BRIBERY INQUIRY ENDS.

FIGHT OVER THE REPORT

Investigating Committee Considering Various Propositions.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, Jan. 27.—All the evidence in the Lessler bribery investigation before the House Committee on Naval Affairs has been taken, and a sub-committee appointed to draft the report of the committee to be made to the House. The sub-committee consists of Chairman Foss and Representatives Dayton, Tayler, Tate and Meyer. There are several resolutions before the sub-committee which were the subject of heated discussion at the last executive session of the full committee this afternoon. The first resolution was offered by Representative Wheeler, and read as follows:

Resolved, That the Committee on Naval Affairs of the House of Representatives finds that the charge made by the Hon. Montague Lessler that he was offered $5,000 to change his vote on a matter pending before said committee and the House of Representatives is true.

Second—That said bribe was offered by one Philip Doblin.

Third—That a sub-committee be appointed by the chairman of this committee to draft the report of the committee on its investigations made in pursuance of the resolution of the House of Representatives.

A substitute, offered by Representative Vandiver declared that the committee found nothing to sustain the charges. Another resolution was submitted which contained all the provisions of the first resolution, with the addition of a paragraph asserting that nothing in the investigation had shown that the Holland Torpedo Boat Company was in any way connected with the investigation. Still another section was offered which read:

We find that the witness, Philip Doblin, is unworthy of credit when sworn as a witness, and that there is no evidence before this committee showing that Lemuel Ely Quigg had any connection with the corrupt proposition made to Montague Lessler.

The argument on these various propositions was heated. Three members of the committee insisted that the provision regarding the Holland company should be inserted. Five members refused to sign a report to the House which in any way mentions the Holland company.

A feature of the day's proceedings was the swearing of Representative Roberts, of the committee, and his examination by Representative Wheeler, of Kentucky.

LESSLER DENIES ALL.

Calls Doblin's Retraction False—Efforts to Stop Inquiry.

(By The Associated Press.)

Washington, Jan. 27.—When the House Committee on Naval Affairs resumed the investigation of bribery charges this morning, Representative Lessler took the stand and denied statements made yesterday by Philip Doblin.

"I desire to deny," he said at the outset of his detailed statement, "absolutely and unequivocally as false the statement made by the witness, Doblin, here yesterday, as to any collusive scheme or any of the substantial details sworn to by him here, and desire to reiterate that the facts as originally told by me are true. I desire to call attention to the following facts: As to the telegram, 'Take midnight train. Come to me. Want to see you. Keep this confidential,' the members of the sub-committee will remember that the statement I made to them was on Tuesday afternoon. That at that time everything before us was in camera, and I said I would produce the witness, Doblin, in the morning, but did not desire his name to appear in any way. The result was that the telegram was sent by me from this committee room.

"Mr. Doblin came into my room at the hotel a few minutes after 8 o'clock. I had left the door unlocked, and he knocked at the door, waking me up. I asked, 'Who is there?' He said, 'Phil,' or 'Doblin,' I have forgotten which. I said, 'Come in.' He came into the room with his overcoat on, and I said, 'Phil, I have got you into trouble.' He said, 'How is that?' I said, 'I have told in committee the whole story of the submarine proposition.' He said, 'Oh, that is terrible! That is terrible!' I said, 'Keep up your nerve. All you have to do is to tell the truth here—nothing but the truth.'"

Then, telling of taking his bath and dressing, he continued: "He, Doblin, was walking up and down. I said to him, 'I said to the committee yesterday that when you came over to say nothing to you as to the testimony or the story.' I did not want it discussed between us. I was then fully dressed. We walked out to the elevator and went down to breakfast. I did as I do every morning, took up the paper, 'The Washington Post.' I got my mail at the office first, and then we went in together. When we sat down I read the story, and I desire to have in full in the evidence the article in 'The Post' of January 21. We went upstairs, and the talk that went on contained absolutely nothing as to his testimony here.

WANTED TO STOP INVESTIGATION.

"The whole talk was as to his position in New-York and as to what might occur to him—how he was politically ruined in New-York. I was very much impressed by the fact that he was in a serious situation, and I did tell the Speaker that the proposition was undergoing examination here, and asked if it were possible to stop a public investigation. Of course, no man liked the notoriety of it. He said to me, 'It is to go on, and we will see later on.'"

