



GERMANY CRITICISED

FOR SINKING VESSELS. English Think a Peaceful Blockade Will Be Useless.

(Special to The New-York Tribune by French Cable.) London, Dec. 13, 1 a. m.—The Venezuelan question still holds the field, many columns being devoted to it in the morning journals, and the smoking rooms of the clubs resounding with the desultory talk about it.

CUBAN TREATY SIGNED.

AGREEMENT AT HAVANA

Reciprocity Negotiations Concluded by General Bliss.

Havana, Dec. 12.—A definite treaty of commercial reciprocity between Cuba and the United States was signed at 11 o'clock last night by General Tasker H. Bliss and Secretaries Zaldo and Montes.

Although the treaty provides for a uniform reduction of 20 per cent from the present tariff charges on Cuban products entering the United States, a parallel list of products has been drawn up, in which the reductions on each item made by Cuba and the United States, respectively, are set forth.

GOOD FOR BOTH NATIONS

Cuba Receives Concessions and Grants Preferential Rates.

(BY TELEGRAPH TO THE TRIBUNE.) Washington, Dec. 12.—Cuba undertakes to establish a tariff of maximum and minimum schedules, and will enter into a formal treaty with the United States whereby, in exchange for a reduction of 20 per cent from the Dingley rates on all imports into the United States from Cuba, all imports into Cuba from the United States are to pay only the minimum Cuban rates, while imports from all other countries will pay the maximum rates.

This, in brief, is what is provided for in the document which has been drawn up in Havana, and which was signed last night by General Tasker H. Bliss, the special plenipotentiary of the United States, and the Cuban Secretary. While the text of this agreement has not yet been received at the State Department, the instructions under which General Bliss was acting are so clear that the officials have no doubt as to the character of the document which he has signed.

CUBA TREATED GENEROUSLY.

As was pointed out in The Tribune on November 17, the agreement which has been entered into is most generous to Cuba. The Cubans obtain a market for all the surplus products of their island without surrendering a cent of revenue, while the United States surrenders a large amount of revenue and is compensated only by the opportunity to send goods into Cuba at lower rates than will be charged on goods of the same character from other countries.

General Bliss in his cable dispatch to Secretary Hay, sent from Havana at 10:45 o'clock last night, simply said "signed," without giving any clue to the character of the document. While it is regarded as possible that he may have concluded and signed a definite treaty, ready for submission by the President to the Senate for ratification, for his credentials empowered him to do so, it is strongly the official impression here that he referred merely to the execution of the protocol which establishes the new differential tariff rates, and which is to serve as the basis for the definitive treaty.

CHANGE OF INAUGURATION DAY.

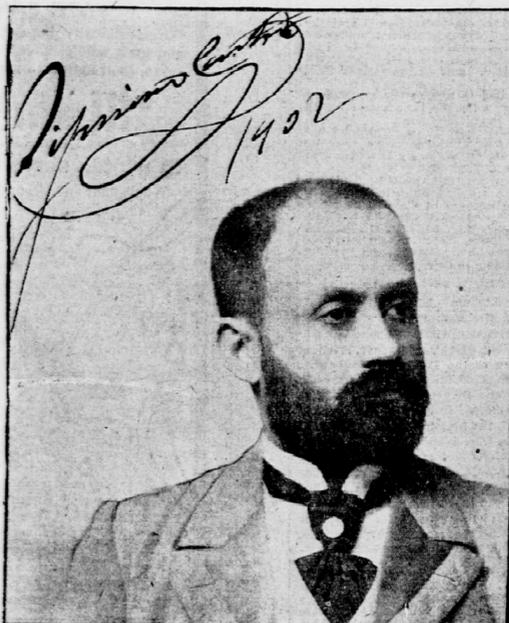
The Project To Be Pressed with Great Vigor in Congress.

(BY TELEGRAPH TO THE TRIBUNE.) Washington, Dec. 12.—The project for changing the date of the inauguration will be pressed with great vigor during the remainder of the present session. The House Committee on Judiciary this morning agreed to make the joint resolution proposing the amendment to the constitution changing the date of the inauguration from March 4 to the last Tuesday in April a special order for Monday.

SOFT COAL FOR THE SOUTH.

Pittsburg, Dec. 12 (Special).—The coalboat stage water here to-day was the first since last summer. Ten million bushels of coal will go out, relieving the famine in the South.

