

At last it proved that the market was over-sold. What was declared here last week to be the only hopeful sign in the prevailing gloom, viz., that "you could lend shoestrings," turned out to be a determining factor. After a brief hesitation Monday morning, waiting for the clearing House sheets to go through, which they did all right, and no failures being announced, the market began to improve. The improvement became an upward rush, a reaction as rapid, or more so, than the fall had been; and by Friday, the whole list of active stocks had rebounded up from six to twelve points. In some cases the advance was even greater. The short interest must have been enormous. The covering of this, and buying for long account, sent the market up just about as it had gone down, that is, without a reaction. From six to twelve points recovery in five days gave no time for backward movements. After a start had once been made, the pace continually became hotter; first under the lead of Canadian Pacific, then of Reading, followed by St. Paul and Atchafson, and lastly Union Pacific. Yesterday the pace slackened, and the market became irregular. After the bank statement appeared there was enough realizing to put prices of a little. The statement itself was all right. There was a loss in cash, but the surplus reserve continues at the respectable figure of 21 millions (against only 7 millions last year); and there was a decrease in loans.

Has the situation changed in any degree justifying the rise, or is this only due to over-selling? The situation has changed—in this respect. Concerns which had become too deeply involved to extricate themselves have gone under, and their accounts are no longer a menace to the market; other concerns which were also heavily involved, have been able to right themselves, in the more important cases by private sales of their securities to those who could better take care of them. So far the road that way is cleared. More important it is, that companies which had bankruptcy staring them in the face, have been saved—at more or less cost. It seems to be conceded that the Virginia-Chemical company would have had to go by the board had it failed to raise the five or six millions needed; and the Seaboard Air Line went to the Rock Island people when it might otherwise have gone on the rocks.

It is easy to see that if failure of corporations had come on top of failure of firms, a very bad situation would have developed. The difficulties in which these corporations were involved, and the collapse in the Realty securities, largely explains why so many firms were talked about as being in difficulties. Any one who was known to have the stocks or bonds of these companies in considerable amount, became an object of suspicion; and in the frame of mind people were in, suspicion became conviction. The concern was not going to fall sure.

One of the effects of the great decline has been to cause extensive readjustments, both of accounts and properties. In fact, the last few weeks might be described as a period of readjustment. These readjustments being made, the situation is correspondingly cleared; and to this extent justifies a recovery in the market.

The process has been costly. There is some unfavorable comment on the fact that the Virginia-Chemical company had to pay 6 per cent interest and 10 per cent bonus for its loan. This has been called extortion. It does not appear so. The risk is not small, and the difficulty of getting that amount of money at such a time very great. Great inducements had to be offered, but without the money the company was gone. Sixteen per cent was a good deal cheaper than a receivership. There is reason for believing that the company paid more than sixteen per cent.

On what terms the Seaboard Air Line was turned over to the Rock Island are not known except to the parties negotiating. One may believe the very shrewd gentlemen who run the Rock Island outfit made their own bargain, knowing the necessities of the seller. The road could not go to the other Southern lines, because of State laws. It had to go somewhere, and the Rock Island offered the best. The requirement of this property puts the last touch of complexity on the Rock Island system. A man of that system now must look like a crazy quack.

The rapid rise of the market has also created a change in the public temper, so that people again believe stocks can go up as well as go down, and even faster, which they had almost despaired of. And furthermore, it is intrinsically possible again to talk of earnings and intrinsic values, and be listened to, which was quite out of the question when the publication of a good report was immediately followed by a five or six point drop in the price of the stock—as Union Pacific, for example. It was not earnings, but bank accounts which were in question.

If the market holds, there will be talk of the amount a company is earning on its stock; what the B. & O. can show, how much Missouri Pacific, what the surplus over the dividend is in Union Pacific; what the forthcoming Erie report will show to justify the rise in the stock; in short, the Street will be talking of values again, instead of apprehended failures.

