New-York Tribune.

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CANAL TREATY SIGNED.

READY FOR SUBMISSION TO THE SENATE.

SECRETARY HAY AND LORD PAUNCEFOTE COMPLETE NEGOTIATIONS—THE TRIBUNE'S EXCLUSIVE FORECAST CONFIRMED.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, Nov. 18.—The new convention between the United States and Great Britain superseding the Clayton-Bulwer Treaty was signed by Secretary Hay and Lord Pauncefote at noon to-day in the diplomatic reception room of the Department of State.

Its terms are as outlined for the first time in the Washington special dispatch to The Tribune on October 17, the United States becoming the sole guarantor of the neutrality of a trans-isthmian waterway, without restriction as to the right to fortify, these modifications having been made in the original Hay-Pauncefote Treaty of February 5, 1900, to meet the views of the United States Senate.

The exact text of the new convention is withheld in deference to the Senate until that body shall receive it from the President immediately on the assembling of Congress, two weeks from to-day, but frank confirmation is authoritatively given to The Tribune's summary of the principles established as the result of the latest negotiations undertaken to meet the views of the Senate. The broad effect of the new convention is to supplant every vestige of the Clayton-Bulwer Treaty, except the general principle of equality to the shipping of all nations without discrimination on account of flag. The convention is to be ratified within six months.

There is no particular ceremony connected with the signing. Lord Pauncefote had been indisposed for several days, and it was not expected that the treaty could be signed before the end of the week. To the surprise, however, of the State Department officials, the Ambassador appeared at the department about noon, and the work of signing the treaty was soon finished. Besides the principals—Secretary Hay and Lord Pauncefote—there were present Sidney Smith, chief of the Diplomatic Bureau of the State Department; Percy Wyndham, the second secretary of the British Embassy, and William Gwin and Edward Savoy, private messengers of the Secretary of State, whose duty it was to attend to the placing of the seals. The treaty was signed by Secretary Hay with a gold pen in a silver penholder, which had been used in the signature of other conventions, and is the personal property of the Secretary.

Nothing more remains to be done, so far as this treaty is concerned, before the Senate meets, or, indeed, until the treaty shall have been ratified, rejected or amended. It it should be ratified, the State Department will proceed immediately to negotiate the treaties with Costa Rica and Nicaragua, for which it already has arranged in protocols pending before the Senate, which will permit the canal to be constructed and prescribe the terms on which the consent of Nicaragua and Costa Rica is given. It was in anticipation of this action, it is presumed, that the Nicaraguan Government only recently denounced the treaty of trade and commerce with the United States. This treaty contained sections conveying rights as to canal construction, which are to be replaced by more modern provisions.

CANAL COMMISSION'S REPORT.

Washington, Nov. 18.—The report of the Isthmian Canal Commission will, it is expected, be placed in the hands of the President at the end of the present week. The document is practically completed, but the necessity of including some important data concerning engineering problems makes it impossible to submit the report immediately. The commissioners have reached an agreement on all the salient facts, and, as already indicated in these dispatches, the decision favors the Nicaragua route, the cost of which is placed at about 75 per cent of the cost of the Panama project.

GERMAN DUELLIST SENTENCED.

LIEUTENANT HILDEBRAND TO BE IMPRISONED TWO YEARS FOR KILLING LIEUTENANT BLASKOWITZ.

Berlin, Nov. 18.—The court martial appointed to inquire into the duel between Lieutenant Blaskowitz and Lieutenant Hildebrand, both army officers at Insterburg, East Prussia, in which the former was killed, has sentenced Lieutenant Hildebrand to two years' imprisonment. Lieutenant Groddeck, second to Lieutenant Hildebrand, has been sentenced to five days' imprisonment.

COL. MAPLESON'S NEGLECTED FUNERAL.

A SOLITARY CARRIAGE FOLLOWED THE HEARSE TO THE GRAVE.

London, Nov. 19.—The funeral of Colonel J. H. Mapleson, the operatic impresario, yesterday at Highgate, a suburb of London, was a sadly neglected ceremony. A solitary carriage, containing a brother and a brother-in-law of the deceased, followed the hearse. Not one of the great operatic artists either attended or sent a floral token, and only a few private and family friends were present at the interment in Highgate Cemetery.