Continuing, Mr. Lessler said: "I came up and saw the gentlemen of the committee, and during that talk it was understood that Doblin's name should not be mentioned in the public prints. I then telephoned my secretary to bring Mr. Doblin here to the committee. I was not present. I did not know what happened from personal knowledge, of course, before that committee. Mr. Doblin left the committee room and I never saw him again until his reappearance in Washington in answer to the other telegram, after the committee had decided to ask the House for a resolution of investigation. Then my testimony was heard on the 23d. After the testimony was in the question was asked as to Doblin's appearance, and I said to the committee that he would come without a subpœna. I then telegraphed him to come, and he did come. I dictated some of those telegrams to my secretary to send to Doblin's wife, as he told me she was very much upset about it. His testimony was heard here. He went with me to the train. A few minutes before train time he had arranged to stay here. The last minute he said he would be better off if he went to New-York. I said, 'Very well,' telephoned some member of the committee and asked if there were any objections to his going home. He went home on the train. There was very little spoken on the train going home. He recalls the circumstances regarding my saying I would examine the law as to his immunity from punishment. The way that arose—he asked me the substance of what Mr. Tayler said. I said I would look it up. He left, promising to rejoin me, to come back, as I had promised the committee he would come back on Sunday night, and I never saw him from that time until he appeared in the committee room, and I had no idea as to what he was doing.

CONTRADICTS M'CULLAGH AND QUIGG.

"I would like, in addition, to deny what the witness McCullagh said as to my saying there was but one member of the committee absolutely honest. I want to point out the fact that while testifying the question was asked me if any one was present in my office at the time McCullagh called, and I answered, 'Yes, my secretary.' The first intimation the young man had that he was to testify here was while sitting in this very chair. The door was open and he was sitting in the window, and I beckoned him to come in, and he sat down in the chair here without any previous word as to his coming as a witness before this committee.

"I should like very much to deny the statement of the witness Quigg that I said that members of the committee who voted for the Holland torpedo boats were knaves and that the others who did not were honest men. I do not think of anything else."

Mr. Rixey—Had you any intimation of the character of the man as shown by his testimony before the committee?

"Absolutely none."

"As far as you know, up to the beginning of this investigation Doblin was a man who had enjoyed a good reputation in the city of New-York?"

"I never knew of wrongdoing by Doblin in any shape, manner or form before. I never knew of his word being doubted at all. I know that he has been in political relations with various presidents of the County Committee and employed by them at a place where a great many things, confidential and otherwise, are given to members, and I never knew of his being doubted in the slightest, and I am totally at a loss to understand the proposition as it now appears."

"You know of no reason, from your knowledge of all the circumstances out of which this investigation has grown, which accounts for this change of testimony on the part of Doblin?"

"I know of no reason."

LESSLER CROSS-EXAMINED.

Asked on cross-examination as to how he came to make his statement to the committee as to the alleged $5,000 proposition, Mr. Lessler replied, "It came right out."

Answering Mr. Meyer as to any obligation he might have been under to Doblin, Mr. Lessler said: "Doblin has been in political life about twenty years. He has been a very useful man to a great number of men. My judgment is that most of them have simply used him, and that when that use had been through they threw him up like a dishrag."

Mr. Vandiver—Did you think a charge of that nature could be made in the presence of seventeen members of this committee and three clerks and others standing around and no investigation follow?

"I did not think of the subject of investigation at all."

"Didn't you express a willingness to practically abandon the charge?"

"I certainly expressed a feeling and a desire that I would like to have the matter dropped."

Answering Mr. Tate, he explained that the telegrams sent to Mrs. Doblin were sent in his name because he had a frank.

STATEMENT TO MR. ROBERTS.

On cross-examination by Mr. Nicoll, Mr. Lessler said:

"I met Mr. Roberts, a member of the House Naval Affairs Committee, in Statuary Hall, and said to him, as he was the most interested in the proposition, that I would sign a statement, and Mr. Roberts brought a letter to me addressed to the Holland Company."

Mr. Wheeler—Have you got it?

"No, sir; I said I would not sign it."

Mr. Wheeler—Was it on the torpedo boat paper or Congressional note paper?

"It was on blank paper. I had said to him in Statuary Hall that I would sign a statement. I never had anything to do with the Holland Torpedo Boat Company in any form or shape. Mr. Roberts brought me the letter and I declined to sign it when I saw it was addressed to the Holland Torpedo Boat Company."

"Did you read it?"

"No."

Mr. Nicoll—Was that statement to Mr. Roberts voluntary on your part?

"Entirely voluntary."

At 12:30 o'clock the committee went into executive session, but before the vote was put Mr. Vandiver argued for an open consideration of the matter, saying: "I, for one, have been in favor of concluding this investigation publicly. I think the nature of the evidence here submitted and the charges made require public consideration and public comment, and I prefer to say what I have to say about it publicly."

Mr. Kitchin voted with Mr. Vandiver against an executive session.

After being in executive session a short time the doors were again opened, and Mr. Roberts, referring to the letter spoken of by Mr. Lessler, said:

I think certain members of the committee drew the wrong inference from the actual condition of affairs that existed. Now, I want to say that I have no wish to make any statement voluntarily that will reflect on any member of the committee in any shape or manner, but if any member thinks there was anything improper on my part during the course of that interview or anything that followed I am perfectly willing to answer all questions he wishes to ask.

