

NEWS OF TWO CAPITALS.

Continued from first page. Gen. No new plays of importance are on the boards. The great social event is the marriage of Miss Astor to Captain Herbert Spender Clay at St. Margaret's. The bride's wedding dress, with its blends of soft satin, silk and embroideries and beautiful lace, is considered a marvel of elegance and simplicity. Of the costumes of the ten bridesmaids the most picturesque is a pleated chiffon, toning from pink to rose, with pink hat tied with strings of brown tulle and brown muffs with clusters of roses. I. N. F.

TOPICS IN PARIS.

A Signal Triumph for French Diplomacy.

(Special to The New-York Tribune by French Cable.) (Copyright, 1904, by The Tribune Association.) Paris, Oct. 29.—The arbitration solution of the Anglo-Russian dispute under the jurisdiction of the Hague International Tribunal is felt to be a signal triumph for French diplomacy, and is a skillful play for M. Delcassé, with whom the idea originated. M. Delcassé was ably seconded by M. Paul Cambon in London, M. Bompard in St. Petersburg, and also by Baron d'Estournelles de Constant, the perpetual champion of the Hague court, who brought with his usual quiet discretion a most powerful influence to bear with Russia, revealing to the Czar and to Count Lamsdorff the true earnestness of the British feeling, and the extraordinary tact so arranged it that the initiative of the arbitration proposal came from the Czar. Notwithstanding the frantic and ridiculous outbreaks of Anglophobia here on the part of the reactionary parties and Nationalists, the arbitration solution is welcomed by the masses of the French people as the sole means of avoiding a conflict between the British and Russian fleets. The Republican "Matin" to-day, after strongly condemning the explosions of jingoism on both sides of the Channel, publishes a vigorous and common sense leader, signed by its political editor, H. Harcourt, concluding as follows: "With a King like Edward VII. England can never commit an impudence and her government can never become the instrument of irresponsible jingoism."

Public opinion in France is absorbed by the court martial of the officers accused of falsifying accounts in the information bureau during the Dreyfus affair. Occupied with the Parliamentary investigation, Minister Pelletan's administration of the French Navy was slow to formulate itself in regard to the exploits of Admiral Rojestvensky's fleet off the Dogger Bank. At first there was a general but a platitude sympathy with England. The same optimism that prevailed last winter that hostilities would be avoided between Russia and Japan prevailed here in respect to Russia and England. The people of France did not realize either the gravity of the situation or the determination of the British. Frenchmen, as a rule, imagined the matter would be settled by mere excuses and the payment of indemnity. It was not until official circles that the truth was appreciated. Moreover, with the publication of Admiral Rojestvensky's naive report from Vigo, which, strangely enough, elicited here implicit belief as to its good faith and accuracy, a strong trend of popular feeling set in adverse to England.

Of the forty-odd newspapers published in Paris there were only seven that stated the British case fairly and squarely. These were the "Temps," the "Débats," the "Matin," the Socialist "Petite République," the "Humanité" of Jean Jaurès, the "Aurore" of Clemenceau, and the "Sicile." All the other papers appeared with violent Anglophobe leaders, recalling the vehemence of the days of Fashoda and the Boer war. As might be expected, the reactionary Nationalist organs, the same which were the most violent against the United States in the Spanish war, the same which distinguished themselves by animosity to Dreyfus, the same which urged France to fight the battle of the Boers, were fuming and raging against England. The royal Catholic "Gaulois" ridiculed the indignation of the British public, attributing the whole trouble to the machinations of Baron Hayashi, the Japanese Minister at London, who, it said, hoped to make England a cat's paw to retain the Russian fleet in Europe. The "Echo de Paris," the favorite organ of the French military officers, declared "the ultimatum of the London press" to be an attack of national epilepsy, totally inexcusable, and accused England of seizing the present opportunity to attack Russia when she is down.