TWO ROMANCES IN ONE.

ENGAGEMENT OF PARENTS FOLLOWS ELOPMENT OF SON.

[BY TELEGRAPH TO THE TRIBUNE.]

Syracuse, N. Y., Nov. 18.—The engagement of Mrs. Lizzie Crouse Klock, of this city, and Frank H. Maynard, an insurance man of Providence, R. I., brings out a pretty romance. Mrs. Crouse Klock has a son, M. Crouse Klock, who is a student at Yale. Frank Evelith Maynard was the latter's chum at school. Last spring Maynard fell in love with Miss Marie Lyons, of New-York City, a strikingly handsome girl. The girl's parents objected, it is understood, on account of Miss Marie's age. Frank Hamilton Maynard, the father of Frank Evelith, was in Europe at the time, so that the ardent lovers could not consult him. They yielded not to wait until he returned. Crouse Klock was consulted, and he volunteered to loan his chum $1,000 with which to defray the expense of a marriage.

The couple eloped. As usual, too, when the honeymoon was over they appeared before Mrs. Maynard's parents, were forgiven and received the parental blessing. When the elder Maynard returned from Europe the young couple greeted him. They had told him all, even to Crouse Klock's friendship. Mrs. Crouse Klock was at the time staying at the Waldorf. Crouse Klock was supposed to be in New-York, too, but he was found not to be. The elder Maynard determined, nevertheless, to make an effort to see the mother of his son's benefactor. He went to the Waldorf, sent up his card and met Mrs. Crouse Klock. They met again and the engagement followed soon after.

SWORD FOR CAVALRY ABOLISHED.

London, Nov. 19.—"The Indian Government," says a dispatch from Simla to "The Daily Express," "has abolished the sword for the cavalry, both British and Indian, and a short rifle will be issued to all mounted troops."

GOODWINS TO END LONDON ENGAGEMENT.

London, Nov. 18.—Mr. and Mrs. Nat C. Goodwin, who have been playing at the Comedy Theatre in "When We Were Twenty-One," will close their London engagement in a fortnight and will open in the United States about January 1.

THE OPENING DAY AT THE HORSE SHOW, MADISON SQUARE GARDEN.
Judging carriage horses; Class 47.

LOTOS CLUB ECHOES.

FRIENDLY COMMENT FROM THE BRITISH PRESS.

THE DANISH WEST INDIES—MYSTERY ABOUT THE CABINET MEETINGS.

(Copyright: 1901: By The New-York Tribune.)
[BY CABLE TO THE TRIBUNE.]

London, Nov. 19, 1 a. m.—Lotos Club oratory continues to supply the London press with texts for friendly homilies on the relations of the United States to England. Speaker Reed's "Old Home" reference from Hawthorne is a favorite one, but every article contains grateful recognition of American good feeling. Quotations will go by The Associated Press, and a few comments will suffice. English feeling toward America has not been warmer at any time since Mr. Cleveland's Venezuela message than at present. Conditions of English opinion are most favorable for a settlement of the canal question. The subject of the new treaty is discussed in several journals, and it is evident that there is general indifference as to the manner of adjustment, as long as the troublesome question is got out of the way. The press of both parties is prepared to accept any treaty as satisfactory, provided the Senate does not attempt to amend it and look a gift horse in the mouth. Every leader writer catches at the report that reciprocity arrangements with Canada and the British West Indies will follow the canal treaty, and emphasizes the point that a quid pro quo may be worked out this way.

Dispatches from Copenhagen stating that the sale of the Danish West Indies has nearly been concluded contain nothing that has not been known in diplomatic circles for several months. The sale is regarded as a foregone conclusion, as the price has been agreed upon; but the Danish Government is deliberate in its methods and scrupulous about providing every possible safeguard to business interests of the colonists, especially the sugar planters of Santa Cruz. The American Minister at Copenhagen, himself of Danish descent, has found it difficult on this account to hasten negotiations.

