# DEAD RAIL RECHARGED.

## HEDLEY'S EXPLANATION.

### *Hayes, Not Satisfied, to Refer "L" Fire to Railroad Commission.*

Frank Hedley, general manager of the Interborough Rapid Transit Company, declares that the recharging of a dead rail by a Second-ave. train was responsible for the dire peril of the firemen who had to fight both flames and electricity at the collision and fire on the Third-ave. elevated railroad at One-hundred-and-twelfth-st. on Monday night.

At least, Fire Commissioner Hayes told a Tribune reporter yesterday that this was the reason assigned by Mr. Hedley, who added that this was the first occasion on which such a thing had happened on the elevated road since it was equipped with electricity. The Commissioner added that he was not satisfied, and should take the matter up with the railroad authorities. The State Railroad Commission is making an investigation.

For a long time the firemen, under Acting Deputy Chief Dougherty, found it impossible to reach the burning cars, because of the electricity playing round them. There was danger not only from the charged live rail, but from the track rails and every scrap of nearby metal. Finally the power was shut off.

Scarcely had the firemen begun to be able to fight the fire at close range, however, when the current returned. Before the firemen realized that this was the case there was a loud report. Instantly the firemen were knocked in all directions, their rubber coats and boots alone preventing their being burned or shocked to death.

"I had Mr. Hedley come up and see me," said the Fire Commissioner, "and, as I understood him, although the power had been shut off at the scene of the accident, a northbound train from Ninety-eighth-st. on the Second-ave. line not only charged its own rail, but for some mysterious reason the electric current crossed the connection at One-hundred-and-twenty-fifth-st. and actually recharged the Third-ave. rail."

Asked whether he was satisfied with Mr. Hedley's explanation, the Commissioner said:

No, I am not, although I am only a layman in such a matter. I am going to take the matter up with the railroad authorities. My men were cornered like rats.

At Mr. Hedley's office yesterday callers were told that Mr. Hedley was too busy to see reporters.

A similar state of affairs apparently was caused at a fire in a five story building at No. 290 Pearl-st. early yesterday morning. The firemen had to fight the blaze standing on the elevated structure, from which the power was not withdrawn, except after repeated orders. Their danger was increased by the attempts of the railway officials to run trains past the spot. They did succeed in getting a money train past the place, and the firemen were nearly brushed off the structure. Not until half an hour after the blaze started did the firemen have the structure to themselves in safety.

This fire had gained great headway when it was discovered. The firemen declare that the police were late again in discovering the blaze and giving the alarm.

The Third-ave. express tracks were cleared about 1:45 p. m. yesterday. A number of the ties were burned and broken, and the tracks were warped by the heat. It is said that there will probably be no express trains on the Third-ave. line for several days, as new ties will have to be put in and, in all probability, new rails will have to be substituted for those warped.

Mr. Hedley, in a statement regarding Monday night's accident, said:

The empty train was in charge of two competent men, taking it for storage to the middle track. It was brought down from the upper end of the line to Ninety-ninth-st. and was stopped on the southbound main line. The signal was set for the train to be run over to the middle track, going north. The second switchman was then operating the train going north. He passed the One-hundred-and-sixth-st. station, and continued on, running right into twenty-eight or thirty cars standing empty. There was a red light showing distinctly on the platform of the car into which the train ran. The men operating the train were experienced and competent. It is to be regretted that the man who caused the accident is dead.

## ELECTRIC PROTECTION IN SUBWAY.

### Strong Cars Quickly Cut Off Current and Protected Third Rail.

Interborough officials say that fire danger in subway cars from misplaced electricity or other cause is, to all practical intents, impossible. On the Third-ave. Manhattan "L," at One-hundred-and-twelfth-st. on Monday night, fire due to an overturned car and the resulting displaced electrical discharges almost consumed the ties and elevated structure alike.

The subway motor cars are of tempered steel and are fire proof. While the "trailers" have no electrical connection, even they are copper sheathed.

The floors of both motor cars and "trailers" are built of fireproof transite. Again, on the Elevated, to shut off power on a rail, it is necessary to search for a telephone and then come into communication with a sub-station. In the Subway it is simply necessary to turn the handle of one of the small alarm boxes that are scattered throughout the tunnel at distances of some four hundred feet, to shut off the power automatically. Then, too, the third rail is well protected.

## PHIPPS SETTLEMENT SATISFACTORY.

James M. Beck, counsel for Mrs. Lawrence C. Phipps, told a Tribune reporter yesterday that the report that Mrs. Phipps was on the verge of nervous prostration on account of the terms of settlement with Mr. Phipps was untrue. He saw her recently with her children, and she was happy. The statement that she was going to Denver, in obedience to a court order to produce her children there, Mr. Beck declared was misleading.

Mr. Beck said the settlement had been satisfactory presumably to both parties. It was satisfactory, at least, to Mrs. Phipps, and he could not speak for Mr. Phipps. He declared the newspaper reports of the settlement were not accurate, but would not say what the terms were.

