

SHOW QUICKLY A WOODBURY'S GOOD WORK.

WOODBURY'S GOOD WORK.

Streets Cleared Under Trying Circumstances.

The Street Cleaning Department had a two-fold problem to meet yesterday. In the opinion of experts the snowstorm, which had left a six inch deposit, was one of the most difficult to handle in fifteen years. Two inches at the bottom; snow, then there was a solid layer of sleet, then a couple of inches more of snow, finished off with a final coating of sleet.

But not only was the snow in protected strata like a twopenny layer cake, but the department had no contractor to take hold of the job. William Bradley does not begin his work till a week from to-day, owing to the delay in obtaining an acceptable bid. His was the fourth, and was at 25 cents a ton. The bidding started in at 30 cents and the third was 30 cents.

Mr. Bouton said to a Tribune reporter: "It was strictly an emergency situation. We not only had the snow to handle, but we also took care of all the garbage and ashes throughout the city. It was the duty of the thirteen inspectors for the districts of Manhattan and The Bronx to locate all available carts."

In the Bronx, in addition to the regular force of the department, consisting of seventy carts and 175 men, 175 men and 100 double trucks were used. This force began clearing the snow from Third-ave. One-hundred-and-thirty-eighth-st., Mott-st., and One-hundred-and-sixty-first-st., as well as that portion of Boston road below One-hundred-and-sixty-ninth-st. By nightfall the streets had been cleared of snow.

Some inconvenience and delay were caused in the snow removal by the scarcity of piers suitable for snow dumping. There have never been enough, and this year two piers which were available last winter have been closed to the snow carts. One of these is at Jay-st., and the result is that there is no place to dump snow in the North River, between Pier A and Canal-st.

The estimate of the Street Cleaning Department on the snow removal yesterday was 27,616 loads, or 41,424 cubic yards. Under the new ordinance passed at the instigation of Commissioner Woodbury, railroads occupying streets are required to clean sections of the streets, equal to the space used by the car tracks.

In pursuance of its allotment the Metropolitan railroad yesterday cleaned Broadway from Bowling Green to Vesey-st., which is its share of the street from the Battery to Fifty-ninth-st. The work was completed by the Metropolitan also did its share in Twenty-third, Thirty-fourth, Fifty-ninth, and Sixty-second sts., and in the avenues. In Fifty-ninth-st. the work will have to be done on tracks free from snow after the sweepers finished on Saturday night.

The New-York Central Railroad cleaned Hudson-st. from Grand-st. to Canal-st. and Canal-st. from Hudson to West, which bits represented its share of the Lower West Side streets, through which its freight tracks run. One way the company tried frantically to snow away in flat-carts, but now it uses trucks.

The force of carts and men will be largely increased to-day, and Mr. Clarke hopes to complete his work before night. He has hired ten men from last year's snow contractor in Manhattan, and expects them to do the work of hundreds of men in heaping the snow together.

Commissioner Woodbury was in Brooklyn for several hours, and drove around to see for himself how the work was going on. Prospect Park and the various boulevards were filled with sleighs yesterday afternoon and evening. Men who have been going down the road for years say that not in a decade has the sleighing been so good. There is a good, firm body to the snow, which will last for a week, drivers say, unless it rains.

STEAL CAPTAIN GODDARD'S COAL.

A barge loaded with 117 tons of coal which Captain Norton Goddard expected to have gone to his constituents in the XXth Assembly District, moved to the pier at East Twenty-eighth-st. last night. Two young men saw an opportunity to steal some of the captain's coal and thereby lighten the load lying aboard.

The police of the East Thirty-fifth-st. station sent an alarm to the harbor police and then a detail was sent to watch the coal. Commissioner Woodbury ascribes the credit for yesterday's record breaking work of clearing up Manhattan from Forty-second-st. to Bowling Green in twelve hours, to the men of the department, to the foremen, the sweepers and drivers, and to the organization which has enabled them to work effectively.

WANTS MEN TO GET THE CREDIT.

Woodbury Says They and System Should Be Praised for Cleaning Record.

Commissioner Woodbury ascribes the credit for yesterday's record breaking work of clearing up Manhattan from Forty-second-st. to Bowling Green in twelve hours, to the men of the department, to the foremen, the sweepers and drivers, and to the organization which has enabled them to work effectively.

