Penn., Oct. 17 (Special).—The military so thoroughly dispersed the crowds of strikers who invaded the Panther Creek Valley that every colliery in that section, including Nesquehoning, where the men were driven away by the strikers, resumed operations this morning. At Coaldale last night, a meeting was addressed by "Mother" Jones and others, but this did not have the slightest effect on the men. The company's 7,000 employes went to work this morning, with the troops ready to be called out at any moment. Three companies of the 4th Regiment, under command of Lieutenant-Colonel Ernst, marched to Nesquehoning this morning, but no strikers were found about the valley, and the men returned to camp. The two remaining companies of the regiment, which were at Shenandoah, have been ordered to report at Tamaqua at once. The Governor's Troop, at Oneida, has been ordered to go to Tamaqua before to-morrow. The strikers threaten to make trouble, and General Gobin has promised all the protection necessary.

READING ADVANCES PRICE OF COAL.

Philadelphia, Oct. 17.—The Reading company to-day announced an advance in the price of line and city coal of 25 cents a ton over the circular of September 18. This makes an increase of 50 cents a ton since the July circular.

Dr. Lyon's
PERFECT
Tooth Powder
AN ELEGANT TOILET LUXURY.
Used by people of refinement for over a quarter of a century.

MELVILLE MAKES PROTEST

SEES GRAVE DANGERS IN CONSOLIDATION OF NAVAL BUREAUS.

THE ENGINEER-IN-CHIEF'S OBJECTIONS TO THE PERSONNEL BILL'S WORKINGS VIGOROUSLY STATED.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, Oct. 17.—Admiral Melville, Engineer-in-Chief of the Navy, in his annual report, makes an emphatic protest to the Secretary of the Navy against the destruction of his corps of experts, and solemnly warns Congress of the grave dangers that, in his opinion, menace the service afloat. His fearless earnestness in treating the subject is unprecedented in official documents, and although other matters under his cognizance are handled without gloves, the vexed personnel question is presented in a manner calculated to command attention. After registering at great length his radical opposition to Secretary Long's plan to consolidate the naval bureaus, and showing that the "Personnel bill" of two years ago has resulted, instead of increasing the number of engineers, in an actual loss of one hundred officers of that most important branch of the service, Admiral Melville continues:

With this great decrease in numbers came an increase in work, making it a necessity to curtail the usual and needed allowance of engineer officers for ships, until the largest could have but one, and the colliers and smaller ships often none. To the latter were assigned in most cases former line officers as heads of the steam engineering department, these depending principally upon the machinists for expert directions. That many casualties have not resulted is not, however, not due to the propriety and efficiency of this arrangement, nor does it indicate a safe and commendable condition, for it has only been by dint of the most anxious and continuous care on the part of the depleted force that mishaps and breakdowns have been infrequent. In other words, a state of tension has existed and now exists, under which it is neither wise nor safe to continue a day, as it is sapping the energy of good men.

LACK OF CAPABLE ENGINEERS.

Instead of building up a personnel for the day of need, stronger than necessary for the time of peace, the engineer officers and men are kept at the point of elastic limit, and a new war to-day could not fail to develop a large list of physical incapables in the engineering branch the moment the additional burden was put upon them. True, we could call upon the civilian expert for help, and no doubt secure many good men; but how foolish to deliberately lean on this uncertainty, when it is possible to school our own intelligent and devoted officers to a degree of satisfactory efficiency. That this schooling will eventually be accomplished I still believe, but my earnest request is for a greater effort to hasten it, in order that no day of need will find us sadly wanting. I urge you to decided steps toward this object, pointing again to the fact that at the present rate new expert engineers are not being made in any rational proportion whatever to the displacement of the old ones from the active list, if, indeed, they are being made at all.

You are fully cognizant of the intricacy and extent of the engineering department of a large ship. That of a smaller one bears the same importance and carries the same danger for the inexperienced. You can, therefore, judge how impossible it is to create in a few months expert engineers from even the most intelligent officers unused theretofore to machinery. Experience daily under all conditions of service alone perfects efficiency, when combined with intelligence, and it is this experience I ask shall be given now to all line officers possible, below the grade of lieutenant-commander, both at sea and ashore. From the many we are sure to gather a fair proportion particularly adapted to the work and with natural proclivities toward mechanics. These will be the real additions to the engineering branch, and will increase as greater numbers come from the Academy. The others, fairly well versed in time, will fill the gaps in emergency or war, and with a universal general interest there will be no need to call for volunteers to man our ships in this department.