## "POISON SQUAD" SOON TO RESUME WORK

Washington, Oct. 18.—The "poison squad," which Dr. W. H. Wiley, chief chemist of the Department of Agriculture, will use in experiments to determine the effect on the human system of food preservatives, will begin work for the third year on November 1. The squad will consist of twelve men, all employes of the department, who subscribe to strict diet rules.

## DEGREES FOR FRANCIS AND WHITE.

St. Louis, Oct. 18.—St. Louis University to-day celebrated its diamond jubilee in Festival Hall on the World's Fair Grounds. The degree of Doctor of Laws was conferred by the institution upon President D. R. Francis of the Exposition; Associate Justice Edward D. White, of the United States Supreme Court; Paul Capdeville, Mayor of New-Orleans, and Shepard Barclay, Dr. Young H. Pond, Paul Bakewell, Charles W. Knapp and Julius S. Walsh, of St. Louis.

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# RAID NEAR HOTEL ASTOR.

### *Eleven Prisoners—Alleged Poolroom Furnished Lavishly.*

Captain Hussey and several detectives from the West Forty-seventh-st. police station raided an alleged poolroom in West Forty-fifth-st., directly opposite the new Hotel Astor, late yesterday afternoon, and took eleven prisoners. The place's rooms are said to be among the most elaborately furnished in the city.

The complainant was Wesley Winfield, of No. 2,275 Seventh-ave. Winfield went to the place several days ago, having been introduced by a friend, and says he lost $550. He became suspicious of the methods, but led the persons in charge to believe that he would return subsequently and try to "get even." Instead Winfield went to the West Forty-seventh-st. station and told his story.

Detective Kerrigan was detailed to start the raid. While the other men waited in the employes' entrance of the Hotel Astor Kerrigan went across the street to the house and rang the bell. A woman opened the door. Kerrigan offered a letter which he said was for "Henry Miller." The woman told him that there was no such man known to her, but Kerrigan insisted that he was in the front room. While talking to the woman Kerrigan placed his foot in the opening in the door, to keep it from being closed. Then he signalled the other men, and they forced the door open.

The front and rear parlors were found to be used as the alleged poolroom. Eleven men were in the rooms. In the rear room, seated at a table, was a man who appeared to be the manager. In front of him was a Morse telegraph instrument and behind him, on a mantel, was a telephone. The table was draped, only the top showing, and it was found that the wires running from the telegraph instrument only went as far as a battery under the table, thus allowing the telegraphic code to be ticked. The telephone, however, was a real one.

## WHITE SOLDIER MARRIES A NEGRESS.

### Now It Is Recommended That He Be Discharged from the Army.

Washington, Oct. 18.—The Surgeon General of the army has concurred in the recommendation of Brigadier General Grant that John J. Smith, a member of the hospital corps at Fort Mott, New-Jersey, who is said to have married a negress, be discharged from the army "for the good of the service." This recommendation has been forwarded to the Secretary of War for his action.

General Grant acted on the recommendation of Contract Surgeon Sparrenberg, post medical officer at Fort Mott, who complained of conduct on the part of Smith prior to his marriage. Smith wrote to the War Department inquiring if there was any reason why he should not be permitted to marry a colored woman, setting forth that her character was good and that his own record was clear.

The post commander at Fort Mott, in forwarding the paper to department headquarters, did not add his approval to the post surgeon's recommendation for Smith's discharge.

# WYNNE CUTS EXPENSES.

### *Increase in Postal Cost Largely Due to Rural Free Delivery.*

Washington, Oct. 18.—At the regular Cabinet meeting to-day Postmaster General Wynne took up with the President the estimates of appropriations for the Postoffice Department. The Postmaster General, with a view to holding down the appropriations to the lowest figure, carefully revised the estimates submitted to him by the chiefs of bureaus. Recommendations for the creation of new offices and for increases of salaries have been disapproved in many instances. The result, as viewed by the Postmaster General, is that the figures to be submitted to Congress, through the Treasury Department, will call for only what the department actually needs for the proper transaction of its business.

The total amount estimated as necessary for the department is $183,748,495, as against an appropriation for the current fiscal year of $170,845,998, an increase of $12,902,496. A large part of this increase is due to plans for extending the rural free delivery service for the benefit of farmers throughout the country. This is strikingly shown by the item for the office of the Fourth Assistant Postmaster General, who has charge of the rural free delivery service, and who asks $7,287,425 more than for the present fiscal year, $6,006,300 of that amount being for free mail delivery in the country districts.

The closeness with which the figures have been scanned, Mr. Wynne says, is shown in the fact that in the office of the Postmaster General, the Assistant Attorney General for the Postoffice Department, the First, Second, Third and Fourth assistants, and in the topographical division, the total increase over the present fiscal year is only $94,069. For the service in general, which means the service outside of Washington, the figures for the Postmaster General's office show a reduction of $5,000. In the office of the First Assistant, where the salaries of postmasters and rentals are allowed, the increase is $2,937,300, which is in exact proportion to the growth of business, based on previous experience, and the record which shows about the percentage of new postmasters and additional postoffices to be provided for. The increase in the bureau of the Second Assistant, for the transportation of mails, is $2,552,771. This indicates the expected growth in the volume of mail matter to be handled in the next fiscal year. The total estimated for this office is $76,928,500.

