New-York Tribune.

VOL. LXV....NO. 21,360. To-day, fair. To-morrow, rain; northwesterly winds, becoming easterly.

NEW-YORK, WEDNESDAY, MAY 10, 1905.—SIXTEEN PAGES.— Copyright, 1905, by The Tribune Association. PRICE THREE CENTS.

TRAVELLING EASTWARD.

THE PRESIDENT HAPPY.

Makes Four Short Speeches Congratulating Western People.

Grand Island, Neb., May 9.—Despite the rain 5,000 people had gathered at the Union Pacific depot at 6:20 o'clock to see and hear President Roosevelt. The pilot train arrived at 6:10 and promptly at the minute the Presidential train pulled into the station. The President, smiling and happy, stepped out upon the rear platform and lost no time in greeting the Nebraskans gathered here. He had already begun to address the throng when Miss Anna Garmire and the members of the High School graduating class worked their way through the crowd and presented the President with a fine bouquet of flowers on behalf of the business men of Grand Island and of the schools. The President expressed his appreciation especially as coming from the school children, venturing the assurance that he needed not to call attention to his fondness for school children. (Laughter.)

After referring to his former visit here, his address took the more general turn. He had barely closed when his train pulled out of the yards amid shouts and hurrahs.

With only four stops for speeches, the trip of the Presidential special from Denver to this city was uneventful. United States Senator Burkett and Edward Rosewater, publisher of "The Omaha Bee," were taken on board to be the President's guests as far as Omaha. The speeches were all brief, and were devoted almost entirely to the discussion of the country through which the President passed and to the subject of irrigation. The President spoke longest at North Platte, Neb., where he said:

This is the third time in recent years I have been in North Platte, and it is a peculiar pleasure to be with you once again. This neighborhood is one of the pioneer spots of the West in irrigation. It was your good fortune to lead in showing just what could be done by means of irrigation for the prosperity of this country. Nothing will count more in the next half century in building up the United States than what is done in irrigation. I am particularly glad to see all of you here, but especially the children. I heartily believe in your people, and I am glad that the stock is kept up. Although I congratulate Nebraska on many crops, the best crop of all is the crop of citizens. What counts in any nation more than anything in the end is the average of citizenship. Here, as everywhere else in the West, I see men who wear the button that shows that they fought in the great Civil War. In the Civil War the winning or the losing of that fight depended upon the average quality of the average soldier. We saved the nation because the average man was of the right stamp. So it is in civil life. The one thing that we have got to have is the average man and the average woman of the right type, and you cannot have that if you do not have the children taken care of and trained as they should be. We need material prosperity. We must have that as the foundation, but upon it we must build the structure of a happy family life in order to make the nation what it should be. Two years ago I went from the Atlantic to the Pacific. I have just been, a little while ago, down in Texas, as I had previously been in Maine and Oregon, and there is one thing that strikes me more than anything else in going through this wonderful country of ours, and that is that, fundamentally, wherever you address a crowd of Americans it is a pretty decent crowd.

PRESIDENT ON RATES.

Absolutely Necessary That the Nation Assume Control.

Denver, May 9.—President Roosevelt discussed railroad rate legislation at the dinner given by the Chamber of Commerce in the Brown Palace Hotel last night. He finished his speech after midnight and started for Chicago this morning. He said:

I want to say a word as to governmental policy, in which I feel that this whole country ought to take a great interest and which is itself but part of a general policy into which I think our government must go. I have spoken of the policy of extending the powers of the Interstate Commerce Commission and of giving them particularly the power to fix rates and to have the rates that they fix go into effect practically at once. As I say, that represents in my mind part of what should be the general policy of this country. The policy of giving not to the State, but to the national government, an increased supervisory and regulatory power over corporations is the first step, and to my mind the most important step. In the days of the fathers of the older among you the highways of commerce for civilized nations were what they had always been; that is, waterways and roads. Therefore, they were open to all who chose to travel upon them. Within the last two generations we have seen systems grow up, and now the typical highway of commerce is the railroad. Compared to the railroad, the ordinary road for wheeled vehicles and the waterways, whether natural or artificial, have lost all their importance. Here in Colorado, for instance, it is the railroads which are the only highways that you need take into account in dealing with the question of commerce in the State or outside of the State. Therefore, under this changed system we see highways of commerce grow up, each of which is controlled by a single corporation or individual; sometimes several of them being controlled in combination by corporations, or by a few individuals. When such is the case, in my judgment, it is absolutely necessary that the nation—for the State cannot possibly do it—should assume a supervisory and regulatory function over the great corporations which practically control the highways of commerce.

As with everything else mundane, when you get that supervisory and regulatory power on behalf of the nation you will not have cured all the evils that existed and you will not equal the expectations of the amiable but ill regulated enthusiast who thinks that you will have cured all those evils. A measure of good will come. Some good will be done, some injustice will have been prevented, but we shall be a long way from the millennium. Get that fact clear in your mind, or you will be laying up for yourselves a store of incalculable disappointment in the future. That is the first thing.

Now, the second step. When you give a nation that power remember that harm and not good will come from the giving unless you give it with the firm determination not only to get justice for yourselves, but to do justice to others; that you will be as jealous to do justice to the railroads as to exact justice from them. We cannot afford in any shape or way in this country to encourage a feeling which would do injustice to a man of property, any more than we would submit to injustice from a man of property. Whether the man owns the biggest railroad or the greatest outside corporation in the land or whether he makes each day's bread by the sweat of that day's toil, he is entitled to justice and fair dealing, no more and no less.

THE PANAMA CANAL.

President Roosevelt concluded his speech with the following comment on the Panama Canal project:

It was perhaps unnecessary for me to say that I am perfectly aware that many most admirable gentlemen disagreed with me in my action toward the Panama Canal, but I am in an unrepentant frame of mind. The ethical conception upon which I acted was that I did not intend Uncle Sam should be held up. But without regard to that, when the canal comes into operation I think it will have a very important regulatory effect in connection with the transcontinental commerce of the Republic. I think when such is the case, these great railroads will have to revise their way of looking at the interests of certain inland cities.

As I say, gentlemen, don't misunderstand me. I understand thoroughly the argument from

Continued on second page.

LAST WASHINGTON TOUR

Of the season, via Pennsylvania Railroad, May 18. Rate covering necessary expenses for three-day trip, $13 or $14.50, according to hotel selected. See ticket agents.—Advt.

GUARDS FOR PRESIDENT.

RIOTS IN CHICAGO FEARED

Numerous Strike Disturbances in Streets Yesterday.

[BY TELEGRAPH TO THE TRIBUNE.]

Chicago, May 9.—Troops to safeguard President Roosevelt during his stay in Chicago will be one of the features of Chicago's reception of the chief executive when he arrives here to-morrow. By a secret route, to avoid the street crowds, the President will be escorted from the Northwestern station to the Auditorium Hotel. During his stay in the city he will be guarded by a triple line of secret service men, city policemen and cavalry.

At the station where the President's train will arrive at noon railings will shut in the platform at which the train will stop. A strong detail of soldiers will reinforce the railings, inside of which only members of the welcoming committee and press representatives having special tickets will be permitted.

According to Chief of Police O'Neil the members of the Merchants' Club are responsible for the extraordinary precautions taken. Owing to the violence prevailing on account of the strike the members fear the gathering of a crowd might lead to a riot. The route from the station to the hotel is kept secret and will not be made known to even Chief O'Neil until 11 o'clock to-morrow morning.

NEW DELIVERIES MADE.

The large department stores and the express companies to-day resumed business on almost a normal basis. They sent their wagons into the extreme parts of the city, in some instances without police protection, and transacted their business without interruption or trouble of a serious character. Sixteen hundred teams were at work to-day, and the number will be increased to-morrow.

