man's place when a strike was ordered. He declared that he would not speak to or associate with such a man, and considered him actually as nothing. There was a laugh among the spectators, mostly mine workers, at this, because Mr. MacVeagh, had asked Mr. Mitchell to pretend that he (MacVeagh) was a scab, and to tell what he would call him and how he would treat him. Mr. Mitchell was rather bitter in his description of a scab, declaring his relation to the union to be the same as that of Benedict Arnold to the American colonies.

Instances of boycotting with relation to non-union men were told of, and Mr. Mitchell's opinion asked. He would not admit that these boycotts had occurred, but he did not disapprove of any boycott that was within the law. He did admit, however, that he would regard it as going to a great extreme to deny a storekeeper the right to supply the necessaries of life to any one, and said that he would not sustain such action, that he did not believe in starving men, even if they were "scabs."

Mr. MacVeagh said: "I ask you as the head of the organization, do you not think it is the crying need of your order to legislate against boycotting?"

FAVORS A LAWFUL BOYCOTT.

"No, sir; I do not," Mitchell answered. "It depends on the character of the boycott. I am not in favor of an illegal boycott, but I am in favor of the boycott as it is lawful to apply it."

"Would you think it lawful to destroy the business of other citizens not connected with the coal mining industry in any way, because other men, working still for their living, dealt with them?"

"That would be a perfectly legal right. The men would have the right to spend their money wherever they pleased, and for whatever reason they pleased."

"But would they have a right to give a storekeeper a notice that they would not deal with him?"

"They would have a right to tell him their reasons for preferring to deal some other place."

"Ah, yes, that may be; but if they joined together to do that it would be intimidation, would it not? You must remember, Mr. Mitchell, that this is intimidation purely on account of a difference of opinion. Have you a right to intimidate an American and compel him to change his opinion or his action, if his action is lawful, by any form of boycotting?"

"I can only say, as I have said before, that men have a right to spend their money with whom they please, wherever they please."

"Do you think it is an American system, which ought to be extended upon us, the owners of these properties, that whenever a majority of our workmen differ from a minority in opinion as to the hours of labor or conditions of employment, the majority shall be at liberty to intimidate the minority and the members of their families into abandoning their honest convictions on the subject?"

"It depends entirely on what you mean by intimidation," Mr. Mitchell answered.

MR. MACVEAGH DESCRIBES INTIMIDATION.

"You know perfectly well what it is. You know you would be intimidated and your family would be intimidated if the groceryman in your village were informed that he would deal with you at his peril; if your children, when they went out of the gate, were called by this epithet which you think not commendable, but admissible; if the wife, when she appeared on the street, were treated as if she were a leper. That is intimidation, and we all know what it is. Now, why cannot your organization come up like American men and say that it is a cowardly practice, that it is un-American, that it is brutal and unmanly and that you will abolish it? Why cannot you do that?"

"Well, to begin with, I should be very much opposed to our organization taking a position that would place the non-unionist, the man who worked, the man who sought to destroy the hopes and aspirations of the great bulk of the men, the man who sought to destroy the hopes of the children, on the same plane of respectability as the man who fights for these American principles."

Mr. Mitchell declared that he did not oppose union men serving in the militia, that he considered it the right of every one to perform the duties of citizenship. In reference to the violence committed during the strike, President Mitchell, in replying to the assertion that there were fourteen murders, said that in only three of them were union men accused, that the others were either accidents or had been committed by Coal and Iron police or soldiers. Of the cases of dynamiting, which were quoted to him, he intimated that he would bring witnesses to show that the coal companies were responsible for some of them, and not the union men, the object being to withdraw the public sympathy from the strikers.

"Do you not know," asked Mr. MacVeagh, "that you never had a ghost of a chance to win this strike until you commenced intimidation of the men, women and children?"

"I do not see how you can imagine that," replied Mr. Mitchell, "because when the strike was first ordered every man came out."

"Well," said Mr. MacVeagh, "ever since the reign of terror commenced, I said that you would win the strike."

Later Mr. Mitchell declared: "Even in the absence of the alleged lawlessness I do not think a single mine could have been operated."

MUST STOP USE OF SOFT COAL AT ONCE.

Commissioner Lederle of the Board of Health believes there is enough anthracite coal coming into the city to supply contractors who are erecting high buildings, in which stationary engines are used. Yesterday Dr. Lederle instructed the inspectors of his department to inform the contractors who are using such stationary engines to stop the use of soft coal at once.

FIRE TEAM RUNS AWAY.

IT STRIKES A HORSE CAR AND NARROWLY MISSES TRUCKS AND AUTOMOBILES.