The postal revenue for the year ended June 30, 1904, was $143,582,624. The estimated revenue for 1905, on the basis of a 9 per cent increase, is $156,505,950. The appropriation for 1905 is $170,845,968, leaving a deficit of $14,340,938. The estimated revenue for 1906 is $170,590,515; estimated expenditures, $183,748,495; estimated deficit, $13,157,980. The appropriation by Congress for the free delivery service for the current year is $20,514,600, and the estimate of the appropriation needed for the same purpose in the next fiscal year is $26,822,900.

## SEND WHISKEY TO BISHOP POTTER.

### Maryland Distillers Appreciate His Action at Opening of Subway Saloon.

[BY TELEGRAPH TO THE TRIBUNE.]

Baltimore, Oct. 18.—A firm of Maryland whiskey distillers, in appreciation of Bishop Potter's position on the Subway saloon, has forwarded to him a case of their best product. "The goods" went by express, and were plainly addressed to Bishop Potter, No. 29 Lafayette place, New-York. In a letter to the bishop the distillers say:

In taking this liberty we do so with no intention whatever of reflecting on you, but simply as an evidence of our friendship and esteem for one of the cloth who has the manly, Christian spirit to advocate the doctrine set forth in the Golden Rule of "Live and let live."

No whiskey had arrived at No. 29 Lafayette Place at a late hour last night. Bishop Potter does not live there. It is the Diocesan House of the Protestant Episcopal Church, and is occupied by the Archdeacon, the Rev. George F. Nelson, who was absent last night. Bishop Potter has his office at No. 113 West Fortieth-st., but nothing had been heard there of the case of whiskey. It may arrive this morning.

## SAY INCUBATOR DOCTORS EVADE LAW.

### Charge That St. Louis Management Smuggled Bodies Out of the State.

[BY TELEGRAPH TO THE TRIBUNE.]

St. Louis, Oct. 18.—Dr. J. R. Lemon, physician in charge of a baby incubator show on the Pike, and Dr. O'Neil, attending physician, formerly of New-York City, have been summoned on complaint of the Health Department to appear in the City Hall Police Court on October 21 and answer to a charge of shipping bodies of infants to points outside of the State without permits. In one instance, it is charged, a negro porter was hired to carry a body of a dead child, whose parents live in Neoga, Ill., across the river and ship it from that point.

## PLAINFIELD "AUTO" PARADE SATURDAY.

Plainfield's automobilists hold their first annual parade on Saturday afternoon. The cars will not be decorated, but as many will be got in line as possible and spend an hour riding over the macadam roads of Plainfield and North Plainfield. The start will be made from in front of the Crescent Avenue Presbyterian Church at 2:30 p. m. All automobilists have been asked to take part, and send their names, the license numbers and the makes of cars to the secretary of the committee of arrangements, F. L. C. Martin, No. 310 Park-ave., Plainfield, N. J. In case of rain the parade will be postponed one week.

## COMPANY'S RECEIVERS DISCHARGED.

The receivers of the Jarvis Terminal Cold Storage Company, whose plant is in Jersey City, were discharged yesterday by Vice-Chancellor Stevenson. The report shows that $110,000 has been paid out to creditors, and $15,000 remains in the hands of the receivers, of which amount $7,000 is to be paid to claimants, and the balance, $8,000, is to be paid into the court.

# FIRE TENDER IN CRASH.

### *Two Men Seriously Hurt—Collision with Car Narrowly Averted.*

The efforts of a motorman on the Madison-ave. surface line to drive his car, which had about fifty passengers, between an engine and the following tender, racing along East One-hundred-and-sixth-st. last night, came near causing an accident which probably would have killed several firemen. It was averted narrowly. The tender's driver, Michael Kelly, turned it directly into the sidewalk. The motorman was Herbert Judge, living in East Fifty-ninth-st. Afterward he was saved from an angry crowd by the firemen.

The tender of Engine No. 58, at No. 81 West One-hundred-and-fifteenth-st., was on its way to a fire at No. 326 East One-hundred-and-seventh-st. To reach this neighborhood Engine No. 58, with the tender, went east on One-hundred-and-fifteenth-st. to Fifth-ave., down Fifth-ave. to One-hundred-and-sixth-st., which is a wide thoroughfare, and then east to Second-ave. The tender was following the engine, they being separated by about one hundred to one hundred and fifty feet, as is customary.

The engine had crossed Madison-ave. safely and was racing east in One-hundred-and-sixth-st. Waiting for the engine to pass at One-hundred-and-sixth-st. and Madison-ave., was the northbound Madison-ave. car. Judge evidently thought he could drive his car quickly across the street between the engine and the approaching tender. He tried to do so, but the tender was approaching rapidly. Kelly saw that a fatal accident was imminent.

