

OPPOSE EXTRA SESSION. PARTY LEADERS' VIEWS.

The President, However, May Decide to Call Congress in the Spring.

Washington, Jan. 6.—Members of both houses of Congress were deeply interested in the announcement, made exclusively in this bureau's dispatches this morning's Tribune, that the President had invited a few of the leaders of the House and Senate to a conference at the White House to-morrow afternoon to discuss tariff readjustment, the advisability of a special session and the date on which it would be best for such an extraordinary session to convene.

A report was current to-day that the chief subject of discussion would be the legislative programme for the current session, and it was declared in some quarters that the conference was called as a result of the President's insistence on the full naval programme submitted to Congress by Secretary Morton. While it is true that the legislative features of the present session may be considered, the chief purpose of the conference is to arrive at a definite and final decision regarding the tariff, as is demonstrated by the fact that invitations have been sent only to members of the Finance Committee of the Senate and the Ways and Means Committee of the House.

When these men gather at the White House to-morrow, the President will find by far the greater number of them opposed to any special session. The Senators will assert their preference for a session to be called in October or November, if it is decided that an extraordinary session is essential, while the Speaker and other members of the House will declare their preference for a spring meeting, if an extra session is unavoidable. The reasons why members of the House favor a spring session were told in these dispatches this morning's Tribune. Prominent members of the Senate declare, however, that any readjustment of the tariff schedules attempted in the spring will necessarily be hurried, and that the heated season does not favor mature deliberation and will operate against the enactment of a law which will be as permanent as it is possible to make a tariff law. They propose, instead, that the Republican members of the House appoint a cautious committee, to consist of the Republicans on the Ways and Means Committee, to sit in the summer and frame a bill for introduction as soon as Congress meets in the fall, or at a special session, if that be regarded as imperative. In this way, it is urged, much time could be saved and the measure, when completed, would reflect credit on its authors.

The New-York Congressmen favor a spring session, and urge that time as best for a tariff law to be enacted which would go down in history as "the Payne Tariff bill," it being the custom of Congress to attach to a tariff bill the name of the chairman of the Ways and Means Committee which reports it. It is generally agreed that the President will have difficulty in bringing order out of tomorrow's conference, and the fact that members of both houses are so widely at variance may result in the President's calling in favor of a special spring session precipitating.

SENATE CONFIRMS CRUM.

Appointment of Negro Collector at Charleston at Last Approved.

Washington, Jan. 6.—The nomination of Dr. William D. Crum, a negro, to be collector of customs for the port of Charleston, S. C., was confirmed by the Senate in executive session to-day by a vote of 33 to 17. Crum had been nominated by the President three times, and in addition had received three recess appointments. He is now serving under the last of these recess appointments. Confirmation was opposed by Senator Tillman, who objected to the appointment of a negro.

Senator Tillman made a speech to-day, devoted almost entirely to the question of the constitutional right of the President to make a recess appointment when the Senate adjourns one session and begins another at noon of the same day. He introduced a resolution on the subject of recess appointments, and the last session of Congress, and it was referred to the Committee on the Judiciary. Senator Platt, of Connecticut, chairman of that committee, said the resolution had been referred to a sub-committee, and a report would be made later.

The race issue played an insignificant part in the debate in which a dozen Senators took part. When Crum receives his commission he will be entitled to receive the salary which has accumulated since his first appointment.

KILLED IN MOCK DERBY.

Fatal Accident Due to Revolving Stage in a London Music Hall.

London, Jan. 6.—At the Coliseum, the largest music hall in London, which was opened a fortnight ago, a vivid realization of the Derby is produced, a jockey, riding the outside horse, attempted to pull across, but his horse stumbled on the framework surrounding the revolving platform and rolled over the proscenium into the orchestra bench.

Dent was thrown violently on his head, and he was taken to a hospital unconscious, where he died soon afterward. Another fatal accident occurred at the Coliseum at a rehearsal prior to the opening of the house.

WEDS GIRL WHO NURSED HIS WIFE.

Wealthy Chicago Man of Seventy Years the Bridegroom.