For the first time since the old Mutual fire house was at Chambers and Centre sts., a pair of fire horses ran away from the driver attached to that station, while responding to an alarm last night. Nan and Bill, the runaways, took the bit in their teeth before the four men attached to Tender No. 7 were half down the ladder, and Patrick Walsh, the driver, was thrown bodily against the wall just as he put his foot on the hub of the off wheel, and narrowly escaped injury.

With a snort the team sped west in the track of the engine, with its complement of men, headed for the box at Park Place and Church-st., and passed the engine before Broadway and Chambers-st. was reached.

Striking an east-bound Chambers-st. horse car opposite the Stewart Building, the front handle and dashboard of the car were broken, and the step of the tender was torn off. No warning bell cleared the way for the runaways at this point, and up and down town cars were stopped by the motormen just in the nick of time.

"Stop the runaway!" cried hundreds of people hurrying toward the bridge, and Policeman Duffy, of the Elizabeth-st. station, made a gallant attempt, but was thrown headlong after getting one hand on the bridle of Nan.

The big bays then tore past trucks and automobiles, barely missing the throngs bound ferryward at West Broadway and Chambers-st., and sped for the North River. Between Greenwich and West sts., in Chambers-st., a big truck loaded with hay barred the further progress of the team, and they crashed into the rear end. The pole of the tender was snapped short off, and Bill, the nigh horse, went down with a deep cut on his flank and big bruises on his knees. Before the maddened animals could speed to the river Policeman O'Rourke, of the Leonard-st. station, grasped the bridle and shoved the team back on their haunches. When led back to the fire station a veterinary patched up Bill, and he and Nan were given a "night off."

NEW TOBACCO COMPANY.

The Cuban Land and Leaf Tobacco Company was incorporated yesterday with a capital of $100,000 in Jersey City. Papers filed with the County Clerk show that the corporators are Martin S. Watts, William R. Journeay, Jr., and Martin E. Fink.

MARRIAGES EXPEDITED.

From The Chicago News.

Only recently the complaint was made that the preparations for a wedding were becoming so elaborate, troublesome and costly that young men preferred to remain bachelors rather than undergo the ordeal. In view of this complaint it is reassuring to learn that, owing to the perfection of system established in the county building, weddings may now be performed there with the greatest dispatch. A couple, it is reported, may seek the marriage license window at any time in the day and then depart from the county building man and wife in the space of eight minutes and twenty seconds. The gain over the slow, old-fashioned wedding, which requires weeks for preparation and a whole day for the ceremony itself, is obvious. A man may now get married in less time than it takes to ride around the loop. Some improved method of courtship on the lightning express principle doubtless will soon be forthcoming.

HORSE BEGINS HIS SHOW.

Continued from first page.

ring committee last evening, has no entries in the show this year, but his son Harry Payne Whitney has over thirty, some of which are doubtless his father's. Alfred Gwynne Vanderbilt and his brother, Reginald C. Vanderbilt, are represented by fourteen entries, and the former appeared in the ring yesterday afternoon driving his park team. R. F. Carman, who has frequently driven four-in-hands and pairs to success in the show ring at the New-York show, will not handle the ribbons this year in competition, as he is one of the judges of four-in-hands, tandems, carriage and harness horses. Probably the best known whip at the Garden this year will be the French professional, Aurel Batonyi.

F. AMBROSE CLARK THROWN.

F. Vivian Gooch, the English judge of saddle horses, who was brought to this country especially to award the prizes to the animals that appeared under the saddle, showed himself to be a hard worker when the first saddle class appeared yesterday afternoon. Not only did he have the best horses stripped and examine them closely in this condition, but when it came down to the final choice he himself mounted the several candidates and tried their paces about the ring.

There was only a sprinkling of spectators when at 9 o'clock the bugler walked to the centre of the ring and blew the blast that announced the show open. The following hour was devoted to exercising horses in the ring and the first class judged was for animals suitable to become hunters. As a matter of fact, most of them were unsuitable, but C. F. Levin's mare Yellow Rose was as good as any, and she got the main award. A class of sixty-one jumpers followed, and it took the three judges until the luncheon hour to weed them out. In this class F. Ambrose Clark, the stepson of Bishop Potter, rode several of his own entries. Mr. Clark is a finished horseman and frequently rides his own horses in steeplechases at the metropolitan tracks, but Copper King played him a low-lived trick in the ring yesterday.