This is a contribution, of no small importance, to the bull side, and consequently a factor in sustaining the advance. As to whether the market can rise further, it may be remembered that in the second week of June it had a great break, the lowest price of that week being (omitting fractions), Atchafson 69, St. Paul 148, Missouri Pacific 102, Erie 32, Pennsylvania 120, New York Central 124 (which in July broke to 112), B. & O. 85, Reading 46, Union Pacific 80, Southern Pacific 48, Steel preferred 80, common 51, Copper 51. These, be it noted, were the lowest on a day when the stock market looked like going all to pieces. Some of these stocks have been carried higher than this level by the rise of the past week, but others are well below it, and ought to get back again—which is not saying much.

Much depends upon the corn crop. If we come out with a normal crop, and the same of Spring wheat, the June prices will look cheap, in view of the extensive clearing out and readjustment of things which has since taken place in Wall Street. If the crops turn out a failure, they will not by any means look cheap—but we need not anticipate trouble.

Probably Wall Street has seen the worst. It is the other parts of the country which will have to take their dose now. Already there appear the first symptoms in the failure of the multi-banking concerns which most likely were mushroom growths of the boom period. Three were reported yesterday. There will be a clearance of these fungus growths first; after it will come more or less strain on the sounder concerns. This means forced contraction of credits, and consequent shrinkage in general trade.

After the large and rapid rise of the past week the market would seem entitled to look well; but it is quite possible, and even probable, that it will not be more than irregular; some stocks going forward, while those which have already advanced most, remain quiet.

CUTHBERT MILLS

ending: "I will come to Pittsburg to find you, send you some of the life's blood of my life." Mrs. Lugas's house is guarded by officers and bolted and barred against intruders.

ROBBED OF VALUABLES WORTH \$2400. San Francisco, Aug. 15.—Mr. and Mrs. Harry Milton, of Montreal, who were robbed of jewels worth \$2000 and a fine money value on a train which was passing through Nevada. The thief entered the Pullman car in the night and took a dress case which contained the valuables.

WHAT ONE DOLLAR WILL DO. Write to "Manager," Furnished Room, Dept. care of The Tribune, and learn.

CUTS ENEMY'S THROAT

Italian Probably Fatally Injured as Result of Feud.

WIFE FAINTS WHEN HE IS SLASHED

As the result of a feud between families, the police say, Joseph Verega, an Italian, who has been in this country only a short time, was probably fatally cut across his throat with a razor in the halls, it is charged, of Francisco Pazo Maggio, of Passaic, N. J., in the shoe store of Charles Albanese, a friend of Verega, at No. 512 East Fourteenth-st., yesterday.

Maggio escaped, and Central Office detectives and the police of the Fifth-st. station are hunting for him. Verega was taken to Bellevue Hospital by Dr. Moore, an ambulance surgeon, who expressed the opinion that the man could not recover. His head was nearly severed from the body. He was talking to Albanese in the latter's store, and Verega's wife also took part in the conversation. Verega had his back to the street door when Maggio, it is alleged, came inside. Without saying a word he grabbed Verega by his hair with his left hand and with his right, in which he held a razor, it is charged, he made a vicious slash across Verega's throat. The injured man dropped on the floor, and falling he saw for the first time the face of his assailant.

"It is Maggio!" he gasped out, and then lost consciousness. Maggio ran into the street after placing the blood stained razor in his pocket. Mrs. Verega screamed and fainted, and Albanese, the shoemaker, ran, calling for help, into the street. Patrolman Adams heard his cries and summoned an ambulance. Verega was found on the floor of the store lying in a pool of blood. Dr. Moore found that, although the man's Jugular vein had not been severed, many veins and arteries had been cut, which will make the man's recovery, the physician says, almost an impossibility.