Regarding the engineering departments of ships at sea in times of peace as well as war, compare for a moment the condition of a battleship depending for the full and proper operations of her motive power upon the knowledge of a single officer, the chief engineer, with that of another ship of the same class whereon any one of the line officers could, in emergency, take efficient charge of the machinery, and several, indeed, assume and completely fill the position of an expert in that department. The ideal condition of the latter is what we are now striving for, since engineering knowledge has been recognized as of the most vital importance in the service, and it is to the realization of this I still hopefully look, despite the many visible obstacles.

ANXIOUS FOR WELFARE OF SERVICE.

That I should betray unusual anxiety on this question can only be through my intimate knowledge of the conditions now existing and my earnest interest in the welfare of the service. My views, I can properly say, should have more weight upon this point than the views of any other naval officer or Board, as these cannot view the situation from as comprehensive a standpoint as can the Engineer-in-Chief, upon whose shoulders for years has been the special care and protection of naval engineering.

Inattention to my recommendations or apathy regarding the immediateness of the necessity for more active and decided measures toward securing the desired conditions can surely result in nothing but rapidly decreasing efficiency, from which it will be continually more difficult to recover, and the cost of which will be significant in enormously larger repair bills, shorter lived machinery, and a fleet of vessels in doubtful fitness for their designed service—a Cervera fleet, with limitless men, but lacking the technical experts needed to meet the extraordinary and ever new conditions of emergency and war.

I regret I have failed to impress you to the point of action by my former communications. Had a series of calamitous events occurred during the last year to make graphic the insufficiency of the present force of expert engineers, I am sure potent remedial measures would have been promptly taken by the Department. But while glad, indeed, to have disaster averted, I can assure you that danger now exists. It lurks in the silence of seeming security, but a knowledge of its presence should increase the desire to hasten its removal. Fortune alone has postponed casualty.

FIDELITY AND VALOR NOT SUFFICIENT.

The country can safely count on the valor and fidelity of its officers and men, but fidelity and valor without knowledge of the use of the arms given them with which to do battle can avail little against an efficiently drilled foe, and will afford scarcely more than an exhibition of heroic sacrifice, as needless as it would be cruel. The arms of a battleship are her machinery and her guns, "useless each without the other," and strong to victory when working well together. No deep thought is necessary to understand this, in the light of late experiences. The very highest degree of excellence in both the condition and handling of each is the price of successful encounter, or at least is the expectation of the country. A ship motionless or helpless to manœuvre well could never make efficient battle, be her guns never so good or her crew never so brave. To guard against this, the head of the steam engineering department must be full of resource and armed by experience and engineering ability only attained by years of intimate association with machinery under all conditions of service. Haphazard luck may bring a ship through without this, but sane judgment would condemn dependence on simple fortune or a failure to use every possible effort to insure a most competent management in this most important of ship's departments. Engineering work is as full of interest as it is of importance, and the line may well be proud to preserve the control of it. The most intelligent are eager to become experts, and with their superior advantages need no primary instruction. They do need much experience with and observation of machinery at work and under repair or construction, and it is for the Department to decide upon the quickest way by which they can obtain this, and then to afford them the fullest opportunities for doing so.

I have already suggested to have incorporated in the regulations the best method for the needed training at sea, i. e., by departmental order to compel all line officers below the navigators of ships to alternate in duty in the engine room and on deck, and efficiency reports to be made quarterly to note their progress and class their ability.

My plea is for the highest efficiency; for immediate recognition of its importance, as well as of its present decadence through depletion of the number of technical experts without full provision for early replacement. I hold up the warning finger and sound the note of alarm.

STATE DOCTORS AT DINNER.

MEDICAL ASSOCIATION ENDS ITS ANNUAL SESSION.