THE NEW YORK CENTRAL ANNOUNCES that the 235 n. m. train, known as the Express-Flyer, will not stop at Albany from New York after December 15. The Chicago Sleeping Car will, after that date, leave New York on the Midnight Express at 12:30 p. m. From Albany west this train will carry passengers as heretofore.—Adv.



THE LATEST PHOTOGRAPH OF PRESIDENT CIPRIANO CASTRO.



LA GUAYRA, WITH FORT ON THE HILL. Where Castro's troops are expected to meet the enemy.

COLONEL PARTRIDGE RESIGNS. TUNNEL FIGHT DECLARED WON.

MAYOR LOW SAID TO FAVOR JOHN E. EUSTIS TO HEAD POLICE DEPARTMENT.

Piper Also Thought to Have a Good Chance—Commissioner Gives Poor Health as Reason for Retirement.

Police Commissioner John N. Partridge yesterday resigned his office on the ground of ill health. Park Commissioner John E. Eustis, Street Cleaning Commissioner Woodbury, ex-District Attorney Eugene A. Philbin, First Deputy Police Commissioner Elstein, Second Deputy Commissioner Piper, Avery D. Andrews and Captain Norton Goddard are talked of as Colonel Partridge's successor.

Mayor Low thinks that Commissioner Eustis would about fill the bill, it is said. Mr. Eustis is an independent Republican, and a prominent member of the Citizens' Union. The Mayor yesterday sent for Park Commissioner Willcox, and it is understood that Mr. Eustis was talked of following the meeting of the Board of Estimate and Apportionment, Mayor Low had a prolonged chat with Borough President Haffen of the Bronx.

"I have not selected Commissioner Partridge's successor," said the Mayor. "His resignation was no surprise to me. Between now and the first of the year I shall endeavor to fill the vacancy. There is nothing to be said to-night about the new Commissioner."

THE COMMISSIONER'S LETTER. The first definite announcement that Colonel Partridge was going to leave the department came from him when, on reaching headquarters in Mulberry-st., he handed out the following letter, under date of December 12, to Mayor Low:

My Dear Sir: It now lacks but a few days of a year since you honored me by placing me at the head of the Police Department. During the whole of this period I have devoted my best energy and ability, and all of my time, to the improvement of the department, and to the extent of foregoing the usual summer vacation, and to neglecting personal affairs. With what success, the records of the department and annual reports for 1902 will bear witness. A complete list of the reports of 1902 with that of any other year since consolidation, I think, cannot but be gratifying to the friends of your administration.

For the last fortnight I have been under a physician's care. Though not seriously ill, I am physically a prompt and complete recovery calls for more rest than I can get while performing the onerous duties of this office. I therefore ask you to relieve me from further responsibility and to accept this, my resignation, to take effect on January 1, 1903.

Permit me to thank you for the hearty support and many courtesies I have received at your hands. Very respectfully, JOHN N. PARTRIDGE, Police Commissioner.

Following the letter the Commissioner gave out a general résumé of the work done in the year—the number of appointments, dismissals, deaths, the number on the force when he took office and now, and other routine matters.

WHAT PARTRIDGE HAS DONE. The figures follow: Total force December 31, 1901, 7,510; 1902, 7,721. Retirements, 232; 256. Dismissals, 2,282; 2,462. Complaints for violation of rules, 217; 264. Trials and convictions given, 905; 1,463. Trials and fines remitted, 102; 76. Arrests for disorderly houses, 45; 13. Trials and judgments, 414; 78. Total arrests, all kinds, 133,746; 134,283. Arrests for gambling, 1,243; 1,424. Arrests for keeping gambling houses, 7; 13. Arrests for bribery, 294; 305. Arrests for keeping disorderly houses, 16; 20. Arrests for violating liquor law, 690; 1,200. Arrests for violating pool law, 107; 273.

When Commissioner Partridge was first resigned yesterday morning he was asked if he would make any acknowledgment of the speech of the Rev. Thomas R. Slicer at the City Club on Thursday night. The Commissioner then handed out the letter of resignation, saying: "That letter will explain itself. It was made up last night."

WILL WAIT TILL HE GETS OUT. Chief Inspector Cortright was seen regarding the resignation and was asked to make a statement. He said: "I will do no talking now. I will do all my duty."

