CANAL TREATY'S CHANCE.

Concha Not Fighting It—Bitter Opponents and Ardent Champions.

Washington, April 4.—On information received in Washington through private sources, it is said that Señor Concha, formerly Colombian Minister to Washington, is not making a fight against the ratification of the canal treaty, as has been reported. It is said that he lives in a suburb some distance out of Bogota, and that since his return to his home from Washington he has visited Bogota only three or four times. It is said in these private letters that Concha has expressed an opinion adverse to the treaty, but has gone no further. Señor Silva, also a former minister to the United States, who had been counted upon to oppose the treaty vigorously, died in Colombia on February 11.

Nevertheless, information comes from Bogota that there are some bitter opponents as well as ardent champions of the treaty. Information is lacking in Washington which will show just who have been elected members of the Colombian Congress, so that it is impossible thus early to make a poll which will indicate the prospects of the treaty's passage through the Colombian Congress.

It is expected that the Congress delegations from the States of Antioquia and Cauca will be favorably disposed, owing to the geographical location of these two States with respect to the canal.

SALVADOR OBSTINATE.

Still Disputing Payment of Arbitrators' Award.

Washington, April 4.—The government of Salvador still adheres to the objection made to the payment of the award by an arbitrational tribunal in favor of an American concern, and apparently hopes for some concession on the part of the United States, although there is no indication that any concession will be made by this government.

The Salvadorean Government alleges, among other things, that a ship for which a certain sum was awarded to the claimants was never their property. But it appears that the sum allowed on account of that vessel was only something like $15,000, while the aggregate of the award is over $500,000. On the part of the claimants, it is urged that they negotiated for the vessel and made a partial payment, but through the fault of the Salvadorean Government they were prevented from completing the purchase, and were not able to secure title, and damages were awarded to them according to what was shown to have been their loss.

COLOMBIA AND THE CANAL.

Alleged Inducements to Congressmen to Secure Favorable Action on Treaty.

Panama, April 4.—The date for the meeting of the Colombian Congress has not yet been decreed by the government, which, desiring the approval of the canal treaty, wishes to know the opinion of all the Representatives beforehand, and therefore has sent special commissioners through the country. It is said that lucrative government offices have been offered to some of the Congressmen who were decidedly unfriendly to the canal project. All the Cauca Representatives will vote in favor of the treaty.

PRAISE FOR NAVAL GUNNERS.

Their Noteworthy Records at Target Practice Acknowledged.

Washington, April 4.—That Navy Department officials regard the recent records established by the gunners of the North Atlantic fleet engaged in target practice in Southern waters as noteworthy is evident from the following telegram sent to Rear Admiral Francis J. Higginson by Acting Secretary Darling to-day:

Department congratulates commander in chief and North Atlantic fleet upon improvement in gun practice as indicated by preliminary reports received.

A dispatch to the department to-day from Admiral Higginson announced a record of eighteen hits out of twenty-four shots by the 13-inch gun of the Indiana yesterday at a 1,500 yard target.

LEVIED POLITICAL ASSESSMENTS.

The Civil Service Commission's Charge Against Surveyor General Goodale.

Washington, April 4.—The Civil Service Commission to-day made public a statement, saying that the recent supplanting of Surveyor General C. C. Goodale, of Colorado, by the appointment of J. F. Vivian was due to an investigation made by that commission. This investigation was made on complaints against the Surveyor General and some of his assistants for violation of the Civil Service law by collecting political assessments from employes of the office. The commission says that the payments were "so regularly demanded that they were called 'the dog tax,' and they were apportioned among the clerks so that each was to pay one, two or three days' salary a month, as the needs of the campaign demanded. Employes paid these assessments irrespective of their own political beliefs, and under both Democratic and Republican administrations. The clerks were also asked to do political work, and some of the women in the office were directed to go from door to door and ask persons who were strangers if they had registered, etc., a work which they found very disagreeable." In addition to the retirement of Mr. Goodale, two clerks in the office, Charles J. Christian and John G. Fleming, who were most active in collecting the assessments, have been dismissed.

SAYS CANTEEN PROMOTED SOBRIETY.

Courts Martial at Rock Island Arsenal Increased 900 Per Cent by Its Abolition.

