



OVER CUBA. SITUATION CAUSES CONCERN IN WASHINGTON.

ISLAND GOVERNMENT WITHHOLDING APPROVAL OF TREATY REQUIRED BY PLATT AMENDMENT.

Washington, Oct. 9.—The situation as to Cuba at present gives officials here great concern. It is feared that Cuba is drifting away, and evidence is multiplying day by day to mark the growth of a spirit of indifference toward the cultivation of friendly commercial relations with the United States that almost borders on hostility.

The best efforts of the State Department thus far have failed to secure the adherence of the Cuban Government to the treaty which, by the terms of the Platt amendment, must be entered into between the two governments. The delay is all on one side, namely, at Havana, for Secretary Hay and the Cuban Minister, Señor Quesada, have performed their part in drafting a treaty which, it is believed, carries out the intention of Congress. That treaty is now awaiting the approval of the Cuban Government, and approval is withheld, not with any expressed intention of rejecting the convention, but through what is regarded here as the natural inertia of the Cubans in diplomatic matters.

This treaty includes provisions for a considerable measure of reciprocity between the United States and Cuba, and, while it is true that the Cubans believe the United States has been rather rigidly in the arrangement of the reciprocity schedules, these objections are not regarded as sufficient to account for the great delay in concluding the treaty.

However, there is no intention, it is said, to resort to any undue pressure on the Cubans, so long as there is no discrimination against the United States and in favor of another country. It is believed that, as Cuba is the principal sufferer from the lack of treaty relations with the United States, internal pressure will soon force action on the pending convention.

HONORS TO DEAD GENERALS.

Santiago, Cuba, Oct. 9.—There was a great demonstration here to-day at the ceremonies held in memory of the Cuban patriots, General José Maceo, General Moncada, General Crombet and General Sanchez, Colonels Garzon and Silva, and Captain Bergues, who were killed fighting for the independence of the island. Four thousand school children, representing thirty-two public schools, took part in the procession, in which representatives of the insular and municipal governments, members of numerous societies and thousands of veterans also participated. There were five caissons loaded with expensive artificial wreaths and flowers. It is estimated that forty thousand citizens marched in the procession, which was several miles long.

THE PANAMA COMPLICATIONS.

RESENTMENT AROUSED BY AMERICAN COMMANDERS' ACTION—NEGOTIATIONS AT BOGOTA.

Washington, Oct. 9.—It is learned at the Colombian legation here that the complications on the isthmus of Panama, growing out of the orders of Commander McLean, of the Cincinnati, and Admiral Casar, who succeeded him in command, regarding the use of the railroad, are the subject of negotiations between the government of Bogota and United States Minister Hart. The matter not having come officially before the legation here, the officials decline to talk about the probable outcome.

Recent newspaper advices received here from Colombia show that the action of the American commanders has caused a feeling of great excitement at Bogota and other places, where it is deeply resented. In some sections of the country it is declared, feeling is so strong that some apprehension is expressed that it may seriously interfere with the negotiations for the purchase of the Panama Canal property by the United States.

THE BOSTON DELAYED. NAVY DEPARTMENT PROPOSES TO FIND OUT WHY THE CRUISER HAS NOT STARTED FOR PANAMA.

Washington, Oct. 9.—Whether due to a desire on the part of the officers to shirk duty or to the delay on the part of the navy department in completing repairs, the cruiser Boston has not begun her voyage to Panama, and the Navy Department proposes to ascertain the reason why. Acting Secretary Darling, as the result of a conference with Rear Admiral H. C. Taylor, chief of the Bureau of Navigation; Rear Admiral Bowen, chief constructor; and Commander Perry, acting engineer in chief, has ordered a court of inquiry to make a full and thorough investigation of the condition of the Boston and the causes which have prevented her departure. The president of the court is Rear Admiral Louis Kempf, and the members are Naval Constructors John G. Tawessey and Commander Holland N. Stevens, inspector of machinery at the Union Iron Works.

The Navy Department is reticent with respect to the reasons which inclined it to order an investigation before receiving an explanation from the officers directly concerned, but it was said that the interest of the authorities here had reached the breaking point, and now the day of reckoning had arrived.

