

PRESIDENT FOR REVISION FAVORS TARIFF CHANGES.

Conferences To Be Held at White House to Decide on Amendments.

WASHINGTON, Nov. 29.—The President believes that some adjustment of the Dingley Tariff that would benefit the country...

The President, in his discussions of the tariff, emphasizes the fact that it is a purely economic, not a moral question...

CONFERENCES AT THE WHITE HOUSE.

The present situation, in the President's opinion, in no way resembles that which existed last fall, when he called Congress in special session to perfect the reciprocal trade arrangement with Cuba...

Such a method will, the President is confident, make for the general welfare, as it will demonstrate the willingness of the Republican party to deal fairly and squarely with the great economic subjects which it is the duty of the dominant party carefully to weigh...

As already related in these dispatches, the President will not discuss tariff revision in the message which will be sent to Congress on December 6, beyond his reference to certain concessions he believes should be made on Philippine imports...

THE METHOD OF ADJUSTMENT.

It is noteworthy that scarcely a member of Congress regards the Dingley schedules as perfect. They differ as to extent, schedules should be changed and the extent of the changes necessary to harmonize the tariff with existing conditions...

PRESIDENT'S MESSAGE OVER A DAY.

To Be Read on Tuesday Next, Instead of Monday, Owing to Senate Adjournment.

WASHINGTON, Nov. 29.—President Roosevelt's annual message to Congress will not be delivered this week until Tuesday next, December 6, the second day of the session...

PANAMANS PREPARING CASE.

Secretary Taft Expected to Reply to Memorandum To-day.

PANAMA, Nov. 29.—No conference between Secretary Taft and the Panamanians was held to-day. The authorities of Panama are preparing a memorandum of the points at issue...

TESTIMONY AGAINST JUDGE GONE.

Letters Offered in Swayne Impeachment Case Missing.

WASHINGTON, Nov. 29.—The stenographers who took the testimony in the Judge Swayne impeachment proceedings were unable to find some of the letters which were put in the testimony...

ASHAMED OF VARDAMAN.

Natchez Citizens Protest Against Their Governor's Note.

Natchez, Miss., Nov. 29.—One hundred merchants and representative citizens here to-day signed a letter to President Francis of the St. Louis World's Fair protesting against the phraseology of Governor Vardaman's telegram to President Francis...

ASHAMED OF VARDAMAN.

MUST GIVE TRANSFERS DECISION AFFECTS CITY.

Interurban and Brooklyn Systems Compelled to Act by Court.

ALBANY, Nov. 29.—The Court of Appeals today handed down decisions that will compel street surface railway companies in New-York City to make a great extension in the transfer system...

The railway companies win a victory in the case of penalties. The court holds in the Interborough company's action that a person to whom transfers have been refused cannot recover more than one penalty in each action brought against the company refusing them...

PREVENTS BIG MERGER.

J. S. Lehman Says Decision Blocks Unification of Traction Interests.

JAMES S. LEHMAN, chairman of the executive committee of the Transit Reform Committee of One Hundred, which for the last two years has been making the fight for free transfers in this city, said last evening in relation to the decisions of the Court of Appeals in the transfer cases...

These decisions are of far reaching importance, not only in respect of the public's rights to free transfers, but also in respect of the unification of the lines owned or leased by the New-York City or Interurban Railway Company and the Brooklyn Rapid Transit Company...

The fight for free transfers has been a long one on the part of our committee, and the opposition on the part of the street railway corporations has been extremely bitter. The victory is especially gratifying to us as a committee of citizens...

In reply to the brief submitted to the Court of Appeals by our committee counsel for the Brooklyn Rapid Transit Company admitted that one of the results of a decision adverse to the railroad corporations would be that it would effectually prevent a combination of Manhattan and Brooklyn railroad corporations...

The decision undoubtedly accomplishes this result, and it is doubtless a subject for congratulation that there is no immediate prospect of any greater city of New-York being in the control of one gigantic railroad combination, except at the expense of the public...

Our committee work has been confined to establishing the principle and securing the result for the public generally—not for any specific individual. It may, however, be said that there appears to be nothing in the court's decision which will prevent an individual from bringing one action in one day in the future for a refusal of a transfer and another action upon the succeeding day for another refusal...

Henry A. Robinson, of counsel for the New-York City Railway Company, would not talk about the effect of the decision last night, because he had not seen the opinion handed down by the court.

CONEY FARE IN DOUBT.

