



URGE SEA LEVEL CANAL. COMMITTEE UNANIMOUS.

Declares It Could Be Done in Twelve Years, at Cost of \$230,500,000.

Washington, Feb. 26.—The first definite engineering plans for the construction of the Panama Canal have just been laid before the Isthmian Canal Commission by the engineering committee of that body, consisting of Commissioners Burr, Parsons and Davis.

The principal recommendations are summed up in this resolution: Resolved, That this committee approves and recommends for adoption by the commission a plan for a sea level canal, with a bottom width of 150 feet, and a minimum depth of water of 35 feet, and with twin tidal locks, at Miraflores, whose possible dimensions shall be 1,000 feet long and 100 feet wide, at a total estimated cost of \$230,500,000.

Such estimate includes an allowance for administration, engineering, sanitation and contingencies amounting to \$28,450,000, but without allowance for interest during construction, expense of zone government and collateral costs and water supply, sewers, or paving of Panama or Colon, which last items are to be repaid by the inhabitants of those cities.

The committee estimates that a sea level canal can be completed within ten or twelve years. These recommendations are the conclusion of a report to the commission prepared in the canal zone under date of February 14 last, and based on complete engineering reports on all of the problems involved.

The committee decided that in no circumstances should the surface of the canal be more than sixty feet above the sea, and estimates that at this level the cost would be \$178,013,406. A thirty-foot level is estimated to cost \$194,213,406.

It is recommended that the Chagres River be controlled by a dam at Gamboa, built to a crest height of 200 feet, and the waters of the lake thus created disposed of through tunnels. The work on the foundation of the dam will require from one to one and a half years, and the committee reports, it should begin at once. The dam at this place, it is stated, involves no formidable obstacles, which is not the case at the Bohio location.

Actual work with the new American steam shovels in the Culebra cut has demonstrated that the entire excavation can be done at a cost of 50 cents a cubic yard. The former Isthmian Canal Commission estimated this cost at 80 cents. This reduction amounts to a total of \$15,000,000, and is given as a justification for the recommendation for a sea level canal.

Immediate work is recommended at Colon in constructing a safe harbor. To this end, an outer breakwater is suggested, as well as the construction of an inner harbor at the entrance to the canal. It is recommended that bids be invited for this work. Other minor features of canal construction recommended include completing the Cutuncillo diversion channel, begun by the old canal company, to divert from the canal the waters of the Cutuncillo and Mindi rivers and other smaller streams. In connection with this three small dams must be built, two across the Chagres River near Mindi, and one across the Boca Mindi. All of this work is independent of the decision as to a level for the canal, and its immediate execution is recommended.

Other subsidiary features depend on the level determined on, and are not discussed. The committee makes these observations in summing up: The practicability of certainly and satisfactorily controlling the floods of the Chagres by so simple and economical a method as the Culebra cut, and its outflow channels, and the reduced cost of excavation, as actually demonstrated by the work of the commission in the Culebra cut, make the construction of a sea level canal at a reasonable cost far more available than has heretofore appeared possible.

These recent developments in the conditions attending the construction of the canal are so important as to be almost controlling in character. The remaining element is that of the time required to make a canal of this character. It is to be carefully observed that the results thus far obtained in the Culebra cut have been reached under disadvantageous conditions of both organization of plant and force. The railroad tracks serving the excavators are yet fragmentary and tentatively placed to serve the purposes of investigation. In both respects the disposition of plant is far more unfavorable to economy and celerity of operations, than will be the case when a complete track system has been arranged and laid down to serve a large number of steam shovels operated by an experienced force.

In the face of these disadvantageous conditions the cost of excavation has been reduced far lower than was anticipated, and it has been demonstrated that each steam shovel may be counted on to yield an average record of at least 1,000 cubic yards a working day. The chief engineer estimates that with one hundred steam shovels installed, with a complete system of tracks serving them, a yearly record of 30,000,000 cubic yards of excavation may be reached without requiring a greater output per shovel, or greater speed in working, than has already been attained. This rate of working could probably be reached within two years from the present time.