[BY TELEGRAPH TO THE TRIBUNE.] Malden, Mass., Jan. 6.—Edward Iverson, a wealthy Chicago man, seventy years old, and Miss Annie Johnson, twenty-five years old, daughter of Benjamin Johnson, have just been married here, and have started South for their wedding trip. Mr. Iverson met Miss Johnson while his first wife was sick at Mr. Johnson's hotel, and the present bride nursed his wife.

JUDGMENT FOR HARVARD STUDENT.

Breach of Promise Suit for \$10,000 Settled—Boston Actress the Plaintiff.

[BY TELEGRAPH TO THE TRIBUNE.] Boston, Jan. 6.—The \$10,000 suit for breach of promise of marriage brought by Miss Marguerite Lawrence, a Boston actress, against John P. Dabney, a wealthy Harvard student from Seattle, was settled today by an entry of "judgment for the defendant; judgment satisfied." The suit was for the largest quantity of any one brand being imported into the United States. The sales of Moët & Chandon in 1904, including foreign countries, were 325,420 cases, beating all records ever made. The quality of the celebrated brand of "White Seal" is unquestionably the finest dry Champagne ever imported.

FLORIDA'S FAMOUS TRAINS.

The great strides from 4,118 cases in 1900 to 17,783 cases in 1904 show the positive approval of the wine drinking public of the superior excellence of Moët & Chandon White Seal Champagne.—Adv.



LONG ISLAND RAILROAD EXPRESS OFFICE AT JAMAICA, TURNED INTO A TEMPORARY HOSPITAL TO RECEIVE MEN INJURED IN ACCIDENT YESTERDAY.

HIT AS STEAM HIDES THEM KILLED, 3; INJURED, 4.

Snow Shovelers Struck by Long Island Train—Crash Unavoidable.

With its whistle shrieking, bell clanging and air brakes set tight, a Long Island Railroad train yesterday ran into a number of snow shovelers midway between the Jamaica and Dunton stations, killing three and seriously injuring four more. The accident apparently was unavoidable.

The engineer, "Jack" Walsh, though temporarily unstrung, recovered sufficiently in a moment to ask for volunteers to aid him in placing the injured men on the train, so they might be hurried to the hospital. The two who were worst injured, James Gradzior and Antonio Martonelli, were lifted into the cab, and the train was speeded to Jamaica, a quarter of a mile distant. On the way the whistle was blown almost constantly, and by the time the train reached the station those employed there had sent in a call for ambulances.

The dead, all from Jamaica, are: DILLO, Boeca, thirty years, of No. 10 Abbott-st. ROAD, left leg badly cut. GRADZIOR, James, thirty years, of No. 10 Abbott-st. MARIONELLO, Antonio, forty-two years, of No. 20 Johnson-ave.

The injured are: ABRENE, Ralph, thirty-five years, of South-st. 1 location right foot. DILLO, Joseph, twenty years, of No. 10 Abbott-st. brother of Boeca Dillo; injured internally and deep scalp wound. GUSLO, Pietro, thirty-seven years, of No. 20 Rockaway road; left leg badly cut.

Shortly before 10 o'clock yesterday morning a lone engine was puffing along westward from Jamaica. A gang of fifteen Italian snow shovelers on the track heard the whistle and stepped aside just as the engine was about to hit them, as is the practice of men hardened to the perils of railroad work. The engine emitted a large quantity of steam just as it was abreast of the men huddled on the next track, to which they had stepped. A light breeze wafted the steam toward the men, and they were completely enveloped in it, and could not see the approaching train.

Train No. 63, drawn by engine No. 7, on the way from Brooklyn to Jamaica, was running rapidly. Walsh, the engineer, saw the laborers step from the track to the one over which his train was running. He saw at a glance the enveloping steam, and realized that a fatal accident was unavoidable, for the pilot of his engine was only a few dozen feet from the men. Walsh grabbed the whistle cord with one hand, reversed the lever and applied the airbrake with the other, as sharp toots were sent from the whistle. It was useless, and Walsh knew it.

The train struck the Italians, bunched on the track as if they had been so many sheep. Some were thrown violently to one side. Others were tossed high into the air, alighting on the engine's pilot. Still others were knocked out of the way by the bodies of some less fortunate companions.