Transfers Must Be Issued on Transfers on Connecting Lines.

Word was received in Brooklyn last night that the Court of Appeals had affirmed the decision of the Appellate Division of the Supreme Court, Second Department, rendered last June, that a street railroad corporation must give to a passenger for a single fare a continuous ride to his destination on any of their lines or those operated by them under lease or contract...

The specific case before the Court of Appeals was that of Luke O'Reilly, of the Brooklyn Heights Railroad, who sued to recover under the law the \$50 penalty for the failure of the company to issue a transfer between the Cross-town line and the Vanderbilt-ave. line, both of which are leased by the Brooklyn Heights. The municipal court gave a judgment in his favor, and the case was appealed to the Appellate Division, where it was affirmed.

Justice Woodward, writing the opinion, held that under the railroad laws of 1884, 1892 and 1890 a surface railroad corporation was compelled to furnish a continuous ride for five cents over any of their lines or leased lines to any point a passenger might desire to reach.

The Brooklyn Heights Railroad took the case to the Court of Appeals, and at the same time announced that the lease under which it held the Cross-town Railroad had been terminated. The decision, therefore, does not compel the issuance of transfers between the Brooklyn Heights lines and those of the Nassau and the Brooklyn Rapid Transit Company.

ASHAMED OF VARDAMAN.

A PHOTOGRAPH THAT RAN THE BLOCKADE. General Kronatchenko superintending operations on the Wolf Hills. General Kronatchenko is the engineer who devised the elaborate defenses of Port Arthur. He is here photographed as he was directing the laying of land mines.



TWO HURT IN EXPLOSION APARTMENT HOUSE ROCKS.

Janitor and His Wife Then Narrowly Escape Asphyxiation.

CARL GERHARDT and his wife were injured seriously last night by the explosion of the fire-box in the steam heating plant in the flat house at No. 543 East One-hundred-and-forty-second-st. The explosion made the six-story building rock on its foundations...

Two plumbers had been at work on the furnace in the afternoon repairing the connections with the boiler. When they left the place in the evening they told Gerhardt, the janitor, that the fire could be started anew at 8 o'clock. The janitor had a good fire by 9 o'clock, and was sitting with his wife in their rooms, in front of the boiler room, when a little explosion occurred.

Gerhardt hurried to see what the trouble was. His wife was at his heels. He opened the door and got within a few feet of the furnace, when the whole front of the fire box was thrown out. A big iron door hit the old man on the left leg, severely lacerating the calf. Both he and his wife were thrown out their backs...

Mrs. Rice, who lives on the floor above, attempted with her husband to get into the basement. Halfway down the stairs they were driven back by the gas. Mr. Rice ran to the street and called two policemen. Meanwhile some one in the street, hearing cries of "Fire!" spread the rumor through the Metropolitan Theatre, near by, that there was a fire in the house.

The two policemen ran to the house, forced their way into the basement, and found Mrs. Gerhardt groping around on her hands and knees, seeking her husband. One of them picked her up and carried her upstairs. The case he had found Mr. Gerhardt lying motionless on the floor, and he carried him to safety. An ambulance was called, but neither the janitor nor his wife would go to the hospital, though both were bruised. Both are suffering from shock, and their condition is believed to be serious.

On the sixth floor a wake was in progress over the body of Mark E. Lyons, who died Monday. Mrs. Ellen Crawford, a mourner, heard the cry on the street and set up a cry of alarm. The mourners, in terror, rushed downstairs into the street, and the two policemen had their hands full restraining the frightened family from carrying the body into the street.

HOLSTEIN COWS GO MAD.

Dog Conveys Hydrophobia to Cattle That Must Die.

MORRISTOWN, N. J., Nov. 29 (Special).—A strange case of hydrophobia in cattle is which has developed among the Holstein cows of John R. Rockefeller, of Chester. The cattle afflicted act most strangely, barking, growling, jumping, kicking and frothing at the mouth.

About four weeks ago on night the farmer found the cattle out of the yard, and discovered an immense black dog in the cow yard. It was evident that the dog had driven out the cattle. After calling the dog out of the yard Mr. Rockefeller drove the cattle in again, and then took the dog to the house.

There the animal was petted by all the members of the family, but made no response to caresses and acted sullen and morose. On that account Mr. Rockefeller thought best to kill the dog and watch the cows for signs of possible hydrophobia. The dog was killed and the cows were put in the stable.