Notwithstanding this apparent gain, however, there are strong indications to-night that the strike will spread within the next few days, not only among the teamsters, but among other unions as well. The drivers of the Wenig Teaming Company, a large concern chiefly engaged in delivering flour, went out to-day when one of their number was discharged for refusing to deliver flour to a boycotted house. The Wenig company is a strong factor in the Team Owners' Association, which has heretofore sided rather with the Teamsters' Union than with the Employers' Association. Its stand in line with the latter organization was something of a surprise to both sides in the struggle.

In some quarters it was feared that the strike of the Wenig company drivers would produce a shortage in the supply of flour, but the officers of the company say to-night that they have a supply sufficient to last the city for a week, and that at the expiration of that time they will be able to make deliveries as before.

For some time this afternoon it was reported that a strike of the teamsters employed by the Crane company was imminent. This concern is an immense manufacturer of elevators and plumbing supplies, and its shutdown would be a serious detriment to many building operations now in progress. The threat to strike was caused by the discharge of two teamsters who refused to make deliveries as ordered. The officials of the union sanctioned the strike, but it did not occur. An adjustment of some kind was reached, but the statements of the Crane company and of the labor leaders differ as to its character.

TEAMSTERS STONED FROM BUILDING.

There were numerous clashes in the streets to-day between non-union men and the police and union teamsters, who attempted to block the passage of the wagons of the Employers' Teaming Company. There were also a number of attacks made on non-union men by workmen in buildings, who pelted them with all sorts of missiles from a safe distance. These fights were all in the character of rearguard attacks, and bore no resemblance to the open violence committed last week. The most serious fight of the day was at Lake and Clark sts., where union teamsters formed a blockade and brought about a congestion of traffic and a series of fights that blocked the streets for an hour. Nobody was seriously hurt and numerous arrests were made by the police.

Coal teamsters in the business part of the city were the especial objects of attack by workmen. As soon as they were discovered missiles of all sorts were showered upon them, and in several instances it was necessary for the wagon guards and the police to send a volley of bullets toward the windows. Nobody, however, was shot.

The taking of evidence relative to the granting of the injunctions issued temporarily by the United States Circuit Court in favor of the Employers' Association and the seven express companies commenced to-day before Master in Chancery Sherman.

GENERAL STRIKE PLAN REVIVED.

Union labor leaders appeared less enthusiastic to-day about bringing their strike troubles to the attention of President Roosevelt to-morrow. They have named C. P. Shea, Charles Dold, John J. Fitzpatrick, T. A. Rickert, J. F. O'Neill and T. P. Quinn as the committee to interview the President, but apparently little hope is entertained by these men and their colleagues that the President will take such a hold of the present strike as he did in the case of the anthracite labor war.

The general strike plan was revived by some of the teamsters' union officials to-day. Strong pressure was brought to bear on President Shea to have him call out all the drivers in Chicago and have them stay home for a week or ten days, in order to bring the employing interests of Chicago to a "realization of the power of the unions." Shea is opposed to the plan and has been since the inception of the strike. His theory of fighting employers is to tie up only those firms that are antagonistic. It was suggested to-day that if the teamsters would all stay at home for a week within four days the merchants of the city outside of the Employers' Association would, as one man put it, "rise up and demand that something be done to settle the strike."

PROTECTING NIAGARA.

Ontario Refuses More Power to Electrical Company.

[BY TELEGRAPH TO THE TRIBUNE.]

Toronto, May 9.—The Ontario government has refused to ratify the agreement between the Electrical Development Company and the Niagara Falls Park Commission, by which the company was to be allowed to develop an extra 125,000 horsepower at Niagara Falls. The company already has an agreement permitting it to develop 125,000 horsepower, but it was found that there was sufficient water available to develop twice that quantity.