No questions being asked of Mr. Roberts, the committee again went into executive session, but at 1 o'clock resumed open session, when Harry Schreier, an uncle of Representative Lessler, was called as a witness. He told of a conversation he said he had with Doblin in the holidays, when he, Doblin and Lessler were together, wherein, he testified, Doblin related to him a conversation he (Doblin) alleged he had with Mr. Quigg relative to submarine boats, in which he attributed statements to Doblin which the latter has since made.

At 1:20 o'clock the committee took a recess until 2:20 o'clock.

On reassembling at 2:30 o'clock Mr. Nicoll, on behalf of ex-Representative Quigg, submitted to the committee that in view of the testimony Mr. Quigg was entitled to a complete vindication.

MR. ROBERTS'S EXPLANATION.

Mr. Roberts announced that he desired to make a statement. He said:

Mr. Chairman—I have learned during the recess that a wrong impression has gone out arising from the incident alluded to by Mr. Lessler, in his examination, of a meeting he had with me in Statuary Hall. I desire now to state fully my recollection of the entire transaction, not with any intent or purpose of injuring Mr. Lessler or prejudicing him in the minds of the committee, but merely that it should be in the records. The forenoon of January 21, while I was going through Statuary Hall, on the way to my committee room, I met Mr. Lessler going in the opposite direction. He spoke to me and said: "Can't we stop this thing? My God, I cannot stand it. It is killing me." The thing he referred to was the proposed investigation which we had authorized to be made by the sub-committee. I said to him that the investigation was not of my seeking, and I had no benefit to gain by pressing it. So far as I personally was concerned I did not care whether it went on or stopped, but there were other parties beside myself in this matter. The statement had gone out to the country in the press that the Holland Submarine Boat Company had attempted to influence his action by the offer of money, and I did not know whether the Holland people would be willing to have the thing smothered; that that phase of the question would have to be considered. Mr. Lessler thereupon volunteered, without any suggestion from me—it came from him—that he would make any statement regarding the matter that was thought to be fair and reasonable. He said that when he made his first statement in the committee he did not intend to injure the Holland people, and I remarked to him that if he did not intend to injure these people the only thing he could do as an honest and upright gentleman was to make some such statement, and he said if I would have one prepared he would sign it. He said further that he would not sign such a statement to be published. I said to him I did not suppose the Holland people would care to publish any such statement; that I did not think they would make any use of it whatever unless their interests were to be jeopardized by the use of his original statement, and then, in self-defence, they would be obliged to publish any statement he might make. And upon that understanding he was authorized to make the statement. I then said to him: "When your statement was made in the full committee certain members of the committee who had been opposed to submarine legislation seized upon the statement and insisted upon an investigation. I don't believe those gentlemen will stop." Mr. Lessler said: "I believe I can fix them. I believe I can arrange it all right." He then went on to make still another statement to me as to what he would do personally when the Holland submarine proposition came to a vote in the committee.

I then left him. I had prepared a statement for him to sign. I did not see Mr. Lessler again that day until shortly after the House met. Mr. Lessler came by with his overcoat on and hat in his hand, and said to me: "That thing I told you could be arranged has been fixed." This was on Wednesday, when the sub-committee, I suppose, was investigating the matter with an idea on the following day of presenting some report to the full committee. The statement I had prepared I submitted to Mr. Lessler in this committee room next morning. It was the morning when the sub-committee was to report to the full committee, and I handed Mr. Lessler the paper.

TO EXONERATE HOLLAND COMPANY.

At this point Mr. Roberts produced the letter, which was to the effect that it was not Mr. Lessler's intention to connect the Holland Company directly or indirectly with an offer of a bribe. "Mr. Lessler," he said, "declined to sign it because it was addressed to the Holland Company."

Mr. Wheeler then interrogated Mr. Roberts, saying: "When Lessler first approached you in Statuary Hall, did you report what he had said to any of the officers or agents of the Torpedo Boat Company?"

"Yes; I did," replied Mr. Roberts.

"Whom did you tell it to?"

"To Mr. Frost."

"Anybody else?"

"No."

Witness said he telephoned Mr. Frost at the office of the Holland Torpedo Boat Company, in Washington, and subsequently saw him at the company's office.

Q.—Did you go there of your own volition or by invitation? A.—Of my own volition.

Q.—Was that the first time you had ever been there? A.—Oh, no.

Q.—How many times had you been there since this investigation began? A.—Possibly two or three times.

Q.—Who else was present? A.—Nobody.

Q.—Who is Mr Frost? A.—I do not know, except that he is connected with the Holland Company in some capacity.

Q.—Is he not one of the governing officers? A.—I think so.

Q.—Did you prepare that statement in Frost's office?? A.—No, sir

Q.—Did you prepare it at all? A.—No, sir.

Q.—Who did prepare it? A.—I don't know.