On the day of her departure from the Philippines, shortly after the battle of Manila Bay, she was placed out of commission at Mare Island, and the work of repairing her, practically amounting to reconstruction, was begun. The vessel was reported ready for service several months ago, and when the cruiser Philadelphia, which had been sent to San Francisco, some of her officers and men were transferred to the Boston, which was sent to Bremerton to be docked. On her arrival at Bremerton it was reported that the vessel required twenty days' work, but this was later reduced to three days, and the ship was sent to San Francisco, where she received the remainder of the Philadelphia's complement, and was inspected by the Board of Inspection and Survey. The board reported that the Boston required twenty-seven days of engineering. It was this report that caused the department to act.

The Philadelphia is a larger ship than the Boston. She is 425 tons displacement, while the Boston is only 300 tons. Consequently, her quarters are more comfortable and her accommodations are better. The officers are not pleased with the transfer and they would have preferred to remain on the Philadelphia. Overhauling, and therefore it was necessary to overhaul her, and it is desirable that the commanding officer on the Boston at present is Commander Charles H. Perkins, who did not come on the Philadelphia. He is regarded as an energetic officer.

NEW-YORK TO-DAY—CHICAGO TO-MORROW.

The Pennsylvania Special leaves daily. All comforts, including an observation car.—Adv.



THE START OF THE AUTOMOBILE RUN TO BOSTON YESTERDAY, AT 5TH-ST. AND FIFTH-AVE.

THE KING'S POWER USED.

INTEREST IN EDUCATION BILL AND CHURCH APPOINTMENTS.

TERMINAL PORTS FOR SHIPPING COMBINATION—NEW JAPANESE LOAN—THE BODLEIAN ANNIVERSARY.

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London, Oct. 10, 1 a. m.—The King is reported to be taking an active interest in the Education bill and in ecclesiastical appointments. His intervention was decisive when peace was concluded in South Africa last spring, and without becoming a partisan of either party he has emerged from the background, where Queen Victoria was content to remain during her long reign. He is well informed respecting public affairs, and is inclined to make his influence felt. The Prime Minister's consultations with the sovereign respecting ministerial measures and selections for important offices are less perfunctory than formerly. The King has his own opinions, which are free from a partisan bias, and he has his preferences, especially when ecclesiastical appointments are under consideration. Edward VII will return to London for a few hours after the Cabinet meeting, but Mr. Balfour is likely to confer with him during the royal visit at North Berwick.

Mr. Chamberlain presided at a secret Liberal Unionist conference at Birmingham, and Messrs. Redmond, Dillon and Devitt started for Boston without declaring their policy respecting the education question.

Sir William Vernon-Harcourt and Mr. Asquith resumed their critical examination of the government's record, and meetings were held far and wide in opposition to Mr. Balfour's bill. Mr. Chamberlain spoke for about an hour to the Birmingham Liberal Unionists last night on the subject of the Education bill, and wound up his speech in the following significant words: "If we are defeated on this bill the government will resign, mark that, and remember the consequences." Though the bill is Mr. Balfour's, Mr. Chamberlain boldly took upon himself full responsibility for it, and came forward with complete confidence as mouthpiece of the government, thus giving a decided negative to expectations freely expressed in the last few days, to the effect that he would either announce the withdrawal of the bill or declare a breach between himself and his colleagues. In the discussion which followed several speakers said they would rather accept the bill as it stood than to embarrass the government. There was a strong opinion that additional representation or control must be granted, and that if the Liberals in the House of Commons would try to improve the bill instead of wrecking it for the government a useful measure might result.

The statement that Manchester has been definitely chosen by the International Mercantile Marine Company as one of the terminal ports in Great Britain for its Atlantic steamship service was a leading topic of discussion in the North of England shipping circles yesterday. A direct service of steamers will be established between Boston and Manchester next January, arrangements having been completed by the Morgan combination and the New-York, New-Haven and Hartford Railroad. The vessels will, it is understood, sail either weekly or fortnightly. They will have a cargo capacity of about eight thousand tons each, and will be provided with refrigerator space for beef and other perishable cargo, and with shelter decks for live cattle. The Boston service will, it is believed, not be the only steamship line which the shipping combination will run to Manchester, but it will be the first to be undertaken. It is noted also that further development of Atlantic traffic will be the establishment by the combination on December 1 of a regular service between Boston and Antwerp, calling at some French port, probably Dunkirk or Havre.

A practical proof of the efficiency of the Anglo-Japanese alliance has been offered by the success of the new loan, which was put on the market at much higher figures than those of previous Japanese loans. The subscriptions have been large.

The academic celebration of the foundation of the Bodleian Library has been continued at Oxford with a most distinguished gathering of English, Continental and American librarians and men of letters. Professors Burton and Hulbert, of Chicago, and Professor Roe, of Pennsylvania, were among the Americans present in addition to those mentioned in previous dispatches.