With the rate of progress which now appears reasonable to anticipate, this committee believes that a sea level canal with a lock 1,000 feet long and 100 feet usable width, at Miraflores, can be completed within ten to twelve years from this time, the bottom width of the canal being 150 feet and the minimum depth of water 35 feet.

These considerations have induced this committee to express to the commission its unanimous judgment that with the contemplated system of working, and with the rate of development which appears to be justified by the work now being performed at Culebra, a sea level canal, free from the restriction of locks, should be adopted. This committee believes that such a canal, with terminal harbors, can be constructed for a sum not exceeding \$230,500,000.

The advantages of a sea level canal across the Isthmus are most obvious. It is a waterway with no restriction to navigation and which could easily be enlarged by widening or deepening at any time in the future, to accommodate an increased traffic, without any inconvenience to the shipping using it, whereas a lock canal is in reality a permanent restriction to the volume of traffic and size of the vessels. Although it is possible to design and construct locks adapted to the future transformation to a sea level canal, that transformation cannot be made without serious inconvenience to navigation and at a cost so great as to be excessive. The additional cost of a sea level canal over that of a canal with locks, with a summit level six feet above mean tide, is \$52,482,000, or \$78,742,000 more than the restriction of locks. The lock canal with a summit level of eighty-five feet above mean tide, proposed by the former Isthmian Canal Commission, after allowing for the cost of locks and other items, amounts to \$60,000,000 for the restriction of locks, a sum not previously estimated. This committee considers this additional expenditure fully justified by the advantages secured.

DISCONTENT AT PANAMA. Governor Davis Says It Is Confined to Minority of Men.

Washington, Feb. 26.—Writing on the general topic of "Wages and the Discontent of Employees on the Isthmus," General Davis, Governor of the Panama Canal zone, has addressed a long communication to the Panama Canal Commission. His observations are confined to employees of the commission of the Isthmus who

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QUICKEST LINE TO CLEVELAND. Leave New York 6:32 p. m., arrive Cleveland 7:55 a. m., morning, Cincinnati 1:30 p. m., Indianapolis, 8:00 p. m., St. Louis 8:30 p. m., Chicago 11:00 p. m. Fine Service. No excess baggage.

FIRE LOSS \$4,700,000. BLAZE IN NEW-ORLEANS. Freight Terminals of Illinois Central Destroyed.

New-Orleans, Feb. 26.—The freight terminals of the Illinois Central, including the immense grain elevators, the sugar sheds and the cotton warehouses, extending along the river front for nearly a mile, were wiped out by a fire which broke out about 6 o'clock this evening and is still burning fiercely. The loss is estimated at from \$3,000,000 to \$4,000,000, and the fire, coming at this time, injured the export grain business of New-Orleans immensely.

The two elevators which were destroyed had a capacity of over a million bushels of corn, and both of them were partially filled. About fifty cottages in the neighborhood of the fire were burned, and for a time it seemed that all that part of the city was doomed. The fire originated in the conveyor of one of the big elevators and spread along the river front for a mile with lightninglike rapidity. Five thousand bales of cotton and twelve thousand barrels of sugar were destroyed. Ten ocean steamers which were at the piers were badly scorched, but were saved.

So far as can be learned no lives were lost, although there were many narrow escapes. Sixty freight cars in the yards are a total loss. The local fire department practically threw up its hands early, and the fire spread without interference until all the terminals were destroyed. The fire is now under control.

GIFT OF \$20,000,000. An Unknown Person Promises Endowment for Pittsburg School.

Pittsburg, Feb. 26.—Chancellor McCormick of the Western University of Pennsylvania, has made a public statement that plans under way for the removal of the institution, when carried out will place the university on a basis with the largest of the country. Some one, he says, has promised to endow the university with \$20,000,000. Who this is the chancellor will not say, but it is surmised that it is Andrew Carnegie.