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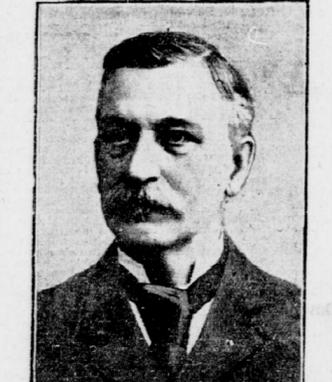
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POLICE COMMISSIONER JOHN N. PARTRIDGE. Who resigned yesterday.

to promote. Would that look to you as if he would promote Major Elstein to your position? "I don't think I would discuss the Mayor's action, even if I knew it." "Have you discussed with Mayor Low your resignation?" "I may have," the Commissioner said, evasively. "How long ago did you make up your mind to resign?" "I have been thinking seriously—not seriously, but thinking—ever since you fellows (the reporters) have been coming in here every morning and asking me if I had resigned. But," he added, "that didn't hurry me up. I had made up my mind not to resign until the end of the year, and I don't know that I would have resigned now except that I have been overworked and pulled down, and am in need of rest. Indeed, I need a complete rest."

"Is that your only reason?" one of the reporters suggested. "No, but that is the impelling reason. A great many people, who, I think, are Mayor Low's supporters, think that there are better men for the place, and so far as I am concerned, I am going to give him a chance to put the better man in."

"You don't wish to embarrass the administration?" "I do not, not a particle—neither this administration, nor any future one which may rise or fall on the success or ashes of this one." A HARD PROBLEM TO SOLVE. "You had a very hard problem, Commissioner," was suggested. "I know I have had. The reason I gave your figures without any comment will show whether or not I was working. They speak for themselves."

The Commissioner had his coat and hat on.

(Continued on Page 2.) THE CAPTAIN OF INDUSTRY uses the Pennsylvania Special because it takes him to Chicago in twenty hours. Every traveller gains by its use.—Adv.

TUNNEL FIGHT DECLARED WON.

COUNSEL FOR P. R. R. SAYS THE FRANCHISE WILL BE GRANTED TUESDAY.

"Big Tim" Sullivan and C. F. Murphy, Fearful of Political Results in Next Campaign, Weaken.

The Pennsylvania Railroad's brisk battle for the privilege of tunnelling under Manhattan was declared won last night by Albert B. Boardman, counsel for the railroad. "Big Tim" Sullivan and Charles F. Murphy, fearful of the political results in the next mayoralty campaign if they should block the tunnel enterprise longer, yesterday weakened, and the understanding all around now is that from ten to fifteen Tammany votes will be cast in favor of the franchise next Tuesday afternoon.

"We have won our fight," said Mr. Boardman last night to a Tribune reporter. "We have secured the necessary votes to pass the franchise on Tuesday next. I have too much respect for the ability of the Tammany members of the Board of Aldermen to believe that they really at any time intended to defeat the tunnel project, when it means so much for the wellbeing of the city. In my opinion, the franchise will be passed on Tuesday, even if it is necessary that Messrs. Sullivan and McCull, two of the pronounced opponents of the contract, should vote for it."

The interpretation of this is that the Pennsylvania company is certain that enough Tammany votes will be furnished to pass the contract without more ado, and without any more posing as the zealous friends of labor. The Republican members of the board, almost without exception, have taken the sensible view that the terms of the franchise, while possibly not all that could be desired, are sufficiently satisfactory to warrant the grant, rather than to run the risk of having no tunnel built.

The Tammany leaders, with characteristic duplicity, have made a "grandstand" play in behalf of organized labor, while at the same time a certain number of Tammany men in the board have been willing to waive their personal opinions if suitable arrangements could be made. Meanwhile there has been a steady growth of sentiment in favor of the tunnel project. Sullivan and Murphy became aware of this, and, with visions of a Tammany Mayor and Board of Estimate in the future, there appeared to them a prospect of strengthening Tammany by being friendly to the Pennsylvania company. By giving ten or twelve votes for the franchise the Tammany leaders feel that they will get a certain amount of credit for helping it through, and at the same time that they will be able to point to the Tammany vote against the organization love labor with a large "L."

Both Murphy and Sullivan have been waiting for months to see what the Pennsylvania people were going to do. No advances were made. The only reward for their solicitude, and incidentally for about ten Tammany votes, is the prospect of being able to secure valuable patronage during the building of the tunnel. They haven't any definite promise of that, but Congressman Sullivan is long headed enough to know that with so much work going on a nimble man like himself can get a lot of his followers taken care of.

When Mr. Boardman was asked about the published statement that his firm would receive a large fee for services in securing the franchise, he replied: "This firm is counsel for the Pennsylvania, New-York and Long Island Railroad, which wants the franchise. Our arrangements are such that it will make no difference to us financially whether the tunnel franchise is passed or not."