Q.—How did you get hold of it? A.—It was sent up to me at my request.

CAME FROM HOLLAND COMPANY.

Q.—Whom did you request to send it? A.—Mr. Frost.

Q.—Did you and Mr. Frost talk over the purport of that statement? A.—No.

At this point Mr. Roberts suggested that he was not a witness, but said he was willing to answer any questions.

After some discussion by members of the committee Mr. Wheeler asked that Mr. Roberts be sworn as a witness.

Mr. Roberts, expressing perfect willingness to appear as a witness, took the oath, when Mr. Wheeler continued his interrogation, asking among other questions:

Q.—Mr. Roberts, did you ever tell any member of this committee of the conversation you had with Lessler? A.—Oh, yes, but I don't think I can specify.

Q.—Can't you indicate any member you communicated it to? A.—I communicated to Mr. Rixey.

Q.—Before you did to Mr. Frost? A.—I cannot state that; I do not know.

Q.—Is it not a fact that you communicated with Frost at once when Lessler made this statement to you? A.—I think so. I called up Frost and told him there was a new turn in affairs.

Q.—And Lessler said to you that he would be willing to sign any statement that was honorable and fair if he could stop this matter? A.—Yes.

Q.—Now, is it not a fact that immediately upon the exposure by Lessler of this effort a perfect howl went up through the press of this country, and what Lessler was referring to in his conversation with you was that he wanted to escape the public opprobrium, comment and criticism hurled at him because of that exposure? Isn't that the impression made upon your mind? A.—Not at all. I had a distinctly different impression of Lessler's anxiety to stop the investigation.

Q.—You thought he was lying? A.—You can put any words in the record you want.

Q.—You thought he would not make a truthful statement? Now, Mr. Roberts, I don't want you to say anything that is disagreeable. I will ask you if it is not a fact that you never have believed Mr. Lessler's statement?

Objections were raised to the question by members, and Mr. Wheeler withdrew it.

Continuing, Mr. Wheeler asked Mr. Roberts: "Have you not been a very ardent, avowed and aggressive advocate of the Holland submarine torpedo boat proposition?" A.—Yes, I have, and do not hesitate to avow it.

A colloquy followed between Representative Kitchin and Wheeler over objections raised by Mr. Kitchin.

Mr. Lessler was then recalled and corroborated what Mr. Roberts had stated. "It is substantially true," he said. "I do not remember all the details. I did not read the letter as I stated. I did not refer to the matter here except by way of answer to the question of Mr. Nicoll, who seemed to know all about it. I did meet Mr. Roberts in Statuary Hall. Whether I said 'Oh, my God,' and the rest of it I do not remember. I did say to Mr. Roberts that I would like to have the thing stopped and, just as he stated, voluntarily made him the proposition that if, in his judgment as the advocate here of the Holland torpedo boat, I should sign the statement showing I had made no accusations of anything between them, I would do so."

Mr. Loudenslager said that as Mr. Lessler and Mr. Roberts agreed perfectly regarding the conversation, further questioning would be useless. The committee then went into executive session.

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HOUSE PASSES MANY BILLS.

Higher Salaries for Federal Judges—To Meet Original Package Decision.

Washington, Jan. 27.—The House devoted the day to bills reported from the Judiciary Committee, passing about twenty. Most of them were of a minor character, relating to the times of holding court, etc., but two were of general importance. One was to meet the original package decision of the Supreme Court by making intoxicating liquors imported into States subject to the jurisdiction of such States. The bill is designed to prevent evasion under the original package decision of the liquor laws in Prohibition States. The other was the Senate bill to increase the salaries of Federal Judges. It raises the salaries of the Chief Justice of the Supreme Court to $13,000, the Associate Justices to $12,500, Circuit Judges to $7,000, District Judges to $6,000, the Chief Justice of the Court of Claims to $6,500, Associate Justices to $6,000 and the Justices of the Supreme Court of the District of Columbia to $6,000.

Other bills passed create additional district judges in the Southern District of New-York and in the District of Minnesota, and provide an additional judge in the Eighth Judicial Circuit.

NAVY CHAPLAINS EXASPERATED.

Fear Relief Legislation Will Fail—Seeking Publication of Cassard Letter.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, Jan. 27.—The navy chaplains are considerably wrought up over the prospect that their plan for relief will not be adopted at the present session of Congress. They are exasperated over the opposition which has sprung up within the navy itself. They are greatly concerned lest Secretary Moody, who has not yet committed himself on the subject, shall be influenced, as was ex-Secretary Long, to take a position antagonistic to the chaplains, whose bill grants certain rights and privileges with a slight increase in pay, placing them on the same equality in all respects, save that of the exercise of command, as line officers. Secretary Moody has so far maintained an impenetrable silence as to his position on the chaplain question. He has been deluged with letters from clergymen all over the country, who have also written to the House and Senate naval committees.