To turn to the right was impossible, as four women were waiting in the street for a southbound car. He had either to drive directly ahead at the car, in which case he thought all the firemen probably would be killed, or to turn sharply to the left, and trust to luck that the turn would be sharp enough to prevent hitting the car.

Kelly choose the latter course, and pulled his horses toward the left with all his strength. The animals were literally thrown through the air against the gutter; the tender was overturned, after the front part had struck the rear end of the car a sharp blow, and the four firemen on the tender also were hurled through the air.

There was great excitement on the car, and a number of passengers and others who had seen the affair rushed to the street to care for the firemen. Those besides Kelly on the tender were Dennis Curtin, Edward T. Murtha and John T. Christy. Murtha and Christy were injured seriously, while Kelly, who had saved their lives by his prompt action, escaped with slight injuries. Murtha had almost all his front teeth knocked out, and his face was torn severely. Christy received severe lacerations of the chest and legs. Kelly received contusions of the left leg, and Curtin escaped with multiple bruises about his body.

Judge made an attempt to drive his car ahead, but Curtin was too quick for him, and held him. The crowd surged about the front platform of the car, but Curtin begged them to keep away, and he stood guard over Judge until a patrolman came and arrested the latter. Judge was taken to the station surrounded by several patrolmen.

When the tender struck the car Alfred Pultz, a passenger, was standing on the rear platform. The force of the collision knocked him from the car. He received bruises, but refused medical attendance.

The fire was in a liquor store. The building was destroyed, with a loss of $1,500.

## M'ADOO SUGGESTS M'CULLAGH.

### Recommends Him to Organize a Police Force for Panama.

Commissioner McAdoo was asked recently by representatives of the Panama Republic, he said yesterday, to name a good man to organize a police force for the new country, especially in the cities of Panama and Colon, where an efficient force will be needed while the canal is being built.

The Commissioner said that he had recommended as a good man for this purpose, John McCullagh, Chief of Police in 1897, and later State Superintendent of Elections. Mr. McAdoo is a Democrat and Mr. McCullagh a Republican. Mr. McAdoo said he didn't know whether the representatives of the republic had asked Mr. McCullagh to take the place or not, or whether he would accept it if it were offered. Mr. McCullagh is now living in Goshen, N. Y.

Goshen, N. Y., Oct. 18 (Special).—Mr. McCullagh states that he has the Panama proposition under consideration, and has made no decision yet.

## AGED SQUATTER FIGHTS FOR LANDS.

### Has for Fifteen Years Defended Right to Coal Measures He Occupied in 1870.

[BY TELEGRAPH TO THE TRIBUNE.]

Wilkesbarre, Penn., Oct. 18.—Henry Zeigler, aged seventy-six, who for fifteen years has successfully fought the attempt of the Hillside Coal and Iron Company to oust him from a large tract of coal land valued at over a million dollars, appeared in court to-day to defend the last suit the company has brought against him. He claims the land by right of squatter sovereignty, having settled on it in 1870. The long series of suits has estranged members of his family, some of his children being witnesses for the company and some for him.

## SEE THE RECORDS, SAYS CORTELYOU.

### They Furnish a Complete Answer to Rodie's Accusations.

The insinuations of Robert S. Rodie, who was dismissed by President Roosevelt from the place of supervising inspector of steamboats at this port for neglect of duty, that Mr. Cortelyou, when Secretary of the Department of Commerce and Labor, had mishandled the work of that department, and when the Slocum disaster came had been forced to put his own appointees on the investigating committee to cover his misdeeds, did not worry Mr. Cortelyou yesterday. His reply to Mr. Rodie's long statement was:

"The records of the department are at Washington without a flaw. They will furnish a complete and satisfactory answer to whatever Mr. Rodie says."

Mr. Rodie would not discuss his dismissal yesterday. The order from the department had been sent out on Monday, but Mr. Rodie would not say whether the local bureau, of which he is the head, had received it.

Charges have been filed with the Department of Commerce and Labor against General Dumont and Captain Barrett, local inspectors, who have received copies of the charges. General Dumont would not talk about them yesterday. He and Captain Barrett were working on their replies, which will be sent to Washington as soon as possible.

"Until we file our answers it would be hardly courteous to the department to discuss what we shall make the subject of an official communication," said General Dumont.

The reinspection of all the passenger carrying steam vessels in the harbor, begun immediately after the Slocum disaster, has been nearly completed. The inspectors said yesterday that they were "just about finishing the job."

## CANADIAN RAILWAY CHAIRMAN RESIGNS.

St. John, N. B., Oct. 18.—Andrew G. Blair, the chairman, has announced his resignation from the Canadian Government Railway Commission. There is special interest in the announcement, coming as it does almost on the eve of the general election, in which the Grand Trunk Pacific Railway project will be an issue.