Washington, April 4.—Reporting to the War Department from the Rock Island Arsenal, Major Stanhope F. Blunt, the commander, says the effect of prohibiting the sale of beer and light wines at that point is evident from the increase of 900 per cent in the number of courts martial in the last six months. He says:

The post exchange is the greatest measure for the promotion of sobriety and discipline in the army which I have observed during twenty-nine years of service.

BANK RUN RESULT OF APRIL FOOL JOKE.

Chicago, April 4.—"The Chronicle" to-day says that as the result of an April fool joke the private bank of Kaspar & Karel experienced a run, during which up to the close of banking hours yesterday afternoon fully $200,000 was withdrawn by four hundred of the nine hundred depositors. The president, William Kaspar, expressed confidence last night that the storm had been weathered. He expected no further withdrawals, but declared entire readiness to meet any legitimate demands that might be made.

A man, whose identity has not been revealed to Mr. Kaspar, said in a nearby saloon on Sunday, with an air of deep mystery, that the Kaspar & Karel bank would have a sensational April fool joke for its depositors. The remark gained many meanings in circulation, and the following day the run began.

The concern is capitalized at $150,000, and the last monthly statement disclosed assets in the neighborhood of $1,250,000, with corresponding liabilities. Throughout the run Mr. Kaspar has been in receipt of offers of assistance in themselves more than sufficient to meet the drain, without the normal resources of the bank.

HAMILTON BOYS GIVE PLAYS.

The Hamilton Institute held its junior day celebration at St. Michael's Parish House, No. 225 West Ninety-ninth-st., yesterday. The performance, under the general title of "Ye Colonial Days," included "The Courtship of Miles Standish," in eight scenes; a patriotic medley, "Independence," which showed the Continental Congress in 1776, and "Rip Van Winkle."

DO YOU DINE OUT?

Several restaurants that offer tempting dinners are to-day advertised among the "Little Ads. of the People."

WABASH TROUBLE OVER.

Settlement of Four Months' Differences Reached.

St. Louis, April 4.—After four months of controversy between the employes of the Wabash road and the officials of that system, during which at one time a strike was imminent, and was prevented only by an injunction restraining the employes from vacating their positions, and which injunction was dissolved last Wednesday, the differences were finally adjusted and the controversy was effectually and satisfactorily settled this evening. Officials of the brotherhoods representing the employes declare the settlement is eminently satisfactory and is a sweeping victory for organized labor. The Wabash officials declare that all differences with the employes have been finally terminated in a satisfactory manner, and that their future relations in all probability will be most harmonious. The following are the main points embraced in the settlement:

Twelve per cent increase for conductors, brakemen and baggagemen in the passenger service and 15 per cent for conductors and brakemen in the freight service, over the rates which existed on January 1, 1902, west of the Mississippi River. For the firemen increases were granted on Canadian lines, in accordance with the Canada Southern division of the Michigan Central. On the lines in the United States material increases and improvements in the working conditions were granted to the firemen.

East of the Mississippi River the rates will be brought up to this standard when competing lines in the same territory shall grant similar increases. The various yardmen receive a substantial increase, varying in different localities.

There is an entire revision of rules applying to all classes of train service. This was the main bone of contention and was granted in its entirety.

After everything had been settled to-night the following statement was given to The Associated Press by the officials representing the employes:

In the final settlement of the wage controversy with the Wabash management, such a spirit of fairness was displayed by Mr. Ashley, acting president, that it caused the committees of firemen and trainmen, and, in fact, all parties concerned, to forget and forgive the past.

Too much credit cannot be given Colonel Blodgett and Mr. Travous, counsel for the Wabash, and Mr. Judson, counsel for the brotherhoods, in bringing about the necessary meetings and in outlining the plan of settlement. The settlement is in full accord with other late revisions of schedules.

The settlement is entirely satisfactory to all, and the committeemen will return to their former positions in the service, after being compelled to remain here many months, with only the kindliest feeling and respect for their employers, and especially for Mr. Ashley, Mr. Blodgett, Mr. Travous and Mr. McGee, with whom final settlement was made. The committees feel they were justified in asking for the same compensation and working conditions granted employes of other lines in competitive territory. Nothing more was demanded at any time.