Paul de Cassagnac blazed forth in the "Autorité" and in a leading editorial, headed "English Madness," compared England to a ferocious shark, described the English agitation as violent and brutal and came to the conclusion that it was all a blaze of British straw and bluff, and said, after all, England would soon draw in her long teeth and become prudent. Henri Rochefort, with wild, Quixotic fury, declared in the "Intransigent" that England, in complicity with Japan, had long and with careful premeditation planned the Dogger Bank trap, and with heroic ignorance, affirmed that the Dogger Bank fishermen were not real fishermen, but were Japanese sailors, and that their herring were not herring, but Japanese torpedoes. The "Petit Journal" gave full credence to the accuracy of Admiral Rojestvensky's official version, and appealed to "our friends the English to regain their level-headedness and sang froid." The "Figaro" relegated to an inside page a summary of the dispatches, refraining from comment, but pointed out other as-

Is It Not A Crying, Cruel, Outrage That so many have to suffer untold agony from Catarrh of the Stomach Gastritis, indigestion Cannot Retain Food Washing out the Stomach When MAN-A-CEA The MAN-CA-NESE NATURAL SPRING WATER Will Immediately Relieve and Speedily Cure! That insupportable condition, the living force, imparted to natural spring water and food, your own experience teaches you cannot be imparted to artificial food and remedies. Send postal card for booklet, mailed free, telling how you can get it, it does it. BEN. K. CURTIS, 13 Stone St., N. Y.

MISSIONS COMMITTED BY ADMIRAL ROJESTVENSKY'S FLEET ON DANISH SHIPS.

There was great confidence in official circles in the ability of the French Ambassador at London, Paul Cambon, to facilitate a peaceful arrangement, although no one in Paris for a moment believes that the Czar will consent to inflict disciplinary measures or a court martial upon his favorite Admiral Rojestvensky, whom he personally selected to command the only fleet in being now remaining to Russia. This is said in the most informed circles to be a concession to which the Czar will never consent, come what may. Perhaps some unfortunate subordinate will be sacrificed on promise as a victim. C. I. B.

PARKER'S IGNORANCE VS. THE FACTS. See Monday's New-York Tribune.

ITALY'S LABOR TROUBLES.

Socialists and Anarchists Threaten Again to Strike.

Rome, Oct. 29.—It is stated here that the Socialists and Anarchists threaten that another general strike will be proclaimed on the day of the baptism of Prince Humbert of Piedmont, the heir to the throne. The recent strike began on the day of the prince's birth. It is believed that an attempt to start such a strike would fail, the government being thoroughly prepared.

MOORS AGAIN IN ARMS.

British Steamer Fired On—Warships Go to Larache.

Tangier, Oct. 29.—The British steamer Hercules was fired on by the Moroccan warships of Larache, forty-five miles southeast of Tangier, reports that Larache is in a state of siege. The Hercules was fired on in the river and left there without her cargo, bringing an appeal from the British Vice-Consul for the protection of British interests. The French cruiser Linois sailed to-day for Larache, and the British cruiser Doris, which arrived here from Gibraltar to-day, started immediately for Larache.

PREMIER COMBES'S PLAN.

French Government's Project for Separation of Church and State.

Paris, Oct. 29.—Premier Combes to-day presented the government's project for the separation of church and state to the committee of the Chamber of Deputies having charge of the subject. The measure embraces twenty-five articles, which do not differ materially from the committee's measure heretofore prepared. Some of the chief features of the government's bill are as follows: Instead of making an outright separation, as the committee proposed, M. Combes provides for a period of transition, with a view to the organization of new church conditions, and allows the clergy an indemnity of 400 francs for four years following the separation, in order to permit them to make new arrangements for the private support of the churches. A system of pensions is provided for the dignitaries of the Church, according to age and position. Provision is made against public and religious manifestations on the streets and highways, the general supervision of cults is retained, the French flag is to be hoisted in all churches, and there are many detailed provisions for carrying out the new regime.

SERIOUS BLOW TO FRENCH MIXTURE.

Its Narrow Escape from Defeat Causes Surprise and Alarm.

Paris, Oct. 29.—The narrow escape of the Ministry from overthrow last night causes surprise and consternation in Ministerial circles. When the majority falls to twenty it is considered that the danger point has been reached. The Ferry Ministry resigned when its majority reached five. Therefore the narrow margin of four last night is the most serious blow the present Cabinet has received. It was the votes of the Ministers themselves which gave the slender majority. The newspapers reflecting army sentiment, and the "Figaro" declaring that his retention of his portfolio will raise in the army a feeling of indignation amounting to mutiny.

