NATIONAL CAPITAL NOTES

[BY TELEGRAPH TO THE TRIBUNE.]
Washington, November 19.

THE FAITH OF THE FATHERS.—A story variously ascribed, but the responsibility for which seems likely to rest with Chairman Babcock, is being generally circulated in political circles, and will probably reach "Jim" Griggs in due time. Up in a back county in Pennsylvania, so the story runs, the Democratic county committee hit on the plan of sending a local Democratic paper to each member of a colored community which had settled in a deserted locality. Great satisfaction was caused to these negroes by being able to go to the postoffice and demand "their" paper. The postmaster also had considerable amusement over the airs and flourishes with which some of the colored citizens demanded their newspapers. One day a little pickaninny, hardly able to toddle alone, appeared at the postoffice.

"I want Jim's paper," she said grandly.

The postmaster, who had to lean over the counter to see the girl at all, brought the paper, and as he gave it to the girl said: "Is Jim a Democrat?"

"Yep," was the disapproving reply. "Jim am a Democrat, sure 'nuff. But me an Bill ain't." There was a brief pause, and then by way of explanation the girl added confidentially: "Yer see, Mr. Postmaster, hit's this way, Jim ain't got religion yit."

THE ADMINISTRATION ON THE LEVEL.—Great satisfaction is manifested in Congress circles over the announcement that when the alterations at the White House are completed President Roosevelt's administration will be literally on the level. For many years the steps to the White House have been a source of the gravest annoyance to dignified statesmen. To leave their carriages and painfully mount a staircase was a task that even the least corpulent servant of the people shrank from. It was the one unpleasant circumstance of being called to the White House. Now all is changed. The carriages of the President's visitors will enter at the west gate and roll up a new driveway cut through the lawn, and the statesmen will be able to leave their carriages and enter the "little White House," where the President's office is, without any change of grade. Already a number of stakes indicate the course of the new driveway. The one sad feature of the change is the removal of a number of beautiful Japanese maples. They are right in the course of the new driveway, and will have to be moved. Doubtless they will be transplanted, as the two magnolias on the other side of the grounds are being cared for now. This will seem only a slight sacrifice to the visiting statesmen, it is conjectured.

TO PROTECT SALMON FISHERIES.—The rate at which the great salmon canning companies are taking fish from the rivers of Southern Alaska has caused some alarm lest this valuable food fish should be exterminated in those waters. Commander Moses of the navy, who is an expert on the Alaska salmon fisheries, submitted a report some time ago, urging that a closed season be established in those rivers up to July 5 of each year. This met with opposition from the salmon fishers, and the Secretary appointed to-day for a hearing. The attorneys of the Alaska Packers' Association withdrew their objection, except that they wanted the closed season to end on June 30, instead of July 4, on the ground that if the fishermen could not be kept at work on the national holiday they would all go on sprees and work could not be begun until a week later. M. G. Munly, representing the independent packers, opposed the closed season, and urged that the government could better protect the salmon by exterminating the natural enemies of the fish, including the salmon trout, the kingfisher and the sea gull. He said that the salmon trout destroyed millions more fish every year than the packers took by following the spawning salmon and eating the eggs. Yet, he said, this destructive fish was protected by law, and could not be killed by the fishermen. He also advocated salmon hatcheries to be maintained by the government.

WHERE THE BEAR HUNTS.—A good deal of sly chuckling is being indulged in over the bon mot of a distinguished member of the diplomatic corps, whose weariness at the unending tales of bear hunts and no bears moved him to eloquence the other evening. The diplomat, it is credibly reported, was sitting in a club, surveying his evening paper with an expression of mingled indignation and ennui.

"Why doesn't President Roosevelt go to Manchuria instead of Mississippi if he wants to hunt bears?" he inquired testily of an astonished neighbor. "He'd find a bear there big enough to suit the most strenuous President."

No invitation has been offered by Count Cassini as yet.

CANNON'S GRIP ON SPEAKERSHIP.—Representative Cannon's supporters say that he is now so sure of election to the Speakership of the House of Representatives that they expect to see Messrs. Payne, Dalzell, Littlefield and Burton, the remaining candidates, all falling into the Cannon column before the coming session of Congress is a week old. It will require 105 votes to carry the nomination in the Republican caucus. Mr. Cannon claims 120 up to date. This number includes eighty-eight who have pledged themselves to him and thirty-two not yet pledged, but counted. This is the way the Cannon men make up the slate at present:

Pledged to Mr. Cannon—Connecticut, 5; Illinois, 17; Indiana, 9; Iowa, 10; Massachusetts, 10; Michigan, 11; Minnesota, 8; New-Hampshire, 2; North Dakota, 2; South Dakota, 2; Vermont, 2; Wisconsin, 10; total, 88.

Favorable to Mr. Cannon—Colorado, 2; Washington, 3; Utah, 1; Tennessee, 2; Oregon, 2; Nebraska, 5; Missouri, 1; Kentucky, 1; Kansas, 8; Idaho, 1; Maryland, 4; Montana, 1; Wyoming, 1. Total, 32.

Supposedly unfavorable to Mr. Cannon—California, 5; Maine, 4; New-Jersey, 7; New-York, 20; Ohio, 17; Pennsylvania, 28; Rhode Island, 1; West Virginia, 5. Total, 87.