In Parliament this afternoon Adam Beck said that no further industrial inroads on Niagara's beauty, or further diversion of water, would be allowed until a royal commission, which is to be appointed, had gone thoroughly into the question of what power was available.

The various Express Companies, including many of the local companies, have decided, after May 14th, to stop their wagon collections from both business houses and private residences at 6:30 P. M. —Advt.

POLICE INSPECTORS WHO WERE RETIRED YESTERDAY.

THOMAS L. DRUHAN. ELBERT O. SMITH.

INTERESTING NEWS ON INSIDE PAGES.

Secretary Taft surprised the Railway Congress by advocating national control of traffic rates. Page 2.

A tornado at Marquette, Kan., killed twenty-six persons and injured forty-four. Page 3.

Receivers were appointed for the Haight & Freese Company in Boston and New-York. Page 5.

Briefs were filed in the Lord suit to restrain the mutualization of the Equitable Life Assurance Society. Page 3.

Plans were announced for a free municipal lodging house to cost at least $175,000. Page 4.

Announcement was made of the changes at the Metropolitan Museum of Art, reopened to-day after the spring cleaning. Page 5.

M'ADOO'S BIG CLEARANCE.

RETIRES 57 OFFICERS.

Two Inspectors and Ten Captains Among Police Pensioners.

Never in the history of the police force of this city were so many of its members retired from active service in a single day as yesterday, when fifty-seven veterans of the department were placed on the pension roll by Commissioner McAdoo. To make the cleaning out more remarkable, all the men retired were officers, including two inspectors, ten captains and forty-five sergeants. All the men, too, were retired on the report of the surgeons that they were physically unfitted for further active service. The inspectors and captains retired were the following:

INSPECTORS.

THOMAS L. DRUHAN, Flatbush district, Brooklyn.
ELBERT O. SMITH, Harlem district.

CAPTAINS.

MICHAEL M'NAMARA, Prospect Park station, Brooklyn.
EDWARD J. KENNY, Atlantic-ave. station, Brooklyn.
MICHAEL C. GORMAN, College Point.
RICHARD T. HICKMAN, Jamaica.
MICHAEL E. FOODY, Kingsbridge.
JAMES G. REYNOLDS, 5th-ave. station, Brooklyn.
JOSEPH C. GEHEGAN, Macdougal-st. station.
DENNIS DRISCOLL, Butler-st. station, Brooklyn.
JOHN BUCHANAN, Gates-ave. station, Brooklyn.
NATHANIEL N. SHIRE, East 35th-st. station.

Among the sergeants retired were Joseph A. Saul, who was in charge of the information bureau at Police Headquarters for years previous to consolidation; Charles L. Schauwecker, one of the giants of the force, who was at the head of the school of instruction several years; Robert Halfpenny, who had long service in a clerical position at headquarters, and John Hamilton, who was one of the oldest of the sergeants in Manhattan in point of service.

Inspector Elbert O. Smith has been regarded for years as mentally one of the ablest officers of the department, and at the same time one of the handsomest men in the force. He became a patrolman in 1872, a captain in 1885 and an inspector in 1903. He has been known in the department as "the admiral," on account of his long service as a captain in command of the steamboat patrol. As a young man he served in the American navy in the Civil War, and later was in the merchant marine service as an assistant engineer. Still later he was in the Peruvian navy, and after quitting that service became a New-York policeman.

The service of Inspector Thomas L. Druhan was entirely in Brooklyn. He became a patrolman in 1870, a captain in 1886 and an inspector in 1900.

Captain Gorman had a remarkable record as a lifesaver. In General Greene's administration he was ordered on trial before Captain Piper for alleged neglect of duty, and he drew from his pocket thirty lifesaving medals and deposited them on a table in front of the trial commissioner. Captain Piper, who was not aware of the veteran police captain's record, asked what this meant, and it was explained to him by Captain Gorman himself, who was found not guilty of the charges.