BREAKING VATICAN RELATIONS.

Former French Official Has Conference with Pappal Secretary of State.

Rome, Oct. 29.—M. de Courcel, former French Chargé d'Affaires, who was recalled when diplomatic relations between France and the Vatican were broken off, has returned to Rome to regulate the affairs of different French religious institutions whose interests were formerly administered by the French Embassy. To-night, as a private person, M. de Courcel had a long conference with the Pappal Secretary of State, Cardinal Merry del Val. The Cardinal is reported to have been friendly to the present situation. The Cardinal showed himself ready to arrange a settlement of all the matters connected with the Vatican.

ARIAS RESIGNS FROM CABINET.

Panama Secretary of State Opposed by Liberal Party.

Panama, Oct. 29.—Tomás Arias, Secretary of State of the Republic of Panama, resigned this afternoon. For several months the Liberal party opposed the policy of the Secretary, and this, it is believed, caused his resignation.

TO PROTECT HIS RIGHTS IN EGYPT.

American Engineer Confers with Senator Lodge—State Department Informed.

(BY TELEGRAPH TO THE TRIBUNE.) Boston, Oct. 29.—Whitehouse, a well known American engineer, has been in this city several days in conference with Senator Lodge and other friends of President Roosevelt regarding trouble that an American syndicate is said to be having to secure its rights in Egypt, whence Mr. Whitehouse has just returned. As a result of the conference Senator Lodge has called the attention of the State Department to the matter. Mr. Whitehouse charges an attempt to ignore his property rights in Egypt. "I have asked the State Department to obtain assurances that no further obstructions will be placed in the way of our Egyptian project," he declared, "and the Egyptian government will be allowed to make the connection between the Nile and the Hady Hadyan. I own the water basin of the under-land Moors, the great storage reservoir of the Nile, and I have secured the rights of the government. But now I learn that the British contemplate the cool confiscation of my rights and plans as part of the exploitation of the Nile. A syndicate stands ready with me to complete the work. The Assuan Dam is a failure, and cannot irrigate 20,000 acres, according to official reports against the million acres planned. With the next winter flood it is almost certain that the railway lines will be destroyed and Suez Canal traffic seriously injured."

ATTEMPT TO BURN NAPOLEONIC CODE.

Paris, Oct. 29.—Fifteen women marched to the Column Vendôme and attempted to burn publicly a copy of the Napoleonic Code, whose hundredth anniversary was celebrated to-day. Their action is believed to have been taken because of the attitude of the code towards women. The gathering was dispersed by the police.

NEW COINS AT PANAMA.

Panama, Oct. 29.—The first new Panama coins have been received here. The total quantity expected in a short time, when the old Colombian currency will be exchanged.

AN AUSTRO-GERMAN TREATY.

Berlin, Oct. 29.—Count von Posadowski-Wehner, Minister of the Interior, is going to Vienna soon to conclude negotiations for a commercial treaty with that country.

TRAMPLE SAYS WARNER.

Continued from first page. would result. The police did admirable work, however, handling the crowd with great skill. Six young men wearing Columbia ribbons on their lapels added to the confusion by resolving themselves into a flying wedge and hurling themselves into the densely packed crowd around the subway entrance. "Now for a good old college rush," cried one, elbowing his way right and left. Police Captain Halpin seized the youth roughly by the shoulder, "None of that, sonny," he said, warningly. "That isn't the way real college men act. College men are gentlemen. If you're the real article you'll stop showing and crowding and act decently. Otherwise I'll lock up the whole lot of you."

The young men took the hint and subsided. Captain Halpin, fearing that people would be hurt on the narrow stairway, sent ten policemen to the bottom of the stairs to control the crowds as they came through.

It took twelve trains to get rid of the greater part of the crowd, and even then there was a considerable number of people on the sidewalk waiting for a chance to get downstairs. Every train left the station packed, but the crowds were exceedingly good natured and the subway resounded with yells and college cries as the excited football enthusiasts were whirled downstairs.