We have tried in handling this controversy to demonstrate by our actions to the business and labor world that members of organized labor are law abiding and peace loving citizens. We leave our action in this controversy and our past as organizations in the hands of the public for approval or criticism.

C. A. LEWTON, Chairman Firemen's Joint Protective Board.
J. R. COURTNEY, Chairman Trainmen's General Grievance Committee.
Approved: J. J. HANNAHAN, Grand Master, Brotherhood of Locomotive Firemen.
W. G. LEE, First Vice-Grand Master, Brotherhood of Railway Trainmen.

Ever since the injunction was dissolved last Wednesday counsel for both sides have been in almost continuous conference, and every effort was put forth to effect an amicable settlement without resorting to a strike. Both sides have displayed the greatest fairness in considering the differences and both were anxious from the start to reach a conclusion without radical action. All of to-day was occupied in conference, and at 6 o'clock to-night the matter was practically settled.

MANY COLLIERIES CLOSED.

Operators and Miners Disagree on Hours of Saturday Work.

Philadelphia, April 4.—A disagreement between the mine operators and mine owners to-day regarding the Strike Commission's ruling on the number of hours to constitute a day's work resulted in the closing of numerous collieries throughout the anthracite coal region. The greatest dissatisfaction was expressed in the lower region, and in Pottsville, Shamokin, Mahony City and contiguous towns a majority of the mines were idle a portion of the day. At some of the collieries the men laid down their tools after they had worked eight hours, and at others they remained in the mines nine hours, but refused to work ten hours when requested to do so by the superintendents. The operators assert that they will pay the men only for the actual time worked and the miners claim this to be a violation of the agreement.

Meetings of the local unions were held, and in a majority of cases the miners decided to return to work Monday and submit the question to joint conciliation committees of operators and mine workers, as suggested by the commission. Officials of the union, as such, are not permitted to interfere in the controversy.

COAL MINERS QUIT WORK.

Want Full Pay for Eight Hours on Saturdays.

Mahanoy City, Penn., April 4.—The first serious hitch in this region over the finding of the Anthracite Strike Commission occurred to-day when the employes at all the collieries in this region quit work at 2:30 o'clock, after working eight hours, causing the collieries to close down. The coal companies will not pay them a full day, and the mine workers' organization threatens to declare future Saturdays holidays.

Wilkesbarre, Penn., April 4.—The driver boys at the Dorrance Colliery, who struck yesterday resumed work to-day, with the understanding that the grievances would be taken up and discussed at a meeting of the miners' grievance committee and the company officials.

GOVERNMENT CONTROL OF MINES.

Massachusetts Committee Hints at National Ownership of Coal Fields.

[BY TELEGRAPH TO THE TRIBUNE.]

Boston, April 4.—The Massachusetts legislative committee which has been investigating the coal situation for several weeks, has reported to the legislature a set of resolutions recommending that the anthracite mines of the United States be placed under government control or supervision, and that if this proves ineffective, the government shall take such measures as will lead to national ownership. A copy of these resolutions will be sent to each branch of Congress.

MANY STRIKERS IN FIGHT.

Perth Amboy, N. J., April 4.—Four hundred laborers employed at the Raritan Copper Works went on strike to-day. They demanded $1.60 a day, an increase of 30 cents. This evening the strikers started a fight in front of the works. The police were called out, and they had a hard time getting the upper hand. The officers finally succeeded in quelling the trouble. Four of the ringleaders were arrested and held on a charge of rioting.

PREPARING TO WELCOME GOMPERS.

Lowell, Mass., April 4.—Preparations for the parade of mill operatives to welcome President Gompers of the American Federation of Labor, who is coming here to look into the strike situation, indicate that an effort will be made to have it the greatest parade of mill operatives in the history of the city, not excepting the one when the army of mill girls welcomed President Jackson. There are more than four times as many mill operatives in the city now as there were at that time. President Gompers is expected here by Thursday.

THE NEW STAR IN GEMINI.