Just when Mr. Rockefeller began to think his cattle had escaped, one of them began acting queerly. That was about a week ago. It cut up all kinds of antics. Mr. Rockefeller at once sent for Dr. A. W. Axford, a veterinary surgeon, who pronounced the disease hydrophobia. He said that in all probability the entire herd had been affected, and would have to be killed. He began by dispatching the first one after the Board of Assessors had viewed the animal and assessed his value.

As soon as the news spread through the neighborhood, people began coming from far and near to view the cattle. Some days there have been as many as one hundred persons at the barns of Mr. Rockefeller. To hear the cattle at a little distance, one would think they were dogs. Another cow was killed to-day.

Since hydrophobia developed in the neighborhood have their cattle and dogs under surveillance. It is not known where the black dog came from nor what damage he may have done before being killed.

CRASH IN CENTRAL PARK PLUNGER IN GREAT PERIL.

A CHAUFFEUR MAY DIE. Nine Others Hurt by Collision of Automobile and Surrey.

IN A collision on the East Drive in Central Park last night Charles Teslin, of No. 357 East Thirty-eighth-st., a chauffeur employed by Charles E. Smith, a dealer in antiques, living at No. 135 East Thirtieth-st., was injured, probably fatally, and nine other persons were hurt. Teslin is at the Presbyterian Hospital. The collision was between the touring car Teslin was driving and a three seated surrey belonging to Frank Cohn, of No. 52 East One-hundredth-st.

Teslin was going south. With him were his employer, the latter's wife and another woman. There is a turn in the drive at Eighty-second-st., and as Teslin swung the machine around it the surrey suddenly loomed up in the dark. In the carriage were Mr. Cohn, his wife, his daughter, Mrs. Fanny Weissmann, of No. 59 East One-hundredth-st., Mrs. Weissmann's two daughters, five and seven years old, and Wolf Candel, of the same address.

Teslin did not see the surrey until the automobile was almost on it. He swung to one side, but not enough to get out of the way of the surrey. The automobile hit the hub of the rear wheel, overturning the surrey and the machine itself.

Teslin, hurled out, hit the lamppost. He was picked up unconscious. He received a concussion of the brain and a lacerated scalp wound, his nose was broken, his back sprained and one of his ears almost torn off.

The members of Mr. Smith's party were hurled from the automobile and those in the surrey were also thrown in various directions. None were seriously injured, though all were more or less hurt or shaken up. All went home.

When the surrey was upset the horses swung around, narrowly missing the members of Mr. Cohn's party, who were lying in the road. The animals dashed to Eightieth-st., where a mounted patrolman, Fitzgerald, stopped them. The surrey was almost demolished. The automobile was destroyed.

Later Mr. Smith, speaking of the accident, said all had a narrow escape from death. He was sure that neither his chauffeur nor Mr. Cohn, who was driving the surrey, was to blame. "The turn at Eighty-second-st. was such," said Mr. Smith, "as to make it almost impossible for any one to see the surrey coming along. It was dark and the lamp showed little light. I didn't know what happened until my chauffeur said: 'We have hit something.' Then I didn't remember any more until after I was thrown from the machine."

THREAT TO KILL JUDGE.

Name of Man Who Escaped from Asylum Signed to Letter.

TRENTON, N. J., Nov. 29.—Joseph L. Naar, Editor of "The Trenton True American," to-day made public an open letter he had received signed "William J. Lee" of New-York, in which the writer declares he will kill Garret D. W. Vroom, Judge of the Court of Errors and Appeals and chairman of the board of managers of the State Hospital for the Insane, from which institution a William J. Lee has three times made his escape.

The letter says Judge Vroom stole from the writer the Phoenix Iron Mills in this city, and is now trying to murder him by obtaining his commitment to an asylum. Three years ago William J. Lee bought the Phoenix iron plant, paying \$500 to bind the bargain. Then his suspicious actions led to the appointment of a commission to inquire into his sanity, and he was afterward sent to the asylum. The iron plant reverted to the original owners, and Lee's wife received the \$500 he had paid.

It is with regard to this that the letter writer accuses Judge Vroom of unfairness, although the judge at no time figured in the transaction. Letters similar to the one received by Mr. Naar have been sent to fifty other persons and to the civil authorities. Judge Vroom also received one. The judge declares he will take no action, and the police are not likely to do anything.

The envelopes containing the letters were marked "Return to Binney & Godfrey, Nos 40 and 50 Rodney-st., Brooklyn, N. Y.," with the words "Wm. J. Lee, care of," written in red ink. The stamp on the envelope received by Mr. Naar showed "Registered Nov. 26, 1904, Station H, New-York."