At one time so great was the crowd downstairs on the platform that the police feared a number of people would be forced on the tracks, and Captain Halpin stretched a string of policemen across the top of the stairway and forbade anybody else to go down. It was ten minutes before the police would allow the stream of humanity to resume flowing.

The subway officials had four agents selling tickets in the street outside the One-hundred-and-fifty-seventh-st. entrance. The ticket boxes were crowded with people waiting for the trains, and the ticket takers were thrown in such a constant stream that the unfortunate ticket choppers soon gave up the attempt to bury them as they were deposited. When the line of waiting people had been cleared, the boxes were piled up a foot high above the boxes and had to be scooped out.

That not a person was hurt in all the struggling and crowding was due in part to the skill of the police, and in part to the behavior of the crowd itself.

BIGGER SUBWAY CROWDS.

Operation Still Faulty—Many in Disgust Return to "L."

A bigger crush than ever, but anticipated and better prepared for; continued relief of the elevated and surface lines, but scarcely so noticeable as on Friday; deranged schedules and frequent exasperating delays incident to the early stages of operation, marked the second full day's operation of the subway yesterday. As to the traffic jamming, Frank Hedley, the general manager of the operating company, confessed his inability to hazard any estimate, contenting himself with the statement that 320,000 passengers had been carried on Friday and that more than that number were transported yesterday. It was estimated that the surface traffic fell 30 per cent below the normal Saturday figures, and that the elevated decrease averaged from 10 to 20 per cent.

In view, however, of the fact that on Saturday the elevated and surface traffic resolves itself into the question rather of how long one has to wait for an opportunity to effect a footing on a car step than of how many persons can obtain seating accommodations; in view also of the circumstance that the subway continues to be freighted with curiosity seekers and those still unweary of the new system, and, lastly, in view of the day being Saturday and just what that implies, little or no criterion was afforded as to how greatly the subway will eventually relieve congestion on the two other systems of transportation.

Certain it was, however, that while many surface cars, both on the East and West sides, started uptown from City Hall in the rush hours, less than half were filled with passengers who have been riding in the subway to and from their places of business forsook the new love for the old, eluding a possibly slower but less trustworthy schedule over a possibly speedier but less trustworthy time table.

Mr. Hedley conceded that in the morning the new system was not moving at all smoothly during the rush hours and had been hoped for by the officials of the company. He said: "I don't think there are as many people riding this morning as there were yesterday. They went back to their old standby, the elevated trains. The cause of this is the delay in the operation of the system in its equipment and operating forces. The men who are running and handling the trains are not so familiar with the new system as to maintain the running schedule of trains on time."

Another reason advanced by Mr. Hedley was that the equipment, which does not include One-hundred-and-fifty-fifth-st. as a terminal. "Although we have been running trains on experimental schedules since we got the switches working at One-hundred-and-fifty-fifth-st. until October 25, we are doing very well and we are doing now."

Mr. Hedley explained that when the men get used to handling the sliding doors, they will be able to handle them more promptly. He added that no steps to increase the trains from five to seven cars, and that the five car trains were working smoothly and on time.

SLIDING DOORS, PLEASE.

A Hope That Elevated Road Profit by the Suggestion.

While many complaints were heard about the narrowness of the subway car vestibules, which will not permit even two passengers to move abreast, passengers on the underground were in their praise of the sliding doors, and suggested that they could be adopted for the elevated trains with advantage both to the public and the operating company. For years the swinging gates on the elevated trains have made a grievance to conductor and passenger alike. Passengers on crowded elevated car platforms have to thrust themselves cordily backward into the throng and to push their fellows and compress their own bodies to a painful degree when the conductor wishes to open or close a crowded car platform gate. Further inhuman crowding of the already overcrowded passenger coaches on the part of the conductor and delays in restarting the train are the result, whereas the adoption of sliding doors or gates would mean not only less discomfort to the passengers, but a better schedule and larger receipts for the company, as, sentiment aside, there would be more accommodation for passengers standing outside the cars.