The new buildings will probably be erected near the Carnegie technical schools and the other Carnegie institutions near Schenley Park. The Pennsylvania Legislature has been asked for \$500,000 by the directors.

EXPLOSION BURIES 25. Fifteen Bodies Recovered from West Virginia Coal Mine.

Roanoke, Va., Feb. 26.—A telegram was received here to-day from M. J. Caples, superintendent of the Pocahontas Division of the Norfolk and Western Railway, stating that twenty-five men were entombed in the United States Coal and Coke Company's mine near Wilcox, W. Va., by an explosion. All of the men are supposed to be dead. At last accounts, fifteen bodies have been recovered.

It was not learned what caused the explosion, nor could the names of the victims be ascertained, as the telegraph office closed at 6 o'clock. The information came officially and was transmitted to Vice-President and General Manager N. D. Maher, who is now in Pittsburg, where the home office of the coal company is.

The men who lost their lives were carpenters, who were repairing tracks and placing timbers. The mines are among the largest operated along the Norfolk and Western, and had the catastrophe occurred on a week day instead of Sunday hundreds of lives would have been lost.

THREE BLOCKS SOLD. Vanderbilt Syndicate Property Disposed of for \$1,000,000.

Charles Griffith Moses & Bro. and Solomon Marcus have sold for Whitehouse & Porter to Henry Corn the land known as the Vanderbilt Syndicate property. It consists of three blocks containing ninety-seven lots, including the entire north and south sides of 163d and 164th sts., and the entire south side of 165th-st., extending from Broadway to Fort Washington-ave. The selling syndicate was organized by Whitehouse & Porter in 1901, and consists of Alfred G. Vanderbilt, Charles C. Worthington, Oaden Mills and W. Lauman, Bull. The premises formed part of the property of the New-York Institution for the Instruction of the Deaf and Dumb. Mr. Corn will divide the property into large blocks and sell to operators. The deal involves a consideration of about \$1,000,000 in cash.

THE MURDER OF MISS MCREADY. Woman Killed at Caserta Was Sister-in-Law of the Late Frederic R. Coudert.

Naples, Feb. 26.—Miss Catherine McCreedy, who was found murdered yesterday in her villa at Caserta, was sixty years old. She was the daughter of the late Dennis McCreedy, of New-York. Her sister is the widow of Frederic R. Coudert, of New-York. Miss McCreedy had lived alone at Caserta for about eight years. The safe in her villa was empty, although it had not been broken open.

Frederic R. Coudert, Jr., was in Washington last evening. Paul Fuller, of the Coudert firm, said he had received no confirmation of the report, and did not know whether or not there was any will.

JEWS MURDERED IN THE CRIMEA. Ten Reported Killed and Thirty Wounded at Theodosia.

London, Feb. 27.—A dispatch to a news agency from Odessa says it is reported there that ten Jews have been killed and thirty wounded in an anti-Jewish riot at Theodosia.

Theodosia or Kaffa is a seaport on the south-east coast of the Crimea, seventy miles east of Simferopol. In 1891 it had a population of 17,000.

FAST EPWORTH LEAGUE TOUR TO DENVER VIA PENNSYLVANIA RAILROAD. On account of the International Convention, July 5 to 9, special Pullman train will leave New-York at 7:25 a. m., July 4, and arrive at Denver 12:30 p. m., July 5, in ample time for opening session. This is the only tour for regular service, avoiding Sunday travel and reaching Denver before the opening of the convention. Under personal escort. Tickets good and Pullman accommodations and meals on special train. Proportionate rates from other points. Details of C. Studds, E. P. A., 253 34th-ave., New-York City, or General Passenger Agent, Broad-st. Station, Philadelphia, Penn.—Adv.

ACTS OF THE 58TH CONGRESS. THE NATION'S STEADY PROGRESS SHOWN IN A RECORD OF WISE LAWMAKING.

Republic Strengthened, Monroe Doctrine Upheld, Pledge to Cuba Kept, Panama Canal Begun, Current Expenses Paid.