# KILLED, 3,787; HURT, 51,343

### *Year's Record of Accidents on Railroads Shows Big Increase.*

Washington, Oct. 18.—A report issued by the Interstate Commerce Commission to-day shows that the total number of casualties to persons on railroads in the United States in the fiscal year ended June 30, 1904, was 55,130, comprising 3,787 killed and 51,343 injured. This shows a large increase. The total number of collisions and other accidents was 11,291, involving $9,383,077 of damage to cars, engines and roadway. This is an increase of 648 mishaps.

The casualties showed an increase of 233 killed and 5,366 injured over the preceding year. Four hundred and twenty of those killed were passengers and 3,367 were railroad employes, and of those injured 8,077 were passengers and 43,266 railroad employes. Included in these figures are the statistics for the last three months of the year, which show a total of 677 killed and 11,418 injured, a decrease from the preceding quarter.

These figures do not include casualties at highway crossings, to trespassers or persons walking along the tracks, in shops remote from the railroad, to employes not actually on duty or trifling accidents to employes which did not prevent them from performing their accustomed service for more than three days, in the aggregate, in the ten days immediately following the accidents. The report says:

As the accident bulletins are issued to furnish the public with facts, this exhibit of the dangers of railroad travel—an exhibit which the most conservative must agree should be termed alarming—will not be made the subject of comment in this place; but it will be proper to observe that each succeeding bulletin adds materially to the mass of evidence going to enforce the observations and recommendations which were made in the last annual report of the commission.

## NORTH CAROLINA'S BOND TROUBLES.

### No Auction Sale on Capitol Steps Likely—State May Pay Up.

[FROM THE TRIBUNE BUREAU.]

Washington, Oct. 18.—Next New Year's Day may be passed without the proposed spectacular sale of the bonds of the State of North Carolina on the steps of the National Capitol, as ordered by the United States Supreme Court. Though an application for a rehearing was denied yesterday by the court, it is probable, in view of the importance of the case and its far reaching results, that a request for a postponement of the sale will be made in order to enable the legislature of North Carolina, which meets on January 1, to take such action as may be necessary to meet the obligation.

The case involved the validity of North Carolina's guarantee of certain railroad bonds given to the State of South Dakota for the benefit of its university, and at the last term of the Supreme Court a decision favorable to the contentions of South Dakota was made. For the reason that the opinion handed down has the effect of validating other North Carolina bonds of a similar character, Governor Aycock desired to exhaust all legal remedies in order to reopen the case. In the hope of accomplishing this result he directed that efforts for a rehearing be made and deemed it expedient to employ eminent counsel to aid Attorney General Gilmer of North Carolina in the attempt. Accordingly John G. Carlisle was secured as special counsel, but his efforts were unavailing, and the decision stands.

It is thought here, however, that, in order to permit North Carolina satisfactorily to arrange for the payment of the bonds with the least possible financial embarrassment to the State, the Supreme Court will postpone the sale ordered for January 1 to such a date as may be desired by the petitioners.

## SON OF "AMERICA'S" AUTHOR IN JAIL.

### S. F. Smith, Defaulter for Over $100,000, Must Serve Eleven Years.

[BY TELEGRAPH TO THE TRIBUNE.]

Davenport, Iowa, Oct. 18.—Samuel F. Smith, son of the author of "America," was to-day sentenced to eleven years in the penitentiary, following his indictment yesterday for embezzlement and forgery and a plea of guilty immediately afterward.

Smith was supposedly wealthy, lived in the finest home in this city and handled great business interests as agent and trustee. He squandered them in speculation, and the crash developed that he was from $100,000 to $200,000 short. He gave up everything, made no defence, and when indicted, on eleven counts, asked to be permitted to plead immediately. He will go to Anamosa penitentiary at once. He has twice been Mayor of Davenport.

## ITALIANS SUPPLANTING NEGROES.

### Immigrants to New-Orleans Go Directly to Southern Plantations—Many Arrive.

[BY TELEGRAPH TO THE TRIBUNE.]

New-Orleans, Oct. 18.—The Italians are fast taking the place of the negroes in plantation work. In winter they live in the cities and sell fruit, and some of the fruit dealers are becoming substantial citizens. When plantations are cut up and sold into small farms they will become land owners.

The steamship Liguria brought over 1,300 Italians to-day. They will go direct to plantations where they have friends and relatives. Every Italian immigrant has some one looking out for him on his arrival, and knows just where he is going and what he is going to do.

## THE SOUTHERN ACCENT.

From The Charlotte (N. C.) Chronicle.