I am proud of my department. The men have done their work well. They were not driven or "cussed," but they went ahead and did what they had to do because they wanted to, and because they felt they belonged to an organization and were proud of it.

The men started in at 6 o'clock. My assistant went to the north end of the city and I went to the south, and we kept at it all day. When the force quit work for the night I wanted to give them a cup of coffee and a cheer.

With three-quarters more force we wouldn't need any contractors; we could do the work ourselves. The extra laborers could be used to remove garbage and ashes in the summer, and could be shifted to work of this kind in the winter.

In the Bronx the overhead trolleys run the snow to the waterfront, and the borough is in excellent shape; and in Brooklyn, where they have the same system, the principal streets are well cleared. Here we have to reach the waterfront by the underground trolley lines.

Mr. Bouton said to a Tribune reporter: "It was strictly an emergency situation. We not only had the snow to handle, but we also took care of all the garbage and ashes throughout the city. It was the duty of the thirteen inspectors for the districts of Manhattan and The Bronx to locate all available carts."

TIME TABLES OUT OF JOINT.

The snow and sleet throughout the country played havoc with the time tables of some of the railroads. The New-York Central and Hudson River Railroad had the liveliest time of them all. The delays were all at points west of Albany, as the run from there was unimpeded.

The 7:50 a. m. train yesterday was eight hours and thirty minutes late. The 1:30 p. m. is in seconds. The first section was four hours and twenty minutes late, and the second five hours and forty minutes. The St. Louis special, due at 6:30 p. m., was fifty minutes late, and the Chicago Limited one hour and fifty minutes late.

The New-York, New-Haven and Hartford had a much better time of it. The 4:30 p. m. train was one hour late for its first section, and one hour and thirty minutes for the second section. The average tardiness through the day for the Boston express was one hour only.

The Bureau of Information at the Grand Central Station explained this delay as being due, not to snow, but to theatrical people. The loading of scenery and baggage for "on the road" talent returning from the city up to the extra sixty minutes, so the bureau said.

The New-York Division of the Pennsylvania Railroad reported that trains from Philadelphia, this city and all branch trains met their schedule. The Erie Railroad reported their tracks in good shape at all ends. Suburban traffic, they said, was being handled according to schedule, but the through trains were coming in about an hour late because of delays further west.

The mercury has stood about 19 degrees above zero all day, with a bright sun, and it is falling rapidly to-night. Ice is making fast in the rivers and active preparations for the harvest are in progress. Many barges loaded with brick and other freight were caught and frozen in. Many thousands of dollars were lost by the brick men alone, and they depended upon sales in some cases to pay their workmen.

HOME NEWS.

WHAT IS GOING ON TO-DAY. Dr. Lorenz's clinic, Hospital for the Ruptured and Crippled, 2 p. m. Young Men's Christian Association dinner, Waldorf-Astoria Hotel, 8 p. m.

City Committee, Citizens Union, evening. Republican Club, No. 450 Fifth-ave., 8 p. m. Men's Club, Madison Memorial Hotel, No. 63 Washington-st., 8 p. m.

Founders and Patrons of America, Hotel Manhattan, 8 p. m. New-York State Medical Association, New-York City, No. 17 West Forty-third-st., 8 p. m.

People's Institute lecture, Cooper Union, 8 p. m. New-York Academy of Sciences, American Museum of Natural History, 8:15 p. m.

NEW-YORK CITY.

The Hungarian peasant ball will take place on New Year's Eve, at Sulzer's Harlem Casino, One-hundred-and-twenty-seventh-st. and Second-ave., under the auspices of the Hungarian Literary Society. Its object is charitable, the proceeds going toward clothing and feeding poor East Side children.

BIG LINERS HERE LATE.

STORMS DELAY THEM.

Senator Clark and Mme. Nordica Among Those on the St. Paul.

The storm delayed fleet of big ocean steamers came into port yesterday morning in a bunch. Grouped in Quarantine were the Cunard Lucania, the American liner St. Paul, La Touraine, the French liner, and the Atlantic Transport liner Minnetonka, together with freighters and coasters.

The Lucania was held in Quarantine over an hour, owing to a case of chickenpox in the steerage. The ship was fumigated and the patient sent to Hoffman Island.

Gathered on the Cunard pier were a score or more of young people waiting to greet Arthur Hagen, Jr., and his bride, who were returning from the honeymoon. As the couple came down the gangplank their friends showered them with rice.