San José, Cal., April 4.—W. W. Campbell, director of the Lick Observatory, says:

Our first opportunity to catch a glimpse of the new star discovered by Turner at Oxford, England, in the constellation Gemini, occurred Wednesday night at the close of a long spell of stormy weather. Excellent observations of it were secured Thursday night. Its visual magnitude is about 8½, though photographically it is fully a magnitude brighter than this on account of the richness of the star in photographic rays. Its spectrum contains numerous bright bands, the most conspicuous being those due to hydrogen. The history of previous new stars leads us to expect that the nature of this object will change, and in the course of a few weeks or months it will become a nebula. In fact, our study of the spectrum of recent stars leads to little doubt that many formations have carried it along nearly to the nebular state. The position of the star is right ascension 6 hours 37 minutes 48 seconds, and north declination 20.0°.

LABOR UNION MULCTED.

Damages Awarded to Vermont Corporation of $2,500.

Rutland, Vt., April 4.—Damages against a labor union for loss suffered by a strike was awarded to a Vermont corporation by a jury here to-day. The sum which the jury fixes for the plaintiff to recover is $2,500. It has been contended by counsel for the plaintiff that the property of individual members of the defendant union is liable in execution of a judgment should it be rendered in their favor.

It is expected, therefore, that efforts will now be made to enforce collection upon property of individual members as well as the union treasury. If this step succeeds a new principle of law affecting labor disputes will be established in this country. The case, so far, stands practically on all fours with the Taff Vale Railroad decision, rendered in England within a few weeks, in which the principle of the liability of British labor unions for financial loss caused by strikes was first established.

To-day's decision was in the damage suit of the F. R. Patch Manufacturing Company against Protection Lodge, No. 215, Independent Association of Machinists. The jury returned the verdict in favor of the manufacturers for $2,500, after having deliberated twenty hours. The company sued for $10,000 damages, alleged to have been suffered as the result of a strike of the machinists some time ago.

The plaintiffs claimed that the defendant organization of machinists, of which the strikers were members, intimidated non-union men and prevented them from filling the positions made vacant by the strikers; that they were forced to maintain a boarding house for the non-union employes, and that they were obliged to protect them by hiring private police.

The case, which had been on trial for two weeks, has attracted much attention in labor circles. The strike was for the recognition of the union.

STRIKE TO BE SETTLED.

Buchanan Hastily Departs, Leaving Local Union to Act.

Frank Buchanan, president of the International Association of Bridge and Structural Iron Workers, left this city in a hurry yesterday for Chicago without the formality of bidding the delegates of the Housesmiths' and Bridgemen's Union goodby. He was much disappointed at not being able to induce the iron workers on Friday night to extend the local strike against the American Bridge Company to the contracts in accordance with which the company, though it does not do the work directly, supplies the iron.

It was learned yesterday that the vote of confidence in Buchanan was passed simply to let him down easily. His departure leaves the local union to handle the present strikes. As the American Bridge Company is willing to see local committees of the iron workers, it is expected that a settlement may be reached early this week and that by the middle of the week the local strike will be over.

A representative of the American Bridge Company expressed some surprise yesterday when he learned that Mr. Buchanan had suddenly left the city. He said he expected that the present strikes would not last much longer.

"The differences are really slight," he added. "They are so intangible that they could hardly be called differences."

The committee of the Housesmiths' and Bridgemen's Union which has charge of the local strike consists of R. Neidig, president, H. Colvin and Samuel Parks. It is possible, it was said yesterday, that this committee may confer with the representatives of the American Bridge Company tomorrow.

It was learned yesterday that the vote not to extend the strike was practically unanimous and that it was brought about largely through the influence of Mr. Parks.

PHILADELPHIA BRIBERY.

Conviction in School Teachers' Cases.

Philadelphia, April 6.—The jury in the cases of Thomas F. G. Seixas, president of the Twenty-eighth Sectional School Board; Secretary Joseph Travis and B. Frank Brown and David G. Johnson, members of the board, to-day rendered a verdict of guilty. The men were charged with accepting bribes from women candidates for places as school teachers. The trial has continued all of this week, and the case has attracted much attention. Mayor-elect Weaver, in his capacity as District Attorney, has been assiduous in his prosecution of the defendants, and succeeded in bringing them to trial, despite the efforts of their friends to prevent them from being brought to justice. This is the last case to be tried by District Attorney Weaver, as on next Monday he will be inaugurated as Mayor.