The gelding was green to the ring, and he promptly refused. Not so with his rider, however. Mr. Clark did not refuse. Not at all. He took the jump neatly and lighted on his shoulder in the soft tanbark on the other side of the rail. He was none the worse for his tumble, however, and rode his own entries in a later class. The judges did some queer work in this class, for they passed horses that have national reputations, and have won blue ribbons in every show in the country; horses like Richmond, Hornpipe, American Beauty, Chapple and others, and gave first reward to the Chestnut Hill Stock Farm's Ripple, a bay mare, who cleared the bar by at least a foot at every trial. It was strong jumping, but scarcely finished, and the decision created considerable unfavorable criticism.

Mrs. John Gerken won her first victory of the show in the class for pony stallions, in which her fine Doncaster Model, who swept everything before him last year, was easily successful. J. E. Widener's Vixen was the best of the pony mares. Anna Held's pair of ponies, Jack and Jill, were shown again and they beat the only pair opposed to them.

W. H. Moore, of Chicago, scored in the carriage horse class that began the afternoon programme, Capital Boy being the blue ribbon winner. There was a novelty shown when seven lightweight saddle horses appeared for judgment. W. Seward Webb's bay gelding Bonito appeared with his mane braided and decorated with the colors of the Horse Show. This was distinctly an innovation and many thought that it would be frowned on officially, since there is scarcely any limit to this sort of thing if once it is started. However, Mr. Seward's horse got the blue ribbon, over Mrs. H. G. McElwaine's chestnut mare Sapphire.

A. G. VANDERBILT DRIVES ENTRIES.

There was a close competition in the class for pairs of novice carriage horses, and only after long consultation did the judges agree on the winner. The exhibitors included Jay F. Carlisle, C. K. G. Billings, W. H. Moore, J. E. Widner, J. H. Moore and Herbert Coppell, together with a number of professional horse dealers, one of whom had come to the Garden accompanied by a well organized claque of stable boys, whose howls of enthusiasm when their employer drove past their quarter of the ring deceived nobody, not even the judges. It was a close thing between John Arthur's pair and the team of J. H. Moore, president of the Chicago Horse Show, but the latter pair suited the judges best, and so Lord Roberts 2d and Lord Russell ultimately got the coveted ribbon.

Alfred Gwynne Vanderbilt drove the four in hand belonging to himself and his brother Reginald in the class for teams between 14 and 15 hands. Aurel Batonyi handled Mrs. John Gerken's four. Other exhibitors were John S. Bratton, who did his own driving, and Miss Lula Pfizer, whose team was handled by a coachman. The Vanderbilt team were dark bays and perfectly matched, but Mrs. Gerken's four were equally well matched and smarter in action, and nobody was displeased when they got the principal award, with Mr. Vanderbilt's team in second place and the dealer's team third.

The exhibit of thoroughbred horses has long been the weakest feature of the Horse Show, and this year is scarcely an exception, though the showing is better this year than last. Probably John E. Madden was intimately acquainted with the characteristics of every horse he had to judge long before he stepped into the ring. He had six stallions to examine, and none of them were of the highest class. Owners of valuable thoroughbreds will not expose them to the dangers of illness and injury incident to public exhibition. It did not take Mr. Madden long to choose Requital for the blue ribbon. The old horse won the Futurity in 1893 for Gideon S. Daly, and has been in the stud for several years. Belmar, who used to be owned by "Pittsburg Phil," and who was one of the best gray thoroughbreds that ever raced in this country, pleased Mr. Madden second best, with Lighterman and Sleipner, exhibited by Mrs. Lillian Barnes Allen, in third and fourth places.

While the judging was going on there came near being an impromptu stallion fight for the delectation of the spectators. Warrenton managed to get loose from his groom, and attacked Lighterman, who promptly let fly his feet to repel the atack. For a moment it looked like a hair raising contest, but Warrenton's groom soon caught him, and with some assistance subdued his anger.

Despite his fall of the morning, F. Ambrose Clark rode his gelding Guidon in the hunters' class that closed the afternoon programme, and the horse performed so well as to win an easy victory over Ripple, who had beaten him in the morning. Guidon seemed to have got used to the shadows and noises of the ring, and performed more smoothly than he had done in the morning. Consequently the judges were not inconsistent in reversing themselves.

The evening crowd was late in arriving and it was nearly 9:30 o'clock before the attendance reached its height. When the throngs had arrived, however, it compared favorably with any first night crowd in the history of the Horse Show and it would not be surprising to see records broken in the way of attendance before the week is over.