In explaining yesterday that he had retired fifty-seven officers of the force on the report of the Board of Surgeons, Police Commissioner McAdoo said: "I do not deem it necessary or proper to make public the results of these examinations, it being sufficient to state that the surgeons have certified to me that the officers retired are permanently unfit for duty. The vacancies thus made will be temporarily filled to-day under the direction of the chief inspector. Later on I will make acting assignments to the various grades from the rank below."

MURDER OVER CONTROL OF ROAD.

Cane Belt's Ex-Vice-President Kills His Second Man in Feud.

Houston, Tex., May 9.—Edward Calhoun was shot and killed on board an incoming San Antonio and Aransas Pass train at Wallis to-day by W. T. Eldridge, of San Antonio, formerly vice-president and general manager of the Cane Belt Railroad. Calhoun is a brother-in-law of Captain William Donovant, who was killed by Eldridge about three years ago on a passenger train on the same road. Eldridge was recently acquitted of murdering Captain Donovant.

To-day's tragedy grew out of the murder of Donovant and subsequent attempts made upon the life of Eldridge. Eldridge was shot through the lungs by an unknown man, but recovered. Dissension over the control of the Cane Belt Railroad, in which Eldridge and Donovant were jointly interested, resulted in the killing of Donovant, since which time a feud is said to have existed between relatives of the dead man and Eldridge. All of the men concerned are prominent here.

JAR OF GOLDFISH STARTS FIRE.

Acting as a Burning Glass, It Ignites Tenement House.

Haverhill, Mass., May 9.—A small boy with a jar of goldfish was, in the opinion of the Fire Department officials, the innocent cause of a fire that damaged a double tenement house at No. 11 5th-ave. to-day. William Cate, jr., the son of one of the tenants, had placed a jar of goldfish on the piazza, and it is believed that the jar acted as a burning glass.

When you are Buying Carriages call on W. H. Gray, 377 West Broadway.—Advt.

YALE STUDENT A SUICIDE?

FOUND DEAD IN HIS ROOM.

Said to Have Been Mentally Unbalanced by Overwork.

New-Haven, Conn., May 9.—Arthur Haserot, a Yale senior, living in Cleveland, was found shot to death in his room in Welch Hall, one of the campus dormitories, to-day, and an investigation into the case is being conducted. Medical Examiner Bartlett said to-night that he believed death was the result of suicide.

Haserot's body was found by one of his roommates, and after it was viewed by the medical examiner was removed to an undertaker's. The case is being kept very quiet, and, further than the fact that the young man was found dead, nothing official has been given out. A revolver was found near Haserot's side and a bullet wound in his head.

Roy W. Heminway, of Syracuse, was the roommate of Haserot, and he said to-night that Haserot attended his first recitation, as usual, and seemed to be in his usual good spirits. There was no intimation that he was despondent, and not once during the time he had roomed with Haserot, he said, had there been a time when he even suspected that his roommate contemplated taking his life.

The body of the dead student was found on the floor at the foot of a window seat, and it is believed that he shot himself while on the seat and fell to the floor. There was only one empty shell in the revolver, and, the bullet having entered Haserot's right temple, probably produced instant death. Not one of the many students in the dormitory heard the shot, and not until Heminway turned the body of his companion over was it known that a tragedy had taken place.

The manner in which Haserot was shot was almost conclusive proof that he committed suicide, and Medical Examiner Bartlett stated to-night that there would be no further investigation, as he was convinced that the student met death by his own hands.

Haserot was a quiet man, with good habits, it is said, and the probability is that he was temporarily out of his head on account of overwork, his roommate stating he had been a hard working student. The parents of Haserot were informed soon after the body was found, and are on their way to New-Haven. Haserot was twenty-two years old.