SOME UNIVERSITY TENDENCIES.

Chicago, April 4.—Terse, striking statements on "University Tendencies," made by President David Starr Jordan of Leland Stanford University in an address before teachers from the colleges and secondary schools at Kent Theatre, University of Chicago, last night, were as follows:

Coeducation is better than segregation for four years. Coeducation is not a matter of the sexes, but a tendency of mind. Men excel in originality, women in dexterity. It is better to have them thrown together, so that each can get the benefit of the other's type of mind.

If we could drop the social butterflies and do-nothing dandies from off the campus most of the evils of the university system would disappear.

Too many students go to Harvard for social preferment. They go to do nothing in studies, and then coach up for examinations.

The small college should content itself with doing junior college work.

Four years is too short instead of too long a time for a college course.

GENERAL G. W. WINGATE RETURNS.

General G. W. Wingate arrived here yesterday on the steamer Havana.

ARMY AND NAVY ORDERS.

Washington, April 4.—The following army and navy orders have been issued:

ARMY.

Colonel JOHN B. KERR is assigned to the 12th Cavalry.

First Lieutenant ROBERT STERRET is assigned to the 9th Cavalry.

Captain FRANCIS M. SCHREINER, quartermaster, is directed to report to the Army Retiring Board, Washington.

Colonel GEORGE B. RODNEY, artillery corps, is relieved at Fort Hamilton and will relieve Colonel JACOB B. RAWLES from command of artillery district of San Francisco.

Captain WARREN P. NEWCOMB, artillery corps, at Fort Hamilton, is assigned to the 14th Battery, field artillery, and will join at Fort Sheridan.

Captain WILLIAM P. STONE, artillery corps, is transferred from the 14th Battery, field artillery, to the unassigned list, coast artillery, and will proceed to Fort Hamilton.

First Lieutenant CHARLES H. MORROW, 18th Infantry, will proceed to the Philippines and join his regiment.

First Lieutenant GEORGE S. GIBBS, signal corps, will report to the examining board at San Francisco.

Captain FRANCIS A. WINTER, assistant surgeon, will report for duty in connection with assembling of troops at St. Louis.

NAVY

Surgeon C. BIDDLE, detached navy yard, League Island; to Minneapolis.

Surgeon G. T. SMITH, detached Puritan; to home and wait orders.

Surgeon O. D. NORTON, detached Minneapolis; to navy yard, League Island.

Pay Director I. G. HOBBS, detached naval torpedo station.

Paymaster M. M. RAMSAY, detached Puritan; to home and wait orders.

Assistant Paymaster H. E. STEVENS, to naval torpedo station as pay officer and general storekeeper.

Civil Engineer A. C. CUNNINGHAM, detached naval station, New-Orleans; to Naval Academy.

Civil Engineer A. J. MENOCAL, detached Naval Academy; wait orders.

MARINE CORPS.

Captain L. H. MOSES, to marine barracks, New-York.

Second Lieutenant F. E. CHAMBERLIN, to marine barracks, Washington.

Second Lieutenant H. COLVOCORESSES, to Pensacola.

Captain L. C. LUCAS, to Naval War College.

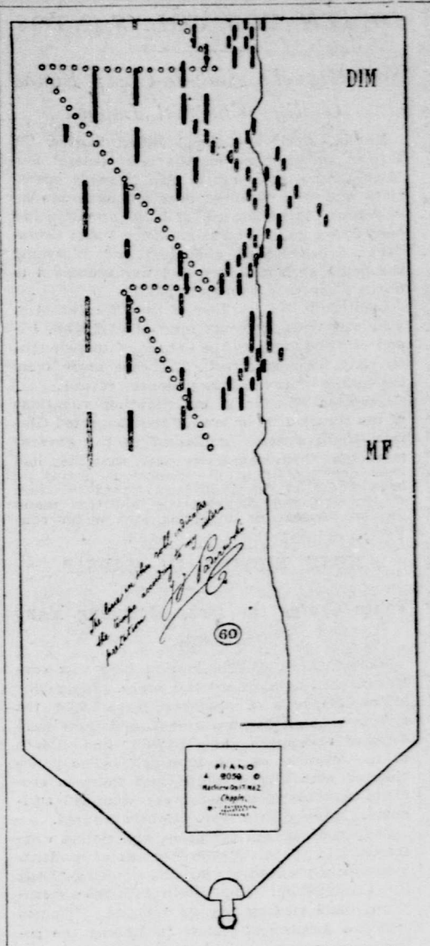
Colonel P. C. POPE, president marine examining board, to Boston, marine barracks.