Mrs. Verega was taken to the station and questioned. She said that she and her husband had arrived here last Thursday on the steamer ship New Amsterdam from Italy. They were taken to Ellis Island with the other immigrants on the steamer, and were released from the island on Friday. It was the intention of the couple to go to New York, but in order to get together and arrange for transportation facilities they decided to stay with their friend Albanese for a few days. Mrs. Verega said that they had known Maggio in Italy, and that some kind of quarrel existed between him and her husband's families.

The police immediately informed the police of Passaic to look out for Maggio, should he return to his home, and to receive information concerning Maggio's habits. They learned that he was a laborer and made his headquarters in a saloon at No. 49 State-st., Passaic, N. J. He worked there, he learned, for a contractor named De Marco, and had been in this country for some time.

"SIX DOLLARS," SAID TICKET MAN.

Then Girl Who Wanted to See "The Earl of Pawtucket" Fell in a Faint.

Katy Clark, employed at the Hotel Normandie, intended to give two girlfriends a treat, and took them to see "The Earl of Pawtucket" yesterday afternoon. It was just at the time the matinee crowd was surging into the theatre, and Katy stepped up to the box office and asked the price of three seats. The ticket man, becoming suspicious, asked her to show her money. "Six dollars," said "Smiling Johnny" Ostrander, the assistant treasurer, in his most insinuating and persuasive manner.

The next instant Katy fell in a faint on the floor. Instantly there was much commotion in the lobby, and Ostrander was wondering whether the manner in which he stated the price had caused the trouble. The girl regained consciousness in a short time, but was unable to rise without assistance, and was not in a condition to walk. Her friends endeavored to apply restoratives, but she did not improve, and an ambulance from the New-York Hospital, Dr. Thorpe, after an examination, pronounced it a case of nervous prostration. Katy was removed to the hospital, and later was said to be slowly improving.

CANAL TEST OF ELECTRIC MOTOR.

An Employee's Invention Will Soon Be Tried on the Erie Waterway.

(BY TELEGRAPH TO THE TRIBUNE.) Schenectady, N. Y., Aug. 15.—The General Electric Company is preparing for an electric motor test on the Erie Canal. The apparatus will be ready in a few weeks. The motor is intended to take the place of mules in towing canalboats. The invention is that of an employee of the company, who has given years to the subject.

The company has secured the consent of the State Department of Public Works for the experiment, which will take place near the works of the company. Two tracks will be erected, one above the other. The upper one will carry the motor for westward travel, and the lower one will be for eastward. The crews of the boats will throw hawsers to the man running the motor, who will attach the hawsers to the motor. It is expected that the speed of the boats thus propelled is expected to exceed that attained by mule power.

JETT AND WHITE SENTENCED.

Life Imprisonment at Hard Labor Their Fate—An Appeal Taken.

Cynthiana, Ky., Aug. 15.—Judge Osborne held a short session of court this morning and overruled the motion of the attorneys for Curtis Jett and Thomas White for a new trial. Attorneys for the defense then filed notice of an appeal against the conviction by bill of exceptions. The stay of execution was taken for both prisoners for sixty days until the Court of Appeals shall have passed on the case.

After overruling the motion for a new trial, Judge Osborne granted an appeal and gave the defense until September 15 to file their bill of exceptions. Jett and White were both sentenced to life imprisonment at hard labor. The troops broke camp for the night and returned to the camp at Lexington and another Thomas White to jail at Lexington.

TO STOP INVESTIGATION IN PITTSBURGH.

Pittsburgh, Aug. 15.—The interested parties in the inquest into the death of former Recorder J. O. Brown and some of the witnesses before the Coroner's jury threaten within the next few days to go into the civil courts and try by injunction to have the further inquiry into the death stopped.

Detective Roger O'Mara presented himself at the office of Coroner Jesse M. Geary today and served upon J. R. Brown, who is pushing the investigation, a notice signed by Miss Nettie McLean, through her attorney, Benjamin Burleigh, giving warning that if any further publicity should be published in the newspapers, and if certain information should be made public, she would at once seek redress in the courts through an injunction. Mr. Brown refused to discuss the matter, but he said that he did not intend to desert until he had uncovered every fact in connection with the death of his brother.