An incident which has contributed to the impatience of naval chaplains has been the publication recently as a Congressional document of ex-Secretary Long's letter to an unnamed chaplain in criticism of the efforts of chaplains to improve their condition. The letter was rather sharp in tone, and was promptly answered by Chaplain W. G. Cassard, on duty at Newport. The rejoinder has never been published, and has been retained on the official files. The navy chaplains have been anxious to have the Cassard letter printed along with ex-Secretary Long's widely published communication, but there seemed no way of getting this letter out of the department. The other day the Senate adopted a resolution asking the Navy Department for certain correspondence relating to chaplains. While the request is couched in somewhat ambiguous phraseology, its purpose is readily recognized at the Navy Department, and will have the effect of extracting Chaplain Cassard's letter to Mr. Long from the files of the Bureau of Navigation. Its publication by Congress is greatly desired by the naval chaplains, and is counted upon to dissipate whatever opposition there may be in either house to their cause.

OPPOSES ALASKAN TREATY.

Washington Congressman Holds That the Proposed Commission Is Unnecessary.

Washington, Jan. 27.—Representative Jones, of Washington, to-day introduced the following resolution:

Whereas, It is reported that a treaty has been signed by the United States and Great Britain providing for a commission to interpret the treaty of 1825 between Russia and Great Britain fixing the Alaskan boundary; and,

Whereas, There was no uncertainty as to the meaning of the said treaty when it was executed; and,

Whereas, The interpretation given to it at the time of its execution was accepted and acknowledged by Great Britain for more than fifty years, and no question was made concerning it until after the discovery of gold in the Klondike;

Resolved, That it is the sense of the House that there is no occasion for a further interpretation of said treaty; that its terms and provisions are clear and plain; that the United States should entertain no proposition looking to a new interpretation, and that the officials of this government should notify Great Britain that it will absolutely refuse to entertain or consider any other interpretation of said treaty than that accepted by all parties for more than fifty years, and that the United States proposes and is prepared to maintain its rights under the interpretation until after the discovery of gold in the Klondike.

The resolution was referred to the Committee on Foreign Affairs.

FRICTION BETWEEN ARMY BUREAUS.

Appointment of New Recorder Revives Jealousy in Ordnance and Artillery Corps.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, Jan. 27.—The detail to-day of Captain W. W. Gibson, of the ordnance department, to be recorder of the army board of ordnance and fortifications has excited a good deal of comment in the War Department, and will probably arouse much feeling in the artillery corps. Captain Isaac N. Lewis, an officer of that corps, until recently acted as recorder of the board which conducts the trials of the arms and ammunition of artillery. That officer was relieved somewhat arbitrarily and against the wishes of General Miles, the president of the board, and was succeeded by Captain Harry Taylor, an engineer officer, who made periodical trips from Boston, his station, to attend the meetings of the board. Now Captain Taylor has been relieved and Captain Gibson detailed in his place. The incident was predicted by officers who have felt all along that the board of ordnance and fortifications would eventually come back under the influence of the ordnance officers. There has been more or less jealousy between the ordnance department and the artillery corps, and the Gibson detail will further aggravate the situation.

Attention was attracted to the incident to-day because General Miles, who is absent from the country, will return to Washington in the next two weeks, and as president of the board he will expect to be consulted in the selection of a recorder. Artillery officers are suspicious enough to see in the incident departmental designs against that arm in favor of the ordnance department.

LABORERS ATTACK SNOW FOREMAN.

Timely Interference of Police Probably Saves Him from Serious Injuries.

A row that might have resulted fatally for William Weller, of No. 2,547 Eighth-ave., a foreman for Mr. Bradley, the snow contractor, had it not been for timely police interference, started a small riot last night at One-hundred-and-second-st. and Columbus-ave. Weller had charge of a gang of forty men who were clearing the west side of Columbus-ave. According to Weller several of the men began to lag in their work, and as they belonged to the night shift, which had just gone to work, he ordered them to work faster. Several of the men scowled at him, he said, and continued to lag. About ten of them were so persistently slow, he says, that he threatened to discharge them if they did not do as he said.

Without any warning or previous show of fight several of the men, most of them Italians, suddenly started for Weller. He was tripped and thrown into a heap of snow, while a crowd gathered around, brandishing their shovels. Weller jumped to his feet, and, picking up a spade, swung it around his head to defend himself. In a moment the whole gang had surrounded Weller. Some were threatening him and others came to his rescue.

Policeman Connolly, of the West One-hundredth-st. station, was a block away when the trouble started. He rapped for assistance, and Roundsman Bell and Policeman Murphy quickly came to his aid. The three policemen descended on the rioters, and for several minutes there was a lively struggle. When it was over several of the laborers were nursing sore heads and body bruises, and the police had three prisoners. When Weller was rescued he had a number of bruises about the head and body and was sent home.