CASE OF MISTAKEN IDENTITY.—From over the river at Fort Myer, where the guileless "rookie" holds sway, comes the following story, for which confirmation cannot be obtained at the War Department. On his first guard, so the story goes, a raw recruit was approached by the sergeant of the guard, who adopted toward him the usual tone of "non-coms." when dealing with recruits. In a voice that suggested far-off thunder he demanded if the sentry had seen the officer of the day. The sentry hadn't, and he admitted it shamefacedly. Thereupon the sergeant, having explained his exalted rank, departed with dignity, leaving the recruit mightily impressed with the importance of the same sergeant. Presently the officer of the day strolled down the line and passed the sentry. As he stopped in front of the post the recruit inquired gruffly:

"Are you the officer of the day?"

"Yes," came the surprised reply.

"Well, you want to get on to your job, you do; the sergeant of the guard is looking for you."

NEW LIGHT AT THE WHITE HOUSE.—Among the changes in the exterior decorations of the White House incident to the renovation is the removal of the four bracket lanterns which were set in the four columns of the portico. For the future the columns are to be severely plain, unrelieved by any ornament. In place of them light is to be furnished by a splendid bronze lantern over four feet in diameter, which will be suspended from the centre of the portico. All the heavy panels, grillwork and various other decorations formerly on the columns have vanished, and the one central lantern will in future furnish light to the guests at the White House.

RAILROAD BUILDING IN PERU.

MINISTER DUDLEY SAYS AMERICAN CAPITALISTS HAVE FOUND A PROFITABLE FIELD.

Washington, Nov. 19.—American capitalists have found in Peru a fertile field for investments, according to advices from that country. Minister Dudley, at Lima, has reported to the State Department the proposal of an American company to the Peruvian Government to build a railroad from Piura or Lambayeque to a point on the Maranon River, thence to a point near the Manseriche, in the effort to reach navigable waters emptying into the Amazon. This line would cross the Andes at their lowest elevation, 7,170 feet. The same company proposes to build a line from a point on the Maranon to Cerro de Pasco, with branches reaching into lands capable of exploitation. The Peruvian Government has conceded to the company the exclusive right for two years to make preliminary surveys along the routes, and, should the enterprise prove practicable, has agreed to close a definite contract with them.

United States Consul K. K. Kenneday, of Para, has informed the State Department that the Peruvian Government desires to build a railroad connecting the head waters of the Amazon with the western coast, and is offering flattering inducements for this purpose to capitalists. From Pongo de Manseriche, the extreme head of navigation on the Amazon, the road will run through the States of Loreto, Lambayeque and Piura to the city of Piura, where it will connect with the present railroad from that point to Paita. The road will be 450 miles long, and, although it has been thought impossible to build a road across the Andes, recent explorations, Consul Kenneday says, have found a pass northwest of Iquitos through which, it is said, a road can be built on a grade of not exceeding 8½ per cent. The consul adds: "The construction of this railroad will open up to civilization and commerce one of the most productive regions in the world."

COMMANDER WADHAMS DETACHED.

Washington, Nov. 19.—Orders were issued to-day to Commander A. V. Wadhams, detaching him from the command of the St. Mary's, the schoolship, in New-York Harbor, and directing him to report at the Naval War College, Newport, R. I., for instructions. Commercial interests in New-York made an effort to have Commander Wadhams retained, in view of his efficient service. The Hancock has been ordered from Mare Island to New-York as a receiving ship.

MAY DELAY CANAL TREATY.

DIFFERENCES ARISE BETWEEN THE STATE DEPARTMENT AND COLOMBIA.

(By The Associated Press.)

Washington, Nov. 19.—Differences have arisen between the State Department and the Colombian Government which may delay an agreement on the terms of a canal treaty beyond the time in which it had been expected to conclude the treaty.

Secretary Hay has furnished to the Colombian Minister, Señor Concha, a memorandum setting forth the position of this government, which was prepared by the Secretary after he had received a similar memorandum from Señor Concha defining the Colombian position.

There are differences between the two which must be reconciled before a treaty can be drawn. It has been believed until now that all was favorable to the speedy conclusion of an understanding between the two governments. It is apparent that Mr. Hay has taken a firm position, and did not adopt all the terms proposed by Señor Concha, or some especially desired by the Colombian Government. It has been understood that the discussions which have been held have touched more on what is regarded by this government as less important matters of consideration than on the material points involved.

It is assumed that Señor Concha will refer the points of variance to his government, and thus time will be consumed, as it will take several days to get a reply from Bogota to his inquiries.

To what extent the differences may prove to be obstacles in the way of the consummation of the treaty remains to be seen. Secretary Hay appreciates that any treaty must be acceptable to the Senate, and informed himself fully on the views of Senators before stating the terms which he has laid before the Colombians.

It is now indicated that the Colombian Congress may not be convened until January, in order that the State of Panama, which is to be materially affected by the construction of a canal, may send a full delegation to that body and take part in the consideration of the treaty.

HERRERA ARRIVES AT PANAMA.