Americans at the Hotel Cecil affirmed with confidence yesterday that Richard Croker had returned to London and was enjoying freedom from political anxieties at Walsingham. Objectors, with the last files of American papers, were incredulous, for they read an explicit statement that Mr. Croker had no intention of allowing himself to be reformed out of Tammany, but would stay and fight it out. Afternoon editions recorded Mr. Croker's arrival at Dover on his way to London, apparently from Paris, but the objectors grimly remarked that he must have crossed the Atlantic by the Flying Dutchman. Hotel clerks at Walsingham professed entire ignorance in the evening of Mr. Croker's movements, and said that they had heard nothing from him.

Reference is made in the leading columns of a few papers this morning to the signing of the Isthmian Canal Treaty. "The Morning Post" gives expression to the average opinion, regarding it as a far wiser and better policy to meet the wishes of the American people over a matter which is to the United States of importance more vital than it can ever become to this country. "The Chronicle" repeats its previous grumble that Lord Lansdowne should have held out for a quid pro quo. "The Mail" is the first London paper to consider that Canada is interested in the matter, and that she ought to receive some equivalent for the concessions which have probably been made.

The special correspondent of "The Daily News" in Vladivostock has discovered that there is no English consul there. So he called upon the American representative, Theodore Greener, whose position is that of commercial agent for the United States. Mr. Greener informed him that besides America, France, Germany, Holland and Japan were commercially represented. Americans and Germans, he went on to say, had most of the trade. "No man," writes the correspondent, "can come through Siberia to such a place as Vladivostock and give thought to what Russia has done in a generation without being amazed. England may criticise Russian manners and growl at Russian diplomacy and wonder how people can live under an autocratic government, but Russia has laid hold of the East."

The only interesting point about Lord Kitchener's dispatch published this morning is that the number of Boer casualties, 356, is the second largest total recorded in four weeks. Last week the total was 317; the previous week it was 337, and the week before that 487.

Rumors that Parliament will meet in the middle of January hardly serve to explain the frequency of the Cabinet meetings. There will be another one to-day, when the programme of the session contains little beyond drastic proposals attending the rules of the Commons. Well founded rumors of a sharp divergence of opinion between Sir Michael Hicks-Beach and his colleagues respecting his financial policy offer an adequate explanation of the mystery. Lord Londonderry's hollow truce has not been much availed of, but may be patched up again if Sir Michael proves more flexible than he was a fortnight ago respecting the ways and means of providing for the continuance of the war.

I. N. F.

THE MEETING OF PARLIAMENT.

London, Nov. 19.—The original intention was to reopen Parliament on January 23, the day of the expiration of the mourning of the court for Queen Victoria, so as to enable King Edward to be present with full state ceremony. It is now understood, however, that financial needs will compel an opening a week earlier.

WOUNDED MAN PURSUES.

SHOT THREE TIMES IN DUEL IN A SALOON, HE CAPTURES HIS ENEMY.

After a quarrel in a saloon at No. 230 Lexington-ave., at 8:30 p. m. yesterday, two men are alleged to have drawn revolvers and had a duel at arm's length. Edward Lowry was taken to Bellevue Hospital with pistol wounds in his arm, head and stomach. He is forty years old and lives, so he says, at No. 6 West Sixty-sixth-st. Joseph Regan, thirty-seven years old, who refuses to give his address, was locked up in the East Twenty-second-st. station charged with shooting Lowry. Regan has a furrow in his left cheek, which he says came from a bullet fired by Lowry. After the fusillade of shots Lowry did not fall to the floor, but pursued Regan, who had run out of the saloon. With Lowry at his heels Regan ran south to Twenty-third-st. and then north to Twenty-fourth-st., where he was caught by the wounded man and held until Policeman Stevenson and Roundsman Curtain, of the East Twenty-second-st. station, arrived.

Regan was immediately placed under arrest and Lowry assisted to the Kalish Pharmacy, at Twenty-third-st. and Fourth-ave. Thence he was taken to Bellevue Hospital. Before he was taken from the drug store a priest was called to administer to him. To the police Regan gave his address as No. 30 Lexington-ave., though he admitted that he did not live there. "I have a wife who is in a delicate condition," he said. "I don't want her to know about this. The shock would kill her." He was told that his wife must learn about his trouble, but he was obdurate.