Captains L. M. GULICK and P. S. BROWN, report to the commandant, navy yard, New-York; detached from special duty at naval station, Port Royal; former to marine barracks, Washington; latter to Franklin.

Colonel H. C. GOODRELL, to command marine barracks, Norfolk.

TURNS OLD GOLD AND SILVER INTO GOOD MONEY.

There are several places where it's done every day. See "Old Gold and Silver" heading among the "Little Ads. of the People."



NOTE.—Each piece of Metrostyle music is authorized by the musician who interprets it and is printed with facsimile of this authorization, thus the "Nocturne Op. 17 No. 2," by Frederic Chopin, interpreted by I. J. Paderewski, is stamped as follows:

"The line on this roll indicates the tempo according to my interpretation.
I. J. PADEREWSKI."

The METROSTYLE

An addition to the Pianola by means of which it is possible to reproduce the *exact interpretations* of the great masters of the piano.

"The METROSTYLE is the most wonderful invention ever made in music."
—MUSICAL COURIER.

THE METROSTYLE is a finger or guide connected with the "tempo lever" of the Pianola. To this finger is attached a pen.

The performer—an authority—plays upon the Pianola any classical or modern composition. As he plays he guides this pen on the unwinding music-roll in accordance with his interpretation of the piece he is rendering, and thus as he plays he marks upon the roll in red ink a line which, as it progresses, indicates in all its angles and curves exactly in expression the ritardando, the accelerando, or any of the various dynamic contrasts of music, just as he himself plays it.

After the completion of this work on the roll the pen is removed, and any performer can use the finger or indicator following the red line that has been marked by the performer, and he will thereupon get an *exact repetition* of the performance *as it was played by the authority.*

We unhesitatingly state we believe that the Metrostyle is the most important and far-reaching improvement ever made in musical instruments, and that it rivals the Pianola itself.

Music for the Metrostyle will be interpreted by all the world's greatest musicians. (See note.)

Selections have already been interpreted and marked by Maurice Moszkowski, I. J. Paderewski, Harold Bauer, and Emil Paur.

The first catalogue of Metrostyle music (now ready) contains interpretations by each of the above virtuosi, in addition to 150 compositions interpreted by an authoritative pianist.

"This is such a stupendous innovation on everything that has taken place in music so far that it stuns the intelligence. It is so far-reaching that it overwhelms ideals. We are completely at the mercy of an entirely new thought in musical development. We now see piano-playing taken out of the realm of automatism and placed at one step onto the very highest rung of the ladder of individualism."
—MUSICAL COURIER, February 11, 1903.

The cost of the Metrostyle Pianola is $300.
Purchasable by monthly payments.

The Metrostyle Pianola is on exhibition and for sale.

The AEOLIAN COMPANY, AEOLIAN HALL, 362 Fifth Ave.
Brooklyn Selling Agents . . . . . FREDERICK LOESER & CO.

FINDS BOARD WAS LAX.

Grand Jury Makes Presentment on Clifton-ave. Tragedy.

The Essex Grand Jury came into court at Newark yesterday and made its presentment in the case of the tragedy at the Clifton-ave. railroad grade crossing in Newark on February 19. Chief Justice Gummere received the presentment and discharged the jury with thanks. The presentment is a severe arraignment of the Newark Board of Works and its Street Superintendent, John C. Mundy. The presentment is in part as follows:

Our investigation has disclosed a failure on the part of the municipal authorities to take the precautions which suggest themselves to reasonably prudent men for guarding the safety of the lives of the people.

We find that permission to cross the tracks of the Delaware, Lackawanna and Western Railroad, at Clifton-ave., with the line of street railway at grade, was granted by the then members of the Board of Street and Water Commissioners against protest, and that, although the dangerous conditions which would be created must have been apparent to them, and were, in fact, brought to their attention by such protest, yet that they failed to provide in the giving of such permission for the installation of any safety device.