The principal exhibit of the evening came in the tandem class, when Dr. John L. Wentz's famous team Lord Golden and Lord Brilliant appeared. There were several clever and showy tandems shown, but from the first there was little doubt that Lord Golden and Lord Brilliant would win. They are still the best of their kind and probably no two more successful show horses of their type have ever been seen in this country. Their nearest competitors were E. D. Jordan's Plymouth Champion and The Baron, with W. H. Moore's Chicago pair, Drummer Boy and Disturbance III.

Heavyweight hunters wound up the first day's programme, and here Clarence Moore's powerful Kohinoor, who stands 16 hands 1 inch high, was victorious over Harry Payne Whitney's Hurricane, to whom the red ribbon went.

TO-DAY'S PROGRAMME.

The judges of the show are as follows:

Thoroughbreds—John E. Madden, Sheepshead Bay, Long Island.

Hackneys—A. B. McLaren, Chicago, Ill.

Trotters and Roadsters—Albert C. Hall, New-York; Carl S. Burr, r., Commac, Long Island; Shelby T. Harbison, Lexington, Ky.

French Coachers, half-breds and street cleaning horses—R. F. Carman, Huntington, Long Island.

Four-in-hands, tandems, carriage and harness horses; horses, carriages and appointments—R. F. Carman, Huntington, Long Island; Thomas A. Maitland, Mamaroneck, N. Y.; Orson Moulton, Batavia, N. Y.

Pony stallions and brood mares, and ponies in harness—Marion Story, Port Chester, N. Y.

Saddle horses and ponies under saddle—F. Vivian Gooch, Windsor, England.

Hunters and jumpers—John E. Cowdin, New-York; A. B. Duncan, New-York; James K. Maddux, Warrenton, Va.

Cavalry horses and chargers—Colonel Charles G. Treat, U. S. A., West Point, N. Y.

To-day's programme is appended:

10 a. m.—Judging four hackney yearling fillies, Class 33.
10:15 a. m.—Judging three hackney two-year-old fillies, Class 32.
10:25 a. m.—Judging two hackney fillies, three years old, Class 31.
10:30 a. m.—Judging two hackney mares, Class 30.
10:35 a. m.—Judging four hackney mares, Class 29.
10:50 a. m.—Judging four hackney mares, Class 28.
11:00 a. m.—Judging two trotters (brood mares), with their produce, Class 9.
11:15 a. m.—Judging three trotting two-year-old fillies, Class 7.
11:30 a. m.—Judging three trotting one-year-old colts or fillies, Class 8.
11:45 a. m.—Judging two trotters, stallions, three years old, Class 5.
11:55 a. m.—Judging three trotters, stallions, two years old, Class 6.
12:10 p. m.—Judging 9 Shetland brood mares, Class 89.
12:30 p. m.—Judging 11 harses suitable to become hunters, Class 97.
1 p. m.—Recess.
2 p. m.—Judging 13 pairs horses, Class 38.
2:30 p. m.—Judging 6 trotters with a record of 2:30 or better, Class 11.
2:50 p. m.—Judging 15 horses, broughams and appointments, Class 48.
3:20 p. m.—Judging 6 standard-bred trotting stallions kept for service, Class 4.
3:40 p. m.—Preliminary trial over the umps of 31 ladies' qualified hunters entered in Class 94, and only those horses then selected will be allowed to compete in that class at 5 p. m. on Friday, November 21.
4:30 p. m.—Judging 10 teams, four-in-hands, Class 50.
5 p. m.—Judging 11 colts under saddle, Class 120.
5:30 p. m.—Judging 14 harness horses (dealers), Class 42.
6 p. m.—Recess.
8:30 p. m.—Judging 27 saddle horses, Class 71.
9:10 p. m.—Judging 16 harness tandems, Class 57.
9:40 p. m.—Judging 13 thoroughbred qualified hunters, Class 95.
10:10 p. m.—Judging 10 pairs harness horses, Class 45.

THE AWARDS.

Class 99 (hunters, lightweight, up to carrying under 165 pounds to hounds; condition to count 50 per cent; quality, 50 per cent)—First, Yellow Rose, dun m., 15.3, 5 years; owner, Clarence F. Levin, Genesee Valley, N. Y.; second, Valse Dance, br. g., 15.3, 6 years; owner, Sidney J. Holloway; third, Queen Gold, ch. m., 15.3, 4 years; owner, Adam Beck, of London, Canada.

Jumping classes (Class 101, jumping class, open to all; performance over fences only to count)—First, Ripple, b. m., 16, 5 years; owner, Chestnut Hill Stock Farm, Chestnut Hill, Philadelphia; second, Dunkirk, b. g., 15.3, 6 years; owner, Adam Beck, London, Ontario; third, Pearl, b. m., 16, 8 years; owner, George Pepper, Toronto, Ontario; highly commended, Red Oak, b. g., 15.2; owner, F. Ambrose Clark, Goshen, N. Y.