Panama, Nov. 19.—The steam tug Bolivar returned this afternoon from Agua Dulce, and from the signal displayed by the Wisconsin, Rear Admiral Casey's flagship, it is understood that the revolutionary general, Herrera, is on board. Admiral Casey sent a launch to convey the government commissioners, Generals Salazar and Vasquez, and General Cobas, chief of General Perdomo's staff, to the Bolivar. The conditions of surrender which will be offered to the revolutionists will be the same as those mentioned in President Marroquin's amnesty decree. General Herrera cannot expect to get much better terms than these from the government.

The Minister of War yesterday cabled to General Perdomo that he had in readiness twenty thousand men and the necessary pack mules for the campaign on the Isthmus. This indicates the strength of the government's military resources. General Perdomo is now awaiting the result of to-day's conference between General Herrera and the government commissioners before assuming the offensive.

AMERICAN MARINES LEAVE COLON.

Washington, Nov. 19.—The Navy Department was informed to-day that the cruiser Panther left Colon for Culebra yesterday with all the marines who have been operating on the line of the Panama Railroad for the protection of American interests. The Panther will be replaced on the isthmus station by the gunboat Bancroft, which is expected to arrive at Colon in a few days. Rear Admiral Casey, commanding the United States forces on the isthmus, will probably leave his station at Panama on the flagship Wisconsin in a few days and proceed to San Francisco. In case a vessel is needed at Panama the cruiser Boston, at San Francisco, will be sent there. The Colombian revolution being practicaly at an end, the officials here think the presence of the Bancroft will suffice for safeguarding American interests for the present.

Colon, Colombia, Nov. 19.—The Panther sailed last evening for Culebra Island. It is believed here that, owing to the state of their health, the marines now on board that vessel will be sent home from there. The Colombians are pleased at the action of the United States in withdrawing the American guards from the railroad line.

PACIFIC CABLE CONFERENCE.

REPRESENTATIVES OF THE COMPANY TO MEET ATTORNEY GENERAL KNOX TO-MORROW.

Washington, Nov. 19.—Representatives of the Pacific Cable Company have asked Attorney General Knox for a conference on the questions at issue between the government and the company regarding the laying of the proposed cable, and Friday of this week has been set for the meeting. Up to this time the company has not indicated its acceptance of the conditions imposed by the Attorney General under which the government would consent to the use of the maps of the soundings of the proposed route across the Pacific.

SHUTS UP THROAT DEPARTMENT.

EYE AND EAR INFIRMARY CROWDED BY TRACHOMA CASES AND LACKS FUNDS.

At a meeting held yesterday by the board of directors of the New-York Eye and Ear Infirmary, Second-ave. and Thirteenth-st., a resolution was unanimously passed calling for the indefinite closing of the throat department of the institution. This department was established twenty-eight years ago, and is now closed because of lack of room, all of it being taken up by eye cases, and funds with which to carry on the work. According to J. Harsen Rhoades, second vice-president of the institution, the prevalence of trachoma among the public school children and the action of the Health Department in fighting this disease are responsible for the overcrowding of the infirmary.

"The Health Department is simply deluging us with these eye cases," he said. "There are seventy-two inspectors of the department who are sending public school children and others here to us for treatment in cases of trachoma. We have had 871 trachoma cases between September 15 and October 23 of this year, against seventy-nine for the same period the previous year."

Dr. Richard H. Derby, executive surgeon of the infirmary, said that so great had the crush of patients been at the institution recently that it was necessary to have a policeman stationed inside the door to keep them in line.

"And now," he added, "the city is going to take the policeman away from us."

"Our resources are such," said Mr. Rhoades, "that we could not carry on all three branches of the infirmary, so we decided to drop the one last established, and so retain the older ones."

On Saturday last there were 301 new patients in the eye department, on Monday 212, on Tuesday 179 and yesterday 187. On Tuesday eighty of the new patients were pupils from the public schools, sent there by inspectors of the Health Department for treatment for trachoma.

"When you consider," said Mr. Rhoades, "that each of these patients is accompanied by at least one and often two older persons, you can gather some adequate idea of the crowded condition of the institution."

Dr. Derby said that there had been on Tuesday eighty new patients in his clinic alone.

Mr. Rhoades explained that the throat department had been merely suspended, and he hoped that circumstances would enable the directors to see their way clear to reopen the department soon. Some of the directors said the city ought to pay for the treatment of patients sent there from the public schools, and it was asserted that Commissioner Lederle of the Health Department had agreed that at any time the directors cared to go before Mayor Low he would cheerfully go with them and advocate a per capita payment on the part of the city for pupils sent from the public schools.

It was said, too, that if the city cared to rent a suitable building, pay the rental, equip the building and provide $500 a month for running expenses the infirmary would furnish the necessary medical staff for treatment of the school children. The cost of such a plan was estimated at $1,500 for rental of building, $2,000 for equipment and $6,000 for running expenses a year.

Speaking of funds needed by the infirmary one of the directors said that at least $500,000 was needed for the use of the various departments. Superintendent C. J. McNulty said that on Saturday last there were treated in all branches of the infirmary 947 patients.

LET NON-UNION MEN STAY.

MITCHELL TELLS THE COAL STRIKE COMMISSION THERE IS WORK FOR ALL.

HIS LONG CROSS EXAMINATION ENDS—A CLERGYMAN CONTRASTS THE AMERICAN AND SLAV MINER—POSITION OF INDEPENDENT OPERATORS DEFINED.

[BY TELEGRAPH TO THE TRIBUNE.]