PROFESSOR WANTS BLOOD.

Writes Threatening Letter to Pittsburg Woman He Tried to Marry.

Pittsburg, Aug. 15.—Officers were present at East Liberty and Union stations to-day, watching for Professor Edwin T. Obaldstean, of New-York, for whom a warrant has been issued by Alderman E. C. Negley, on a charge of threatening the life of Mrs. F. Lugas. But Obaldstean did not arrive. He formerly lived here, and was very attentive to Mrs. Lugas, who was then unmarried. Eighteen months ago she went to Oberstein, Germany. Obaldstean followed soon after, and finding her in the company of an married man, is alleged to have killed him. He was arrested, but adjudged insane and released. The young woman then returned and married Mrs. Lugas, superintendent of the Day Paper Company.

Yesterday Mrs. Lugas received a letter, inclosing pieces of bloodstained clothing through which she was killed, and which she had given to the police. She said that the trouble had been removed to America and would all have to be gone over again.

FOURTEEN ARE INJURED.

Passenger Train Breaks Through a Bridge in Colorado.

Buena Vista, Col., Aug. 15.—An eastbound Denver and Rio Grande passenger train went through a bridge near Nathrop, eight miles east of here, late last night, causing the injury of fourteen passengers.

Among the injured are B. O. Brown, of New-York City, badly sprained knee, and R. O. Havilla, of Washington, right arm badly injured. The wreck was on a bridge weakened by a heavy rain.

The passengers injured were mostly in the tourist sleeper, which turned on its side in the ravine. The dining car and two sleepers remained on the track, and the diner was turned into a hospital car.

FOUND WOMEN MANIACS.

Mother and Daughter Barricaded Themselves in House.

(BY TELEGRAPH TO THE TRIBUNE.) Los Angeles, Aug. 15.—A strange story has come to light at San Francisco. A woman and her daughter were locked in a house in Washington. They are Mrs. Eliza Jane Denver and her daughter, the widow and daughter of Captain Denver, of Washington, who was a brother of St. Clair Denver, for whom Colorado's capital was named.

Mrs. Denver and her daughter have lived in Southern California for about four years, dividing their time between Los Angeles and Coronado. They went to Coronado about a year ago and rented a cottage not far from the hotel. They made many friends among the residents, but of late have been acting strangely, refusing to see their closest friends and giving everybody to understand that they preferred to be left alone. After numerous and fruitless attempts to communicate with Mrs. Denver and her daughter the people began leaving them alone.

Within the last week, however, their actions have caused alarm, and fears have been entertained of a double tragedy being enacted in the cottage. An effort was made to enter the house, but the windows and doors were found barricaded and the mission was denied to all. The women refused to receive their mail and groceries and all tradesmen were sent away.

Considerable money was spent in finding friends and relatives of the unfortunate women, and finally a determined effort was decided upon to solve the mystery. Admittance to the house was gained by force. The invaders found both the women raving maniacs. They were removed to a private asylum and a guardian was appointed to care for their property.

FREIGHT TRAINS IN COLLISION.

Brakeman Killed and Others Injured—Fog Hides the Danger Signal.

Philadelphia, Aug. 15.—Harry B. Tarbett, a brakeman, was killed and two men were injured in a collision of freight trains on the Pennsylvania Railroad at Radnor, Penn., a few miles west of here. About twenty cars were wrecked, blocking traffic several hours. The dense fog, it is said, hid the danger signal from the engineer of the last train, Harry Hull, who jumped and was severely injured. The freight was slightly hurt. A rumor is current that two tramps stealing a ride were killed.

CARS DASH DOWN A MOUNTAIN.

Trammen Injured in the Collision with the Locomotive.