Pony stallions and brood mares (to be shown in hand; not ridden or driven; class 85, stallions, 3 years old or over, not exceeding 12 hands 1 inch)—First, Doncaster Model, b. s., 11.3, 6 years; owner, Mrs. John Gerken, Gravesend, N. Y.; second, Jim Blaine, b. s., 10, 8 years; owner, H. C. Hoskier, South Orange, N. J.; third, Brown Bard, br s., 11, 10 years; owner, Master Dallas W. Haines, Yonkers, N. Y.

Class 87 (brood mares, other than Shetlands, not exceeding thirteen hands one inch, in foal, all with foal at foot)—First, Vixen, br. m., 12.3, aged, Joseph E. Widener, Philadelphia; second, Arborvitae, ch. m., 12.3, 7 years, Charles E. Bunn, Peoria, Ill.; third, Myrtle, br. m., 11.3½, 9 years, G. Howard Davison, Millbrook, N. Y.; highly commended, Belinda, ch. m., 11.2, 7 years, Charles E. Bunn.

Class 67 (pair of ponies, in harness, other than Shetlands, not exceeding thirteen hands)—First, Anna Held's Jack and Jill; second, Charles E. Bunn's Aster and Echo.

Class 46 (carriage horses, heavyweight, exceeding 15.3, suitable for a heavy cart; should have conformation, quality, style and all-around action; excessive pace not required; shown to an appropriate vehicle)—First, Capital Boy, br. s., 16.1, aged, William H. Moore, Chicago; second, Grace, b. m., 16, 6 years, Fiss, Doerr & Carroll Horse Company; third, Gay Boy, b. g., 15.3½, aged, Mrs. J. Edward Davis; highly commended, Diana, blk. m., 15.3½, 8 years, H. Vervack, Buffalo, N. Y.

Class 13 (roadsters, standard or non-standard)—First, E. S. Stotesbury's Ruritania, br. m., 15.2, 7 years; second, Michael Donahue's (Philadelphia) Sadie McGregor, sor. m., 15.3, 8 years; third, James W. Cooke's (Philadelphia) Wilkie Patchen, br. m., 15.3, 5 years; highly commended, William M. V. Hoffman's Vida Wilkes, br. m., 15.2½, 8 years.

Class 73 (saddle horses, over 14.3 and not exceeding 15.2, up to carrying 200 pounds)—First, W. Seward Webb's (Shelburne, Vt.) Bonito, b. g., 15, 8 years; second, Mrs. H. G. McElwaine's Sapphire; third, John I. D. Bristol's Nell, b m., 15.2, 6 years.

Class 110 (special prize for pair of horses not under 15.1 and not over 15.3; open only to those that have never taken a ribbon at any of the association's shows; to be shown to four wheeled vehicles)—First, James Hobart Moore's (Chicago) Lord Roberts II, b. g., 15.2, 7 years, and Lord Russell, b. g., 15.2, 5 years; second, John Arthur's Canadian Boy, b. g., 15.2, 6 years, and Canadian Lad, b. g., 15.2, 7 years; third, Herbert Coppell's (Tenafly) On My Honor, br. s., 15.3, 7 years, and Professor, br. g., 15.3, 8 years; highly commended, John S. Bratton's Three Tips, ch. s., 15.1½, 8 years, and My Surprise, br. s., 15.1½, 8 years.

Class 58 (four-in-hands; teams, not under 14 hands and not exceeding 15 hands; conformation, quality and all around action to be considered)—First, Mrs. John Gerken's entry, driven by A. Batonyi; second, A. G. and R. C. Vanderbilt's entry, driven by Alfred G. Vanderbilt; third, Miss Lula Pfizer's entry, driven by M. Morris; highly commended, John S. Bratton's entry, driven by John S. Bratton.

Class 92 (qualified hunters, middle weight, carrying between 165 and 190 pounds to hounds; conformation and quality to count 50 per cent; performances over fences 50 per cent)—First, F. Ambrose Clark's Guidon, driven by F. Ambrose Clark; second, Ripple, the entry of the Chestnut Hill Stock Farm; third, C. W. Smith's entry, Garnett Ripple; highly commended, F. Ambrose Clark's entry, Fancy Jane.

Class 1 (thoroughbreds, running horses; stallions three years old or over to be judged solely by appearance in the ring; racing performances not to be regarded; this class to be shown in hand, not ridden)—First, E. C. Cowdin's entry, Requital; second, Thomas L. Watt's entry, Belmar; third, imp. Lighterman, entry of William C. Eustis; highly commended, Rancocas Stock Farm entry, Sleipner.