Scranton, Penn., Nov. 19.—The first statement since the strike commission hearings commenced regarding the position of the individual operators was made to-day just before President Mitchell left the stand after his five days' examination. They declare they are differently situated than the big coal companies, and desired the commissioners to clearly understand their position. Their attorney, I. A. Burns, said:

> I would like to know if the commission will make one report governing all the operators, or take the conditions existing as they are, and report on findings regarding the big companies and another reporting the small companies of individual operators. The cream of the coal lands was long ago absorbed by the large coal corporations, and the individual operators are in some cases taking the properties left by the larger companies, and are simply stripping them. They have no means of reimbursing them by profits on railroads and other enterprises; they depend solely upon what they get from the mines.

The day saw much work done. The first thing this morning the commissioners assured the attorneys that, while it did not propose to suppress any information of value, it was not necessary to go over the same ground again and again. The result was that the final cross-examination of President Mitchell, after the attorney of the Delaware, Lackawanna and Western was through with him, was brief and to the point. The direct examination of the Rev. Peter Roberts, which followed, although originally intended to go into the question of wages and actual conditions in the mines, resulted in the decision to avoid these subjects, because this would be merely secondary testimony. It was accordingly agreed to take this information at first hand from the miners and the books of the companies.

When President Mitchell left the stand to-day he was glad to go. He had been in the witness chair four days and a half, and the strain had been severe, although he did not admit that he was tired. One of the most important questions of the day was asked him by Mr. Wolverton, of the Philadelphia and Reading, who said:

"Would it not be profitable and practicable to separate the organization of the anthracite from that of the bituminous fields?"

Mr. Mitchell replied:

"It would not be possible or desirable. The mine workers have had independent organizations in the past. They have had several. They have gone. They are not here now, and they don't want any more of the organizations to go the same as those in the days gone by."

Mr. Ross, the attorney of the Delaware, Lackawanna and Western, conducted the cross-examination when the court opened this morning, in the course of which Mr. Mitchell explained that if an increase of 20 per cent is granted he desires it to be on the standard car, and not on the larger size of car, which he understood the Delaware, Lackawanna and Western Company had recently been placing in its mines.

Mr. Ross then took up the constitution of the Illinois union, and discussed features of it, intending to show that in Illinois the operators, dominated as the field is by the union, are afraid to employ non-union men, and that the union compels all men who get jobs to join it first and makes them pay an initiation fee of $25, the object being to show that the union desires to keep the number of miners down to a certain limit. Mr. Mitchell declared that it is only by mutual arrangement that union men are engaged.

The attorney made the point that of the steam men employed by his company 70 per cent refused to obey President Mitchell's order to strike, and that the accidents among the twelve thousand employes of the company amount to three-tenths of 1 per cent. He asked Mr. Mitchell if he could cite any case in the bituminous regions where the men are as happy and prosperous as in the anthracite region. Mr. Mitchell replied:

> In any part of the bituminous fields the men are more intelligent than they are here. I do not know of any community in the United States where there is so much distress, unless that it is in the cotton districts of the South, as in the anthracite field.
>
> It is true that they have schools and churches here, but the truth is that there are not enough children in them. There is no place in the United States where children leave school so young and start to work in the mills and the mines as in the anthracite coal fields, unless, as I said before, it is in the cotton districts of the South. In the bituminous coal fields the children are in school while they are at work here.

This ended Mr. Ross's examination. Mr. Wolverton then took Mr. Mitchell in hand. Aside from his question as to the feasibility of an anthracite union, he merely asked how far Mr. Mitchell was familiar with the conditions under the Philadelphia and Reading company.

James H. Torrey, of the Delaware and Hudson company, brought out some pertinent facts. One was that the vote for a strike at the Hazleton convention was 461¼, and against it 349¾. Mr. Mitchell explained that the opposition was due to the stand he took. He opposed the strike because he still had a faint hope that the operators would agree to an amicable settlement of the difficulties, and because he also desired a strike, if it had to be ordered, postponed until a more appropriate time.

On the question of violence and his alleged failure to make good his word about protecting property, he said:

> I never said that we would furnish men to protect coal properties while the operators worked them. We were always willing to furnish guards to protect property from injury by our members.

Ira Burns, attorney for the individual operators, in taking up the question of the non-union men in the mines, asked Mr. Mitchell:

> If an individual operator has half of his chambers filled now with non-union men, do you say that he ought to make a contract with you? If so, what should that contract mean? That you are to govern the whole mine with your rules?

Mr. Mitchell answered:

> I feel that it would be presumptious in me to tell the commission, and I cannot say it to you without saying it to them, just what the wording of the decision should be. I hope when it is made it will do justice to all, that is all.

President Mitchell said he would ask the commission to restore the strikers who are still out, but not to displace non-union workers. There are places, he believes, for all, as there are some ten thousand men who left the coal fields during the strike who have not returned.

Attorney Burns drifted into a discussion of acts of violence, and asked Mr. Mitchell whether he considered them wrong. As the ground had been covered before Commissioner Gray objected, and said:

> Whatever Mr. Mitchell or the operators think regarding this, the commission thinks the acts of violence are wrong, and the moral sense of the public thinks they are wrong.