PLUNGER IN GREAT PERIL.

GOES ASHORE IN SOUND. Two Other Men Overcome After Trying Experience.

NEW-LONDON, CONN., Nov. 29.—After a series of dangerous experiences the United States torpedo boat Tingey, in command of Lieutenant C. P. New-London, U. S. N., with the United States submarine boat Plunger in tow, arrived safely at marine boat Plunger in tow, Gunner's Mate C. H. Billings, of New-York, and Electrician J. J. Welch, of Albany, are in a precarious condition as the result of their exposure for six hours on the Plunger with the sea washing over them.

Under orders to proceed to the torpedo station at Newport, the Tingey left New-Suffolk, Long Island, where the submarine had been undergoing alterations at the Holland company's works, at 1:30 p. m. on Monday. Billings was assigned to steer the submarine and Welch to run her electric engine, so as to make the best possible time out of Peconic Bay before dark.

At 4:30 o'clock in Gardiner's Bay the towline parted. Before another could be made fast the first one became entangled with the Plunger's propeller. It stopped the engine; two small lines were finally made fast, and the Tingey towed her charge slowly to the eastward. In the race the lines again parted. A heavy cross sea was running, but a boat was lowered and another line was run to the submarine. Off Watch Hill, the torpedo boat was anchored for the night under the lee, for the wind was north-west. At 7 o'clock in the morning the wind jumped out from the southwest and began to blow great gusts. The Tingey, with seventy-five fathoms of cable out dragged her anchor and was in danger of going ashore.

In backing her off the Plunger's line parted again, and the submarine drifted ashore in the surf. Quick work was necessary, for the sea was making fast. The boat that took the oar hawser to the Plunger also put Billings and Welch on board of her. The Plunger was pulled off stern first, the sea breaking over the men, who had to straddle the narrow hull to keep the hawser in position. It was bitterly cold, but they had no protection.

The Plunger would not tow stern first, so the hawser had to be transferred to the bow in the narrow channel of Fishers Island Sound. The work was quickly accomplished by Billings and Welch, who by this time were nearly frozen. The Tingey was then rolling heavily in the trough of the sea. Just before shaping her course for New-London Harbor, the government tug Castle, Captain Albert Earl, which was passing, was hailed by Lieutenant Nelson, who asked him to stand by. He did so, and finally assisted the Tingey, at the expense of getting the Plunger's hawser in the castle's propeller.

Bravely sticking to their posts to the last, Billings and Welch collapsed as soon the Plunger touched the pier in New-London. They were carried on shore by their comrades and placed in the Tingey's cabin. Welch was unconscious for some time, and Billings was little better. Their bodies were purple with the cold. Dr. Cronin, of this city, after attending them, said that while their condition was serious they would probably recover if pneumonia did not set in. The Tingey will proceed with the Plunger to Newport to-morrow, after her divers have cleared the propellers of the ropes.

FIGHT IN THE WATER.

Detectives Use Revolvers in Dark Cellar—Take Three Prisoners.

AFTER a struggle in three feet of water in a dark cellar, with their revolvers drawn, detectives and several policemen from the West Thirtieth-st. station finally arrested three men last night, whom they charge with burglary. The fight lasted ten minutes. Several shots were fired.

The men arrested said they were Thomas Farrell, of No. 238 East Eighty-ninth-st., John Foley, of No. 451 West Thirty-fourth-st., and Henry Piper, of No. 427 West Sixteenth-st. Several large lead pipes in the house had been cut, and from them water had flowed into the cellars of the adjoining houses. The flowing water led to the discovery of the crime.

Detectives Pflug and O'Brien found that the water apparently came from No. 136 West Thirty-third-st. They went to that house and heard voices in the rear of the cellar. Pflug suddenly was struck on the back of the head and he fell, stunned, down a flight of stairs into the water. O'Brien grabbed Pflug. Then, seeing persons running about the cellar, he fired several shots. Pflug, in the mean time, had revived, and the two detectives guarded the entrances to the cellar, while a boy was sent for other policemen.

The cellar was then surrounded, and with their revolvers drawn, the detectives went to seek the men in the cellar. There they were "attacked." Before the prisoners were finally subdued every one was wet to the skin. The men, it is alleged, broke into the cellar and then cut the lead pipe.

NOG'S WEDGE EFFECTIVE.