Cleveland, May 9.—Arthur Haserot was the son of Mr. and Mrs. Samuel F. Haserot, of Cleveland. The father is a member of the wholesale grocery house of the Haserot Company. The young man was twenty-one years old and was born in Cleveland. He was in his last year in the academic course at Yale. He expected to be graduated next month and was making preparations for that event. His father had intended going to New-Haven to-night to visit his son, when the news of his death was received by telephone from young Haserot's roommate, R. W. Hemingway, who merely stated that Arthur Haserot had been accidentally killed by a pistol bullet. The boy's father has no idea that the case is one of suicide. A letter had been received at the family home this morning and in it Arthur showed that his mind was happy and he spoke of his preparations for graduation exercises next month. An uncle of the dead student has gone to New-Haven to care for the body. The boy's father will not believe that his son's death is other than an accident. He was last home at Christmas. Besides his parents there is one other child, a daughter.

YOUNG INVENTOR MISSING.

Important Drawings Were Recently Stolen and Friends Fear Foul Play.

[BY TELEGRAPH TO THE TRIBUNE.]

Pittsburg, May 9.—The Pittsburg police are endeavoring to find Edward Orbin, a young inventor employed by the Carnegie Steel Company at Duquesne, who disappeared from his home there last Thursday and has not been seen since. His friends fear that he has met with foul play.

Recently Orbin completed an important invention for converting steel, for which it is said he refused a fortune. Shortly after that his drawings for the invention were stolen, but Orbin went to work and soon completed another set, which contained many valuable improvements over his previous invention. His friends think that he has been put out of the way by the persons who stole the original drawings.

DRIVER LEFT HANGING UNDER "L."

Load Was Too High to Let Him Pass, So He Stuck to Structure for Safety.

Gustave Lawrence, a driver, had an exciting experience last evening at 125th-st. and 3d-ave. He was on top of a load of hay which was too high to pass under the "L" structure. He struck a dripping pan and was rolled over and over on top of the hay. When he saw the second pan, he saw that it was an impossibility for him to pass under. When the wagon came directly under the pan, he grabbed the iron work and hung on while the wagon continued.

Lawrence shouted for help and Policemen Langhram and Lenihan, of the East 126th-st. station, standing directly beneath him, told him to jump. Lawrence jumped and the policemen caught him. He was slightly bruised.

Civilization has long needed Bohn's Laxatives; they cleanse the liver without purging.—Advt.

ROOST FOR GAS CHICKENS.

CENSURE FOR M'CARREN.

Senator Staves Off Vote in Kings County Committee.

The gas chickens came home to roost last night in Senator McCarren's political pocket borough. The Shevlin men introduced a resolution at the meeting of the Kings County Democratic General Committee last night, and only the arbitrary ruling of the chairman, James D. Bell, denying a roll call, prevented the committee from formally adopting a vote of censure of the Kings County Senators who voted against reducing the price of gas.

The resolution of condemnation was sprung as a surprise by the anti-McCarren men, and on the vote there were more noes against tabling the resolution than ayes by the McCarrenites. Colonel Bell, who expects to run on the Democratic ticket for the Supreme Court bench in the Second District this fall, declared that the McCarren motion to lay the resolution on the table was carried.

The resolution was introduced by John B. Shanahan, counsel to County Registrar Dooley. It spoke of "a strong and widespread sentiment of the gas consumers of the city of New-York for relief from the intolerable extortion of a private monopoly," and said the bill for 80 cent gas "met the approval of the press of New-York, irrespective of party, as voicing public sentiment, and was indorsed by the Democratic Mayor of New-York." The Kings County Senators, the resolution said, "having to choose between the interest of a private monopoly and the public welfare, in disregard of their solemn obligations to the people, and utterly indifferent to the welfare of their party, ranged themselves unanimously on the side of monopoly and against the people, contributing to the defeat of this important and meritorious measure."