We find in all matters affecting the operation of surface cars that in the city of Newark there has been a marked laxity on the part of the members of the Board of Street and Water Commissioners, and a failure to enforce the ordinances of the city providing for the safety, comfort and convenience of the people in the use of this means of transportation.

The car which met with disaster was overcrowded, and this is notoriously the condition during a considerable part of the day of every car operated within the city. Although this matter has been repeatedly called to the attention of the Board of Street and Water Commissioners by the people of the various sections of the city, no effective steps have been taken by the board in the enforcement of the ordinances and the correction of this condition.

That a betterment of the street railway service in this particular is not impossible is evidenced by the improved conditions which since the accident have prevailed on the line which passes through Clifton-ave. and the like improvement could and should be brought about on every line running through the city by the enforcement of these ordinances and the exercise by this board of its power. We find in particular that, through defective or insufficient brakes or other defective equipment, control was lost of the car on the Clifton-ave. crossing some time previous to the accident of February 19.

In the course of our investigations our attention has been called to Sections 732 and 733 of these ordinances, requiring every street railway company to remove all snow which may be thrown or placed by it upon the streets along its tracks in clearing or cleaning the same within twenty-four hours after the same shall be placed thereon, and further providing, upon the failure of the company, to remove such snow, then that the General Superintendent of Works shall cause it to be removed at the cost of the company.

We learn that the tracks at Clifton-ave. were cleared by the street railway company, and that claim is made that the snow and slush beyond the tracks were dragged upon the tracks again by the passing vehicles. We have not learned, however, that the company observed the provisions of the ordinances and removed the snow passed upon the street along the line in clearing its tracks, nor have we been able to learn that the General Superintendent of Works performed the duty imposed upon him and caused such removal to be made at the expense of the company.

We find also that Section 669 of the ordinances makes it unlawful to run an engine or cars across any public street at or about grade in Newark at a greater rate of speed than ten miles an hour. Notwithstanding this provision, trains have been scheduled to run and have run at a speed as great as twenty-five miles an hour.

We believe no attempt has been made until after the accident at Clifton-ave. to limit the speed of trains at street crossings.

For the reasons stated above, we hold that the Board of Works was negligent in the performance of its duty. The public demands the enforcement of the city ordinance, and it was the duty of the Board of Works to see that they were enforced. Finally, we would urge that no effort be omitted by the governing bodies in all towns and municipalities to bring about the abolishment of all grade crossings of steam railroads in this county.

INDICTED MEN WANT PARTICULARS.

Counsel for North Jersey Officials Apply to Chief Justice Gummere.

Application was made to Chief Justice Gummere at Newark yesterday by R. Lindabury and George T. Werts, counsel for the indicted officials of the North Jersey Street Railway Company, for a bill of particulars, in order that a proper defence can be prepared. The justice said, after some discussion, that the demand should first be made upon Prosecutor Riker. If that official refused to recognize it, or did not supply all the details required by law, then counsel, the court said, could make the application to have the case adjudicated.

Mr. Werts set forth in an affidavit that he was unable to learn anything definite as to what particular act or acts of omission or commission the defendants are charged with. The defendants could not safely go to trial without a statement of the ways or means by which they are supposed to have accomplished the slaying of Ernestine Miller, one of the nine High School pupils killed in the accident.

"I want the prosecutor," said the justice, "to furnish a bill of particulars collectively in the case of Dr. Leslie D. Ward, Elisha B. Gaddis, J. Roosevelt Shanley, John D. Crimmins and Alexander J. Cassatt, and individually on behalf of E. F. C. Young, the president, and David Young, the general manager. As to Charles M. Shipman, Arthur W. Pratt, James Smith and Richard Eick, I want a bill collectively and the right reserved for individual bills in the future."

The prosecutor said that he would refuse to furnish the bill of particulars in the way asked for in the notice. It was too extensive, he said, and involved too much labor.

A second suit for damages growing out of the Clifton-ave. grade crossing disaster was begun in the Circuit Court at Newark on Saturday. It was brought by Herbert W. Knight, father of Emily Knight, one of the High School pupils who was injured, and he asks damages of $25,000 from the North Jersey Street Railway Company.