Washington, Feb. 26.—The present Congress, now drawing to a close, in its four notable sessions under the control of a Republican majority in both Senate and House, has achieved an enduring record for high patriotism, for conservatism and economy, for adherence to business principles and for broad statesmanship, as is shown by the following summary of results:

SPECIAL SESSION OF SENATE, MARCH 5 TO 19, 1903. Cuban reciprocity treaty ratified. Hay-Herran Treaty with Colombia for lease of Panama strip ratified.

FIRST SESSION (EXTRAORDINARY), NOVEMBER 9 TO DECEMBER 7, 1903. House and Senate organizations perfected; Speaker Cannon elected and committees appointed; 2,111 Senate bills and 5,700 House bills introduced. Cuban Reciprocity Enabling act passed House; discussed by Senate and agreement secured for vote on December 16. Five hundred and twenty-five recess appointments confirmed and Smoot (Mormon) inquiry begun.

SECOND SESSION (REGULAR), DECEMBER 7, 1903, TO APRIL 23, 1904. Hay-Varela Panama Treaty ratified; President authorized to pay French Canal Company \$40,000,000 and Panaman Republic \$10,000,000; to take possession of the canal zone, and, through a commission, to begin digging. Cuban reciprocity finally enacted. Chinese Commercial Treaty ratified; also conventions of naturalization with Hayti and of harbor dues with Zanzibar. Age Pension Order No. 78 given legislative approval by appropriation; pension for total blindness raised to \$100 a month. Navy increase—One first class battleship, two first class armored cruisers, three scout cruisers and two colliers authorized, to cost \$21,200,000; three thousand enlisted men added; naval training station on Great Lakes provided for. Military Secretary of Army created; Porto Rican regiment established; army chaplains given increased rank and pay; all army officers having Civil War service promoted on retirement; oversea transportation of public supplies restricted to American ships. Four thousand clerks added to postal service; reading matter for the blind made postage free. Chinese exclusion continued in force. Advanced \$4,600,000 to Louisiana Purchase Exposition and \$475,000 to Lewis and Clark Exposition. Coastwise laws extended to Philippines after July 1, 1905. Capitol extension and Senate office building authorized. Carnegie Institution incorporated. Five hundred thousand dollars granted to eradicate cotton boll weevil and foot and mouth disease. Merchant Marine Commission created. Beef Trust investigation ordered. Statehood for Oklahoma (including Indian Territory) and Arizona (including New-Mexico) passed House. Congressmen exonerated from postal scandals by House investigating committee. President requested to reopen Behring Sea negotiations with Great Britain. Interparliamentary Arbitration Union invited to hold session in United States. Total appropriation for maintaining national government one year to June 30, 1905, \$781,172,375 1/2.

THIRD SESSION (REGULAR), DECEMBER 5, 1904, TO MARCH 4, 1905. General arbitration treaty with sixteen American republics ratified. Arbitration treaties with seven European nations ratified after amendment. Electoral vote canvassed in joint session. Philippine Public Improvement law, authorizing commission to guarantee interest on bonds for railway system and providing for bonds to build public roads, school-houses, municipal sewers, etc., passed. Naval increase: Two battleships and one thousand additional marines. Alaskan laws codified; authority given to construct public roads by local taxation; Territorial liquor revenues given to roads, schools and insane asylums; additional district judge authorized. Comprehensive trademark law perfected. International copyright law enacted. All government forestry work concentrated by transfer of forest reserves to Department of Agriculture. War Department directed to return all captured Confederate flags. Obscene matter excluded from interstate commerce, and importation prohibited. Ocean steamship companies compelled to furnish complete passenger lists. Public document printing reformed. United States Judge Charles Swayne impeached by the House. Department of Commerce and Labor directed by the House to investigate Oil Trust. Statehood bill, eliminating Arizona and admitting States of Oklahoma and New-Mexico, passed Senate. House passed Railway Rate bill, Pure Food bill, five bills improving steamboat inspection service, Philippine Tariff bill and Panama Canal bill. Senate confirmed nominations of Major General Leonard Wood, and Dr. Crum, Collector at Charleston, after pending two sessions. Hay-Bond Newfoundland reciprocity treaty amended. Total appropriations for maintenance of national government to June 30, 1906 (estimated) \$806,250,000. Aggregate appropriations of the 58th Congress (approximately) \$1,585,000,000, as against \$1,553,683,002, by the 57th Congress.