Class No. 72 (judging twenty-six saddle horses, over 15 hands and not exceeding 15.2, three years old or over, up to carrying 160 pounds)—First, Mustello, ch. g., 15.1½, 5 years; exhibitor, Mrs. James B. M. Grosvenor. Second, Little Minister, b. g., 15.2, 7 years; exhibitor, Mrs. S. F. Haserot. Third, Superb, b. g., 15.1½, 5 years; exhibitor, Miss Mary Stone Myrick. Lightfoot, blk. g., 15.1, 3 years, exhibited by John W. McComb, was highly commended.

Class No. 56 (harness tandem, the horses to be over 14.3 and not exceeding 15.2)—First, Lord Golden II, ch. g., 15.1½, 9 years, and Lord Brilliant, ch. g., 14.3½, aged; exhibitor, Dr. John L. Wentz. second, Plymouth Champion, ch. g., 15¼, 6 years, and The Baron, ch. g., 15, 5 years; exhibitor, Eben D. Jordan. Third, Drummer Boy, br. s., 15.1½, 6 years, and Disturbance, br. g., 15.2, 6 years; exhibitor, William H. Moore. The tandem exhibited by H. P. Whitney, Kitchener, b. g., 14.3½, aged, and Kopella, b. m., 14.3½, aged, was highly commended.

Class No. 91 (qualified hunters, heavy weight, up to carrying over 190 pounds to hounds; conformation and quality to count 50 per cent; performance over fences, 50 per cent)—First, Kohinoor, ch. g., 16.1, aged; exhibitor, Clarence Moore. Second, Hurricane, b. g., 16.1, aged; exhibitor, H. P. Whitney. Third, Mr. Jorrocks, br. g. 16, 7 years; exhibitor, James Hobart Moore. Plato, b. g., 16.1, 5 years; exhibitor, Adam Beck, was highly commended.

HORSE SHOW FILLS HOTELS.

BIG HOSTLERIES CROWDED WITH GUESTS—LITTLE ROOM FOR LATE COMERS.

This is a busy time for the hotels, and all report full houses. The opening of the Horse Show is principally responsible for the crowded condition, although this year has been exceptional in hotel business here. All the fall the hotels have been crowded and turning people away, but this week applicants for accommodations are even more numerous.

Rates have not been raised at any of the places where inquiries were made, but it has been necessary for guests to have rooms reserved long before their coming.

At the Holland House it was said that everything was taken and that there were no rooms to be had.

The Waldorf, Savoy and Netherland have only a few vacant rooms, and these will be filled by midweek.

The Imperial and Fifth Avenue are crowded, and reflect the situation all over town.

RICHMOND PEOPLE HERE FOR THE SHOW.

Last night a large personally conducted party from Richmond, Va., arrived by the Old Dominion Steamship Company's steamer Princess Anne. Most of them will remain here for the Horse Show week.

GENERAL ELECTRIC CO. EXPANDS.

According to a special dispatch to a Wall Street news agency yesterday the General Electric Company, represented by Stone & Webster, of Boston, has obtained control of all the street railway systems of Tacoma, Seattle and Everett, Wash., and has let contracts for the development of 25,000 horse power by diverting the flow of Puyallup River into a canal ten miles long, giving a fall of 800 feet; this power to be used for operating the Tacoma and Seattle street railways. The Seattle Electric Company, a consolidation of all the street railways of Seattle, except one small line, and the electric light companies in and near Seattle has $8,000,000 common stock and operates eighty-two and one-half miles of road.

Stone & Webster are the general managers and transfer agents. They are also the general managers of the Tacoma Railway and Power Company, which controls all the street railways of Tacoma; total mileage, sixty-one miles. The General Electric Company, on January 31, this year, owned $746,400 of the Tacoma Railway and Power Company's $2,000,000 stock, and $202,000 of its $1,310,000 outstanding bonds. The single streetcar line of Everett, Wash., operating about ten miles of track, is owned by the Everett Railway and Electric Company, which has outstanding $200,000 stock and $500,000 bonds.

TERRORIZED THE NUNS.

TWO MEN FORCE WAY INTO CATHOLIC HOME—PUT OUT BY BELLRINGER.

A couple of well dressed men last night terrorized the St. Francis Roman Catholic Home for Working Girls, at No. 109 West Thirty-second-st., interrupting the prayers of the nuns in charge.