The Lucania, like all the other ships, reported a stormy passage, with northwesterly winds prevailing. Her average speed was 18.16 knots an hour.

United States Senator W. A. Clark, with his niece, Miss La Chappelle, returned on the St. Paul from a three weeks' pleasure trip. The Senator brought a valuable brooch and some other jewelry as Christmas presents for his daughters. The duty on them was over \$1,000, and the Senator scurried around the pier trying to raise the amount.

Senator Clark, regarding the Venezuelan question, said he believed the United States would remain neutral unless the allied powers attempted to seize property. He said he was not familiar with the situation and that there was little interest felt in the matter on the other side here.

Mme. Nordica Dome, the singer, returned on the St. Paul after an absence in Europe since April. She was ill all through the voyage. Her secretary, E. Romayne Simmons, said that her repertoire would be arranged by Maurice Grau as soon as she had rested.

Andrew Tokell, who claims the bantam weight championship of the world, came over on the St. Paul, looking for a match. Professor "Jimmie" Kelly, of this city, will be his manager. The St. Paul was met by a message from the St. Paul, that Mr. Tokell had accepted of Australia, the illustrator of Japanese covers, will come here in January to collaborate with the publisher of "Collier's Weekly," and that they will start a new illustrated paper in London early in the spring.

The same passenger said that one Glasgow coal dealer had made \$100,000 profit out of the coal famine in the West. The shipping companies were making a fortune. The St. Paul was met by a message from the St. Paul, that Mr. Tokell had accepted of Australia, the illustrator of Japanese covers, will come here in January to collaborate with the publisher of "Collier's Weekly," and that they will start a new illustrated paper in London early in the spring.

MAY FREEZE CONGRESS OUT.

The House Has Less than a Day's Coal Supply—All Government Buildings Short.

Washington, Dec. 14.—Legislation waits on the coal supply, and an adjournment of Congress to escape the freezing temperature of the Capitol is freely predicted. In the House, where the daily consumption is ten or only nine tons remain in the bin. The Senate, which consumes twenty-five tons daily for its comfort, has only sixty-five tons. The State, War and Navy Building, which requires twenty-two tons a day, has one hundred tons in stock, while the Treasury Building, which uses twelve tons, has thirty-five.

The worst phase of this situation is that ice storms have laid an embargo on the railroads, and the thermometer to-night is rapidly sliding down the scale. The adjournment of Congress for the holidays was set for December 19, but the coal shortage seems likely to accomplish what nothing else can—a silencing of speeches in the halls of legislation. With less than one day's supply of fuel on hand no long session of the House can be expected. The heat derived from the conflict over the Statehood bill may keep the Senate warm until Friday.

The following table shows the coal supply in the government buildings in the city: Daily consumption—Amount on hand, tons. Bureau of Engraving and Printing... 18 150. Agriculture Department... 25 10. Library of Congress... 14 25. Interior Department... 12 15. Postoffice Department... 15 40.

Actual suffering reported to have occurred at the Government Hospital for the Insane, through the lack of coal. The State, War and Navy Building had only thirty-two tons in its bins until yesterday, when it was replenished with a secured thirty-eight tons additional. The situation of every hand is serious. Of private suffering there has been considerable, but actual coal famine threatens the government buildings, and even Congress if new supplies are not forthcoming within twenty-four hours.

STARTS 75,000 TONS OF COAL.

Reading Straining Every Nerve To Send Fuel to Eastern Cities.

Reading, Penn., Dec. 14.—The Philadelphia and Reading Railroad Company had over fifty locomotives in service in the market yesterday and today. The company declares that seventy-five thousand tons were started last night and to-day. Most of the coal is destined for the large Eastern cities. The more power plants in company has never before been taxed as it is at the present.

CONDUCTOR STABBED BY NEGRO.

Fight in Eighth-ave. Car at Fifty-sixth-st.—Assault Escapes. In a fight over a transfer on an Eighth-ave. car at Fifty-sixth-st. last night, the conductor, Hugh McCrystal, of No. 329 West Forty-ninth-st., was stabbed three times in the right arm by a colored man, who escaped. McCrystal was removed to the Roosevelt Hospital, where his wounds were dressed.