ARMY AND NAVY ORDERS.

Washington, Jan. 27.—The following army and navy orders have been issued:

ARMY.

The retirement from active service January 26 of Brigadier General EDWARD M. HAYES, at his own request, is announced.

Captain LOUIS M. NUTTMAN, 9th Infantry, will report to the superintendent Military Academy, West Point, to relieve Captain PERRY L. MILES, 14th Infantry, who will join his company.

Captain JOHN S. WINN, 2d Cavalry, will report to the superintendent Military Academy, West Point, vice Captain RICHARD L. LIVERMORE, 10th Cavalry.

Colonel JAMES G. C. LEE is at his own request relieved from duty at the Northwestern Military Academy, Highland Park, Illinois.

NAVY.

Commander J. HUBBARD, to command the Nashville.

Commander N. E. NILES, detached the Nashville; to home.

Lieutenant D. M. WOOD, detached navy yard, New-York; to the Raleigh.

Acting Assistant Surgeons H. L. BROWN, T. C. BLACKBURN and P. L. COCKE, appointed January 22.

Acting Assistant Surgeons G. F. DUNCAN, V. DABNEY, J. B. MEARS, P. S. ROSSITER and P. F. M'MURDO, appointed January 23.

Cable from Rear Admiral Evans, Asiatic Station, Manila, January 27:

Commander E. S. PRIME, Olongapo Station, to home via the Solace.

Lieutenant F. M. RUSSELL, Cavité Station, to home via the Solace.

Captain C. G. ANDERSON, the Kentucky, to home via the Solace.

Lieutenant Commander S. H. LEONARD, Jr., the Monterey, to home via the Solace.

Commander J. R. SELFRIDGE, command the Princeton, to home via the Solace.

Passed Assistant Paymaster M'G. R. GOLDSBOROUGH, the Rainbow, to home via the Solace.

Lieutenant R. M'LEAN, the Kentucky, to home via the Solace.

Lieutenant H. A. FIELD, the General Alava, to Cavité Station.

Lieutenant G. KAEMMERLING, the Solace, to Cavité Station.

Lieutenant Commander J. B. COLLINS, the Solace, to command the Princeton.

Ensign H. ELLIS, the Kentucky, to the Princeton.

Commander W. H. BEEHLER, the Solace, to command Olongapo Station.

Midshipman J. L. HILEMAN, the Princeton, to the Vicksburg.

Lieutenant S. ARNOLD, the Solace, to the Monterey.

Lieutenant F. P. BALDWIN, the Frolic, to the Iris.

Midshipman A. A. PETERSON, the Kentucky, to Samar.

Ensign J. H. COMFORT, Samar, to El Cano.

NAVY'S BIGGEST SHIP.

The Battleship Connecticut's Ways Are Extremely Strong.

In the navy yard in Brooklyn, hard by the commandant's office, is a rude structure of massive timbers, extending to the water's edge, which is one of the most interesting pieces of construction in the city. It is the bottom part of the ways on which is to be reared the battleship Connecticut, which will be the largest vessel in the navy, and will have a displacement of 16,000 tons. Her length, which is the length of the ways, is to be 450 feet. Longer ships have been launched in this country, although not in the vicinity of Brooklyn, but the launching weight of the Connecticut will probably be greater than that of any other ship ever launched in the United States.

For this reason the ways now being constructed are probably the most substantial in the country. Over three thousand piles have been sunk for the foundation, and thousands of feet of yellow pine and live oak have been used. The work that is to go on them is on the largest scale ever attempted by the Navy Department, and will, therefore, be watched with the keenest interest.

There is an erroneous impression among laymen that the ways for a vessel must be completed before work on the ship is begun. As a matter of fact the ways include all of the superstructure that goes up as the boat itself grows, and no ways are complete until the vessel is ready to be launched. That part of the ways now ready consists of the building blocks, the forward cribbing and the keel blocks, and the work of laying the keel of the battleship could be started to-day. The first keel plate, however, will not be laid on the blocks until April, when the big cantilever, travelling crane will be finished, as it would be a waste of energy to attempt to assemble the steel frame by ordinary derricks. This must not be taken to mean, however, that there is any delay in the construction of the boat. The steel work is all being made ready in the shops, and will rise with great rapidity after the first keel plate is in place.

Some difficulties were found in constructing the foundation of the ways on account of the nature of the soil, it being largely soft, made land. These have all been overcome, and the ways, which are to be permanent, and on which other vessels will probably be built, are as stanch as any in the country. In driving the piles two sunken vessels were discovered, one an old schooner, near the water's edge, the other what it was thought might be the remains of the old prison ship Jersey of Revolutionary War infamy. The latter point was not settled, as the rotting hulk was not unearthed.