"The New-York Times" would have us believe that the Southerners are losing the accent which has so long characterized them. It says with truth that "a Northerner visiting the South and looking for evidence that he is in a part of the country inhabited by people unlike his own neighbors will find little or none of it—at least as long as he remains a visitor—except in peculiarities of speech, and even these are very slight in the case of a majority of those with whom he is likely to be brought into what may be called personal contact. The jargon of the negroes, of course, does not count, and the talk of those whom he hears called 'poor whites' and 'crackers,' while unlike that of equally ignorant persons at the North, is still of the same quality." It adds:

"The Southerner who makes annual trips to the North is an American almost indistinguishable from other Americans, so far as the pronunciation of any except a very few of his words is concerned, and he has abandoned even the peculiar intonations which form, after all, the real, the essential difference between Southern and Northern speech. The Southern women and children do retain the special intonation in almost every instance, and many of them seem to a Northerner to be—well, singing when one likes the speaker, and whining when one doesn't. The visitor cannot help noting, however, first of all and last, the enormous amount of time devoted by his Southern friends to calling each other 'Sir,' a title almost never exchanged in the North between equals, while 'lady' and 'gentleman' are used with a frequency that seems more than slightly ludicrous to an unaccustomed ear."

We do not know the source of "The Times's" information on this subject, but all Southern people know that the New-York paper is off its base. The Southerner cannot change his speech if he would. The "intonation" of the Southern speech, as "The Times" calls it, is soft and sweet in the women—a song, that could never be distorted into a whine. This Southern speech is a thing handed down from father to son and from mother to daughter. It is like a soft, harmonious stroke on the harp. The Northern speech is as different from that as the bang of cymbals. The Southerner losing his accent? Not much. Nor do we believe any considerable number of Southerners who make "annual trips to the North" attempt to talk like the Northerners do. If they do, they are quite sure to forget their gift when they get back among home folks. If a Southern boy would come back from Noo York, for instance, and say to his father that he had just returned from the "Narth," the old man might not kill him, but would feel like laying him out.

# KILLED IN FIFTH-AVE.

### *An Electric Cab Runs Man Down at Thirty-fifth-st.*

Joseph Sheehan, of No. 244 West Forty-ninth-st., chauffeur of an electric cab which ran down and caused the death of Theodore Heuser, of No. 91 Doscher-st., Brooklyn, at Fifth-ave. and Thirty-fifth-st., yesterday, was arraigned later before Magistrate Mayo, and remanded to the coroner, later being released on $2,000 bail. Sheehan was driving his cab at a moderate speed, he asserted, and Heuser attempted to run across the street, coming so close to the cab that Sheehan was unable to stop in time.

Heuser was wedged so tightly between the wheels and body of the cab that a policeman and Sheehan had to jack up the cab before they could remove him. He died on the way to a hospital.

Heuser was the superintendent on outdoor work of Edward F. Caldwell & Co., manufacturers of gas fixtures at Nos. 38 and 40 West Fifteenth-st. He had been with the firm for a number of years, and was one of its most valued employes. He lived at No. 91 Doscher-st., Brooklyn, with his wife, whom he had recently married.

# JUMPS 100 FEET; LIVES.

### *Escaped Inmate of Sanatorium Leaps from Delaware Bridge.*

Phillipsburg, N. J., Oct. 18.—A young man who is a patient at a sanatorium about two miles from Easton jumped from the Delaware Bridge into the river, a distance of more than one hundred feet, and lived.

As he floated down the stream painters employed on the bridge hastened to the river bank, and one of them started to swim toward the drowning man. The would-be rescuer, having his shoes on, was soon in trouble, and had to be rescued himself. A man launched a boat and succeeded in saving the man who jumped. He refused to give his name, and the sanatorium attendants also refused it. He escaped from the sanatorium early this morning.

# PEACE IN LITTLE FALLS.

### *Injunction Stops Railroad Work—Troops Withdrawn.*

Little Falls, N. Y., Oct. 18.—Just as the last rail connecting the Richfield Springs and Oneonta and the Utica and Mohawk Valley railroads was being laid at Mohawk late to-day, an injunction was served on the officers of the roads by the village authorities forbidding the connection, and the work was stopped. The injunction was granted by Justice Scripture, of Rome.

No disturbance took place to-day, and the Sheriff's proclamation of yesterday declaring the village in a state of riot was rescinded. The 31st Separate Company, which was called out to quell yesterday's riot, was withdrawn from the scene of trouble, and to-night was relieved from duty.

The attorney for Mr. Jennings, the receiver, went to Canastota to-day, to make application to Justice Forbes to punish forty prominent residents of Mohawk for contempt of court. A warrant has been issued charging Mr. Jennings with riot, but Chief of Police Bronner has not yet served it.

## "AUTOS" FOR AGED PARISHIONERS.

### Minister Will Provide Free Transportation for Those Who Are Unable to Walk.

Plainfield, N. J., Oct. 18 (Special).—Declaring that the presence of aged persons in a congregation inspires the younger members, the Rev. A. C. Diffendorfer, pastor of Grace Methodist Episcopal Church, announces that all old and infirm persons who wish to attend service in the church will be provided with transportation free. He has arranged for them to be brought in automobiles and carriages as well as in trolley cars, and does not restrict the innovation to members of his own congregation. The idea will be put in practice next Sunday, and the trustees believe it will help build up the church attendance considerably.