According to the conductor, five colored men boarded the car at Fifty-ninth-st. Four of them had transfers from the Fifty-ninth-st. crosstown line, but the fifth did not. McCrystal says that he saw the fifth man, who was a Negro, and gave him a ticket, but that he had paid it. The five were standing in the center of the car and the conductor saw them. One of the Negroes turned on him and struck him in the face. The conductor says that he was stabbed during the fight. The passengers in the car were stampeded by the conductor's shouts. Several persons were attached to the West Forty-seventh-st. station, and they could identify the conductor's assailant.

MUCH COAL RELEASED.

Thousands of Tons Held Up by the Storm Come In.

The story of the coal situation yesterday was the untying of the tidewater knot. Thirty thousand tons had heaped up through the last two days in Hoboken and New-Jersey, owing to the sleet storm and the impossibility of handling. This coal was unloaded and distributed through the city. More trucks and wagons were in use yesterday than at any other time since the strike began. Mr. Bouton, the snow inspector, says that he counted forty-two trucks loaded with coal as he rode from the Battery to Forty-second-st.

Everything gave way to the need for rapid handling of anthracite. The streets to which special attention was given by the cleaning department were the coal routes. Cortland-st. was early placed in good condition, and in the Borough of the Bronx, One-hundred-and-thirty-eighth-st. and Third-ave., where a large fraction of the city's coal makes entrance.

Little effort was made by the dealers to sell by the pallet, as the day was devoted to laying in coal for the coming week and delivering to regular customers.

Robert Gordon & Son reported that sixty-seven trucks had been specially hired for the day, and that 400 tons would represent the delivery.

H. S. Herbert & Co. handled 400 tons. At 11 a. m. yesterday there were twenty-one coal trucks in the Bowery, between Canal-st. and Cooper Union.

The prospect for the coming week is excellent. Harry G. Barber said to a Tribune reporter last evening: "There will be much more coal in town now. I shall be able to handle all my regular customers at \$8 a ton. The dealers are going to be in excellent shape. I received 3,200 tons today."

Commander Booth-Tucker, of the Salvation Army, said: "I have a promise of twenty-five tons a day." The prices for which the coal carrying roads are delivering anthracite at tidewater, published for the first time in yesterday's Tribune, have placed the blame for the high prices to the consumer on certain of the retail dealers.

John D. Crimmins said on the subject last evening: "I hope you can do something to hit these dealers. It is evident that their capacity is to blame for the high prices prevailing through the city. 'Outrageous' isn't too strong a word for what they are doing. There are certain alleviations for the situation which I think it would be well if the city could be induced to try. Our Dock Department charges a high rate for river front rentals. It seems to me that a pier for coaling purposes. Now, I would suggest utilizing our river front say, from Grand-st. down, for coal piers. Then the coal could be unloaded into these pockets from the barges, and from the pockets delivered direct to the consumer. This would do away with at least one delivery, and would save 40 cents on a ton. It would, of course, render impossible such a steep as that at tidewater these last two days. Incidentally it would give more coal stations, more distributing points—in a word, more rivalry—and would reduce the retailers taking advantage of the situation to proper prices. The poor would then not have to come so far for their coal, and great stretches of East Side river front would not be unprovided for. If more coal stations could be opened it ought to reduce prices."

The Dock Department is really charging too high rates for dock privileges. All the other cities have the advantage of coal pockets on their waterfront. The old World, too, knows how to utilize such opportunities.

The Salvation Army has mapped out a syndicate of coal distributing centres which cover the strategic points of the whole city. These are as follows: The Brannaman Building, at Chatham Square; three cellars between Houston and Catherine sts.; a cellar at Tenth-st. and Avenue D; a cellar at Eighteenth-st. and First-ave.; Gallie Mission, at Twenty-third-st. and Second-ave.; a cellar at Twenty-eighth-st. and First-ave.; a cellar at Forty-sixth-st. and First-ave.; a cellar at One-hundred-and-twenty-first-st. and Second-ave.; a cellar at Sixteenth-st. and Tenth-ave.; an industrial home at Thirtieth-st. and Tenth-ave.; and two industrial homes, in Brooklyn, at No. 28 Raymond-st. and No. 219 North Eighth-st.

These are in the heart of the needy sections. To-day eight of these will be in running order, and the remaining seven will soon be opened. The total coal storage capacity of these centres will be about eight hundred tons, the Brannaman Building and the Gallie Mission each caring for 300 tons.