Mr. Murphy, attorney for the Mine Workers, read a law passed many years ago, directing the payment of coal by weight, but which has not been enforced, although it is observed by some companies. It provides that the payment shall be by weight, except in cases where contracts exist. The Mine Workers will contend that the miner has a right to say whether he desires to work by contract or by weight.

Before the noon adjournment the commission decided to admit the non-union men to recognition. The commission stated it must be upon the distinct understanding that no matter in reference to them submitted to the convention shall be kept secret.

In handing the names of the two thousand of these workers to Clarence L. Darrow, Judge Gray intimated that he hoped no unfair use would be made of them, as the commission would believe in that case it was a party to it.

"Oh, no," said Mr. Darrow, "we only desire to see if these gentlemen hired their attorneys or if the coal companies did."

"It makes little difference whether they did or not," said Judge Gray; "the attorneys are here to represent an important element in this controversy."

In the testimony of the Rev. Peter Roberts there were many interesting points. He said that the coal region comprised 480 square miles, and that, of the population of 650,000, some 450,000 were dependent upon the mines for a livelihood. Of the conditions of mining, he said that the large veins were rapidly becoming exhausted and the smaller veins developed, so that the work of the miner was harder now than it ever was formerly.

The clergyman added that the standard of wages was fixed some years ago upon the size of the diamond car, which contained some 73 cubic feet; but that since that time the companies have increased the size of the cars until they now hold from 80 to 89 cubic feet, topping included.

In speaking of the population of the mine field, he said, that until 1870 the emigration was from the British Isles and Germany, but since that date from Southwestern Europe. Of this class, from 1870 to 1885, most of the men were bachelors. Since 1885, he said, the majority were from families who had settled here. He excepted the Italians, however.

In regard to wages, he said, in the last ten or fifteen years they had been less than formerly. He said inquiries among the Slavs showed that the individual operators had made an especial effort to induce immigration to the mining regions from Southwestern Europe during the strike time of the seventies and eighties. He declared that a mine worker living up to the American standard of living could not in the last six years save money, but that at the Slav standard he could have saved a little.

He compared these standards by saying that the Slav paid for rent $4 to $5 a month; the American $7 to $8. The Slav picks coal from the culm piles; the American pays $3 to $4 a month for it. The Slav spends for incidentals in a year $15 to $25; the American from $60 to $80. The Slav spends each month for groceries for a family of five $10 to $15; the American $25 to $28. In the last twenty years, he also declared, the Slavs had built more houses for themselves than the Americans.

He gave some school statistics to show that a miner's children leave school before the children of other workers, the average age being eleven and a half years for boys. He spoke on the child labor question, saying it was one of the evils which should be remedied. Of the employment of girls, he declared that many of them were employed all night in the factories, some being in and around Scranton.

In reference to the general conditions, he said that the people of the region are good churchgoers, that there are many churches, a number of hospitals; that the rate of insurance for miners is high; that in the Schuylkill district, since the inception of the union, the number of saloons has decreased, and that the union has given the Slav additional patriotic interest and raised his social conditions. He gave a list of the strikes and their causes, but he could not say, in answer to a question by Commissioner Clark, whether there had been more violence during the last strike than during those which had preceded it.

The children in the breaker, he added, are exposed to cold in winter and to dust all the time. The work stunts their bodies and dulls their minds, he said, and the moral effect is even worse. He described the health of the miners, and said they were subject to rheumatism and asthma.

On the cross-examination by Mr. Wolverton the witness admitted that the information was largely collected for the purpose of writing a book. He also admitted, in describing further the conditions of mining, that in the mines of the Philadelphia and Reading, where the payment is by the lineal yard, the union does not ask that the system be changed to payment by weight, because they do not consider it practical there. They do desire it in veins where the pitch is light and where payment is now by car.

Reading from Mr. Roberts's book, Mr. Wolverton found that Mr. Roberts said the wages and the conditions under the Philadelphia and Reading were better than under any other company, and also some paragraphs which strengthened the operators' contention that the miners only stay in the mines a few hours.

GOMPERS TO BE EXONERATED.

SHAFFER'S CHARGES NOT PROVED—LABOR CONVENTION DENOUNCES PRESIDENT ELIOT.

New-Orleans, Nov. 19.—The special committee appointed to consider the charges made by President Shaffer of the Amalgamated Association of Steel Iron and Tin Workers, against President Gompers of the American Federation of Labor will report to-morrow, probably in the afternoon. As an investigation it will terminate in the exoneration of President Gompers, and as a sensation it will probably wind up in the wet firecracker class. Mr. Shaffer has not only failed to substantiate his charges, but a member of the committee is authority for the statement that he has never made any, to that body at least. He appeared before the committee, and when he came away declared he had presented his charges. The committee says he did not formulate them. In the absence of direct accusation there can be only one end to the investigation.

The Federation of Labor convention to-day wrestled with the subject of the autonomy of trades councils, and the matter was not exhausted when adjournment was taken at 6 o'clock. Floods of oratory were poured out, but nothing was settled definitely. The chief fight of the day came in the old struggle between the United Brotherhood of Carpenters and Joiners and the Amalgamated Association of Carpenters. The former organization asked for the revocation of the charter of the latter because of alleged practices contrary to the interests of the trades union movement, its avowed object being to force the other organization into its own ranks. After several hours of debate the matter was referred to a commission of eleven, five from each organization and an umpire to be mutually selected. The commission is to meet on or before March 1, 1903, and endeavor to bring about an amalgamation of the two organizations. No promise was made, however, by either organization that the amalgamation will be made. All hostilities are to cease pending the meeting of the commission. The faction in the convention which is opposed to the re-election of President Gompers has been unable to fix upon a rival candidate. Vice-President James Duncan has refused to commit himself in either direction, and James Lynch, of the Typographical Union, is now spoken of as a candidate.