## PRIEST ATTACKS ELKS IN SERMON.

### Urges Those of His Flock Who Belong to Leave the Order—Arouses Indignation.

Montclair, N. J., Oct. 18 (Special).—The members of the Montclair Lodge of Elks are aroused over some of the utterances of the Rev. Joseph F. Mendl, of the Church of the Immaculate Conception, who spoke at masses recently in opposition to the order. Father Mendl's action was due to a report of the recent convention of the order in Cincinnati. Father Mendl, after reading the abstract, advised the members of his church who belong to the Elks to resign at once, and advised those who had contemplated joining the order to change their intentions. Referring to the elk's head which members wear to signify their connection with the order, Father Mendl said:

You might as well wear the head of an ox or an ass, as it would be the same credit to you.

Among Father Mendl's parishioners are many Elks, who are much disturbed over his words. The Elks when they meet Friday night, it is expected, will take action on the priest's remarks.

## STRIKE BREAKER STABS PICKET.

### Italian's Right to Work in Stone Yard Questioned—He Uses Knife.

The stonecutters' strike which has been in progress in several of the yards in Newark for some time culminated last night in a strike picket being stabbed and it is believed fatally wounded. The man was John McGrath, of No. 19 Washington-ave., Belleville. He was stationed near a stone yard in Passaic-st., and tried to prevent Giuseppe Riccola, a strike breaker, from going to work. Riccola plunged a stiletto in McGrath's breast and escaped. McGrath is in St. Michael's Hospital.

## LIFE PRESERVER MEN RETRACT PLEA.

### Withdraw That of Not Guilty of Conspiracy Against Government and Enter Demurrer.

Trenton, N. J., Oct. 18.—J. H. Stone, H. B. Quintard, Charles W. Russ and James Russ, of the Nonpareil Cork Works, Camden, who were indicted in the United States District Court on the charge of conspiring against the United States government and prejudice to the government steamboat inspection laws by selling life preservers inside of which were pieces of iron, to-day retracted their pleas of not guilty.

They have filed a demurrer, and will fight the indictment on the ground that it does not charge any offence of which they are guilty. They maintain that their goods were sold in the open market, and were not made directly for the government, and that therefore there was no conspiracy against the government.

## AGED MAN TAKES THIRD WIFE.

[BY TELEGRAPH TO THE TRIBUNE.]

Freehold, N. J., Oct. 18.—There was no little surprise created here this morning among the many friends of William McDermott, sr., when his marriage was announced here this morning to Miss Elizabeth Rock, of Brooklyn. Mr. McDermott is seventy-five years old, one of Freehold's most active and energetic business men, having been engaged in the fire insurance business for many years. It is said Mr. McDermott became acquainted with Miss Rock some years ago, when she was engaged in Salvation Army work here, and in a visit to Asbury Park this summer, met her again. Mr. McDermott was a widower, having been married twice before. The first wife was a Miss Thompson, of Freehold, who was accidentally killed on the Pennsylvania Railroad. His second wife died about a year ago at the Memorial Hospital, Long Branch. He has a large grown up family, which live in Freehold.

# ARMY AND NAVY NEWS

[FROM THE TRIBUNE BUREAU.]

Washington, October 19.

NEW-YORK VACANCIES AT ANNAPOLIS.—Maurice Rumford Pierce has been appointed to the Naval Academy as a midshipman from the XIVth New-York Congress District to the credit of Representative I. E. Rider. Pierce was examined some weeks ago, but his appointment was delayed by a temporary physical disqualification, which has been removed. There are no Senate vacancies at Annapolis this year, and there will be none next year. Among the New-York Congressmen who are each entitled to appoint one young man to the Naval Academy after March 5, 1905, are those representing the Ist, IId, IXth, XIth, XIIIth, XIXth, XXth, XXIst, XXVth, XXVIIIth, XXIXth, XXXIIId, XXXIVth, XXXVth and XXXVIIth districts. There are two vacancies each in the VIIth and XIIth districts.

BIG DRYDOCK CONTRACT LET.—The contract for constructing the big drydock at the Brooklyn Navy Yard has been awarded to George E. Spearin, of New-York, at $692,900. This is the highest of several bids received from Spearin and omits certain features, such as capstans and other equipment, which will be furnished by the government. Spearin's bid was the lowest of several received by the bureau of yards and docks several weeks ago. He asked the privilege of increasing his bid on account of a clerical error in preparing the draught submitted, but this request was denied by the Navy Department.