Wilkesbarre, Penn., Aug. 15.—The brakes on a coal train on the Central Railroad of New-Jersey failed to hold on the steep mountain grade near Ashley to-day, and a big wreck was the result. The engine proceeded to start back to pick up the cars, when they dashed down the mountainside and crashed into the locomotive. Charles DeWitt, a brakeman, was fatally injured. The engineer of another train was seriously injured.

NEW ROAD TO THE ADIRONDACKS.

Lewis County Citizens Form a Company to Build from Lowville to Croghan.

Lowville, N. Y., Aug. 15 (Special).—Residents of Lewis County to-day formed a company with \$50,000 capital to construct a railroad from Lowville to Croghan, a distance of about twelve miles and passing through New-Bremen and Beaver Falls. Construction work will be begun in the spring.

It is probable that the road will eventually form a part of a new railroad to the Adirondacks, with a Lehigh Valley railroad connection at Camden, Oneida County. The Glenfield and Western Railroad now runs about fifteen miles to the lumber tracts near the Oswego County line, and about twenty-five miles from Camden.

The Glenfield and Western Railroad could be extended to Lowville, a distance of about five miles, and connected with the new road. The Lewis County and Croghan road would lead to No. 4 and other parts of the Adirondacks with no railroad facilities, and visited by many summer residents. The line extended from Croghan into the Adirondacks would lead to Beaver River, on the summit of the Mohawk and Malone Railroad, and would be a great benefit to the paper-making industry in the Adirondack country, and there are increasing demands for freight service. The road would transport their output overland to market.

CANNOT VISIT TENNESSEE.

Judge Gray Says That His Time Will Not Permit.

Birmingham, Ala., Aug. 15.—Judge Gray said to-night that it would be impossible for him to accept the invitation of the coal miners and operators to visit District No. 15, Tennessee. He said that he must sit with the United States Circuit Court of Appeals the second week in September, and must reach Birmingham on the day after to-morrow. He said that he would be glad to visit the Alabama arbitration board, he said, when he was in his vacation.

UPHOLDS WHIPPING OF WOMAN.

Georgia Prison Commission Says Warden Had Extreme Aggravation.

Atlanta, Ga., Aug. 15.—The Georgia Prison Commission, which has been investigating the whipping of Mamie Debris, a white woman convict, at the State prison farm, made its report to-day. With the report came the announcement of the resignation of Warden Allagood, whose conduct in punishing Miss Debris was under investigation. The charges of improper procedure by Allagood, made by the woman, and accusation of partial conduct toward other female convicts, are found absolutely false and malicious. The report says that the warden acted entirely within his authority in punishing Miss Debris, and that he was led to it by extreme aggravation.

SNEAK INTO MINE AND GET LOST.

Eastern Tourists Spend Unpleasant Night in the Homestake Gold Mine.

(BY TELEGRAPH TO THE TRIBUNE.) Deadwood, S. D., Aug. 15.—After spending half of last night wandering around in the blackness of a deep gold mine, two Eastern tourists spent the remainder of the night locked in the tool house five hundred feet below the surface, where they were detained as suspicious characters, until their story was investigated. Then they were taken to the surface and freed. The tourists, who refuse to give their names, wanted to inspect the famous Homestake gold mine, but the privilege was refused. Evading the watchmen, they entered the shaft and descended the ladders for two hundred feet, when they entered a slope.

Soon they became lost in the labyrinth, and about that time their lights went out. They were found by miners and taken to the superintendent, who held them until it was shown that they were not seeking to injure the mine. The tourists left here for the East to-night.

INJURED BATTLESHIP.

The Massachusetts Can Move Under Her Own Steam.