Regan told the police that the quarrel had started because he demanded from Lowry an explanation about certain threatening letters which he said Lowry had sent to him.

He declared that Lowry had said to him: "I'll give you an explanation," at the same time drawing a pistol and opening fire. Regan says that he also drew a revolver and fired back, but in self-defence. The shooting was witnessed by John Page, a bartender in the saloon, and George Campbell, of No. 141 West Twenty-first-st. After the trouble two revolvers were found on the floor of the place.

At 10 o'clock Regan, while in a cell in the East Twenty-second-st. station, was visited by his lawyer, Edgar A. Fellows, of Room No. 1,903, Park Row Building. He said that Regan had no statement to make except that he had shot in self-defence. Mr. Fellows himself would not talk about the case, but said he would have something to say this morning at his office. The only evidence of the shooting in the saloon was a broken fanlight.

CASTRO'S ONLY HOPE.

VENEZUELAN PRESIDENT SENDING MORE WAR SUPPLIES TO COLOMBIAN REBELS.

(Copyright: 1901: By The New-York Tribune.)
[BY CABLE TO THE TRIBUNE.]

Caracas, Nov. 18.—A large shipment of Mausers and cartridges left La Guayra on the 12th on a Venezuelan gunboat for the Colombian insurgents. President Castro's position depends on the success of the latter. All Venezuela, even his ministers, oppose his policy.

The revolutionists under General Juan Pietri are gaining in the State of Carabobo.

ARMISTICE DUE TO RAINS.

COLOMBIANS AND VENEZUELANS ARRANGE A TRUCE—URIBE IN CURACAO.

Maracaibo, Nov. 18.—In view of the heavy rains in the Cordilleras, an armistice of three weeks between the Venezuelan and Colombian troops on the frontier has been arranged. The town of Cucuta (in Colombia, near the Venezuelan frontier) is inundated.

The floods have caused great destruction, and a number of lives have been lost. In some places the railroad from the head of Maracaibo Lake to the interior is several yards under water.

General Uribe-Uribe has been called to Caracas, and has gone to the island of Curaçao on his way there.

Willemstad, Curaçao, Nov. 18.—General Uribe-Uribe has arrived here from Maracaibo, proving that the last effort to cross the Colombian frontier and effect a junction with the revolutionary troops under General Marin has proved to be another failure.

Owing to the very strict censorship maintained in Venezuela, it is impossible to learn details of the Venezuelan-Colombian armistice. Because of the flooded condition of the frontier country news of this agreement comes out slowly. It is reported this armistice was also signed between the Colombian Liberal revolutionists and the Colombian Government, and that it terminates on November 20.

GOVERNOR NOT TO TALK EXCISE.

NOR IS HIS MESSAGE YET PUBLIC—COMES HERE TO-DAY.

Albany, Nov. 18.—Governor Odell said to-night, relative to the statement that he would discuss the Sunday excise question in New-York City to-morrow:

The statement is without foundation. I arrive in New-York at 5 p. m. to-morrow, and make two addresses there. I leave New-York at 8 a. m. on Wednesday, and will be back in the Executive Chamber at 11:30 o'clock Wednesday morning. I have made no appointments to discuss the excise question. I see my message has been forecasted. Well, as I have not yet absolutely decided on any one point in it, that is also premature.

Governor Odell to-night had a long conference with Controller Erastus C. Knight, Mayor-elect of Buffalo. The name of ex-Mayor Jewett, of Buffalo, has been suggested as a candidate for Controller, and the conference was on this subject. Deputy Controller Gilman, who has the support of Senator Platt, the New-York City organization and Chairman Dunn of the State Committee, was in the hotel corridor when the interview occurred, and later talked with the Governor. It is understood that no decision will be given in the matter of Mr. Knight's successor for several days.

BLOCK AND JAM ON BRIDGE

WOMEN FAINT IN CRUSH AT MANHATTAN END.