Arnold, Constable & Co.

MONDAY, APRIL 6.

Tailored Suits,

ETAMINE AND CLOTH,

$24.50

Outer Garments.

Paris Made Paletots.

Black Peau de Cygne and Taffetas, Handsomely Embroidered or Appliqued.

Paletots and Short Coats

of Black Etamine, Silk, Pongee, Plain and Dressy Effects.

Travelling Coats.

Silk, Mohair, Pongee.

Broadway & 19th Street.

SHUT OUT FROM PRIMARIES.

Mr. Voorhis Says 87,000 Will Be Unable to Vote Because of the Law.

President Voorhis of the Board of Elections says that, about eighty-seven thousand voters will be shut out from voting at the primaries because of the passage of the law confining the enrolling to the registration days just prior to election. Despite this, Mr. Voorhis regards the new law as a great improvement over the old. The record of Manhattan voters who registered last fall, but refused to enroll, is as follows:

A. D.	Registered.	Refused to enroll.	A. D.	Registered.	Refused to enroll.
1	4,465	953	19	11,739	3,313
2	7,082	1,417	20	8,502	3,752
3	7,487	1,696	21	18,491	4,348
4	6,915	3,495	22	8,237	2,065
5	8,130	2,113	23	17,591	4,292
6	8,475	2,978	24	7,473	3,687
7	7,981	2,085	25	7,218	1,884
8	5,005	2,986	26	7,154	2,243
9	8,871	1,493	27	6,462	2,589
10	7,466	3,630	28	8,061	2,283
11	6,552	1,576	29	9,827	3,160
12	5,778	1,949	30	10,252	3,947
13	6,375	1,152	31	17,895	5,043
14	7,651	2,938	32	11,268	2,497
15	7,767	2,155	33	8,595	2,069
16	7,438	3,787	34	7,517	1,298
17	7,192	1,542			
18	8,786	2,195	Totals	295,388	87,074

COLUMBIA SENIORS SPIN TOPS.

Childish Sport Celebrates the Completion of Their Theses.

Top spinning was the occupation of Columbia seniors on the campus yesterday in celebration of a university custom by which the fourth year men made merry over the fact that their much abhorred senior theses were finished and handed in to the dean.

Most of the afternoon, after the storm had ceased, seniors occupied themselves in spinning all kinds of tops. For most of them it was an amusement taken up after a lapse of so many years that awkwardness in handling the tops had replaced their former skill. In most instances, indeed, it was only in one trial out of three or four that the seniors succeeded in setting the tops to spinning.

COST OF S. P. POOL HOLDINGS.

A member of the Keene pool in Southern Pacific stock said yesterday that the notion that the average cost of the pool holdings was much higher than current quotations was incorrect. He added: "I see no reason for apprehension about a flooding of the market with stock when the pool dissolves. I can take my stock up, and may do so if I see fit, and pay for the same. Probably others feel the same way about it, although I have reason to believe that many have previously sold out—that is, gone short, against their interest in the pool."

LEWISOHNS TO STAY IN COFFEE.

It was said yesterday at the office of Lewisohn Brothers that the very low price of coffee for April and May deliveries was not due to heavy selling by members of that firm. The decline, it was added, was owing to large crops harvested in the last three years. It was further declared that the Lewisohns had no idea of giving up the coffee branch of their business.

PLANS OF THE GRAND TRUNK COMPANY.

Portland, Me., April 4.—Ottawa dispatches announcing the opposition of the Hon. A. G. Blair, Canadian Minister of Railways and Canals, to the project of the Grand Trunk Railway, which has asked the government for authority to reconstruct its lines, are of much interest here. It is understood that the company's plans, if carried out, would divert most of the trade from Canada to Europe by way of this port to some shipping point in Canadian territory. Trade interests here claim that strong inducements are being made by certain public men in Canada and by interests at St. John, N. B., in favor of the Grand Trunk proposition, but the opposition of the Hon. Mr. Blair and of Mr. Gourley, member of Parliament for Colchester County, N. S., who sides with the minister, gives grounds for hope here that the project may fail.

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