A ludicrous picture of the army remount department's work is given in a report of the military court of inquiry, held by the order of Lord Roberts. "The Westminster Gazette" says that the report will rank hereafter as a British classic. It describes the remount department as extraordinarily successful, but it certainly is a fine specimen of the art of whitewashing government departments. I. N. F.

FIVE KILLED NEAR GIBRALTAR.

Gibraltar, Oct. 9.—The compulsory closing this afternoon of a socialist club within the Spanish lines resulted in a riot, in which five of the rioters were killed and several wounded. The mob fired upon the civil guard, who were temporarily driven back, but who returned the fire of the rioters and scattered their assailants. The mob afterward attacked the houses of the Mayor and other dwellings before it was finally dispersed. A battalion of infantry and a squad of cavalry have arrived here from San Roque.

With the most insidious forms of disease it is not wise to trifles. Dr. D. Jayne's Expectorate is the natural remedy.—Adv.

FIRST DAY TO REGISTER.

BOOKS WILL BE OPEN TO-DAY AND TOMORROW IN EVERY DISTRICT.

Register to-day! To-day is the first day on which voters can register for the coming election. The other days of registration are to-morrow and Friday and Saturday of next week.

The registration books will be open to-day in every election district, and on each other day of registration, from 7 a. m. to 10 p. m.

Procrastination in entering your name as an enrolled voter in your election district is dangerous. You may be ill on October 11, 12, 13 and 18, the other days of registration, and be deprived of the satisfaction of voting.

Chapter 491 of the Laws of 1902 provides that those who register for the purpose of voting on Election Day shall not be liable to jury service during the succeeding year until all those who are eligible for jury service and who have not registered and voted shall have served as Jurymen. The names of those who do not register and vote must be ascertained from the census and as otherwise provided by law, and every person who lives the greater part of the time between the first day of October and the first day of June in the county of New-York is liable to be examined as a jurymen, and must serve if qualified.

A person is a qualified elector for the purpose of having his name placed on the register if he is a male citizen who will be twenty-one years of age on or before the day of election, and who has been an inhabitant of the State of New-York for at least one year preceding November 5, 1902, and a resident of the county of New-York at least thirty days preceding that date. It has been held by the courts that a person who will be twenty-one on November 4, the day after election, has the right to register and vote.

SUICIDES IN THE NAVY.

LIEUTENANT FREDERIC R. HOLMAN LOST OVERBOARD FROM THE CELTIC—DEATHS DUE TO OVERWORK.

(BY TELEGRAPH TO THE TRIBUNE.)

Washington, Oct. 9.—Overwork has been reported to the Navy Department as directly responsible for the death, probably by suicide, of Lieutenant Frederic R. Holman. Lieutenant Holman was lost overboard on August 13. "On the morning of August 13, when it was discovered that Mr. Holman was missing," reported the board that made the investigation, "careful inquiries and a close search of every part of the ship were made, and there is no possible reason or doubt as to his death, and it is believed that he took his own life during a temporary fit of insanity brought on by weakened condition of his nervous system and worry because of his physical inability to perform his duties."

Mr. Holman entered the service nine years ago. He was graduated with honor from the Naval Academy, and served through the war with Spain. He had been at sea since 1897, and had served some time on the Celtic, a supply ship attached to the Atlantic Squadron. Commander Charles T. Force, commanding the Celtic, reported that Mr. Holman disappeared while the ship was on her way from Zambouanga to Australia. While the ship was lying at Cavite, Luzon, Mr. Holman, on July 28, was placed on the sick list, suffering from dengue fever. On August 4 he was discharged from the sick list, and resumed his duties as executive officer and navigator. Two officers usually perform these duties, but on account of the lack of officers in the service it has become necessary in isolated cases to have one officer act in both capacities. Commander Force says that Mr. Holman did his work well and efficiently until the afternoon of August 10, when he reported that he was not feeling well. He was directed to take a rest, but was concerned over the work that would then devolve on his captain. The surgeon examined Mr. Holman and placed him on the sick list for neurasthenia. Commander Force speaks highly of the ability displayed by the dead officer.

LIGHTNING DOES NOT STRIKE WATER.

PROFESSOR TROWBRIDGE, OF HARVARD, ANNOUNCES DISCOVERY.

(BY TELEGRAPH TO THE TRIBUNE.)