The decision to have a battleship built at a navy yard was made by Congress at the last session, after a fight of many years. It was provided that the cost should not exceed $4,500,000, and that the ship should be ready for commission forty-two months after beginning work. The Connecticut will probably be launched two years from the coming spring. Unusual difficulties will be presented then, according to the anticipations of the naval constructors, as the piling will have to be built out into the river for a considerable distance.

Only four other war vessels have ever been built by the Navy Department itself, the battleships Texas and Maine, of about 6,880 tons each, and the cruisers Raleigh and Cincinnati, of 3,183 tons. The Maine and the Cincinnati were built at the Brooklyn Navy Yard, and the two others at the Norfolk yard. The Maine was launched in 1890 from ways which were about one hundred feet from the present ways.

STANLEY COMPANY SALE

Negotiations About Completed—General Electric May Control.

Pittsfield, Mass., Jan. 27.—Negotiations have nearly been completed for the transfer of a controlling interest in the Stanley Electric Manufacturing Company of this city to a syndicate of New-York capitalists. The stock will be disposed of at from 120 to 125. Treasurer Gamewell of the company will soon issue notices setting forth the facts in the transfer. It is expected that the negotiations will be completed within a fortnight. The Stanley plant will remain here, and its capacity will be enlarged, if not doubled, within a year.

Another announcement is that the company will engage in new and larger fields in the manufacture of electrical machinery. It is probable that the increase of the capital stock of the company from $3,000,000 to $10,000,000 will not be made now on account of the impending transfer.

The Tribune, on June 10, 1902, announced upon authority that the control of the Stanley Electric Manufacturing Company, then held by the Roeblings, of Trenton, had been taken over by William C. Whitney, Thomas F. Ryan, Thomas Dolan, William L. Elkins and P. A. B. Widener, and that the company's plant at Pittsfield, Mass., would be enlarged sixfold within a few months. The Roeblings still have an interest in the company. A report current two or three times since last summer that the General Electric Company would absorb the Stanley company was revived on Monday of this week, when General Electric stock made a net gain of 3½ points. The stock advanced another half point yesterday on sales of 800 shares. Interest prominently identified with the two companies refused yesterday to make any comment whatever upon the rumor of an approaching combination.

WOULD GLADLY TAKE MINIATURES.

Marie Collection Would Be Acceptable Addition to Historical Society's Portraits.

Because of their historical value as portraits of well known New-Yorkers of the last century, the New-York Historical Society would gladly take the miniatures willed by Peter Marie to the Metropolitan Museum of Art, if the museum should not accept them. Officers of the Historical Society said yesterday that the collection would be a welcome addition to the portraits now in possession of the society.

General Di Cesnola, director of the Metropolitan Museum of Art, said that the collection of miniatures had not been formally turned over to the museum yet. When it was, a committee would be chosen to decide as to the acceptance of the miniatures, and until then, no definite statement could be made.

The acceptance of the miniatures will depend entirely on their artistic value, and as it is possible that the museum will not accept them, officers of the New-York Historical Society were asked if the society would take the collection.

Dr. Sidney H. Carney, jr., secretary of the society, said that he thought the Historical Society would gladly accept the miniatures. The subject had not been considered officially, he explained, because the Metropolitan Museum of Art had not made its decision. But, speaking individually, he felt that the Marie miniatures would make an extremely acceptable addition to the nucleus of a collection of portraits which the society now has.

Mr. Kelby, librarian of the Historical Society, said that the society would be glad to accept the Marie miniatures because of their value as portraits of New-Yorkers. He added:

"We now have many portraits, in oils and miniatures, and when we get into our new building this collection will be made a special feature."

AN ODD RAILROAD ACCIDENT.

Palmyra, N. Y., Jan. 27.—Passenger train No. 16, eastbound, on the New-York Central Railroad, was thrown into the ditch at 7 o'clock this morning a few yards east of this station by a mail bag being thrown under the wheels of the engine from train No. 35, a fast mail, westbound.

The wrecked engine, No. 2,999, was in charge of George Hall, engineer, and John McKay, fireman. Hall was badly bruised. The train was delayed somewhat, and other traffic suffered a delay of a few hours.

QUICK RELIEF, SURE RELIE

BROWN'S Bronchial Troches

FOR COUGHS AND COLDS.

Fac-Simile Signature of [illegible] on every box.

BARREL INTERESTS UNITE

REVOLUTIONARY DEVICE.

A $5,000,000 Corporation Absorbs Cooperage Concerns of the U. S.

The American Barrel and Package Corporation was recently organized under the laws of New-Jersey for the purpose of taking over the active cooperage concerns in the United States, harmonizing conflicting interests, giving prominence at every manufacturing point to the most advantageous methods for that locality, and effecting every economy in management, production and marketing that can come from thorough knowledge of conditions and the best system carefully carried out. The capital of the corporation is $5,000,000, divided into 50,000 shares of $100 each.