(BY TELEGRAPH TO THE TRIBUNE.) Bar Harbor, Me., Aug. 15.—The divers working on the hull of the United States battleship Massachusetts, which ran into a pinnacle of Egg Rock on Wednesday, finished their examination of the hull to-day. Four divers were at work again here in the main body of the vessel they were sent here to work along the double bottom. The vessel struck the pinnacle on her shoe, and seems to have dragged over the rock somewhat. The rudder has not been swept away, as some reports from here yesterday stated; in fact, the rudder is wholly intact. The propellers touched the rock, but no noticeable damage was done to them. The report that the machinery of the injured vessel is not fit to use is also false, according to the statement of Captain Eaton to-night.

The ship came in from her accident under her own steam, she came in from the outer harbor under her own steam, and every movement she has made has been under her own steam. When asked if he would be towed to the drydock at New-York, Captain Eaton to-night said: "We shall go under our own steam, and, if necessary, we could go from here to San Francisco. I expect that we shall sail from here about Wednesday, and think the ship will be able to steam at from seven to nine knots an hour." When asked if it were true that the ship had fifteen holes in her bottom Captain Eaton responded in the negative, and to the question whether or not he were in danger of sinking, he said: "There has not been the slightest danger of the sinking since the time we closed the compartments that leaked. After the bulkheads were closed there was no danger, and we are now as safe as we would be without any punctures. No new leaks were found by the divers to-day, and they have been over the entire hull. I expect that it will take from thirty to sixty days to patch up the hull after the work of removing ammunition and coal from the ship continues. Night and day coal is being shifted to the collier Lebanon, and to-morrow the 13-inch shells will be transferred to the Culgoa. To-night the bow of the ship is more than a foot farther out of the water than normal. Normally the bow draws 26 feet; to-night she draws 24 feet 4 inches. When she was drawing 27 feet 11 inches, and the stern 26 feet 3 inches. Now the bow is drawing 24 feet 4 inches and the stern 23 feet 2 inches. This makes the mean less than normal. Work was begun on compartment A 7 to-day, and by to-night A 7 is had pumped out. A 7 is the largest compartment in the bow which held more than 100,000 gallons of water. The water now on top of A 7 proper and A 16. The pumps are working here ten minutes an hour, and that is taking care of things all right.

The wrecking tug Storm King arrived from the Boston Navy Yard about noon to-day. She brought two large 5-inch centrifugal pumps. They will be used to pump the water out of A 7 proper and A 16. The pumps are working here ten minutes an hour, and that is taking care of things all right. The wrecking tug Storm King arrived from the Boston Navy Yard about noon to-day. She brought two large 5-inch centrifugal pumps. They will be used to pump the water out of A 7 proper and A 16. The pumps are working here ten minutes an hour, and that is taking care of things all right.

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President's Views on Lynching Warmly Commended by the "Popolo Romano."

Rome, Aug. 15.—The "Popolo Romano" dedicates its leading article to President Roosevelt's letter to Governor Durbin, of Indiana, on lynching, which the paper calls a most important document. President Roosevelt, it says, lets no occasion escape him of bringing forward his own personality and resolutely opposing existing prejudices and abuses. However, says the "Popolo Romano," whose article was evidently inspired, President Roosevelt does not touch the international question connected with these barbarous abuses. The paper "hopes that the words of President Roosevelt will encourage the other Governors in the United States to imitate Governor Durbin and have lynching disappear from American civilization, thus not only affirming the principle of human solidarity across the ocean, but making a definite step toward harmonizing scientific and industrial development with moral progress."

WANTS BLACKS KEPT OUT.

Indiana Editor Starts Movement Against Negroes.

(BY TELEGRAPH TO THE TRIBUNE.) Laporte, Ind., Aug. 15.—To prevent the settlement of any negro in Northwestern Indiana is the object of a movement begun by A. J. Bowser, Editor of "The Chesterton Tribune," in which he is finding much sympathy and support. The county jail at Valparaiso was under heavy guard last Sunday, and the streets were filled with crowds of angry farmers and Normal School students clamoring for the life of a negro tramp who on the previous day had assaulted and dangerously injured the wife of a farmer in Porter County. The counsels of cool men prevailed, and no attack was made on the jail, but the intense excitement extended through the county districts, and did not subside for several days. This state of affairs led to the suggestion of Mr. Bowser.