Boston, Oct. 9.—Lightning does not strike water, Professor J. Trowbridge, of Harvard, declares. This discovery he has made in his experiments with the highest electrostatic force ever used. By means of his battery of 20,000 cells he obtained a voltage of 6,000,000, which force, he says, is at least comparable to lightning, and enabled him to deduce his conclusions. "I found that lightning does not strike water," he said. "In the course of my experiments on the effect of high tension or high electrostatic force. With my large battery I was able to obtain an electric spark about seven feet long, and found that instead of striking the water a spark of six or seven inches in length struck the surface of the water. A spark of six or seven inches in length, however, invariably only a few inches long, but such a spark is not, of course, comparable to lightning."

TO IMPROVE GAS IN BROOKLYN.

General James Jourdan, president of the Brooklyn Union Gas Company, announced yesterday that there would be an immediate improvement in the quality and pressure of gas in Brooklyn. This, he says, is due to the fact that he is now able to get a coal for an average price of \$2 a ton, whereas a few weeks ago it was difficult to get it for \$3 or \$4 a ton. For a time the gas company was in such straits for coal that a gas famine was feared, such straits for coal that a gas famine was feared.

Twenty hours to Chicago. The train on the New York Central and Lake Shore making the twenty hours is appropriately named "The 20th Century Limited."—Adv.

THE AUTOMOBILE TEST.

START MADE ON LONG RUN TO BOSTON AND RETURN.

ONE ELECTRIC, EIGHTEEN STEAM AND FIFTY-SIX GASOLINE MACHINES—BETTER THAN LAST YEAR.

The neighborhood of Fifty-eighth-st. and Fifth-ave. perhaps never presented a livelier spectacle than yesterday morning when the automobile reliability test was started by the officials of the Automobile Club of America. Of the eighty-one machines originally entered, seventy-five started. The trip will be to Boston and return. It is in no sense a race, for the maximum speed is to be fourteen miles an hour. If any of the machines exceed this speed they will be disqualified. The distance will be a little less than five hundred miles over the route selected. The machines will arrive at Boston on Saturday evening, and the return trip will begin on Monday morning, the test ending at the clubhouse at Fifty-eighth-st., on Wednesday evening.

As early as 8 o'clock yesterday morning hundreds of automobiles were congregated in the vicinity of the starting point, while the sidewalks were thronged with spectators. The preliminary arrangements for the run were much more businesslike than for the endurance test to Buffalo last year. There was no hitch or delay, the weather was ideal for an outing of the sort intended, and every machine was cheered as its driver started it, promptly at the word "Go" from the starter. At first the automobiles were sent away at intervals of thirty seconds, but before half of the machines were on their way this interval was found to be too long, and the later automobiles were sent away fifteen seconds apart. While there was considerable snorting and puffing before the official start was made it was noticeable that as soon as the machines had lined up and were ready for the starter, there was practically no disorder and little noise.

The scene was an interesting one, particularly so to an army of photographers, estimated at least 150, who were perched in trees, on telegraph poles, fences, boxes and stepladders. Experts and mechanics were there in hundreds, watching the actions of the latest products of American manufacture in the horseless vehicle line. The machines illustrated the remarkable advancement made in automobile construction during the last year. The automobiles were handsomer and the line throughout much neater. While the horsepower of the different machines did not vary much, it was generally higher than that of the machines started in the endurance test last year.

INTEREST IN TWO MACHINES.

The highest horsepower machine was twenty-four, and that was No. 1 on the list, propelled by gasoline and run by Harlan W. Whipple. In the test last year machines of foreign make were in the majority, while yesterday there were only half a dozen such. The list shows that there are eighteen automobiles propelled by steam, fifty-six by gasoline and only one by electricity. The electric machine was an oddity in a measure, being the heaviest in the lot and weighing 3,500 pounds. It has a combination arrangement, a gasoline engine as well as electric power. The gasoline engine runs a dynamo that charges the batteries, and the batteries run the electric motor. This makes it unnecessary for the machine to be stopped to be recharged, as the electricity generates as the machine travels over the roads.