In view of the subway conductors' faintly-heard or indistinct enunciation of the names and numbers of the stations, and the public's inability through unfamiliarity with the road and the names of the stations to find their way, it is learned yesterday that the Interborough tear a leaf from the notebook of the big steam railroad.

There a conductor is required to enter and pace several seat lengths of a car before announcing a station.

MADDOO TO SUGGEST CHANGES.

Will Advise a Railing at the Edges of the Platforms. Police Commissioner McAdoo and two friends yesterday inspected the subway. Mr. McAdoo was not recognized by any one on the trip except a few patrolmen. The Commissioner paid the most attention to the conditions existing at the City Hall loop, the Grand Central station and Forty-second and Broadway. The tracks at these stations are curved, and the Commissioner noticed at once that the platforms of the rear and forward cars were at a considerable distance from the station platforms. He said that he would at once make a recommendation to the Interborough company that it put in place a railing extending at the City Hall loop, the Grand Central station and Forty-second and Broadway, to remove all danger of accidents. He was much struck at the two Forty-second-st. stations by the huge theatre crowds and by the irresponsible way in which they surged over the platforms and stormed the trains. He said that when they rushed the trains as they did he momentarily expected an accident.

The Commissioner went to the upper end of the line, and then returned to Forty-second-st. on an express train. When he left the subway he said that he would recommend to the Interborough company that it put in place a railing extending at the City Hall loop, the Grand Central station and Forty-second and Broadway, to remove all danger of accidents. He was much struck at the two Forty-second-st. stations by the huge theatre crowds and by the irresponsible way in which they surged over the platforms and stormed the trains. He said that when they rushed the trains as they did he momentarily expected an accident.

CREAND AND FAME.

"I have got one distinction that will entitle me to immortality," confided William F. Creand to his friends last evening. "It is such a distinction as will entitle my name to be handed down in reverence, respect, awe and in a category in which there shall be no equal." The friends grew eagerly curious. "What is it, Mr. Creand?" they asked. "It is the fact that I am the only man in the city of Greater New-York who did not ride on the subway the first day it was opened to the public." The friends grew eagerly curious. "What is it, Mr. Creand?" they asked. "It is the fact that I am the only man in the city of Greater New-York who did not ride on the subway the first day it was opened to the public."

Mr. Creand was a guest on the Mayor's train on the opening day of the subway, and rode to One-hundred-and-fifty-fifth-st., where he left the train for a few moments. He failed to catch the train on the return trip and came back in an automobile.

THINK ALL IN MINE DEAD.

Officials Declare 21 Were Killed by Explosion—Men Say 68.

Trinidad, Col., Oct. 29.—The Rocky Mountain Coal and Iron Company's mine No. 13, at Terico, was so badly wrecked by the explosion yesterday that the rescuers have not yet reached the point where the men were working. Estimates of the number of men in the mine vary from twenty to sixty. The men were mostly foreigners. The mine company's officials have no record of the number of men working, though it is known that twenty-one went down yesterday morning. According to reports that have not been verified, the men who went down in the afternoon. It is thought certain that none of those who were in the mine when the explosion occurred are now alive.

The mine is a sloping tunnel, over 2,000 feet long. Rescuers entered the slope as far as Room 13, which is 200 feet from the mouth of the tunnel. At this point work had fallen from above and closed the passage. Only one body has been recovered. Company officials deny that there were more than twenty-one men in the mine at the time of the explosion, but miners estimate the number at sixty-eight.

The explosion is believed to have been caused by gas which had collected in the mine. The whole shift of miners was killed. The crash was terrific, that the vibrations were distinctly felt at Newton, twenty miles away. Broken timbers, huge chunks of coal and blocks of all sizes were hurled hundreds of feet from the opening of the mine.

PARKER'S IGNORANCE VS. THE FACTS. See Monday's New-York Tribune.

MRS. CLARKSON COWLES IN RUNAWAY.