Until a supply of coal has been stored up each of these distributing centres will show a demonstration of "bricolage" and "oleostols," the substitutes for coal, neither of which is a patented article. They are merely the army's names—"bricolage" for a porous brick soaked in oil, "oleostols" for a brick with an asbestos covering and a chicken wire screen, each with a wire attached, by which, when heated, they can be removed from the stove. With the "oleostols" arrangement, a pint of oil will give fuel for heating and cooking for a term of four hours. A gallon of oil is good for thirty-two continuous hours. Printed directions as to use will be given to all comers. The plan is to cover the city with stations, first, of fuel supply, and second, of practical information as to how each family can solve the heat situation for itself.

At such yards as were open yesterday for painful distribution the demand was strong and steady.

At No. 60 Delancey-st. there was one of the largest crowds of the year until the supply ran out at noon. It was announced there that more anthracite would be obtained, and that sales would begin again at 6 a. m. to-day, through-out the tenement house district now there are small stores and coal cellars that are able to help meet the needs of their neighborhoods and to relieve somewhat the pressure upon the larger yards. There is some complaint that several of these smaller dealers are not giving good weight. One East Side storekeeper said yesterday: "I am paying 60 cents a hundred pounds for my coal, and am sure I am not getting more than two-thirds what I pay for."

This week the price paid through the city will be increased to 15 cents, though Alfred Barber's Son will sell at 13 cents. This temporary increase is due to the added expense incurred, in unloading, stevedoring and handling, to the advance in the credit balances last week. The dealers at first thought of continuing the price and giving shorter measure, but decided to meet the situation frankly and fairly by the two to three cents increase on full measure.

THE PETROLEUM MARKET.

According to "The Oil City Derrick's" monthly oil report for November, the southwestern district showed a heavy decline, but the big strike on the Starr farm, in Butler County, fortunately largely offset the loss. There were 729 new wells completed in the month in the Pennsylvania fields, and 1,011 rigs and drilling wells were under way at the close of the month, a gain of sixteen wells, and a loss of 100 barrels new production. In Northwestern Ohio and Indiana there were 648 wells completed, and new production was 8,863 barrels; 737 rigs and drilling wells were under way, a decrease of 59 in new operations. Several new pools in West Virginia, including the Butler County development, and the Big Knot and Wolf Pen districts, in West Virginia, are beginning to come up to expectations.

The advance in the credit balances last week, bringing the quotation price for high grade crude to \$1.61, has served to stimulate efforts on the part of operators everywhere in the oil fields. Advances have now been made, within the two months, of about 21 per cent in credit balances. Many of the old wells that were not worked profitably at the lower prices are now being worked. But, in spite of all efforts, no new pools of any magnitude have been found anywhere, and the old fields are

The Wanamaker Store.

Important Statement Concerning Evening Business In the Holiday Season

OUR store will be open evenings until ten o'clock, from Monday the 15th instant until Tuesday the 23rd instant, and will be closed Wednesday evening—Christmas Eve.

We are very sensitive to intelligent public opinion upon questions involved in the welfare of our employes, and especially so in respect of the subject of this statement. Our record will indicate a large measure of liberality in the treatment of employes.

The decision to continue the custom of former years in keeping our store open for a few evenings prior to Christmas was made for several good reasons.

We are in receipt of many telegrams and letters from a distance, expressing a desire to visit our store on certain evenings next week. The ice on Friday and the severe storm of Saturday last week kept thousands of Christmas buyers out of New York.

A vast number of people resident in Greater New York cannot command the time for visits to the great stores during ordinary business hours. Our great preparations of holiday merchandise give to our stores an exceptional holiday interest, and thus much public pleasure is created quite outside of business.

The foregoing considerations indicate that the question of a few open evenings at our store, in the holiday period, has serious relation to the Public, and there is a positive and well-founded demand that the Public shall be accommodated.

Regarding our Employes: All Salespersons in our employ receive extra pay during the entire month of December. Last year we gave employes other than salespersons for eight evenings' service Sixteen Thousand Dollars of extra pay. This will necessarily be forfeited if the store is closed every evening.

The total extra pay for December last year was over Twenty-seven Thousand Dollars. This month we expect it will be greater. The compensation for the additional service is ample and generous. Our managers without exception voluntarily urge the open evenings. Expressions of opinion from the rank and file of our people upon the subject have not been solicited, but many voluntarily state their hope that the custom of past years will not be changed.