A MAN SEVERELY INJURED—BREAKDOWN OF CAR AT BROOKLYN TERMINAL CAUSES SUSPENSION OF TRAFFIC.

Traffic was completely blocked on the Brooklyn Bridge for nearly an hour last night and seriously impeded for about four hours by an accident which occurred at 5:40 p. m. on the Fifth-ave. elevated railroad. Motor car No. 741, drawing four cars filled with passengers, jumped the track at the curve from the bridge yard into Adams-st. and crossed over to the down track, completely blocking both sides of the elevated road. The heavy motor under the motor car, which is said to weigh three or four tons, jarred off and fell on the track. It would have been a matter of an hour's work to replace the car on the track, but the motor was a more serious problem, and it was about 10 o'clock before the wrecking crew, by hard work, succeeded in temporarily replacing it so that the car could be lifted into place. In the meanwhile the elevated cars had been piling up behind the stalled train, and before long the line of cars extended far into the bridge terminal and beyond the loop used by the shuttle trains on the bridge. This put a stop to all traffic on the bridge, with the exception of the trolley cars. About this time a feed wire on the south roadway of the bridge broke and the trolley cars were unable to proceed. It was half an hour before the wire was repaired.

People returning from Manhattan, when they reached the Manhattan end of the bridge and found that all traffic was blocked, immediately decided that something must have happened to the bridge. Many had read the stories in the afternoon papers which told of serious buckling and twisting of the girders on the bridge, and the greatest excitement prevailed. Thousands of people were compelled to walk over the structure, and others boarded empty trucks and rode over. When the trolley cars again started, they were unequal to the task of transporting the thousands who had congregated at the Manhattan terminal. The cars never carried such heavy loads. Standing room was at a premium, the front and rear platforms were crowded, and men and boys clung to the handrails. Thousands of people walked over the big span.

By a series of switching at the Brooklyn terminal, the bridge loop was finally cleared, and the shuttle trains were once again put in operation. They were run on short headway, and it was a long time before they made any impression in the crowd at the Manhattan end that was fuming and fretting to get home. When the people reached Brooklyn they were no better off. Those who lived uptown had no possible means of reaching their destination. The trolley cars that came over from Manhattan were filled to their capacity, and many of the waiting ones clenched their teeth and decided to foot it for home.

It required some skilful engineering to replace the motor that had dropped from the derailed motor car. Heavy beams were run through the windows of the car, and long screws at either end. Beams were also placed underneath the motor, and to these the long screws were attached. Then the screws were slowly turned with long iron rods, and the motor was slowly raised until it was in position. This work occupied several hours, and when it was completed and the car replaced on the tracks, it was drawn out to the East New-York yards for repairs.

The police reserves both in Manhattan and Brooklyn were called out to quell any disturbance that might arise as a result of the accident. It was said that the fire extinguishers in the motor car, which contained some kind of acid, broke when the car jumped the track, and the acid dripped through the floor of the car to the street below, spoiling the clothes of a number of pedestrians.

One man was severely injured in the crush, and at the Manhattan end several women fainted. When the dispatcher called out that traffic had been suspended on the Bridge the crowd made a rush from the platform. Already crowds were pushing their way up the stairs to the platform to take Brooklyn trains, but they were forced back by the struggling men and women trying to rush for the surface cars.

The sale of the elevated train tickets was stopped, and finally the police were compelled to barricade the entrances to the platform. Meantime the crowds at the loops were swelling to thousands, who fought and pushed to board the incoming cars.

For more than an hour there was a scene of wild disorder on the Bridge platform, and many persons narrowly escaped being crushed to death. John Wagner, thirty-six years old, a cloth cutter, who lives at No. 22 Van Voorhis-st., Brooklyn, was caught in the jam on the platform and severely injured. He was on his way home, and when he heard that no Bridge trains would be run he attempted to push his way from the platform to take a surface car. He was hemmed in between a surging mob and carried off his feet. He struggled to get down the stairs, but he was forced against the railing around the staircase. His left shoulder was dislocated. He screamed and then fainted.