The seventeenth annual meeting of the New-York State Medical Association will be concluded to-day with the installation of officers, who are as follows: President, Dr. John Allan Wyeth; vice-president, Alvin A. Hubbell; secretary, Frederick Holme Wiggin; treasurer, E. H. Squibb. The presidents of the various State branch associations are as follows: First District, Dr. Tefft; Second District, Dr. Wheeler; Third District, Dr. Wales; Fourth District, Dr. Thornton; Fifth District, Dr. Bierwirth. The chairmen of the various committees are Drs. Harris, Hanes, Gouley, Smith, Wall and Burtenshaw. The dinner at the Manhattan last night, the arrangements for which were in charge of Dr. Frederick H. Wiggin, was a brilliant affair, more than two hundred and fifty physicians being present.

Dr. Simmons, of Chicago, Editor of "The Journal of the American Medical Association," said that the medical profession in the United States was in a chaotic state, that more attention should be given by the National body of physicians to the organizations in various States, that the power must be centralized, that no physician should be allowed to belong to any of the regular State organizations unless he first was a member of a county organization, where a careful history and record of his conduct should be kept.

Joseph Howard, Jr., Felix Adler, Dr. J. W. S. Gouley, Dr. W. E. Brill and James T. Lewis, a lawyer, also spoke.

CROKER MADE A DIRECTOR.

MONMOUTH COUNTY DRIVING CLUB FORMED IN THIS CITY.

The organization of the Monmouth County Driving and Field Club was perfected at a meeting held in the Rossmore Hotel last night. Among those present were Andrew Freedman, C. C. Lloyd, Dr. H. H. Kane, James Carroll, George Putney, J. K. Murphy, "Al" Reeves and P. J. Casey.

Officers were chosen as follows: H. H. Kane, president; Randolph Guggenheimer, first vice-president; Walter E. Hildreth, second vice-president, and P. J. Casey, secretary and treasurer.

The following directors were named: Richard Croker, Edward Murphy, jr., Leopold Wallach, Charles C. Lloyd, Thomas Patten, Walter Patten, J. K. Murphy, J. B. Cornish, George Putney, John Doerr, Hugh J. Grant, R. P. Dobbins, Nate Salsbury, Alfred C. Bostwick, J. P. Robertson, Thomas J. O'Donohue, A. B. Gwathmey, C. K. G. Billings, Lemuel Wells, Michael Reid, M. Murphy, James Smith, jr., James Butler, H. H. Kane, Randolph Guggenheimer, Walter E. Hildreth, P. J. Casey, John Foster, Thomas J. Byrnes and John D. Carroll.

A Finance Committee was named as follows: W. E. Hildreth, C. C. Lloyd and Andrew Freedman.

J. K. Murphy, "Al" Reeves and James Carroll were chosen a Committee on Constitution and Bylaws.

It was explained that the organization proposes to lease the Elkwood Park, just outside Long Branch. In the park, it was said, there is every improvement and convenience for a club. There is a mile track with a grandstand, clubhouse, shooting grounds and golf links. It is proposed to have thirty charter members, who will subscribe $200 each, and allow yearly members to join at $25 each. The meeting adjourned subject to the call of the chair.

POSTAL TELEGRAPH FIRE WAS SLIGHT.

THE HARDWARE CLUB WILL BE CLOSED A FEW DAYS FOR REPAIRS.

Few traces were left yesterday of the fire on the top floor of the Postal Telegraph Building, where the Hardware Club has its rooms. The elevator service was somewhat crippled; only two of the regular passenger elevators being in running order. The others were repaired during the day.

Edgar C. Bradley, the vice-president of the Postal Telegraph Company, was at his office early, and said: "At 9:30 this morning we are carrying on business as we were at this hour yesterday morning. Not a single operator has been thrown out of work by last night's fire."

The rooms of the Hardware Club will be closed for about two weeks for repairs. A member of the club said it was not the third fire it had experienced, but the first one that has originated in its rooms, although the club was slightly damaged at one time by a fire next door.

DENY DEUTSCHLAND RUMOR.

REPORT THAT SHE WAS RETURNING TO PORT WITH FIRE IN HER HOLD DECLARED UNFOUNDED.

It was rumored yesterday afternoon that the steamship Deutschland, of the Hamburg-American Line, which sailed for Hamburg on Tuesday, was returning to port with fire in her hold. The agents of the company said that there was no foundation for the rumor.