Passengers, frightened, screamed and ran to the doors. Those in the rear car saw the dead and dying lying in the snow as the train was brought to a standstill. All passengers alighted and some aided in caring for the injured. Walsh is regarded by the officials of the Long Island Railroad as one of the best and most careful engineers on the road, yet yesterday's accident was the second fatal one of an unavoidable nature he has had in the last few months. Last June Walsh was running on the Far Rockaway division. On June 13 Ethel Arwell and Jessie Burgess, each seven years old, were struck near the home of Jessie's parents, at Union and Maple sts., Brooklyn Hills, as they were crossing the tracks with their arms loaded with daisies they had plucked. The throttle was under the hand of Walsh. He applied the brakes, but Ethel was ground to pieces beneath the wheels, and Jessie, whom Ethel, a cousin, had been visiting, was thrown fifty feet through the air, falling from the trestle to the street. She was badly hurt, and it was believed she would die, but she recovered completely after spending three months in St. Mary's Hospital.

NO HOPE FOR TUG AND STEAMER.

Two Vessels, with Nineteen Men, Believed to Have Foundered in Gale Off Hamburg.

Hamburg, Jan. 6.—The seagoing tug Cyklok, with a crew of seven, and the steamer Oskar, whose crew numbered twelve, have not been reported since December 30, and are given up as lost in the hurricane which raged a week ago.

SQUABBLE OVER USELESS NOMINATIONS.

[BY TELEGRAPH TO THE TRIBUNE.] Indianapolis, Jan. 6.—Leading Good Democrats have come to the front with a demand that one of the complimentary nominations for the United States Senate shall go to a man who was against Bryan in 1896, and have selected Major G. V. Menzies, of Mount Vernon. The silver men demand the nomination of John W. Kern and John E. Lamb, and the gold men accuse them of bad faith.

MOET & CHANDON CHAMPAGNE LEADS ALL BRANDS.

The importations of Moët & Chandon Champagne into the United States in 1904 were 17,783 cases, the largest quantity of any one brand being imported into the United States. The sales of Moët & Chandon in 1904, including foreign countries, were 325,420 cases, beating all records ever made. The quality of the celebrated brand of "White Seal" is unquestionably the finest dry Champagne ever imported.

MRS. GELSHENEN ON OCEAN SAILS 'AHEAD OF TRUNKS.

Beck and Untermeyer in Hasty Conference.

Mrs. William R. Gelshenen is now on the high seas. She sailed on the Kaiser Wilhelm der Grosse on Tuesday, according to a statement issued yesterday by James M. Beck, her counsel.

District Attorney Jerome, who sought to have Mrs. Gelshenen testify in the Dodge case before the January grand jury, apparently accepted this statement. He retorted, however, by asserting, in contradiction to Mr. Beck, that the woman must have received his "open letter" before she sailed, and that she sailed four days in advance of her original plan, to avoid giving testimony.

Yesterday witnessed some striking passages-at-arms between the District Attorney's office on one side and the other well known attorneys for Mrs. Gelshenen and Charles W. Morse, Mr. Beck, who is an ex-Assistant Attorney General of the United States, opened by retreating in the afternoon a long statement announcing that Mrs. Gelshenen was three days out on the high seas.

He denied any attempt on his client's part to conceal her departure, and vigorously criticized the District Attorney, whose office he substantially charged with bad faith.

Assistant District Attorney Rand, who has charge of the Dodge investigation, declared that he had learned that Mr. Beck was Mr. Untermeyer's guest at Mr. Untermeyer's house in Yonkers on Sunday; that on Monday William R. Gelshenen, Mrs. Gelshenen's son, turned over to Mr. Beck Mr. Jerome's letter, and on Tuesday Mrs. Gelshenen sailed.

MEETING OF BECK AND UNTERMAYER.

Mr. Rand said he had learned that Messrs. Beck and Untermeyer spent several hours together at Mr. Untermeyer's house. Mr. Beck was in such a hurry to arrive home that afternoon that his automobile driver was arrested for speeding. Mrs. Gelshenen sailed for Europe on Tuesday in such a hurry, said Mr. Rand, that she took no trunks. These will go to-day with her children.