Several men went to his assistance and finally got him from the platform. He was carried to the Emergency Hospital, and Dr. Johnson was called from the Hudson Street Hospital. He found that Wagner, in addition to a dislocated shoulder, had sustained severe bruises about the body. Dr. Johnson dressed the man's injuries and he was sent home.

Several women hemmed in on the platform by the crowds fainted. They were carried to the Emergency Hospital, but on reviving went away before an ambulance arrived.

MR. SCATCHERD MAY BE CHOSEN.

Albany, Nov. 18 (Special).—A Republican leader here said to-day:

I heard it rumored it pretty straight to-day that John N. Scatcherd, of Buffalo, will probably be appointed State Controller as successor to Controller Knight when the latter resigns on December 31.

Mr. Scatcherd was the Republican candidate for Mayor of Buffalo four years ago, and two years ago was appointed by Governor Roosevelt a member of the Canal Commission, whose members recommended the construction of a thousand ton barge canal at an expense of about $60,000,000.

NO BUCKLING ON THE BRIDGE

CHIEF ENGINEER MARTIN SAYS THE STRUCTURE IS AS SAFE AS FOURTEEN YEARS AGO.

A story was printed in two of the Brooklyn papers yesterday which told of a serious buckling of the steel girders at five different points on the Brooklyn bridge. The story was borne out, it was said, by certain activity on the structure. At 9:30 o'clock mechanics were at work in the centre of the span, where the ironwork had buckled upward about six inches. All the curvatures in the steel work were described as being between the two towers, two near the Manhattan tower and two near the Brooklyn tower. About one hundred and twenty feet from the Brooklyn tower the under girder, upon which the railroad tracks rest, was said to have curved out almost nine inches, and the iron braces by which it is held to another girder had stretched so far as to have torn some of the rivets out of their holes, while the braces themselves were twisted. Two stiffening rods running the entire length of the bridge, and resting upon the cross girders, one being on each side of the upright girder, were reported as being warped out of shape. The oblique stanchions which stretch from the base of the structure to the flooring of the promenade were bulged, it was said, so that they were almost of the shape of a semi-circle, and on the roadway where the bridge and elevated cars run a similar buckle nad occurred.

All this buckling was attributed to the applying of air brakes on the electric trains, which stopped the trains suddenly on the downgrade from the crest of the bridge, shaking the entire structure and causing the girders and rods to twist. According to the story, the buckling at several points was plainly visible from the promenade. A Tribune reporter who crossed the bridge yesterday afternoon searched vainly for the twisted and buckled rods. According to the Brooklyn papers Mr. Probasco's attention was called to the buckling, and he said that seven castiron posts had been broken by the tail end of a wagon, and that these were being repaired. A Tribune reporter called at the home of C. C. Martin, chief engineer of the bridge, No. 194 Berkeley Place, Brooklyn, last night.

"It is a cruel and malicious thing to publish a story of that kind," he said. "It has not a particle of truth in it. False reports have been circulated about the bridge before, but never has there been anything quite so barefaced as this. It is made absolutely out of whole cloth. It is pretty nearly time that this sort of thing was stopped. After reading that story, hundreds of people will go over the bridge with their hearts in their mouths, for fear the thing is going to collapse. There is no more danger now than there was fourteen years ago. There has never been any question about the strength of the bridge. Small defects are bound to spring up occasionally, but never anything serious. We watch the bridge too closely for that. The bridge is as safe to-day as it ever was, and better.

THEATREGOERS IN PANIC.

PICTURE MACHINE EXPLODES AT PROCTOR'S PLEASURE PALACE—AUDIENCE RETURN TO THEIR SEATS.

Panic prevailed in Proctor's Pleasure Palace, or Fifty-eighth Street Theatre, in Third-ave., last night, when the technoscope, or moving picture machine, apparently exploded. An alarm of fire was turned in, and half the audience rushed to the street. Most of them were persuaded to return to the theatre by a force of policemen and some cool headed men, although several women, whose nerves were shaken by the excitement, hastened to their homes.