Another car which attracted much attention from the experts was owned by S. T. Davis, Jr. It is the car that made the mile record for its class at the speed trials on Staten Island last summer. At that time the machine had been stripped until little more than a skeleton was to be seen. Yesterday it was a practical automobile ready for any sort of a test. The majority of the machines were of new design, and the models came in for much complimentary comment. Spectators lined the streets for the entire route from Fifty-eighth-st. to Central Bridge, and not an accident of any sort happened at the starting point. The first machine was sent away promptly at 9 a. m., and the seventy-fifth vehicle had left on its long trip at 9:26:45. There was one motor bicycle in line, ridden by Will R. Pitman, who expects to make the round trip. There were also from twenty to thirty machines which started later, but were not formally entered. Some of them will make the whole trip, while other drivers intended to go as far as New-Haven, returning to-day.

LARGELY A TRADE EXHIBIT.

While some people well known in the business and social worlds take part in the run, the test is really a makers' exhibit. There was little effort at costumes, and the supposed automobile attire, consisting of leather coats, leggings and caps, were rarely seen. Bicycle caps were more numerous, while probably one-half of those who rode in the motor cars wore conventional street costumes, some of them even wearing derby hats. Most of the machines carried extra tires. The drivers, as a general thing, did not have goggles on at the start, but practically all of them carried goggles, which can be quickly adjusted to save the eyes when the dusty roads of Connecticut and Massachusetts are reached. The machines were lined up in Fifty-eighth-st., facing Fifth-ave., on each side of the curb, and as each driver had been assigned his position on the previous evening, there was no crowding or disorder.

The route yesterday was from Fifty-eighth-st. up Fifth-ave., to One-hundred-and-twelfth-st., to Seventh-ave., to One-hundred-and-fifty-third-st., over Central Bridge to Jerome-ave., to One-

(Continued on fifth page.) Enjoy Fall Follage and Elfin of Autumn Air on Hudson River Day Line Strs. Music.—Adv.

ODELL STILL HOPES FOR PEACE

HE AND SENATORS WILL TO-DAY RESUME EFFORTS TO CONCILIATE OPERATORS AND STRIKERS.

MINE OWNERS EXPECTED TO ASK FOR FEDERAL TROOPS

Conferences on the coal strike were held yesterday in Senator Platt's office, at No. 49 Broadway, by Governor Odell. Senator Platt, Senators Quay and Penrose, of Pennsylvania, and leading coal operators. In the evening the Governor and Senators conferred at the Fifth Avenue Hotel.

The men who attended the conferences said no agreement for a settlement of the strike had been reached, but Governor Odell expressed hope for a settlement, and there will be other meetings to-day.

John Mitchell, the strike leader, was in the city with three of his district presidents and talked with men who were in communication with the Pennsylvania Senators and the operators. He is to remain until the Senators have conferences to-day.

Reports from Wilkesbarre said that the coal operators were expected to ask to have federal troops sent into the anthracite region of Pennsylvania, because of lack of confidence in the ability of State troops to protect miners who return to work.

Moses W. Solomon, a Chicago lawyer, who had several conferences with President Mitchell, and in the morning declared he had a "very important message" for the strike leader, said at 12:30 o'clock this morning:

"I can say semi-officially that the strike will be settled to-day; that some settlement will be reached between the miners and the operators."

District President Nichols was asked if Mr. Solomon represented the strikers in any way, and declared that he did not.

WANT FEDERAL TROOPS. MORGAN NOT TAKING PART

MILITIA DOES NOT PREVENT VIOLENCE BY THE STRIKERS.

(BY TELEGRAPH TO THE TRIBUNE.) Wilkesbarre, Penn., Oct. 9.—Numerous outbreaks of violence to-day, despite the presence of ten thousand troops in the region, have convinced the operators that the National Guard is not sufficient to protect the collieries and guard the men who want to work. To-morrow, it is said, a request will be made for federal troops. The government will be asked for enough men to protect the houses of the workmen and to escort the men to and from the mines. What action Governor Stone will take on such a request is mere conjecture now, but the operators believe that, having started to stop violence, he will not hesitate to ask for the federal troops, as the lawlessness continues. The operators, it is understood, will use the list of outbursts to-day as their best argument.

The most important of these are the shooting of a striker who refused to obey a sentry's order at Shenandoah, the dynamiting of a train on the Lehigh Valley road near this city, the wrecking of a train near Lattimer, the dynamiting of the bridge at Tuscarora, and attacks on workmen at the Henry Clay and the Treverton collieries, in which they were severely beaten. Strikers bearing one thousand rounds of ammunition were arrested at Jessup, and it is known that strikers have rifles hidden in that vicinity. Anarchistic notices were posted at Duryea suggesting murder, and threats were made by strikers at Shamokin against men who were trying to get them to return to work. Besides this, the gathering of armed strikers on the roads indicated the general condition of restlessness and readiness for lawless deeds.