VIEWS OF A BRITISH BANKER.

INDIAN FINANCE AND THE GOLD IMPORTS INTO THE UNITED STATES.

London, Oct. 17.—At the meeting of the Chartered Bank of India, Australia and China to-day the president referred to the bank's important interests in the Philippines, and said he viewed with equanimity the transfer of the islands to the United States, as he anticipated "Anglo-Saxon vigor would create a strong government, crush the rebellion and foster commerce."

Referring to the Indan currency, the president said the problem was still unsolved. He added that, although the desired steadiness in exchange was fairly maintained, the supply of rupees, in the absence of internal demand for gold, proved insufficient, and the authorities were compelled to purchase nearly £4,000,000 worth of bar silver during the current year in order to increase the circulation. The profit on this would yield the Government a surplus of £1,500,000. But whether such an adventitious addition to the revenue was desirable, from an economic standpoint was debatable. "Financiers in London who have watched the gold movements in the United States with keen interest, not unmixed with anxiety," he continued, "were convinced that no more gold was likely to be drawn from England. It was calculated here that £17,500,000 in gold had gone or was going to the United States. The last of this amount was coming from Australia next week. London bankers, basing their theory on America's legal reserve of 25 per cent, say the gold in or on its way to America should enable all the immediate requirements to be met, and should more gold be needed the Bank of France is ready to ship to the United States. But it is not believed the Bank of France will be asked for any large amounts. These calculations are responsible for the drop in the London discount rate and the talk of a decreased bank rate. At the same time, the authorities seem to believe that the balance of trade will remain in America's favor, but that it will not be drawn in gold sterling bills, perhaps stocks being taken instead of the unproductible specie."

The president admitted that the professional element in Europe has "so unloaded itself of American securities that it cannot meet large obligations as it used to by the return of American stocks."

"The gold now on its way to New-York from South Africa," the president further remarked, "does not come from any secret hoard, but represents soldiers' savings and expenditures, for which £5,000,000 in gold have been sent from England, and the major part of which is likely to seek circulation in other parts of the world."

CRUISER SUCHET JOINS THE CECILLE.

The French second class cruiser Suchet reached port from Martinique yesterday to join the flagship Cecille, which arrived here a few days ago. She made the voyage in the fast time of five days. She anchored in the North River near the Cecille, off Thirty-fourth-st. The cruiser is in command of Commander L. Le Bris.

The Suchet is a pugnacious looking vessel, with her bulldog ram, her stubby military masts and her low freeboard. She was built at Toulon in 1893, and has a displacement of 3,334 tons. Her length is 318 feet 3 inches, her beam 43 feet 6 inches and her draught 17 feet 6 inches. Her engines are of 9,000 horsepower, and are capable of a twenty-knot speed under forced draught. Her complement of officers and men numbers 246.

KING AND PRESIDENT EXCHANGE VISITS.

Paris, Oct. 17.—The King of Greece and President Loubet exchanged visits to-day. M. Loubet thanked King George for visiting the Exposition.

CONGRATULATING QUEEN WILHELMINA.

The Hague, Oct. 17.—The announcement of the betrothal of Queen Wilhelmina to Duke Henry of Mecklenburg-Schwerin in the Second Chamber of the Netherlands Parliament to-day was greeted with cheers. The House charged the President to transmit to the Queen its congratulations and thanks for communicating the glad news, which, it was added, was of the highest importance to the dynasty and country.

PEACE NEGOTIATIONS.

FIXING A DATE IN PEKING FOR A JOINT MEETING OF THE NEGOTIATORS.

Peking, Oct. 16.—Prince Ching and Li Hung Chang have addressed a joint meeting of the foreign envoys, fixing Saturday next for the first meeting to discuss the conditions of peace.

There is renewed activity among the Boxers north of Peking. The Imperial troops assert that they can suppress the Boxers, but the allies may send an expedition against the rebels.

United States Minister Conger and Generals Chaffee and Wilson returned Li Hung Chang's call yesterday afternoon.

It is now regarded as certain that the alleged Imperial edict ordering the punishment of high officials was forged, and was concocted with the object of preventing the advance of the allies on Pao-Ting-Fu. Both Prince Ching and Li Hung Chang deny its authenticity.