It all happened at 9:20 o'clock, while the picture machine was showing a picture of "Grandma Threading a Needle." There was a sharp report, and a sheet of blue flame shot from the box which inclosed the machine in the rear of the parquet. The heavy plush curtains which shielded the back of the inclosure began to burn. In an instant the entire audience had arisen to its feet and a rush, though not a stampede, was begun for the doors.

Fireman Smith, of Hook and Ladder No. 20, who was detailed to the theatre for just such emergencies, went to Fifty-ninth-st. and Third-ave. and sent in an alarm. The services of the firemen were not needed, however, for the employes of the theatre quickly unreeled a line of hose in the corridor of the house and put a stream on the blaze. That was more easily done than managing the crowd. James Quinn, superintendent of the theatre, assisted by two policemen of the East Fifty-first-st. police station and a special policeman who hadcome from Terrace Garden, and Dr. H. D. Goetchius, of No. 147 East Fifty-first-st., who was one of the audience, bent their efforts to calming the crowd.

They shouted to the men "to be men," and told the women that there was no danger. When convinced the audience made as much of a rush back into the theatre as they did out of it, and with them went not a few persons who had paid no admission, but saw an opporunity of seeing the remainder of the performance for nothing. The electrician who was managing the picture machine was slightly burned. He could not explain the trouble with the apparatus. The report quickly spread that the trouble was much more serious than it was, and the reserves of the East Fifty-first-st. police station went to the theatre. Fire Chief Croker also appeared.

Dr. Goetchius, who was sitting directly beside the machine, was loud in his praises of the behavior of the attachés of the theatre, but scornful of the actions of the men who were in the audience. "They were ten times worse than the women," he said. In all the excitement the pianist of the theatre played on.

MR. BORDEN DROPS PRICES.

ALL KINDS OF PRINTS NOW CHEAPER—CONSTERNATION IN THE TRADE.

Fall River, Mass., Nov. 18.—M. C. D. Borden, owner of the Iron Works Mills in this city, to-day dropped prices of all kinds of prints half a cent a yard, except shirting, which he dropped one-quarter of a cent. The action caused consternation in the trade, and it is likely to be several days before matters become settled. Many cancellations of orders have been reported already.

This does not mean that the price of print cloths in this market has been reduced, but simply that Mr. Borden has reduced the prices of his own finished goods in order to be able to sell more goods. This will cause other printers to refuse to buy, in view of the declining market. The print cloth market remains firm at three cents.

This morning the employes of the Iron Works began work without friction on a wage scale 5 per cent under the scale of the last fortnight.

It will be remembered that Mr. Borden twice advanced wages, but he has withdrawn the second 5 per cent increase because other mills did not follow his lead.

The needs of the sick room demand Frank Jones's Portsmouth "Nourishing Stout." It's bottled health for the sick, continued health for the well. Trade supplied by Rock & Harris, 82 Cortlandt St., New York City.—Advt.

HAIL! THE HORSE AGAIN

HIS YEARLY WEEK OF TRIUMPH BEGINS.

THE ANNUAL SHOW OPENS WITH AN UNUSUALLY GOOD ENTRY LIST AND LARGE FASHIONABLE ATTENDANCE.

Once more the tanbark ring, with its glittering and noiseless equipages, its steeds blue of blood and arched of neck, its alert and skilful whips. Once more the ever moving promenade of homogeneous humanity, with its all embracing hum of conversation that never ceases for a moment, and with its polite but undisguised curiosity. Once more the boxes tenanted by the social elect and by others; the seats rising tier on tier to where the band is playing unheeded and alone. Outside the gleaming asphalt streets, packed from curb to curb with its seemingly inextricable mass of carriages, hansoms and automobiles awaiting the exit of the throng inside, and high above all the vacillating, bronze Diana, and beneath her graceful form, the glittering, electric words:

HORSE SHOW.

The annual exhibition of the National Horse Show Association is too well known in every city and town of the land to need any further description. It is enough to say that the Horse Show is on and that it bids fair to excel its most prosperous predecessors in point of quality of the animals shown, as it already does in point of numbers and in the character and size of the attendance. It goes without saying that the details of the show and all the particulars of management are smoothly discharged, and that the machinery of the show is swift and efficient. The managers of the big exhibition long ago mastered the business of exposition, so that little improvement could be wished for.