Our deep regard for public opinion and desire for protection from misrepresentation inspires the above announcement.

We've Made It Easy for Santa Claus to Bring a Piano

WE'VE just arranged a new policy for pre-holiday piano selling. A plan that will make it easy for almost anyone to have a piano for Christmas, and pick from the best pianos in the world. The plan presents

The Easiest Terms Ever Known in Piano Selling

And the plan applies only to the nine business days ending on the evening of December 24th. The whole plan has been devised in order that the piano purchase need not exhaust your Christmas money; and the easy payments that follow will set at rest any misgivings about being able to meet the monthly demands for finishing the purchase.

The Easy Terms do not add a Single Dollar to the Piano's Cost. Every piano is marked in plain figures at a fixed cash price. When you buy on time, you pay the same price, only paying interest at the low rate of 4 per cent per annum on the unpaid part.

Here is the splendid array of Pianos that you may choose from; and the little payments necessary— A Chickering Piano— The world's greatest and best piano—including the new Chickering Quarter Grand.

For \$25 Cash, and \$12 to \$15 a Month A Crown Piano— The marvelous piano of many tones—harp, mandolin, etc.; as well as the silent practice clavier; besides being a piano of superb quality and purity of tone.

For \$20 Cash, and \$10 a Month A Kurtzmann Piano— An instrument of unimpeachable quality, splendid tone and action; in up-to-date and artistic cases.

For \$12 Cash, and \$7 a Month A J. C. Campbell, or a Frederick Doll Piano— The best pianos ever produced at their prices—worthy in tone; handsome in architecture.

For \$10 Cash, and \$6 a Month An Angelus Piano Player— The marvelous instrument that makes piano-playing easy for every one—

For \$20 Cash, and \$10 a Month If an Angelus piano and piano are purchased together, five dollars will be deducted from the cash payment required for the two instruments, and two dollars from the combined monthly payment.

The superb Mason & Hamlin Pianos, which have recently been removed to our Piano Store, from the Fifth avenue store, will be sold on the same terms as the Chickering.

Never before were such easy terms presented to the public; and we shall not continue the terms a day after December 24th.

But, inasmuch as we sell only to people who give evidence of good faith and their ability to pay these easy sums—a very simple formality, by the way—we are quite willing to wait a little longer for the money, to make Christmas less of a burden, while presenting the opportunity for your securing the greatest of all Christmas gifts; and the most permanent benefit that can be added to any home.

JOHN WANAMAKER

Formerly A. T. Stewart & Co. Broadway, 4th ave., 9th and 10th sts.

not able to produce sufficient oil to meet the demand. Indications are that the Indiana and Ohio fields will prove to be better new producers than the old Pennsylvania section. The sensation of the last few days is the Devonian Oil Company's well on the Starr farm, in Butler County. For a time it produced at the rate of 200 barrels an hour, and on the first day held up well at 125 barrels an hour for several days. At present the Gordon sand territory, Wetzel County, in the interesting section, Good producers are being found right along in this field. There is little elsewhere to call for comment. The Pennsylvania credit balances last week advanced \$5.65 in bulk in New-York, an advance of 15 cents. Philadelphia prices were on a basis of 5 points lower. Foreign prices were: London, 5-1/2d; per imperial gallon, a decline of 1/4d. Antwerp was unchanged at 20 1/2 francs per 100 kilos, and Bremen unchanged at 6 1/2 marks per 50 kilos.

NATIONAL GUARD NOTES. Plans for the new 71st Regiment Army have been submitted to the Army Board for final action, and it is expected that they will be approved in a few days. One new feature will be a lecture room in the basement, as well as rifle range, bowling alleys, etc. The construction of the squadron, it is thought, will be begun in February. A Squadron A will hold a meeting at the armory to-night for the election of new members. Major Bridgman has offered a prize for revolver shooting, open to teams of five men each, to be held at the headquarters and from each troop. The match will be shot on February 23. Corporal Charles J. Smith, of Company M, 14th Regiment, has been stripped of his chevrons for alleged insolence to Captain Harding and to Major Foote. At the inspection of five nights ago, when Smith was ordered to take the place assigned him in the ranks of the company, he refused to obey orders. When Major Foote was appealed to by Captain Harding, Smith acted the same way toward the major as he did toward the captain. He was then placed in military arrest, and will be tried by court martial.