The two men rang the bell at the home early in the evening, when there were eighteen women and one man in the place, and, without waiting to tell what they wanted, pushed past the old woman who opened the door, and went on into the back parlor of the house.

The woman was thoroughly frightened, and ran for help to the chapel, where Sister Francis was conducting prayers, with six young women. She at once went out to the parlor. The men opened the door through which the Sister had just come, and started to enter the chapel, where the young women were huddled around the altar. Sister Francis put herself in the way, but was thrown aside.

Meanwhile another nun, Sister Margaret, had gone down and brought up the bell ringer, a man weighing less than one hundred and twenty pounds. The smaller of the two intruders weighed at least one hundred and eighty pounds. But the bell ringer, whose name was Flannigan, seized one of the intruders and shoved him against the other. The second man fell back and made for the street.

His companion stayed to fight. The fight ended by the stranger being thrown down the stairs and into the street. There, after hurling the cover of a coal hole through the parlor window, he started away, to be arrested by Policeman McGinnis, who had heard the noise and was coming to the scene.

Taken to the station house, the intruder gave his name as J. C. Hilyard, a manufacturer, of No. 464 Clermont-ave., Brooklyn. He was bailed out by Robert Nelson, and went away, refusing to say anything about what had happened.

GROUT ON CITY FINANCES.

HE ADVOCATES NEW METHOD OF TAX COLLECTION AND DEFENDS THE ASSESSMENT PROPOSAL.

Controller Edward M. Grout delivered a long address on "The Finances of New-York City" before the Manufacturers' Association in Brooklyn last evening, in which he proposed amendments to the charter regarding the collection of taxes, the issuing of bonds, the sinking fund and the levying of assessments for local improvements. He first spoke of the importance of the office of Controller of New-York, and praised the condition in which he found the office, and then said in part:

I have sought to indicate the greatness of the office by speaking of the aggregate of its receipts and disbursements as exceeding $500,000,000 a year. This includes at least 25 per cent of needless and expensive receipts and disbursements which, under any intelligent system of finance, ought to be utterly eradicated. It is a strange situation on the first of each January, the beginning of its fiscal year, when the city of New-York, the greatest and richest of American cities, starts without a dollar with which to pay the smallest expense, and so continues, except as it relieves its necessities and meets its obligations by borrowing, until, on the first Monday of October, the year's income by taxation falls due. It is a situation which costs the city a million and a quarter a year for interest, to say nothing of incidental expenses and the worry of its financial officers, and which compels it, as a constant borrower instead of a large depositor at the banks, to accept 2 per cent on its deposits where it otherwise might get 3 or 3½ per cent.

I shall meet and avoid objections by a bill in the coming legislature which will leave unchanged the date, the first Monday of October, when taxes become a lien, and the date, December 1, when the interest penalty for non-payment begins to run, but which will provide that taxes shall be fixed and may be paid, with a rebate at the rate of 3 per cent from the date of payment to December 1, on and after January 1. This rate is from one-half per cent to 1 per cent less than we pay the banks on revenue bonds, but sufficient, I believe, to attract large payments. The city will thus save several hundred thousand dollars of interest, while the condition of the delayed taxpayer will be no whit harder than it is now. The bill will also provide for the apportionment of the year's taxes between buyer and seller of real estate, the same as interest and rents, unless they otherwise contract, a provision greatly for the benefit of real estate. Minor provisions of the bill will, it is hoped, operate to distribute the payment of taxes, instead of having them concentrated, as now, in a single month.

HE DISCUSSES ASSESSMENTS.

Controller Grout then spoke of the new sinking fund plan suggested by Deputy Cintroller Stevenson, and continued:

Of taxation generally there are two propositions not to be disputed: it should be for no greater sum than is necessary, and it should be distributed equally.

If I own a $10,000 house, and am assessed at $8,000, or 80 per cent of value, and some one else in the city having a $10,000 house is assessed at $4,000, or 40 per cent of value, I will have to pay twice the amount of taxes which the other man pays, and he half the amount that I pay, and it will make little difference to either of us, either to the one so discriminated against or to the one so favored, what the other factors in taxation are, or whether municipal expenses and municipal revenues are large or small. The grinding injustice, the favoritism and inequality are there the chief element, the most potent factor. Yet this is but a moderate statement of the condition which actually prevails in the city of New-York to-day, although the city charter says that there shall be equality in assessment as well as taxation. Fair actual market value can be as reasonably determined as a percentage, say 60 or 70 per cent value, since, to reach the percentage one must first determine the hundred of which sixty or seventy is to be taken. And equality between man and man can be better, more surely attained, if fair actual value be the rule, for over-assessment can then be corrected by showing the true value, without the necessity of a tedious expensive comparison to show that one's property is assessed at a higher ratio than the average of other property.