A resolution condemning the recent reported utterances of President Eliot of Harvard, in favor of "scab" workingmen, was reported favorably by the committee, and its action was indorsed by the convention.

The first paragraph of the resolution, as originally introduced, began, "Whereas, the head of the foremost American university, President Charles W. Eliot of Harvard," etc. Secretary Agard, of the resolutions committee, called the attention of the convention to the word "foremost," saying that the committee had changed the word to "prominent," as the members did not believe that an institution which would retain at its head a man capable of such expressions as those represented of President Eliot could by any possibility be the "foremost" university of the country.

Delegate Joseph B. Allen, of Philadelphia, desired that the word be changed to the "head of one of the degenerate universities."

Delegate Lighthall, of Chicago, declared that President Harper of Chicago University and John D. Rockefeller, the founder of the institution, were both opposed to the union movement, and that they were trying to secure control of the public schools in that city, and that the laboring men were endeavoring to counteract the movement by organizing the teachers into unions. The resolution, as amended by the committee, was passed unanimously.

BIBLE AGENT AND HORSE THIEF.

A DR. JEKYLL AND MR. HYDE FINALLY CAUGHT AFTER EXTENSIVE OPERATIONS.

Lancaster, Penn., Nov. 19.—A. G. Glasgow, of Millersville, who cloaked his extensive horse stealing operations under the guise of a Bible agent, was to-day found guilty on four indictments for horse stealing. He was sentenced to five years and nine months in jail and to pay a fine of $1,400 and costs.

SURE TO GRANT FRANCHISE

OBSTRUCTIONIST ALDERMEN YIELD TO THREAT OF LEGISLATIVE INTERFERENCE.

All doubt about the passage of the Pennsylvania tunnel resolution by the Board of Aldermen at an early day was dissipated yesterday. The resolution is to be reported out of the Railroad Committee within five weeks. Probably the aldermen will hang on to it until near the first of the year. The word was passed around yesterday that the Pennsylvania Railroad's lawyers had drafted a bill for introduction at Albany that would deprive the aldermen of their power regarding the franchise. This bill, it was learned, would vest in the Rapid Transit Commission and the Board of Estimate and Apportionment the authority to act for the city. A majority of the Board of Estimate and Apportionment is in favor of the amended contract, and the Rapid Transit Commission already has acted on it favorably.

It is now admitted by many of the aldermen that the story about $20,000 having been paid for the passage of the necessary resolution for the Lenox-ave. extension of the Rapid Transit subway is based on fact. Little has been said about it yet, as there are not many members of the board who would take part in a hold up of the Rapid Transit Company. There are a few, however, who would like to force the company to "come down" handsomely. It is the fear of being suspected of complicity in any such hold up that has compelled many of the members who had a sincere conviction that the city was not getting a proper return for the Pennsylvania Railroad franchise to wheel into line and vote for the franchise in its amended form.

The generosity of the Pennsylvania Company in voluntarily raising the wages of its employes and the certainty that the legislature would grant the reasonable request of the company have broken down much of the opposition in the board. Borough President Cantor is expected home to-day. His friends predict that he will vote for the franchise.

CONTRACT TO ONDERDONK

HE HAS THREE YEARS IN WHICH TO BORE UNDER THE EAST RIVER.

The contract for the construction of that part of the Brooklyn branch of the subway system from Bridge-st., in Manhattan, under the East River, to a point near Clinton-st., in Brooklyn, has been awarded by the Rapid Transit Subway Construction Company to Andrew Onderdonk, who has also received the contract for the construction of a two track loop in Bowling Green.

The official announcement of the award was made last night. Under the terms of the contract, it is understood, Mr. Onderdonk will have three years in which to complete his task, and the work will begin at an early day. There is a vast amount of preliminary work to be done before there will be an appearance of physical activity in beginning the big bore under the East River. Mr. Onderdonk is said to be a rapid worker when he gets started, however, and there is little doubt about his making as early a start as practicable.

SUICIDE OF NEW-JERSEY MAN.

VICE-PRESIDENT OF THE W. T. AKERSON COMPANY KILLS HIMSELF IN SAN JOSE, CAL.

San José, Cal., Nov. 19.—Jackson Stoll, vice-president of the W. T. Akerson Company, of Newton, N. J., has committed suicide in this city by swallowing half of a small bottle of chloroform. He had been here about a week. A letter was found beside the chloroform bottle, which asked that he be decently buried. The sum of $250 was found in his pockets. Letters from W. T. Akerson and mailed from Newton, spoke of a shortage in church funds of $1,500. Mr. Stoll was about fifty years of age.

Newton, N. J., Nov. 19.—Jackson Stoll, who committed suicide in San Jose, Cal., was a well known business man of this town and vice-president of the W. D. Ackerson Company, which conducts a department store here. Mr. Ackerson, the head of the firm, is Mr. Stoll's son-in-law.