PORT'S DEFENCES FALL. Besiegers Said to Have Lost 4,000 Men in One Hour.

Substantial gains, press dispatches say, have been made by the Japanese at Port Arthur, and the fall of the fortress is considered to be certain within three weeks. Several forts, among them 203-Metre Hill, are reported taken. The casualties have been enormous, the Japanese losing, it is said, 4,000 men in one hour. Fighting continues, though there is a rumor in Berlin that the Japanese have abandoned the assault.

Official dispatches from Port Arthur show that the Japanese have made gains, but that the hardest fighting is apparently to come. The assault has been directed chiefly against 203-Metre Hill, the Sung-Shu forts and the hills east of the latter position. The attack continues.

The four days' fighting on the eastern flanks of the armies on the Shakhé ceased on Monday morning. General Kuropatkin reported that his troops buried 230 Japanese bodies after the engagement. The movement is regarded by the Russians as a feint, information having been received that Field Marshal Oyama is not strong enough to take the offensive.

SIEGE'S END IN SIGHT.

Twenty-one Days Allotted by Japanese—Fighting Goes On.

LONDON, Nov. 30.—According to a Tokio dispatch to "The Standard" there is an unofficial rumor that the Japanese have landed large caliber guns to the top of 203-Metre Hill, from whence their fire has a sweep of the whole harbor.

This report doubtless goes beyond the facts, but various dispatches indicate that the Japanese are making progress in the reduction of Port Arthur. Japanese here explain the great importance of the capture of 203-Metre Hill, which, besides giving command of the harbor, will serve as a wide breach made by the wedge the Japanese had previously driven between the Itse gorges and the Russians' last retreat in the ravines of Lao-Teai-Shan.

The Japanese say that retreat to Lao-Teai-Shan will be effectually cut off, and that it is not unlikely that this hill will be simultaneously attacked in the final assault. A dispatch to "The Daily Telegraph" from Che-Foo says that in the last assault the Japanese lost four thousand men in one hour's fighting. The Japanese say they have captured two more of the northeastern forts and a third, which is part of the West Kikwan fort.

The Japanese add that they have effected a lodgment at Pigeon Bay, thus turning the fort on 203-Metre Hill, and that they are now tunnelling from the gorge below Lao-Teai-Shan, which they hope first to damage and then to rush. The dispatch continues: Desperate fighting is proceeding daily, and the losses are admitted to be excessive, but the Japanese insist that Port Arthur must fall within twenty-one days.

"The Morning Post's" correspondent at Shanghai telegraphs that wireless communication has been re-established between the Russian Consulate at Che-Foo and the Port Arthur garrison.

ASSAULT ABANDONED?

Japanese Reported Unable to Enter Shattered Forts.

BERLIN, Nov. 30.—A dispatch from Tokio to the "Tagliche Rundschau" reports that the Japanese storming of Port Arthur was abandoned on November 28 because, though large breaches had been made in the Sung-Shu, Rihlung and Kikwan forts, the Japanese were unable to enter on account of the heavy fire from the other forts and the resistance of the garrison.

CREST OF HILLS TAKEN.

Japanese Report Gains in Assault on Port Arthur.

TOKYO, Nov. 29.—Imperial headquarters to-night summarized the Port Arthur situation as follows: With regard to the enemy's forts at Sung-Shu Hill and eastward, we have firmly captured the crests, glacis and counterscarps and their vicinities, but the time to charge has not yet come. At present we are destroying the casemates and other emplacements.

It is reported that the attack against 203-Metre Hill by Japanese light artillery is succeeding. It is estimated that 90 per cent of the work of the complete occupation of Port Arthur will be finished with this height in possession of the Japanese. No part of the harbor of Port Arthur will then be concealed from them.

Che-Foo, Nov. 29.—Chinese and Japanese advices received here to-day indicate that the assault on Port Arthur was continuing on November 27. The Chinese say that one train of thirty cars recently arrived at Port Dalny with wounded men. No prisoners were made.

The Japanese position is most promising at Rihlung Hill and Kikwan Hill, and the attack was designed to increase the power of these positions. A detachment of the Eleventh Division began the advance on the afternoon of November 25, following several days' bombardment, rushing against the trenches guarding the approach to the southeast fort of the Kikwan group, the Japanese artillery in the meanwhile throwing all the metal possible against the Rihlung and Anzu forts. The possession of the trenches was stubbornly contested.

After five hours' fighting and several repulses