Count von Waldersee is expected to arrive here on October 17.

Small marauding bands have become troublesome in the vicinity of the Summer Palace, and a punitive expedition is being organized to proceed against them.

London, Oct. 17.—The Chinese Minister here, Sir Chih Chen Lo Feng Luh, asserts that peace negotiations have actually begun at Peking between the Chinese plenipotentiaries and the representatives of the Powers in the Tsung-li-Yamen buildings, which, he adds, have been given over to the Chinese for that purpose.

REBELS TAKE HUI-CHOW.

CAPTURED BY THE TROOPS OF SUN YAT SEN, THE REFORMER.

Hong-Kong, Oct. 17.—Advices from Canton say it is reported there that Sun Yat Sen, the reformer, captured Hui-Chow last Monday. The Cantonese assert that, if Hui-Chow, which resisted the insurgents in the Tai-Ping Rebellion, falls thus, the rebels will be able to take Canton within a week.

Admiral Ho, with the bulk of his forces, left Sam-Chun this morning in pursuit of the rebels, leaving 250 troops to protect Sam-Cun, and sending 200 to garrison the Mandarin station at Nao-Tau, on the western arm of Deep Bay.

The United States gunboat Marietta, from Swatow, arrived at Hong-Kong, coaled and proceeded for Canton.

CHINESE FOUGHT DESPERATELY.

DEFEATED BY RUSSIANS AFTER STUBBORN RESISTANCE.

St. Petersburg, Oct. 17.—Detailed reports to the War Office of the occupation of Moukden, Manchuria, show that the Russians met strong opposition at Schacho, where the Chinese, with thirty battalions, twenty field guns and Krupps and Maxims, occupied the railway embankment and heights.

The fighting continued from 9 o'clock in the morning until 4 in the afternoon. The Chinese cavalry enveloped the Russian right flank and endeavored to take it in the rear. They were repulsed, but returned repeatedly to the attack. Finally, after artillery preparations, the whole Russian column was thrown against the Chinese, who by evening were in full retreat. This result was only reached when General Fleischer's column, which had been resting from the fatigue of a long march, was called into action.

Next day the Chinese made a less stubborn stand in a strong position on the mountain chain in front of Liao-Jau. The position was captured at noon, but the Russians were unable to pursue the Chinese, owing to extreme fatigue and the difficult nature of the country.

Another Russian column met strong resistance, and only arrived at Liao-Jau at 5 o'clock in the afternoon.

The Russians in the two days' operations lost fifty killed and wounded. They captured several guns.

MR. WU SEES THE PRESIDENT.

THE MINISTER BEARS A MESSAGE OF THANKS FROM THE EMPEROR OF CHINA.

Washington, Oct. 17.—Minister Wu called on the President this morning and was received in the Blue Parlor. On leaving the White House the Minister said that he had conveyed to the President a message from the Emperor of China thanking President McKinley for the consideration shown by the United States in the Chinese trouble. The Minister also brought a dispatch from Shanghai from the Southern Viceroys, stating that the Imperial party had reached Tung-Kuan, only a few miles from Si-Ngan-Fu, the new capital, on October 14.

It is unusual for a Minister to communicate directly with the President. Only the accredited representative of a foreign Power having the rank of an Ambassador, according to diplomatic usage, can hold a personal audience with the President for the transaction of diplomatic business, but the unusual character of the message which Minister Wu had to convey warranted the departure from ordinary diplomatic custom. After delivering the message, for which the President expressed his grateful acknowledgments, Minister Wu and the President talked for some time about the situation in China.

Referring to the report from Peking that the edict for the punishment of certain Chinese officials had been forged, Minister Wu said such a story was preposterous, and should receive no credence whatever. If any one should issue a false decree of that character, it would be easy, he said, to ascertain his identity and he certainly would be beheaded.

The advices received by Minister Wu give no indication of a purpose on the part of the royal family to return to Peking, although there is reason to believe that efforts continue to be made to induce the Emperor to return to the capital. The Emperor has heretofore sent messages of thanks to the Czar of Russia and the Emperor of Japan for the course their Governments have pursued, and the message to the President is along the same lines.

NEW MEMORANDUM FROM FRANCE.