Mr. Ackerson was asked this morning about a letter from him that was found among the dead man's effects and in which reference was made to a shortage of $1,500 in some church fund. He explained that the letter referred to the fact that the Episcopal church in this place is in debt to that amount. On October 1 an investigation showed that the church was short the sum named, and as Mr. Stoll was a vestryman of the church Mr. Ackerson mentioned the fact of the shortage, as he supposed it would be of interest to his father-in-law.

Mr. Ackerson said that Mr. Stoll had been in poor health for the last two years. He left here on June 1, intending to travel throughout the West, thinking that a change of scene might benefit him. It was his intention to remain away all winter. He wrote to Mr. Ackerson every other day, and in a letter recently received he said that he was feeling somewhat better, and from the tone of the letter it was assumed that he felt encouraged over the improvement in his condition. Mr. Ackerson says he knows of no reason why his father-in-law should have wished to end his life, unless it were that he had had a relapse and had become despondent.

ROBBERS RAID POSTOFFICE.

HAVING SECURED $500, THEY LEAD A POSSE A LIVELY BUT FUTILE CHASE.

[BY TELEGRAPH TO THE TRIBUNE.]

Erie, Penn., Nov. 19.—The town of Edinboro, twenty miles north of this city, was raided by a gang of five or more armed men at an early hour this morning. They robbed a clothing store and blew open a safe at the postoffice and secured $500. A dozen men detained by jury duty were attracted by the explosion and attempted to capture the gang, but were stampeded by a volley of shots. A resident of the vicinity, named George E. Goodell, was shot in the arm by one of the robbers when he appeared at the window of his home. The marauders made their start from this vicinity, stealing horses for the trip.

After the robbery they appeared on the railroad a few miles from town. They eluded a posse of police and are still at large.

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The Tribune's SALES INCREASED 17% During the Past Year.

17% 17%

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Ocean Steamers.

TO NASSAU the WEST INDIES and BERMUDA
$200 and up
ON THE PALATIAL
S. S. PRINZESSIN VICTORIA LUISE
Leaving New York, February 7, 1903.
NUMBER LIMITED TO 190.
ONLY LOWER BERTHS.
46 SINGLE-BERTH CABINS.
Duration of Trip 28 Days.
New-York to Nassau (where tourists from the South can join the vessel), Porto Rico, St. Thomas, St. Pierre and Fort de France (Martinique), St. Vincent, Grenada, Curacao, Jamaica, Santiago and Havana (Cuba), Bermuda, New-York.
FOR PARTICULARS APPLY TO THE HAMBURG-AMERICAN LINE, 35-37 BROADWAY.

NORTH GERMAN LLOYD.
FAST EXPRESS SERVICE.
PLYMOUTH—CHERBOURG—BREMEN.
From Pier 52, North River, Gansevoort St.
Kaiser......Dec. 2, 10 A.M. | Kronprinz..Feb. 10, 10 A.M.
Kronprinz...Dec. 13, 2 P.M. | Kaiser......Feb. 24, 10 A.M.
Kaiser......Jan. 6, 10 A.M. | Kronprinz..Mar. 10, 10 A.M.
TWIN SCREW PASSENGER SERVICE.
FOR BREMEN DIRECT.
From Bremen Piers, Hoboken, N. J.
Friedrich der Grosse, Nov. 27, 10 A. M.
MEDITERRANEAN SERVICE.
GIBRALTAR—NAPLES—GENOA.
From Pier 24, Amity St., Brooklyn.
Trave.....Nov. 22, 10 A.M. | Lahn........Jan. 31, 10 A.M.
Lahn.......Dec. 6, 10 A.M. | *Trave........Feb. 14, 10 A.M.
*Trave.......Jan. 7, 11 A.M. | †Neckar.......Feb. 21, Noon
*Calls at Algiers. †Gibraltar, Naples only.
OELRICHS & CO., NO. 5 BROADWAY, N. Y.
Louis H. Meyer, 45 South Third St., Phila.

HAMBURG-AMERICAN LINE.
FOR PLYMOUTH—CHERBOURG—HAMBURG.
TWIN-SCREW EXPRESS SERVICE.
S. S. DEUTSCHLAND,
FROM N. Y. DEC. 15, JAN. 22 AND FEB. 19.
TWIN-SCREW PASSENGER SERVICE.
Pretoria.....Nov. 22, 11 AM | Pennsylvania.Dec. 6, 9:30 AM
Waldersee...Nov. 29, 5 AM | Moltke.........Dec. 11, 9 AM
MEDITERRANEAN SERVICE.
NEW YORK—NAPLES—GENOA.
S. S. AUGUSTE VICTORIA,
from N. Y. Feb. 3, 1903,
for Madeira, Gibraltar, Malaga, Algiers and Genoa, at Special Rates.
Palatia.......Nov. 22, 2 PM | Palatia.........Jan. 12, 2 PM
Phœnicia......Dec. 3, 2 PM | Phœnicia.......Jan. 29, 2 PM
SELECT CRUISES.
WEST INDIES. ORIENT.
HAMBURG-AMERICAN LINE.
Offices, 35 and 37 Broadway. Piers, Hoboken, N. J.