Wife of Naval Constructor Has Narrow Escape from Injury—A Plucky Rescuer. Great Neck, Long Island, Oct. 29.—Mrs. Clarkson Cowles, wife of the naval constructor, and daughter of James A. Hearn, of Manhattan, met with a runaway accident here yesterday. While driving in Main-st., in a road cart, one of the springs of the cart broke and the noise made by the body striking the axle frightened the horse, which started to run away. Mrs. Cowles was thrown to the bottom of the cart, but she clung to the reins and managed to steer the horse away from several vehicles, thus avoiding a collision. William Wagner saw the horse dashing down the street and pluckily headed off the animal and brought it to a standstill near the intersection of the street and a considerable distance. Neither he nor Mrs. Cowles was injured.

STORK STOPS IN GRAND CENTRAL.

Baby Born in New-York, New-Haven and Hartford Baggage Car. A few minutes after a New-York, New-Haven and Hartford train reached the Grand Central Station late yesterday Mrs. Kate Smith, of Orr Hill, Conn., gave birth to a boy in the baggage car.

Mrs. Smith, who was on her way to maternity hospital in New-Haven, became ill about half an hour before the train was due in New-York. The nature of the case was explained to the conductor, who telegraphed the news to officials at the Grand Central Station. Only one of the baggage cars, the one in which Mrs. Smith was traveling, was stopped at the station, which hurried an ambulance and Dr. McDuffy to meet the train.

Dr. McDuffy attended Mrs. Smith in the baggage car, and she gave birth to a healthy baby, who was accompanied by Mrs. Smith. The mother and baby were taken to the hospital and the father, Mr. Smith, arrived at about 10 o'clock last night each was said to be doing well.

THE WEST VIRGINIA WILL HAVE HER TRIAL ON THE CAPE ANN COURSE ON WEDNESDAY.

(BY TELEGRAPH TO THE TRIBUNE.) Newport News, Va., Oct. 29.—The new armored cruiser "West Virginia" will have her trial trip over the Cape Ann course next Wednesday, sailed for Boston from the shipyard this afternoon. The West Virginia has had no builders' trial, but she will have a speed test in going up the coast. The West Virginia is under contract to attain a speed of twenty-two knots per hour. The builders are confident that she will exceed this.

NEW ROCKEFELLER HOME.

To Be Built by William for Son's Occupancy at Greenwich, Conn. Greenwich, Conn., Oct. 29 (Special).—Another costly suburban home is to be added to those already owned and occupied by rich New-Yorkers and their families in Greenwich. It is to be built for William Rockefeller, and will be occupied by his son, William G. Rockefeller, and his wife, Mrs. William G. Rockefeller, who is now living at the home of the late T. G. Smith, on Long Island Sound, and is now building a new home on a new site of the sixty-acre farm, not far from the extensive grounds and fine house of George Land, the nephew of Andrew Carnegie, who built about three years ago.

Mr. Rockefeller owns about two hundred acres of land in the neighborhood, which is considered the finest in Greenwich. It will be the second house that he has had built for him, the first having been built in 1873, and the first came to Greenwich to make his summer home here. In recent years the house and grounds have been the property of the late Mrs. William Rockefeller, who died last spring, and it has been reported here that a large hotel is to be built on the site.

WONT TELL OF LOOMIS'S DEATH.

W. H. Ellis Returns from Abyssinia—Says He Will Control Menelik's Finances. William H. Ellis was one of the first passengers to land from the steamship Philadelphia yesterday. He would make no statement concerning the death of Kent J. Loomis.

Regarding his personal ventures, Ellis said that he had succeeded in getting full concessions for most of the diamond mines in Abyssinia and a permit to dig for gold along the Nile for experimenting in cotton growing. On his return to the United States, he will control the finances of the United States and Abyssinia was signed, and Kent returned to the United States on the Philadelphia. Over a year ago a commercial treaty was signed between the United States and Abyssinia, and Kent was intrusted to carry the document to King Menelik. He started on his mission last June, and he has been in Abyssinia for nearly a year. He is returning to the United States on the Philadelphia. He is returning to the United States on the Philadelphia.

APPEALS FOR CHARITY.