A GREAT PREPARATORY WORK DONE. The method whereby this is to be best accomplished has been devised and enacted into law by the Congress about to expire.

Under the provisions of this bill the Philippine government is authorized to guarantee an interest of 4 per cent on bonds to be issued by railroad companies engaging in actual construction on the islands, the total sum of such guarantee not to obligate the government to a greater sum than \$1,200,000 annually; the Philippine government is authorized to borrow \$5,000,000 with which to construct harbor improvements, public roads, school houses and other public improvements, and Philippine municipalities are authorized to borrow amounts not to exceed 5 per cent of their taxable property for the construction of sanitary systems, primary schools, etc.

In the estimation of Secretary Taft, not less than \$38,000,000 of American capital will promptly flow into the Philippines as a result of this legislation, the almost unlimited natural resources of the archipelago will be rendered accessible to market and an era of prosperity is insured for the Filipino people.

ARMY AND NAVY LEGISLATION. In the early days of the present Congress much beneficent legislation affecting the organization of the army was enacted, and since then a number of minor measures necessary to the completion of the work so auspiciously begun have been enacted.

Steady progress has been made in the rebuilding of the navy, and the last session of the 58th Congress will witness no step backward. Two new battleships will be authorized at the present session, and previous sessions have witnessed a material increase in the size and efficiency of the American Navy.

Within the existence of the present Congress

RUSSIANS LOSE GROUND. FIERCE ACTION ON EAST. Kuropatkin Tells of Heavy Loss—Kuroki Moves on Passes.

St. Petersburg, Feb. 26.—A dispatch from General Kuropatkin to the Emperor, dated yesterday, reports that the Russians have been driven out of Tshkhetchen after severe fighting. The text of the commander in chief's report follows: At 5 o'clock this morning the enemy occupied Tshkhetchen. Exact reports of our losses yesterday have not yet been received. There are twelve officers and about 200 men wounded in hospital at San-Lun-Ayu. The percentage of killed is very large. The commander of the detachment reports acts of bravery by many detached bodies of troops.

General Kuropatkin gives many instances of close fighting and bayonet charges, and concludes: This morning a battalion of the enemy advanced in the direction of Papi Pass, six miles southwest of San-Lun-Yu, and this evening the enemy's outposts began to approach the passes occupied by us.

General Kuropatkin evidently has been trying to establish his left flank far in advance, to command the crossings of the Tai-Tse River, the operation being a counterpart of General Gripenberg's movement on the right flank to secure the fords of the Hun River preparatory to the breaking up of the ice in the Spring. The scene of the operations is fifty miles south-east of Moukden, beyond La Pass, an important defile commanding the road to Fu-Shun. Both armies occupying apparently impregnable positions on the centres, General Kuropatkin evidently planned to open sweeping operations on both flanks, but the Japanese countered hard.

Moukden, Feb. 26.—Fighting continues in front and west of Tie (Da?) Pass. On the extreme east the Japanese have taken the outlying positions, and they now threaten the main defence. Owing to their formidable attack it is thought that the Japanese artillerymen are veterans from Port Arthur, commanded by General Nogi. Forty wounded Russians arrived at Moukden to-day, and four hundred are expected to-morrow. Other indications point to an unusual struggle.

A blustering snowstorm all day is ending in a bitter wind, which may modify the threatened conflict. The region of the Japanese attack is in lightly wooded, high mountains, favorable to the Russian operations.