PROPOSING THAT PEACE NEGOTIATIONS WITH CHINA BEGIN IMMEDIATELY.

Washington, Oct. 17.—The French Chargé d'Affaires, M. Thiébaut, called at the State Department to-day, and had a conference with Secretary Hay. It is understood that he presented a memorandum proposing that peace negotiations with China begin immediately, in accordance with the favorable action of the Powers on the recent note of the French Government. M. Thiébaut also made known the satisfactory character of the answers received from the various Governments and pointed out the desirability of prompt action to carry out the points on which the Powers have reached an agreement.

Secretary Hay spent some time at the War Department this morning in conference with Secretary Root, after which he went to the White House. From this it was inferred that there were some military developments in the Chinese situation, although no official statement was made from officials.

BARONESS VON KETTELER'S RETURN.

WIDOW OF THE MURDERED MINISTER REACHES AMERICA.

Detroit, Mich., Oct. 17.—A dispatch to "The Free Press" from Victoria says:

Baroness Von Ketteler, accompanied by her brother, Henry B. Ledyard, and his bride, who went to Japan to meet the bereaved wife of the German Minister, arrived on the Empress of Japan last night. The Baroness was confined to her stateroom and has scarcely left it during the voyage from the Orient. Her nerves were all but shattered as a result of the trying experiences she has undergone. She was too weak to allow her granting an interview, and her brother was equally reticent. He said that there was nothing more to be said than that which had already been published.

When M. Cordes brought the sad news of the murder of the late Baron von Ketteler the widow was distraught, and it was with difficulty that she was induced to accompany the refugees from the German Legation at the beginning of the siege to the British Legation. She was beleaguered there with the other women of the legations during the siege.

It had been definitely proved, Mr. Ledyard learned, that the murder of Baron von Ketteler had been deliberately planned by the Chinese Government, and other Ministers would also have been murdered had they, too, accepted the invitation to attend the meeting of the Tsung-li-Yamen on that fatal June 20, which the Baron alone went to attend. A Boxer—Ng Hoi—shot the Minister as he sat in his chair, being carried to the Tsung-li-Yamen. This man has been captured by the Japanese, and letters found on him implicated Prince Chwang, then a member of the Board of War.

The Baroness is fast recovering her health and will be brought direct to Detroit.

CONGER'S TRIBUTE TO MISSIONARIES.

Victoria, B. C., Oct. 17.—The following letter was given by United States Minister Conger to the missionaries at Peking:

Besieged American missionaries, one and all of you, so providentially saved from certain massacres, I desire in this hour of deliverance to express what I know to be the universal sentiment of our Diplomatic Corps, sincere appreciation of and profound gratitude for inestimable help which the native Christians under you have rendered toward our preservation. Without your intelligent and successful planning and the uncomplaining execution of the Chinese I believe our salvation would have been impossible. By your courteous consideration of me and your continued patience under most trying occasions I have been most deeply touched, and for it all I thank you most heartily. I hope and believe that in God's unerring plan your sacrifices and danger will bear rich fruits in a material and spiritual welfare of people to whom you have so nobly devoted your lives and work. Assuring you of my personal respect and gratitude, very sincerely yours,

E. H. CONGER.

WIFE SLAYER SENTENCED FOR LIFE.

Antonio Lanza, thirty-six years old, of No. 147 Cherry-st., an Italian laborer, was yesterday placed on trial before Justice Fursman, of the Criminal Branch of the Supreme Court, charged with having murdered his wife, Marie Lanza, last April. The evidence was nearly all in when the prisoner pleaded guilty to a charge of murder in the second degree. The indictment was for the first degree. Justice Fursman accepted the plea, and sentenced the man to life imprisonment. Lanza was jealous of a boarder's attentions to his wife, and stabbed her to death.

PLANS FOR ENLARGING FORT HAMILTON.

The Army Board appointed to consider plans for additional quarters for soldiers at Fort Hamilton met yesterday, in the office of Major Henry S. Kilbourne, the chairman of the Board, in the Army Building. No definite decision was arrived at, but two plans were discussed. One of these includes the purchase of additional ground for the improvements, and the other the placing of the new quarters on the land now owned by the Government. Provision is being made for about 1,000 men. The present garrison is inadequate to man the guns mounted in the fort recently.

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