Although Mr. Gelshenen testified before the grand jury for nearly an hour yesterday morning, it was not until he arrived later at Mr. Beck's office and Mr. Beck issued his statement that Mr. Jerome apparently learned that Mrs. Gelshenen had sailed. Mr. Beck's typewritten statement, which was issued at his law office, No. 44 Wall-st., just before 3 p. m., follows:

This office represents Mrs. Gelshenen and her family. Mrs. Gelshenen has decided to spend the winter with her family in Cairo, Egypt. Of this fact there was no report until she was informed by her attorney, Mr. Beck, on December 31, 1904. Mrs. Gelshenen on December 31 gave at her New-York home a farewell reception to her friends and freshly announced her intention of returning to her home in Cairo, Egypt. Notwithstanding rumor connecting her name with the Morse matter, she was not to return to her home in Cairo, Egypt. The subject had been formed wholly independent of the Morse investigation, and she said, as she informed, that she was returning to her home in Cairo, Egypt. The District Attorney said it is to be made public this morning, and which Mrs. Gelshenen has procured the attendance of a witness. The laws of every civilized State authorize the issuance of subpoenas, and it is the duty of every citizen to appear at a private examination by the District Attorney. If such a method is to be followed the reputation of the character may be safe. What, however, makes the publication of this letter the more remarkable is the fact that it was given out last night with a statement by an Assistant District Attorney that no response had been made to the request in this letter. The District Attorney's office, in taking the public into its confidence, failed to state the facts that ten hours before they had received from me, as Mrs. Gelshenen's attorney, the following response to their letter: "I feel constrained in Mrs. Gelshenen's behalf to protest against the course suggested in your letter, namely, that he will attempt to communicate with her through the press unless she voluntarily submits herself to the questioning of your office. Exceeding the high motives of your office in this investigation, I yet respectfully submit that a woman of unquestioned character and social standing, an unnecessary publicity in this matter might bring a lasting injury to her and her family. Very respectfully, JAMES M. BECK."

We shall, of course, communicate the District Attorney's letter and subsequent action to Mrs. Gelshenen and see whether she is disposed to return and testify. No subpoena having been served upon her, she is under no legal obligation to do so, and I fear the action of the District Attorney may not be calculated to persuade her to do so voluntarily. From the best information which I have received, such as Mrs. Gelshenen's unquestioned character, and her family's own great debt of gratitude to her, and her intimate friend and business associate and who after his death rendered the family great services in the settlement of his affairs.

I may add that this office represents only the Gelshenen family and has no relation whatever to any other phase of the so-called Dodge-Morse matter.

WOMAN'S SUDDEN CHANGE OF PLAN.

The text of Mr. Beck's letter was submitted to Mr. Jerome shortly before 4 o'clock. After signing a few stanzas from "The Yankee Consul," Mr. Jerome dictated the following: "When all information of the whereabouts of an important witness is refused, both at her house and by her counsel; when such a witness plans to leave the country on January 7, 1905, and she is advised of counsel, leaves for Europe on January 6, 1905, leaving her children to follow on the next day."

QUICKEST LINE TO CLEVELAND.

Leave New York 5:22 p. m., arrive Cleveland 7:15 next morning, Cincinnati 1:30 p. m., Indianapolis 3:00 p. m., St. Louis 9:45 p. m., by New-York Central. Fine Service. No excess fare.—Adv.

FOG TIES UP TRAFFIC JAM AT GRAND CENTRAL.

Men Walking with Lanterns Show the Way for Engines.

Passengers, or rather would-be passengers, of the New-York Central and the suburban service of the New-York, New-Haven and Hartford were treated yesterday afternoon to a fine imitation of the fog that has recently cost London so much.