The Tax Commissioners and their deputies would be subject to indictment by the grand jury if they should intentionally fail to assess property at what they deem to be its fair market value, and instead should assess it at 60 or 70 per cent, or any other per cent. I am convinced that no act of the city government for years past is so capable of complete defence before the voters and taxpayers of New-York City as this act of insisting that the long settled law of the State and city in favor of assessment at actual value shall hereafter be conscientiously enforced. It is said that this is "justly unpopular." I answer that it is right; it is the law, it is necessary, it will produce equality and justice in taxation, and it will meet the necessities of the city by enlarging its credit and permitting the improvements, without which the city can continue neither its growth nor its prosperity.

In the laws regulating assessments for benefit for local improvements there is also need of change, and I purpose asking such change of the legislature. I would suggest that such assessments be laid before the improvement is made, and be payable in five annual instalments, the work not to be contracted for or executed until two-fifths of the cost has been paid in.

MORE ROADS RAISE WAGES.

BALTIMORE AND OHIO BRINGING PAY TO THE PENNSYLVANIA STANDARD.

[BY TELEGRAPH TO THE TRIBUNE.]

Baltimore, Nov. 17.—Several employes of the Baltimore and Ohio Railroad Company said to-day that they had received information that their salaries would be increased. President Loree, while declining to state the percentage of increase or the number of men affected, said that the company had for some time been increasing wages in one branch or another of the service, and that the policy would be continued. From another official it was learned that the company was raising the rate of pay in every department to the Pennsylvania standard.

The Baltimore and Ohio employs about sixty-five thousand men, and if these men get an increase averaging 10 per cent it will add $3,000,000 to the payroll. A large number of yard engineers, firemen, conductors and brakemen at such points as Philadelphia, Wilmington, Baltimore, Brunswick, Cumberland, Keyser, Piedmont, Grafton, Clarksburg, Parkersburg, Pittsburg, Benwood, Bellaire, Newark and Chicago Junction are receiving increases of several cents an hour.

Cleveland, Nov. 17.—Formal notices were posted by the Lake Shore Railway Company to-day announcing an advance of 10 per cent, in wages to all switchmen employed by the company outside of Chicago. The Chicago switchmen recently received an advance, and the increase announced to-day is in the line of equalization of salaries. The advance takes effect from November 1 and benefits about one thousand men.

While no official notice has been issued by the Nickel Plate road concerning an advance of wages to its switchmen, it is understood that the question is under consideration and that favorable action will probably result.

Important railroads in all parts of the country have in the last few months been showing their confidence in the continuance of prosperity and their recognition of the claims of their employes to share in that prosperity by granting advances in wages. Only last week the Pennsylvania Railroad Company announced its purpose to give a 10 per cent increase in wages to about one hundred thousand of its employes, and the New-York Central made a similar statement through one of its officials. There is reason to believe that wages will soon be raised by the Reading, the Lackawanna and other roads in the East.

An official of the Erie Railroad Company, asked yesterday if the Erie would follow the example of the Pennsylvania in increasing the wages of employes, answered: "If the Erie Railroad Company finds that the wages of the men employed by it are below those of other first class railways the wages will be increased. I think that an investigation will show that even after the 10 per cent advance by the Pennsylvania our wage lists will compare favorably.

"Still, the railways of the country will all have to increase wages somewhat. The cost of living has been increased, and the men will leave any railway that is paying less than the average wages."

The Western roads began the movement nearly a year ago by instituting a system for the gradual increase of the pay of their employes on the basis of 10 per cent. Within the last few days advances have been given by the Union Pacific and Southern Pacific, and the switchmen and trainmen in Chicago also got a substantial advance.

PRINCE IN A BOILER.

From The Philadelphia Press.

While the Prince Consort, the husband of Queen Wilhelmina, was strolling through the large government building the other day at The Hague in which engines and other machines are constructed, he saw a large boiler, which was being made for the new packet boat Java. Desiring to ascertain the exact manner in which the various parts were riveted together, he got into it. For some minutes he examined it closely, and then turned to go out, but discovered, to his dismay, that the cover had been placed on the manhole of the boiler. His predicament was soon made known to the officials, and strenuous efforts were made to remove the cover, but they were utterly in vain, and the Prince was obliged to remain in his uncomfortable position until a large hole was cut in one of the sides. Through this hole he came, smiling, and at once assured the anxious officials that his detention in the boiler had not done him an injury.

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