The Charity Organization Society appeals for the following cases: For \$10 a month to pay rent of a widow with four children. She has injured her health by working for their support in the last five years, and although two of them can now assist, it is not sufficient. For \$5 a week to help support an American family. The man has tuberculosis in the incipient stage, and must be sent to a hospital. The woman is partially paralyzed, but acts as janitress and under twelve years old. For \$100 to pay the rent of a widow with seven children. The mother is delicate, but energetic; she does a little work aside from keeping the home. An aunt is caring for one of the children. There are no other relatives who can aid. The church is contributing a small sum regularly for their support.

Any money for these cases sent to the Charity Organization Society, No. 115 East Twenty-second-st., will be duly and promptly acknowledged. The society acknowledges with thanks the receipt of the following contributions in response to recent appeals: C. H. H. \$5; Mrs. W. C. Schermerhorn, \$3; Albert A. Levi and Mrs. C. J. each; Mrs. Robert Stone and "N. L. C." \$5 each; H. D. H. \$2.

PERSIAN NOBLE WEDS BOSTON GIRL.

(BY TELEGRAPH TO THE TRIBUNE.) Boston, Oct. 29.—Miss Florence, daughter of Mrs. Alice Ives Breed, who is a widely known clubwoman, was married this evening to Ali Kuli Khan, a young Persian noble, formerly a resident of New-York and Washington. He is an author, and has a high rank in the way of translations, while his bride was on the stage a few seasons ago.

KILLS CHILD, ASKS TO DIE.

Driver Who Crushed Baby with Wagon Frantic with Grief.

Playing in the street in front of her home, at No. 205 Powers-st., Brooklyn, Grace Francis Baldwin fell between the wheels of a heavy Standard Oil truck and was crushed to death yesterday. At the time she was looking for George W. Baldwin, her father, who had promised to bring home some candy. The father was seized with grief. Valentine Boderman, the driver of the truck, who has four children of his own, at No. 2063 Bergen-st., fell on his knees and asked the father to kill him when he saw the dead girl. He declared he would never drive the truck again, and refused to take it to the station. The police say he was not to blame.

FIND OWNER OF SUDDEN WEALTH.

Search for Woman Who Is to Receive \$275,000 Ends in Missouri.

(BY TELEGRAPH TO THE TRIBUNE.) St. Louis, Oct. 29.—A dispatch from New-York to a local paper on Thursday stating that C. H. Lithgow, of Spokane, was in that city searching for a Mrs. Austin, to whom he wanted to give \$275,000 as her interest in a gold mine at Butte, Mont., had led to finding her in Clinton, Mo. A telegram from two attorneys in that city stated that Mrs. Austin had recently moved to Clinton from New-York, and was anxious to recover her part of the estate. They are endeavoring to get in communication with Mr. Lithgow.

An interest in the mine was given to Mrs. Austin years ago, the story said. It was considered worthless then, and the transaction was not considered important enough to record the woman's full name. A strike was made about a year ago, and a syndicate had offered a large sum for the mine. The deal could be closed without the co-operation of Mrs. Austin, Mr. Lithgow declared, but he says he wants her to get fair play.

DEGRADED LIEUTENANT RESIGNS.

Castleman Was Punished for Ramming and Sinking Tug at Norfolk.

(BY TELEGRAPH TO THE TRIBUNE.) Norfolk, Va., Oct. 29.—Lieutenant Kenneth Castleman, of the navy, has been ordered home from the battleship Missouri. He has resigned, the resignation has been accepted, and it will take effect December 31, this year. Six months ago Lieutenant Castleman was in command of the gunboat Yankton. While bound down the harbor, he rammed and sank the tug Hustler. At the court of inquiry Lieutenant Castleman admitted he was at fault. He was reduced several numbers and ordered to the Missouri. Now comes the recall and resignation. Lieutenant Castleman married Miss Norton, of Lexington, Ky. They lived here some time. The owners of the tug filed a bill against the government for the sinking of the Hustler. This bill was paid.

PLAN BIG STATION IN OMAHA.

Three Roads May Break with Union Pacific and Also Build New Bridge.