At 2 o'clock yesterday afternoon the fog and smoke made it impossible to see half a train's length ahead; then came the rain and made the situation worse. Added to these was all the confusion incidental to the vast improvements going on in the yard. For a long time traffic was almost at a standstill. Passengers boarding the outgoing trains, when they grew impatient, were told that the trains would start in a minute. The "in a minute" kept dragging, until, from two to five hours later than was scheduled, the trains slowly got under way. The big waiting room of the Grand Central Station was jammed with people anxious to get home to Yonkers and other stations along the New-York Central and places on the Harlem branch of the New-York, New-Haven and Hartford. By 8 o'clock everything was confusion, and scarcely another prospective passenger could be squeezed into the station.

The incoming trains were in just as bad a way. It took one train an hour and a quarter to get from the One-hundred-and-twenty-fifth-st. station to Forty-second-st. Other trains crept in slowly, men with lanterns walking a few feet in front of the engines to show the way.

Officials of the Central said last night that the trains would be at least two or three hours late in arriving at the station during the remainder of the night. The Lake Shore Express was one hour and ten minutes behind time, the Southwestern Limited forty-five minutes, the Day Express forty-five minutes, the Eastern Express forty minutes and the Albany Local twenty-five minutes.

TRAIN BURIED IN SNOW.

New-Haven Road Employs Unable to Dig It Out.

Winsted, Conn., Jan. 6.—The train on the Central New-England road from Goshen, N. Y., due here at 3:24 o'clock, is buried in snow at Copake, N. Y., and up to a late hour to-night the New-York, New-Haven and Hartford Railroad employees had not succeeded in digging the train out.

The snow has been falling steadily for many hours, being one of the heaviest falls in years in this region. All trains on the western end of the Central New-England branch are held up by the storm.

DRIVEN TO SHELTER BY STORM.

Starin Freight Boat Reported to Have Put in at Long Island.

It was reported last night that the John Lenox, a freight boat of the Starin Line, bound for New-Haven, had gone into a Long Island harbor before dark on account of the storm. It was said the vessel had not met with any mishap, but had gone in for shelter.

TRAIN SNOWBOUND TWO DAYS.

One Hundred Passengers on Nova Scotia Central Suffer Intensely from Cold and Hunger.

Halifax, N. S., Jan. 6.—A Nova Scotia Central train, which left Bridgewater on Tuesday, reached here to-day after having been snowbound near Alpena station for forty-eight hours, in which time the one hundred passengers suffered intensely from cold and hunger.

Alpena, with only a railway station, afforded no accommodations for feeding the travellers, and the locomotive had barely enough fuel to keep up steam after a relief engine broke its way through the drifts. Communication with other points by wire was interrupted by the blizzard, which lasted two days. The railway management sent twenty teams from Middleton to transfer the passengers to the nearest station of the Dominion Atlantic Railway, twelve miles away. As the temperature was five below zero, few left the train to face the storm. Many of the passengers were en route for Yarmouth to take the boat for New-England points.

CREW ABANDONS LEAKING VESSEL.

Captain's Wife Among Nine Rescued by Gloucester Schooner.

Gloucester, Mass., Jan. 6.—The Gloucester schooner Theodore Roosevelt arrived in port to-night bringing the captain, two mates, steward, four crewmen and the captain's wife of the British brigantine Ohio, from Kingsport, N. S., for New-York, with a cargo of lumber. The Ohio was abandoned to-day, leaking and badly crippled by the terrific gale of Grand Manan. The Roosevelt put on board a brigantine's crew of eight men, who are trying to work the vessel into this harbor.

ICE HAMPERS FERRYBOATS.

On the flood tide, yesterday afternoon and evening, the ice in the bay interfered with the running of the Staten Island boats and they were from ten minutes to half an hour late. They had to pick their way across.

SUBTERRANEAN FIRES IN KENTUCKY.

[BY TELEGRAPH TO THE TRIBUNE.] Owensboro, Ky., Jan. 6.—A telephone message from Flummers Landing, Fleming County, this afternoon states that people in that section are panic-stricken because of the mysterious subterranean fires which are burning on J. T. McGregor's farm, near there, and are preparing to move away if dangerous symptoms arise. The fire is burning under an area of about 20 square yards, and the ground for that space has sunk about a foot. A dense smoke or vapor is rising all the time, and has an odor of burning coal. The ground that has sunk is so hot that one can only stand on it a few minutes.