The Horse Show week of 1901 seems likely to establish a record as to the number of out of town people it has attracted to the metropolis. More of them than ever before, especially from the West and the South, have come to town avowedly for the purpose of "taking in" the show. Many of them have found it impossible to get accommodations at the principal hotels. The Waldorf is full to its utmost limits, as also are the Manhattan, the Imperial and most of the hotels in the Central Park district. As a result many visitors have been obliged to accept accommodations that they have scorned in previous years.

A SOCIETY DATE OF IMPORTANCE.

To the society calendar of city and State Horse Show Week is a date of significance. It means the end of the country life of society until the holidays. Back from Newport, Lenox, Southampton and all the scores of towns where fashionable folk have been spending the beautiful fall days have come most of the smart New-Yorkers. Scores of town houses have been opened within a few days for the first time since they were closed last May or June. The Horse Show marks the beginning of the social season "in town." This week sees many functions distinctly consequent upon the show. There are horse show luncheons and horse show breakfasts and suppers without end. Next week the ordinary winter routine of society will be taken up, but this week belongs to the horse.

Those there be who still maintain that the horse is only an excuse for the social features; that the horse is merely a rallying point. But, at any rate, everything is done in his name. For one week he is again superior to the automobile. Even the king of chauffeurs, Henri Fournier, abandoned his demonlike racer yesterday and turned his attention to the horse. Next week he will return to the machine, but the horse has had his brief hour of triumph.

Yesterday's attendance was fully up to the first day's average, and probably a bit ahead of it, although the tickets will have to be counted before the exact figures are known. Nearly every box was occupied in the evening, and two-thirds of them were taken for at least a part of the afternoon.

The show was opened quietly and informally, as usual, when the doors were thrown open soon after 9 o'clock, and the ring was opened for exercising the horses that occupied the stalls in the basement. Not many of the animals availed themselves of this privilege, though the number exercised will doubtless be increased on following mornings. Indeed, when the show opened not all the stalls in the Garden were occupied, but by noon there was not a vacant place left. There are accommodations at the Garden for two hundred and fifty horses, and every one of them had arrived before afternoon. At the Fourth-ave. car barns, at Thirty-second-st., are quartered one hundred and fifty more, and the rest are scattered about in private stables throughout the city, with the exception of a few that come from Brooklyn, being driven over the bridge or brought across on the Twenty-third-st. ferry each morning.

THE GARDEN IN PRIME CONDITION.

The big Garden was never in better condition for the annual reception to society and the horse. Superintendent Frank Clarke, fresh from his work with the track of the Coney Island Jockey Club, had overseen the preparation of the ring, and its tanbark surface was in perfect condition, being level and smooth, and having just the right amount of elasticity. Draped from the huge rafters far aloft and along the fronts of all the boxes, were the colors of the National Horse Show Association, while the grooms and attendants, that ran hither and thither, were clad in the familiar uniforms. It wanted only a few youths with yellow chrysanthemums in their buttonholes to resemble some Princeton function. But all the youths with the yellow chrysanthemums were away down in New-Jersey trying in various ways to assuage their grief over their football drubbing of Saturday.

The judging of the morning classes was conducted, as is usually the case, on the opening day, in the presence of a mere handful of spectators. Later on the early comers, whom the horsey dub "the railbirds," will increase in numbers until they form a goodly assemblage, for the real horse lover likes to go to the show when there is nothing to prevent him from seeing the horse. To him, the horse is the thing and not society.

Of all the notable assembly of horseflesh, the first to face the judges were the lightweight hunters, and every one of the entries appeared when the bugle blew and the gates were rolled apart for the first time. Miss Holloway was the only woman in the saddle, and she rode her own entry, Judge Kemp, but was among the first of the competitors dismissed by the experts, John E. Cowdin, the polo player; A. B. Duncan and James K. Maddux. George Pepper's brown gelding Lord Minto finally got the blue ribbon, with Henry W. Colt, jr.'s, Berrington second best. Adam Beck, who is a veteran exhibitor, carried off the yellow ribbon, with Gold