The force of Japanese of unknown strength, joined with Chinese brigands, west of Kung-Chia-Lin is still menacing the Russians in that region.

The cannonade along the Russian centre diminished in intensity to-day. There is no evidence of activity on the part of the Japanese, who were strengthening the site of the Russian operations toward Liao-Yang in the latter part of January.

Tokio, Feb. 26.—Manchurian army dispatches say that two infantry attacks by the Russians in the neighborhood of Malton (Wai-Tao?) Mountain on Friday night were repulsed.

Dachuanhe, Feb. 25.—A monotonous quiet prevails on the right flank of the Russian army. The nights are frosty, but the days are warm. A deserter says the Japanese are well fed, but are required to labor hard and constantly on fortifications, and are cruelly punished if they do not complete their tasks.

ADDICKS TO WITHDRAW? Doubtful Rumor in Circulation in Delaware.

Wilmington, Feb. 26.—If credence can be given to a statement made to-day by a prominent Union-Republican, there will be "developments" in the Senatorship situation in the coming week. Some party workers think this means that Addicks will withdraw and request his followers to vote for some new candidate, with the understanding that he (Addicks) will succeed Senator Allee. Such an outcome, however, is doubtful. It is evident that Addicks and Allee will continue the deadlock and thereby create another Senate vacancy.

It was reported here to-day that Senator Ball, whose successor the legislature is now trying to elect, has asked Senator Allee to help re-elect him, in which event he (Ball) would support Allee two years hence. The latter declined and, it is rumored, refused to discuss politics with his colleague.

OPPOSE WOOD'S MARRIAGE. Children Angry—He Had Saved Son from Similar Step.

Pittsburg, Feb. 26.—Relatives here of Alan W. Wood, of New-York, have received word of his marriage to Miss Goldie Mohr, an actress. There has been considerable opposition to the marriage by the seven children of Mr. Wood and other relatives.

Four years ago Mr. Wood learned that his son, Walter Dewees Wood, Jr., was about to marry an actress. He secured a companion for the boy, called him to his office, forced tickets on to him for a passage to Europe, gave the boy a large sum of money, and commanded the companion not to permit his son to return until he had forgotten his love for the actress. After two years' travel the two returned home, and Wood had recovered from his infatuation for the actress, to all appearances. He is now with his uncle in Santa Barbara, Cal.

When the father fell in love with Miss Mohr, about a year and a half ago, he was advised by his children to take a trip abroad, as his son did. Mr. Wood married Miss Knox, a sister of Senator Knox, when a young man. They had one child. His first wife died, and he married Miss Alberta Carrier. They had six children.

The W. Dewees Wood sheet mill was recently bought out by the United States Steel Corporation, and the three sons of W. Dewees Wood, who managed the plant, each secured a fortune. Richard G. Wood, a brother, remained with the steel corporation, disagreed with the management and has built a new plant in Philadelphia. The other two brothers retired. Alan W. Wood moved to New-York, where he built a house in Riverside Drive. After he met Miss Mohr he gave up his home in New-York, and the rumor has been frequent that he had married her.

FLORIDA WEST COAST RESORTS. Three daily high class trains via Seaboard Air Line Ry. Shortest, quickest and most attractive route. For resort booklets inquire office 1,181 Broadway.—Adv.

REVOLT MORE MENACING. ALL RUSSIA IN TUMULT. Riga Beyond Control—Civil War in Caucasus—Strikes in Siberia.

St. Petersburg, Feb. 26.—All the Russian railways, except the Central Asian, have been placed under martial law.

Evidence is increasing that strikes throughout the empire, and especially those in St. Petersburg, are not economic in their origin, but inspired by a definite political plan. The government and employers are embarrassed by the tactics of the workmen, whose discontent is being fanned and whose demands are increasing with each new concession.

This condition is believed to have been fomented by crafty political agitators, who are stirring up the men and at the same time holding them in leash, apparently awaiting some signal for concerted action. Fear is entertained that this widespread agitation may be connected with a plan to await a possible general outbreak in the Spring, and then to call a general strike, the workmen joining hands with the peasants.