VOTES BOUGHT AND SOLD. Political Debauchery Revealed by Indiana's Governor.

Indiana's Governor.

[BY TELEGRAPH TO THE TRIBUNE.] Indianapolis, Jan. 6.—Much surprise is being expressed here to-night over the message of Governor Durbin, which was read to the legislature to-day, and especially to that part of the document in which he referred to debauchery of elections and the fact that men of character and influence are being contaminated by the general and unrestricted corruption.

The legislators were dumfounded by the utterances of the Executive, for the present law, which punishes the seller of a vote and exempts the voter buyer from penalty, was enacted in the legislature of 1890, and the \$10,000 raised by assessment of political debauchery in this State for 1904, if it were possible to present them, would be nothing short of astounding.

Instances have come to my attention during the last few weeks where, in contests for township trustees, votes have brought \$25 and \$30 each. Our present need is legislation framed in the light of a clear conception of the enormity of the offense involved in the purchase or sale of a vote.

Our present statute is farcical, as it places no penalty on the voter buyer. I believe consideration should be given to the advisability of requiring the gradual introduction of voting machines.

As a parting warning to the legislature the Governor says: "If reports current can be credited, this session of the legislature will be called upon the result of the most corrupt professional lobbyist that has visited itself upon any General Assembly in the history of the State."

Already the names of members of the General Assembly are being used, and the necessity of large sums of money to prevent needed legislation or to pass questionable measures is being urged.

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CORRUPTION IN BIG CITIES.

Governor Higgins Says Greater Portion of Ballot Is Free from Taint.

Governor Higgins of this State, in answer to a query regarding corruption in this State, said: "While without doubt there exists in our larger centres of population a certain amount of corruption through illegal registration, etc., I believe the greater portion of our State, owing to our improved system of voting, is practically free from political debauchery of the ballot."

PENNSYLVANIA NOT CORRUPT.

Governor Pennypacker Thinks There Is Little Temptation There.

Governor Pennypacker of Pennsylvania, in answer to a request from The Tribune for his views regarding corruption in politics, sent this dispatch: "Harrisburg, Penn., January 6.—Being more concerned in the general welfare of the State, its legislation and the performance of gubernatorial duties than in the direction of its politics, I may not be the expert witness you wish, but I believe here are no large-scale political debauchery, nor any large-scale political fraud, and many good people think they abound, but evidence in proof seems difficult to secure. SAM W. PENNYPACKER."

GUILTLESS, BUT HELD.

Magistrate Pool Gives No Heed to Confession of Real Thief.

Despite the fact that his mother testified that he had spent the entire day at his home and that of W. E. Nichols, of No. 242 West Fifty-eighth-st., Richard Gamble, a member of the 12th Regiment, who lives at No. 151 West Ninety-sixth-st., was held by Magistrate Pool yesterday for trial in \$5,500 bail for a robbery at the home of Henry C. Eldridge, No. 341 West Eighty-fourth-st.

The man who plundered the Eldridge home posed as a telephone inspector. Mr. Eldridge, his servants and servants in other houses that had suffered from the depredations of the same man in court declared that they had seen Gamble in the houses. Not only did his mother and Mr. Nichols assert that they had seen her son throughout all the day the servants declared he had been in the various houses, but Detective Sergeant Brown told the magistrate that he thought the real criminal was under arrest in Philadelphia. This man, Albert Shertelieff, the detective said, had confessed to him all of the robberies charged to Gamble, and he had given to him the names of shops where he had pawned the plunder.

Magistrate Pool refused to admit this as evidence and ordered Brown from the courtroom. The detectives say they are positive that Gamble is the wrong man, and that when he is placed on trial they will have Shertelieff in this city. They say requisition papers have been asked for by them.

Magistrate Pool a few days ago said "You lie" to a lawyer, and told him to "get out" of the courtroom.

WOUND PAY PRESIDENT \$75,000.

And Give Him \$25,000 a Year After Retirement.

Washington, Jan. 6.—Representative Maynard, of Virginia, in a bill introduced to-day, proposes to increase the salary of the President to \$75,000 a year and that of the Vice-President to \$50,000, and to give the President after his retirement from office a salary of \$25,000 a year for life.