FUTURE ARMY MANŒUVRES.—The General Staff of the army is still considering the question of future combined manœuvres. There is a difference of opinion among the members in regard to the practicability of operations every year. Reports received from the army officers who served at the manœuvres in Virginia show that the military view is in favor of having longer periods of preliminary work for the militia commands which take part in the problems. It is likely that the General Staff will formulate some programme by which the State troops may be instructed in their armories for a term, under officers of the army, preceding the work in the field. It is considered of little value to send untrained soldiers to the camps and require of them movements which none of their officers, much less the men themselves, understand. It is probable, also, that the next manœuvres will be so arranged that there will be at least one day of rest for the troops between each problem; that there will be lectures by the umpires for the benefit of the militiamen; that there will be special instruction for regimental quartermasters, commissaries and surgeons, and that there will be no "grand review," to which the officers of the regular establishment attach no importance except from a uselessly spectacular point of view. It is possible, in consideration of what is recommended by such officers as General F. D. Grant, General J. F. Bell, General J. M. Lee, General T. H. Bliss, who is president of the Army War College, and who commanded a brigade in the manœuvres corps in Virginia, and Colonel A. L. Wagner, chief umpire, that there will be no extensive manœuvres next year—at least, nothing so extensive as the mobilization at Manassas.

ORDERS ISSUED.—The following orders have been issued:

ARMY.

Captain CHARLES J. BAILEY, artillery corps, from unassigned list to 91st Company, Coast Artillery.

First Lieutenant DANIEL T. MOORE, artillery corps, report to chief of artillery.

Following second lieutenants, recently appointed from the ranks, assigned to infantry regiments specified: GEORGE W. EDGERLY, to 2d; OSCAR W. HOOP, 6th; JOHN CLARK MOORE, 7th; JAMES A. ULIO, 1st; FRANK MOORMAN, 24th; HARRY H. BISSELL, 19th; CHARLES B. ELLIOTT, 30th; JOHN B. CORBLY, 25th; FITZHUGH L. MINNIGERODE, 8th; JOSEPH L. TOPHAM, Jr., 13th; CHARLES L. SAMPSON, 15th; JOHN M. TRUE, 1st; BRUCE R. CAMPBELL, 24; JOHN C. FRENCH, 24th; BENJAMIN R. McCROSKEY, 22d; JOHN W. DOWNER, 4th; JAMES H. VAN HORN, 11th; JOHN B. DE LANCEY, 10th; CASSIUS M. DOWELL, 11th; MARVIN E. MALLOY, 24th; ALBERT R. KAEMPFER, 13th; FORREST B. OVERHOLZER, 5th, and CHARLES W. MASON, Jr., 10th.

NAVY.

Captain A. R. COWDEN, to Washington, Bureau of Ordnance.

Passed Assistant Paymaster J. D. BARBER, detached the Topeka; home, await orders.

Assistant Paymaster H. I. McCrea, detached the Prairie; to the Topeka.

MOVEMENTS OF NAVAL VESSELS.—The following movements of vessels have been reported to the Navy Department:

ARRIVED.

October 15—The Lebanon at Norfolk.

October 16—The Rocket at Norfolk; the Hull at Boston; the Mayflower at New-York.

October 17—The Des Moines at Antwerp; the Worden at Norfolk.

October 18—The Lawrence at Annapolis; the Castine at Montevideo.

SAILED.

October 16—The Marcellus from Boston for New-York.

October 17—The Arethusa from San Juan for Pensacola; the Massachusetts from New-York for League Island; the Cleveland from Gravesend for Dartmouth; the Marblehead from San Francisco for Magdalena Bay.

# BLACK STRIKES CAPITAL.

### *Finds Trenton Frosty When He Expounds His Tax Doctrines.*

[BY TELEGRAPH TO THE TRIBUNE.]

Trenton, N. J., Oct. 18.—Charles C. Black, Democratic candidate for Governor, and the leading exponent of the "soak the railroads" plank in his party's platform, made his first appearance as a campaigner in the capital city at a mass meeting to-night. A parade preceded the meeting, and, inspired by red light and music, a large, but unresponsive, audience greeted the candidate. Mayor Katzenbach presided, made a speech and introduced the candidate.

Mr. Black made his usual opening by solemnly informing his hearers that the next Governor of New-Jersey stood before them. The announcement was received with as much seriousness as its importance merited. Mr. Black touched upon no theme or issue, local or national, except that which he defined as equal taxation, and which he comprehensively defined in a single sentence: "I am here to appeal to your self-interest and your pocketbooks." Following this appeal Mr. Black made the logical deduction that by raising the taxes on railroads other property would escape with a lighter burden.

By following the plan he proposed, he showed how Mercer County might receive from three to four times the revenue now derived from railroads. Rolling stock and the like, engaged in Interstate Commerce would, he said, form a very suitable source of revenue to the State, and by making the rate and valuation high enough on this class of property, the State revenue could be maintained, and that of local municipalities increased. Mr. Black's tax views met with a cold response here, and he had no other views to express.

Richard V. Lindabury was another speaker, and his versatility was ably demonstrated through the day. This afternoon he appeared in the Court of Chancery as champion of the Standard Oil Company in the suit charging it with being an illegal monopoly in restraint of trade. To-night he sailed into the trusts, as the hampered creatures of an iniquitous tariff fastened by a still more iniquitous Republican party.

Robert L. Stevens, a third speaker, appealed to the voters of the district to send him to Congress, that he might help spend the balance in the