The situation in Riga is again reported to be very serious. The authorities there are apparently unable to cope with the lawless elements.

In the Caucasus conditions practically amount to civil war. At Baku the inhabitants, barricaded in their houses, are petitioning the authorities at St. Petersburg for relief. The government is sending reinforcements of troops, but while these may be able to stop the reign of terror they will be impotent to start the wheels of industry. Proprietors fear that the oil wells will be utterly ruined if pumping is suspended much longer. Conditions in other towns in the Caucasus are equally desperate.

Dispatches from Bataum report that domiciliary searches for arms have been instituted in the quarters of the workmen.

Owing to the gravity of the situation in the Caucasus and apprehension based on lack of district troops for the war, the government has appealed to the Armenian Catholics to exert his personal influence to persuade Armenians to cease their excesses. The Catholics went to Erivan, where he exhorted the people to remain tranquil.

Strikes have broken out at the Lugansk coal mine and on the Siberian Railway at Chail. The strikers at the latter point demand that the war be stopped.

In Siberia, as well as in other parts of the empire, the government has granted considerable concessions to railway employes, in some cases according them a reduction of the hours of labor to nine a day. This renders the situation of private employers increasingly difficult, as they say that it is impossible for them to concede so much.

The question of convoking the zemsky sobor is apparently not yet settled. Some of the Emperor's advisers are pressing the idea that to summon a land parliament at this time would be fatal to the autocracy, but that as a preliminary step toward a representative assembly it might be well to invite representatives of the people to sit in the Council of the Empire, a purely consultative assembly.

The election of labor representatives to the imperial commission which is to investigate the causes of discontent in St. Petersburg passed off quietly yesterday.

THE GUARDS GUARDED. A Soldier to Each Warsaw Policeman—One Railway Running.

Warsaw, Feb. 26.—Every policeman on duty here to-day is accompanied by a soldier. The authorities, fearing a strike by the police, adopted this precaution so that if an officer leaves his post it will not be unprotected. The measure is further intended to guard policemen from possible attack by strikers.

The police demand \$12 50 a month, the same scale that is paid in St. Petersburg. The pay here is \$6 a month.

The private coachmen and livery stablemen here struck to-day. The strike of street railway employes continues.

Some 15,000 strikers from the big iron mills will return to work to-morrow, all their demands having been granted. These include a nine hour day instead of ten and one-half hour, and an increase in wages of from 5 to 25 per cent.

It is announced that all the railways will be placed under martial law in order to prevent the extension of the strikes.

The employees of the Warsaw-St. Petersburg Railway have formulated demands for presentation to the management. This action is regarded as a prelude to the beginning of a strike. The Vistula Railway strike continues. The directors will meet to-morrow to receive the workmen's demands, which will be referred to St. Petersburg for approval.

The Vienna railway service having been resumed, the station here was crowded all day and passengers fought to obtain seats in the trains.

The tension has been greatly relieved by the settlement of this strike. Direct communication with Western Europe is thus resumed, but traffic east of Warsaw is entirely tied up. The St. Petersburg road is the only direct line still open, and passengers for Moscow and Odessa are compelled to travel by circuitous routes.

In Novolipki-st., at 9 o'clock to-night an unknown man fired a revolver at a patrol, killing two policemen and severely wounding a sergeant. The murdered escaped.

MORE UNREST AT MOSCOW. Telegraphers Threaten to Strike Unless Demands Are Granted.

Moscow, Feb. 26.—Postal telegraph officials are threatening to strike unless their demands are granted.

THE GULF COAST—NEW-ORLEANS—NARDI GRAS. Special tour via Pennsylvania Railroad March 3 to 8, inclusive. A. C. R. covers all necessary expenses, including grandstand seats. Special Pullman train. Inquire of ticket agents—C. Studds, E. P. A., No. 35 Broadway, New-York.—Adv.