THE MASSACHUSETTS CAN COME HERE.

Washington, Aug. 15.—Naval Constructor H. G. Gilmore, who by direction of Acting Secretary of the Navy, Mr. D. S. Taylor, is to inspect the Massachusetts, sends the following dispatch from Bar Harbor, dated yesterday: Examination at present discloses nothing to prevent the Massachusetts proceeding to New-York when bulkheads are shored and minor leaks in bulkheads and other parts of the hull are being patched, and submitted in my name by direction of the senior officer present.

COULDN'T "GET" WAR VESSELS.

Wireless Telegraph Test Given Temporarily—Trolley Wires Cause Trouble.

Lieutenant John M. Hudgins, who is in charge of the wireless telegraphy station at the Brooklyn Navy Yard, after trying all day to get into communication with some of the vessels of the Navy Atlantic Squadron, at 6 o'clock to-day, temporarily gave it up last night. Another attempt will be made to-morrow, when the fleet will be more nearly within the range of the navy yard station. Several times in the day the naval operator got into communication with the operator at the Coney Island station of the De Forest system, and had considerable fun with him. It was that, however, was talking, and the navy yard people whom he is ignoring.

The difficulty is being experienced in adjusting the apparatus at the yard, on account of the interruptions caused by the highly magnifying effect of the trolley wires on the trolley system seem to be recorded by the Navy-Yard machines. A naval wireless station is to be established soon on the Navasack Highlands.

ALASKAN INDIANS AT WAR.

Reign of Terror in Chilkat Valley—Witchcraft Cause.

Vancouver, B. C., Aug. 15.—The steamer Princess Mary, from Skagway, brings word of a tribal war among the Chilkat Indians of the Klukwan tribe. For several days a reign of terror was in progress in the valley of the Chilkat. Witchcraft, which generally prevails among these Indians, is said to have been at the bottom of the trouble. Many have been badly injured, and many have been badly injured.

END OF TYPOGRAPHICAL CONVENTION.

Resolution in Favor of Eight Hour Movement Adopted.

Washington, Aug. 15.—The forty-ninth annual session of the International Typographical Union, which began in this city on Monday, came to a close at noon to-day. A vast amount of business was transacted this morning, including the consideration of a number of committee reports, among them being those on label, allied trades and the eight hour question. The last named committee noted the progress made during the past year in the eight hour movement, and favorably reported the following resolution, which was adopted by the convention:

Resolved, That the committee on eight hour day be instructed to notify local unions which have not already obtained a provision for the eight hour day, that it is the sense of the International Typographical Union that they may obtain the same by January 1, 1905, to obtain the eight hour day, according to plans deemed most expedient by such local unions in their respective localities.

E. J. Bracken was elected fourth vice-president, and P. S. Nuernberger was elected delegate to the American Federation of Labor. With the adoption of the usual vote of thanks, President Lynch announced that the convention stood adjourned sine die.

The action of the convention regarding the Cummings medal is provided that sufficient funds were raised for the purpose within a year a library building be added to the printers' home, to be known as the Cummings Memorial Library, in lieu of erecting a monument. The electrical and typographers' union held the last of its series of meetings to-day. President Free declined to present a proposition to the Washington Convention, the position of Labor Commissioner on the ground that under his constitution the union can not take any part in the election of a national officer, and that he was led to it by extreme aggravation.

THE METEOR "SCREECHED."

And Also Smashed a Bridge, According to a Michigan Story.

Detroit, Aug. 15.—A dispatch to "The Free Press" from Mendon, Mich., says that a large meteor which fell there last night destroyed a portion of the bridge over the St. Joe River. It burst itself in the earth and made a hole nearly twenty feet deep. The Alpha has a jagged hole on the starboard side, just below the water line. The yacht will be repaired.