(BY TELEGRAPH TO THE TRIBUNE.) South Omaha, Neb., Oct. 29.—According to reports in Omaha, the Milwaukee, Rock Island and Chicago Great Western railroads are preparing to break with the Union Pacific road and to build joint terminals, including a bridge over the Missouri River and a station of their own. The bases of the report are statements made by local real estate men who have just finished securing a right of way from the river into the heart of the city, and who say the right of way was secured by the national government to the South Omaha Bridge and Railway Company two years ago, which permits the construction of a bridge over the Missouri River at this point, will be used by the three roads in their plans.

SAYS \$200 WAS STOLEN IN ST. REGIS.

Victim Declares House Detective There Refused to Help Him.

Detectives of the East Fifty-first-st. were trying last night to find some trace of \$200 in bills which Juan A. Senillosa, who is staying at the Marie Antoinette, used to bring to St. Regis, says was stolen from his coat while he was being shaved in the St. Regis Hotel barber shop. According to Senillosa, he had \$200 in a wallet in his coat, but whoever took the \$200 overlooked the remaining \$80. He says he reported his loss to Manager Hagan, of the hotel, who referred him to the St. Regis police station. The St. Regis police station police sent him to the East Fifty-first-st. station.

EX-JUSTICE ASKS FOR FOOD.

Sent to Almshouse, But Left There—H. A. Tullen, Seventy-five Years Old.

Hungry and worn, Henry A. Tullen, seventy-five years old, who at one time was a civil and criminal justice of Westchester County, yesterday applied at the Outdoor Food Department for food. From 1863 to 1872 he occupied a position on the bench, being elected on both the Democratic and Republican tickets. He was associated with Justices Arthur Hoffman and John Flaagan at the time. On Thursday he asked to be sent to the almshouse, and on Friday was sent there. He left there yesterday. He lost \$25,000 in Wall Street some years ago, his partner, he said, through trickery, causing him to lose the money. Afterward he lived with his son Charles A. Tullen, until three years ago, when he died. After that, he said, he was supported by his wife, who can get no help, until last February, when she died. He said he has been living a hand-to-mouth existence. He said he would ask aid from Justice Traux, an old friend.

LACKAWANNA FERRYBOAT LAUNCHED.

(BY TELEGRAPH TO THE TRIBUNE.) Newport News, Va., Oct. 29.—The ferryboat Scranton, one of the four boats building here for the Lackawanna ferries at New-York, was successfully launched to-day. Miss Eleanor Harris, niece of Mrs. W. A. Post, wife of the superintendent of the Newport News Shipbuilding Company, named the vessel. The Scranton is 80 per cent complete and will be delivered in about three weeks. She is 25 feet in length.

MOUNT VERNON HAS BIG PARADE.

The Republican marching clubs of Westchester County, numbering three thousand uniformed men and a dozen bands and drum corps, held the largest parade of the campaign in Mount Vernon last night. Twenty thousand people from Mount Vernon, Yonkers and New-Rochelle stood along the line of the parade. The grand marshal of the parade was Major John H. Whittle, of Mount Vernon. He had a mounted staff of fifty-five men, and a band of fifty-four half-bred men who voted for Fremont rode in a carriage at the head of the line.

APPEALS FOR CHARITY.

The Charity Organization Society appeals for the following cases: For \$10 a month to pay rent of a widow with four children. She has injured her health by working for their support in the last five years, and although two of them can now assist, it is not sufficient. For \$5 a week to help support an American family. The man has tuberculosis in the incipient stage, and must be sent to a hospital. The woman is partially paralyzed, but acts as janitress and under twelve years old. For \$100 to pay the rent of a widow with seven children. The mother is delicate, but energetic; she does a little work aside from keeping the home. An aunt is caring for one of the children. There are no other relatives who can aid. The church is contributing a small sum regularly for their support.

Any money for these cases sent to the Charity Organization Society, No. 115 East Twenty-second-st., will be duly and promptly acknowledged. The society acknowledges with thanks the receipt of the following contributions in response to recent appeals: C. H. H. \$5; Mrs. W. C. Schermerhorn, \$3; Albert A. Levi and Mrs. C. J. each; Mrs. Robert Stone and "N. L. C." \$5 each; H. D. H. \$2.

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