"DEAD MAN" WAS A WAX FIGURE.

Plainfield Commuters Thought There Was a Mangled Body in Baggage Car.

[BY TELEGRAPH TO THE TRIBUNE.] Plainfield, N. J., Jan. 6.—The sight of what they supposed was the mangled body of a man, carelessly thrown into a box and covered with a heavy cloth, incensed a number of Plainfield commuters last night when they were on their way home from New-York. The supposed body was in the baggage car. A report was circulated that the man was killed in the Jersey City yards and was being hurried away. For a time the trainmen carried the joke along, but when they noticed that some of the commuters were in a serious mood the truth was taken to Philadelphia to be placed in a museum.

FLORIDA LIMITED TRAINS.

The special Florida Limited trains between New-York and St. Augustine, via Pennsylvania Railroad, will begin running January 8th. Full information from ticket agents.—Adv.

CAROLINA AND FLORIDA RESORTS.

Quick and luxurious service via Seaboard Air Line. Car. Office, 133 Broadway.—Adv.

PEABODY FORCES WIN. NOISY JOINT SESSION.

Speaker and Lieutenant Governor as Rival Presiding Officers.

Denver, Jan. 6.—Behind locked doors and amid scenes of great confusion and excitement, the Colorado Legislature to-day passed a resolution creating a committee of fifteen members to canvass the vote cast for Governor at the last election, and submit a final report to the legislature not later than 2 o'clock on the afternoon of next Monday. The committee is composed of five Senators and ten Representatives, the political division being 12 Republicans and 3 Democrats. It organized this afternoon by the election of Senator Arthur Cornforth, of Colorado Springs, as chairman, and will commence the hearing of evidence to-morrow.

The trouble began with the beginning of the joint session, and continued until the close. It was understood that there would be a conflict over the respective rights of Speaker Dickson and Lieutenant Governor Haggott to preside over the joint session. The Speaker based his opinion of his right to preside upon a section of the State constitution, which says that immediately upon the organization of the House the Speaker shall open and publish the election returns, in the presence of a majority of both branches of the legislature.

Lieutenant Governor Haggott construed his right to direct the proceedings upon a statute which declares that in conducting any contested election the General Assembly shall convene in joint session, and that the president of the Senate shall preside, unless he is the contestant.

Legal advice was given to each that his position was correct. Lieutenant Governor Haggott was assured that the wording of the statute amply covered the case. Speaker Dickson was advised that the occasion was not officially known to be a contest, and that a provision of the State constitution always overrides a statute when the two are in conflict.

When the Lieutenant Governor mounted the rostrum Speaker Dickson was standing behind the center of his desk, and did not move. The Lieutenant Governor advanced, the two men smiled, bowed, shook hands, and then stood gazing into each other's eyes. Neither made a move, and their features hardened as they realized the situation. Together they turned to face the assembly, the Speaker behind the center of the desk, the Lieutenant Governor at his left hand. Gently edging up to the Speaker, Lieutenant Governor Haggott gave him a gentle "hunch" with his shoulder, as if to move him along. The Speaker was immovable. The "hunch" was repeated, and still the Speaker held his ground, and brought down his gavel with a thump.

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TWO ROLLCALLS AT ONCE.

"The clerk of the House will call the roll," he said.

"Bang!" went the gavel of the Lieutenant Governor. He is much the more powerful man physically, and every time he brought his black gavel down the pitcher of ice water on the Speaker's desk trembled, and the tumbler jumped and jingled.

QUESTION OF ADJOURNMENT.

"I move this session adjourn" shouted Senator Morgan.

"It is moved that this session adjourn" shouted the Lieutenant Governor.

"The session will not adjourn, and members will keep their seats," called the Speaker.

"All in favor of adjourning will say 'aye,'" called the Lieutenant Governor.

"All opposed, 'no,'" called the Speaker.

"The ayes and noes came in about equal volume, and then down came the gavel of the Lieutenant Governor with a vicious aim.

"The ayes have it and the session is dissolved," Whack went the Speaker's gavel.

"The