NO PUGET SOUND MANOEUVRE.

Seattle, Aug. 15.—Officers of the North Pacific Squadron, which has arrived at the Bremerton Navy Yard after a cruise in Northern waters, deny all knowledge of the story from Port Townsend that the entrance of the fleet into Puget Sound was a naval manoeuvre, and that Admiral Casey conducted a manoeuvre, which was held to be a success and achieved a great victory. Admiral Casey was not on board any of the vessels of the fleet and has no connection with it.

organization as the logical result of combination in capitalism, and upon both as the results of our economic system, and my criticism is rather of the inertness of the State and nation, which has caused to be regarded with too much indifference the demands that there shall be no compulsion exercised over the individual by any combination of men under any pretext, except such as is prescribed by the law. It is not a broad field for organized effort in a perfectly legitimate and lawful way among manufacturers, employers and employees, but that there shall be no compulsion by what name it is called, goes beyond the limits marked by the law. It is the duty of the State, acting through the channels of the law, to assert themselves in the protection of the rights of those who are being encroached upon. There is no other safety; there is no other way in which we can maintain that justice which "gives to each member of the community his due without favor or affection."

ST. PAUL'S GROVE. The twenty-fifth anniversary of the dedication of St. Paul's Grove, from which practically dates the founding of the Chautauqua Literary and Scientific Circle, was celebrated to-day with exercises participated in by several thousand members of the circle, including representatives from many countries. Trees were planted by each of the classes, and a total of 250 were set out. The corner stone of the hall of philosophy, which will be built of marble this coming year, was laid with formal ceremonies. The address was made by Dr. H. L. Willitt, of Chicago.

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WANTS BLACKS KEPT OUT.

Indiana Editor Starts Movement Against Negroes.

(BY TELEGRAPH TO THE TRIBUNE.) Laporte, Ind., Aug. 15.—To prevent the settlement of any negro in Northwestern Indiana is the object of a movement begun by A. J. Bowser, Editor of "The Chesterton Tribune," in which he is finding much sympathy and support. The county jail at Valparaiso was under heavy guard last Sunday, and the streets were filled with crowds of angry farmers and Normal School students clamoring for the life of a negro tramp who on the previous day had assaulted and dangerously injured the wife of a farmer in Porter County. The counsels of cool men prevailed, and no attack was made on the jail, but the intense excitement extended through the county districts, and did not subside for several days. This state of affairs led to the suggestion of Mr. Bowser.

THE MASSACHUSETTS CAN COME HERE.

Washington, Aug. 15.—Naval Constructor H. G. Gilmore, who by direction of Acting Secretary of the Navy, Mr. D. S. Taylor, is to inspect the Massachusetts, sends the following dispatch from Bar Harbor, dated yesterday: Examination at present discloses nothing to prevent the Massachusetts proceeding to New-York when bulkheads are shored and minor leaks in bulkheads and other parts of the hull are being patched, and submitted in my name by direction of the senior officer present.

COULDN'T "GET" WAR VESSELS.

Wireless Telegraph Test Given Temporarily—Trolley Wires Cause Trouble.

Lieutenant John M. Hudgins, who is in charge of the wireless telegraphy station at the Brooklyn Navy Yard, after trying all day to get into communication with some of the vessels of the Navy Atlantic Squadron, at 6 o'clock to-day, temporarily gave it up last night. Another attempt will be made to-morrow, when the fleet will be more nearly within the range of the navy yard station. Several times in the day the naval operator got into communication with the operator at the Coney Island station of the De Forest system, and had considerable fun with him. It was that, however, was talking, and the navy yard people whom he is ignoring.

ALASKAN INDIANS AT WAR.

Reign of Terror in Chilkat Valley—Witchcraft Cause.

Vancouver, B. C., Aug. 15.—The steamer Princess Mary, from Skagway, brings word of a tribal war among the Ch