Of the conditions at present a prominent operator said to-day: "I think that there will be a very considerable influx of men to the mines when the extra troops reach here, providing that the soldiers are properly distributed. As long as they are kept in their camp and only called out when an actual breach of the peace occurs, just so long will their presence have very little effect. We don't want men to guard our breakers, because our experience in this strike so far has proven that there is nothing to be gained by assailing the men at work. It is the fear of assault on the way to and from the mines, and also the fear that their families might be molested while they were away from home, a whole regiment of soldiers camping alongside a breaker isn't going to prevent attacks on the men when they are coming to and going to work."

If the soldiers are detailed to do patrol duty in and about the mines, and are stationed at intervals along the routes which the men must pass through on their way to their work, I think that the men who desire to return to work will feel encouraged to do so. It would give them a sense of security as to themselves as well as their families."

STRIKER KILLED BY SOLDIER.

The killing at Shenandoah was the first by a soldier since the strike began, and was held to be entirely justifiable by Colonel Rutledge, of the 18th Regiment. Private Wadsworth, who did the shooting, was on guard at the house of John Bolcavage, which was dynamited on Tuesday, and he had orders to fire if any one approached the house failed to answer the second command to halt. He obeyed this order. When a man approached the house and paid no attention to the challenge, Wadsworth fired, killing the man, the bullet tearing through his chest.

A train on the Lehigh Valley Railroad, at Jenkins switch, ten miles from this city, was blown up by dynamite, and one hundred cattle were killed. As a coal train was due at the time the intention was evidently to destroy that, but the cattle train was sent in advance. The engine and seven cars were blown from the tracks. The cars rolled down an embankment and were crushed, the animals in them being smothered and torn.

COAL TRAIN WRECKED; MEN BEATEN.

A coal train leaving the Lattimer colliery was wrecked by a bowlder placed on the track. At the Henry Clay colliery a score of non-union workers were attacked, several being badly beaten, and four thrown into the creek. At Treverton J. Laidlow, a non-union man, was beaten. The bridge leading to the Slattery colliery, at Tuscarora, was shattered by a heavy charge of dynamite. The confiscation of one thousand rounds of ammunition by the soldiers of Company D, 13th Regiment, this morning caused a sensation in camp. The ammunition was consigned to S. Fesselo, who lives at Jessup. Information was reached here yesterday that what looked like a case of ammunition had been received at the Delaware and Hudson station. Captain Foote, in command of Company D, was at once ordered to the station. The soldiers found S. Fesselo and Anthony Botti making arrangements to take away the box containing the ammunition. They were arrested and taken to the guardhouse. The ammunition was ordered from the Peters Cartridge Company, of Cincinnati, and consigned to Passello.

"TRY THESE BLOODHOUNDS IN SECRET."

A number of poorly printed anarchistic circulars was distributed in and about Duryea last night. They call for the extermination of all the enemies of the mine workers. The circular reads as follows: "Remember the history of the French Revolution; how, when the nobility thought to crush the workmen of France, the workmen took the government on themselves and punished their oppressors as they deserved. You have a remedy for your hurts and the gross insult to your President. By judge and jury composed of miners try these bloodhounds in secret; if not guilty, acquit them, but if guilty let no soft feelings deter you from executing judgment. Remember how a woman, Charlotte Corday, rid the world of an enemy of mankind, Marat. Yours for Justice, Equality and Fraternity."

THE COLD WAVE ARRIVES.

Colder weather in this city is due to-day, in the opinion of the official forecasters. An area of cool weather was observed on Thursday, extending through Eastern Tennessee and Kentucky and Western North Carolina and West Virginia. In that region a temperature of about 50 degrees was prevailing. The cold wave apparently had reached the city last night, when there was a sudden fall of temperature. The highest temperature in the city yesterday was 73 degrees at 1:30 p. m., and by 9 p. m. there had been a fall of 20 degrees, the thermometer at the latter hour standing at 53 degrees. The official forecast is: Fair and cool to-day and fair to-morrow, with fresh northeasterly winds.

The coal operators who conferred yesterday afternoon with Governor Odell and Senators Platt, Quay and Penrose in Mr. Platt's office were President Olyphant of the Delaware and Hudson, President Fowler of the Ontario and

THE REAL WHEELS OF PROGRESS Are on the 20-hour Pennsylvania Special between New-York and Chicago. Leaves at 1:35 P. M. daily.—Adv.