The Company first secured the patents owned by the Veneer Barrel Machine Company, of Chicago, Ill., and options on the plants and patents of nearly forty of the most successful cooperage firms and corporations in this country. It afterward took over all the rights, property, patents, privileges and franchises of the National Barrel and Package Company, including the factory and the extensive Veneer plant at Ashtabula, Ohio. In this way it acquired the exclusive rights to manufacture and sell the Double Stave Veneer Barrels and Packages that have recently attracted so much attention.

As it is now constituted, the Company commands every most approved process of barrel and package manufacture, whether for dry or wet service, that is known to the trade. It absolutely controls some of the most important and revolutionary methods that have ever been introduced into the barrel and package business. In certain very extensive fields of manufacture its processes are practically beyond the reach of competition. It can produce goods that are cheaper in cost, more effective in service and more economical in space and freight than any that were ever before turned out, or that can be made by any other concern.

EXTENT OF THE BUSINESS.

Probably more than 300,000,000 barrels and circular packages are used in the United States every year. The demand is continuous and growing. No freak of fashion can affect it. No vicissitudes of business can seriously influence it. In the entire field of industrial enterprise there is no branch more absolutely safe to estimate upon than the barrel and package business.

Among the products for which large numbers of circular packages are annually required in the United States are the following—the number of packages used being underestimated in every case:

Roasted coffee	5,000,000	Steam fittings, etc.	500,000
Spices	5,000,000	Plumbers' Supplies	200,000
Baking powder	1,000,000	Fence staples, bolts, nails	13,000,000
Soda	500,000	Castings	150,000
Candy	1,500,000	Screws and tacks	200,000
Whiskey, liquors (in bottles)	1,000,000	Horse shoes	50,000
Cheese	2,500,000	Glassware	2,000,000
Oatmeal	750,000	Crockery	3,000,000
Hominy	100,000	Fruit and vegetables	5,000,000
Sugar	15,000,000	Bushel, one-half bushel, peck, and one-half peck measures	10,000,000
Flour	22,500,000		
Tobacco	2,500,000		
Snuff	150,000		
Cement	35,000,000		
Glue	250,000		
Dry paints	1,250,000		
Chemicals	500,000		

Besides these there is an immense consumption for whiskey, oil, pork, lard, molasses, butter and similar uses.

There is no reason why the American Barrel and Package Corporation should not from the first command the great bulk of this vast business, and ultimately practically control it all. Why not? Its factories will be in every great manufacturing centre of the land, the best equipped, the best managed—when not the only ones.

When Double Stave Veneer Barrels are best they will be made.

When bilge barrels are required they will be made.

When a mixed output is desirable both kinds will be made.

When Veneer packages are demanded they will be made.

When butter tubs or wooden ware is a feature either or both will be made.

And so, whether for dry service or wet service, whether for uses that require this character of package or that, the American Barrel and Package Corporation will supply the demand. It has the patents, the plants and the capital to do it. It will not attempt to force consumers to use any particular style, but it will be ever ready to supply any required style at a minimum of cost and of a maximum of excellence. Every interest of the Company will be to serve each patron so well and so exactly in the line of requirement that there can be no possible ground for friction or dissatisfaction.

PROFITS OF THE BUSINESS.

Probably more than $50,000,000 is expended in the United States every year for barrels and circular packages. For many of these uses the Double Stave Veneer Barrel is far and away the most satisfactory and economical. It is lighter, less wasteful of space and much stronger for its weight than any bilge barrel can be. A direct saving of at least 25 per cent is certain wherever these barrels can be used. Even if the cost to the consumer were the same, the manifold advantages of this barrel would give it command of the market wherever available. In cement, nails, glassware and fruit and vegetables alone this would amount to more than 15,000,000 packages annually. It is safe to say that from Double Stave Veneer Barrels and Packages the Company should make a profit that would pay a large return on its capitalization. Of the nearly forty going cooperage plants on which the Company holds options, not one made in its last fiscal year less than 12 per cent net profit on the option price and one of the largest made over 20 per cent net profit on that price.

The business of these companies alone insures for the American Barrel and Package Corporation, in 1903, a net profit equal to more than 10 per cent on the capital stock of the company, at par, besides leaving a fair sum to be carried to surplus.

Nearly every one of these plants is now contracted up to its full capacity for the whole of 1903.

THE DOUBLE STAVE VENEER BARREL,

which has now passed absolutely under the control of the American Barrel and Package Corporation, represents the first and only great step in advance in barrel making for three thousand years.

For dry packages it is revolutionary.

It contains one-third less material than a stave barrel of the same capacity.

The choicest veneers are from timber very much cheaper and more plentiful than required for stave work.

The cost of making a Double Stave Veneer Barrel is less than one-third that of making a stave barrel of the same size.

Every plant of the American Barrel and Package Corporation will be either fitted or supplemented at the earliest possible moment with an equipment for the manufacture of Double Stave Veneer Barr