"And just add," facetiously remarked Frank H. Platt, who was with his partner at the time, "that this firm is ready to make arrangements with any responsible corporation that wants to advance underground rapid transit in this city."

Borough President Haffen of The Bronx said yesterday he had not yet made up his mind how he was going to vote on Tuesday. "We are going to get together between now and Monday night and read over the contract," he had said to any one how he would vote. "I took Alderman Doull all around his district and proved to him that the people owning property were in favor of the tunnel," said P. A. Geoghagan, a real estate dealer, yesterday. "I proved to him that the only man who was standing out against the project was a man

who had a parcel to sell and demanded \$40,000 for it, while it was worth only \$15,000 at the outside."

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who had a parcel to sell and demanded \$40,000 for it, while it was worth only \$15,000 at the outside."

TO RESTRAIN ALDERMEN

Taxpayer's Suit To Be Brought Today—Mr. Boardman's Announcement.

It was announced last night that a taxpayer's action to restrain the Board of Aldermen from granting a franchise to the Pennsylvania, New York and Long Island Company would be begun to-day by a well known Wall Street firm. When Albert B. Boardman was asked about the report he said:

"In order to have the action amount to anything the taxpayer must show that he is going to be damaged. My clients stand ready to buy any plot of ground that is touched in any way by the projected tunnel route. In fact, we have spent, first and last, more than \$8,000,000 in buying real estate in this city for tunnel and station purposes. Any one with property on the line of the proposed tunnel can sell his holding to us at an advance on the market price."

TAMMANY IGNORES LABOR CLAUSE.

Its Aldermen Approve a Franchise for Another Tunnel.

The discovery was made yesterday that the Committee on Bridges and Tunnels of the Board of Aldermen has reported favorably to the board the application of the New-York and New-Jersey Railroad's application for a franchise, and that the contract says nothing about an eight hour law or the prevailing rate of wages. Four Tammany men—Jacob Leitner, Frederick Brenner, John J. Haggerty and Thomas F. McCaul—voted for the franchise without any protest against the omission of the so-called labor clauses.

This tunnel company asks for the right to construct a double track tunnel from a point in Jersey City to its Manhattan terminus in the block bounded by Christopher, West Tenth, Greenwich and Hudson sts. The franchise imposes a charge of 50 cents a running foot for each single track for the first ten years, and \$1 a running foot for the next fifteen years. The unanimous action of the committee indicates that, while the Republicans are consistent in the granting of franchises, the Tammany men are willing to waive the labor clauses when the labor organizations are too busy to watch them closely.

The New-York and New-Jersey Railroad Company's franchise is now on the table.

INJUNCTION AGAINST TUNNEL WORK.

Andrew Onderdonk, the sub-contractor who has the construction of the tunnel in Brooklyn and has started work in Joralemon-st., was stopped yesterday from further work by an injunction granted by Justice Maddox, in the Supreme Court, Special Term, Brooklyn. The injunction is a temporary one, and was asked for by counsel representing the New-York Dock Company, on the ground that the operations would seriously interfere with the conduct of the company's business. Affidavits presented to Justice Maddox show that the director of the company alleged that the docks and warehouses at Joralemon and Furman-sts. would be endangered if the contractor were permitted to construct the tunnel under them, and that it would mean the taking of private property for public use without due process of law and without compensation.

MORE MULES FOR SOUTH AFRICA.

(BY TELEGRAPH TO THE TRIBUNE.) New-Orleans, Dec. 12.—The representatives of the British Government in New-Orleans officially announced to-day that mule shipments from this port to South Africa will be resumed early in January. A fleet of transports have been ordered to New-Orleans, and the shipments will begin as soon as the first vessel arrives. British agents have purchased over one hundred thousand head of horses and mules, which are being collected at Lathrop, Mo., and other supply stations, and the animals will be brought to New-Orleans for shipment when the private property of the plaintiff, and from obstructing the access to the property and buildings by means of excavations in Joralemon-st., from Furman-st. to the East River.

JUST TWENTY HOURS' JOURNEY.

The Pennsylvania Special provides a rapid and convenient mode of getting to Chicago. It leaves New York every day.—Adv.

A chronic "tearing" cough, can be so alleviated that it will be scarcely felt, while the way is being paved for a perfect cure with Dr. D. Jayne's Expecto-rant.—Adv.