O. D. SHORT SEA TRIPS.
A few days can be pleasantly spent in a trip to
NORFOLK, VA.
OLD POINT COMFORT, VA.
RICHMOND, VA.
WASHINGTON, D. C.
VIA THE
OLD DOMINION LINE.
Steamers sail daily except Sunday from Pier 26, North River, foot of Beach Street, New York.
Tickets, including meals and stateroom accommodations, $8.00 one way, $13.00 round trip and upwards.
Tickets and Stateroom Reservations at Pier.
Telephone 1580 Franklin.

OLD DOMINION LINE
DAILY SERVICE.
For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Washington, D. C., and entire South and West.
Freight and Passenger steamers sail from Pier 26, N. R., foot Beach St., every week day at 3 P. M.
H. B. WALKER, Traffic Manager.

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PACIFIC MAIL S. S. CO.
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TOYO KISEN KAISHA.
Between San Francisco, Honolulu, Yokohama, Kobe, Nagasaki, Shanghai, Hong Kong.
Steamers leave San Francisco at 1 P. M.
HONGKONG MARU.Nov 25 | NIPPON MARU.....Dec. 19
CHINA................Dec. 3 | SIBERIA................Dec. 27
DORIC...............Dec. 11 | COPTIC.................Jan. 8
For freight, passenger and general information apply to 349 Broadway, or 1 Battery Place, Washington Building, and 287 Broadway.

COOK'S MOLTKE CRUISE
We have chartered the magnificent new twin screw 12,000 ton steamship "Moltke" from the Hamburg-American Line for a
GRAND 70-DAY CRUISE
to the ORIENT and BIBLE LANDS, sails Feb. 4, 1903. Lowest Inclusive Fares ever offered.
Descriptive programme free on request.
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Boston, Philadelphia, Chicago, San Francisco.

For Porto Rico.
Steamships of the RED "D" LINE will sail for San Juan direct as follows:
S. S. PHILADELPHIA......Saturday, November 29, noon
S. S. CARACAS............Saturday, December 13, noon
For freight or passage apply to
BOULTON, BLISS & DALLETT,
General Managers, 135 Front St.

WEST INDIES, $125 and up.
by specially chartered North German Lloyd express S. S. Kaiserin, 9,500 tons, January 14, 21 days; shore trips, luncheons, guides, drives included. These extras will cost $50 with other cruises.
Mediterranean Cruise, Feb. 7, $400.00 up.
Norway-Russia Cruise, July 2, $275.00 up.
FRANK C. CLARK, 111 Broadway, New York.

AMERICAN LINE.
NEW-YORK—SOUTHAMPTON—LONDON.
St. Paul...Nov. 26, 10 a. m. | Philadelphia.Dec. 10, 10 a. m.
St. Louis....Dec. 3, 10 a. m. | St. Paul...Dec. 17, 10 a. m.

RED STAR LINE.
NEW-YORK—ANTWERP—PARIS.
Vaderland.Nov. 22, 10 a. m. | Zeeland......Dec. 6, 10 a. m.
Kroonland.Nov. 29, 10 a. m. | Finland.....Dec. 13, 10 a. m.
INTERNATIONAL NAVIGATION COMPANY,
Piers 14 and 15, N. R. Office, 73 Broadway, N. Y.

A.—WHITE STAR LINE.
NEW-YORK—QUEENSTOWN—LIVERPOOL.
Majestic.......Nov. 26, noon | Oceanic......Dec. 17, 7 a. m.
Celtic....Dec. 3, 7:30 a. m. | Cymric.........Dec. 24, noon
Teutonic........Dec. 10, noon | Celtic....Dec. 31, 6:30 a. m.
Pier 48, North River. Office, 9 Broadway, New York.

A.—CUNARD LINE.
TO LIVERPOOL VIA QUEENSTOWN.
Lucania..Nov. 22, 10 A. M. | Umbria......Dec. 13, 1 P. M.
Etruria.....Nov. 29, 2 P. M. | Lucania..Dec. 20, 9:30 A. M.
Campania...Dec. 6, 9 A. M. | Etruria.......Dec. 27, 1 P. M.
VERNON H. BROWN & CO., Gen. Agents,
29 BROADWAY, NEW YORK.

RED "D" LINE.
For La Guayra, Puerto Cabello, Curacoa and Maracaibo, via Curacoa—Calling also at San Juan, P. R.
S. S. PHILADELPHIA.......Saturday, November 29, noon
S. S. CARACAS.............Saturday, December 13, noon
These vessels have superior accommodations for passengers.
BOULTON, BLISS & DALLETT,
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From New York Wednesdays, Fridays and Saturdays.
FOR TEXAS, GEORGIA AND FLORIDA.
STRAIGHT and ROUND TRIP Tickets issued to all points in Texas, Colorado, Arizona, California, Mexico, &c.; Georgia, Florida, &c. Delightful Excursions.
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ITALIAN ROYAL MAIL S. S. CO.
NAVIGAZIONE GENERALE ITALIANA.
NAPLES—GENOA—ALEXANDRIA.
ALL NEW STEAMERS. WEEKLY SERVICE.
HIRZEL, FELTMANN & CO., 11 Broadway, N. Y.

"LA VELOCE."—FAST ITALIAN LINE.
Navigazione Italiana a Vapore to Naples, Genoa.
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Large Cabins. Dining Saloon on promenade deck.
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