"By adopting a resolution authorizing the executive committee to appoint a conference committee of five we have to-night taken the first step of the Mayoralty campaign," said Mr. Shanahan, in speaking to his own resolution, "and we all hope that it means the election of a Democratic Mayor. It is a time honored custom in this county committee to place on record approval or condemnation of the acts of our public servants, and it is appropriate that it should go on record on every matter of great public interest. Every man here to-night knows that no question that has ever come up is nearer to the people than the question of reducing the price of gas. Every man knows that when resolutions similar to this one read to-night are read at the district meetings they will be unanimously adopted.

"Here was a bill for reducing the price of gas that met with the approval of the honest press of this city and State. In the Assembly there was hardly a dissenting vote. But in the Senate the members of that body from this country in defiance of public sentiment and in direct opposition to the wishes of the Democratic voters of this county voted unanimously against this bill. Let no man say that these resolutions are aimed at any one man or any set of men. They are presented in the interest of the Democratic organization of this county in order to show the people that we do not approve of the action of our representatives in the State Senate. With an eye single to the interests of the Democratic organization of this county, I offer these resolutions and move their adoption."

Hardly had Shanahan ceased before Senator McCarren, who had listened unmoved to the reading of the arraignment of himself, quickly rose and said: "Mr. Chairman, I move that the resolutions lie on the table."

"Second the motion," yelled a McCarren man from the back of the hall.

"This is the kind of resolution that you can't lay on the table," said Daniel B. Moynihan, president of the Democratic Club.

Instantly there was a clamor for a rollcall. Senator McCarren nodded to Chairman Bell, and the latter, disregarding the clamor, called for a vote in the ordinary way. The "noes" seemed to have it, but Mr. Bell declared the motion to lay on the table carried.

"Rollcall! Rollcall!" came from all over the room.

"That's the way you rub it in!" shouted a Shevlin man.

"Meeting stands adjourned," said Colonel Bell, banging his gavel.

James Shevlin occupied a front seat, and when he heard the angry uproar at the refusal of Colonel Bell to allow a rollcall, he said to those near him, so that Senator McCarren could hear him: "That resolution is just about what the party platform will have to be this fall if we are to win. If Bell had dared to give us a rollcall he would have seen the resolution adopted. Not even Rogers would have been able to save McCarren from censure if the roll had been called."

"What Rogers?" he was asked.

"Why, H. H. Rogers, McCarren's friend," said Mr. Shevlin. "That was a fine exhibition that Bell gave. I would like to know how he stands on that gas issue. He is going to be a candidate for the bench this fall. Before he is nominated it may be well for him to state openly just how he stands on the gas issue, and why he refused to-night to allow the members of this committee a rollcall on the resolution which they wanted to adopt."

"If this gas issue keeps coming up in your own organization, how are you going to meet it, Senator?" Mr. McCarren was asked.

"Oh," said he, laughing, "you see what happened to it to-night. I guess we won't have any particular trouble. We'll let the Republicans explain why they didn't pass the bill."

THREE BOATS IN TANGLE.

Ferry and Fishing Steamer Crash Trying to Avoid Third.

The fishing steamer Angler was rammed off the Battery last night by the ferryboat Easton of the Central Railroad of New-Jersey. The Easton crashed into the starboard side of the Angler, ripping up the side and staving in the covering of the paddle wheel, so that the wheel became jammed. The Angler floated helpless until tugs came to her assistance. She had landed her passengers at the Battery. On the Easton there were few passengers and no teams.

The Angler had backed off and headed around so as to steam to her pier at 22d-st. The Easton was making a wide swing for a landing at her slip beside the Staten Island ferry rocks. The Easton whistled twice, and Captain Foster of the Angler replied that he would keep to his course. The ferryboat Pierrepont almost crossed the bows of the Easton, and made her veer in. There was not time for the engines of the Angler to pull her back, and the crash could not be averted.

CHANGE OF TIME ON LEHIGH VALLEY RAILROAD.

Effective May 14th, new morning train for Buffalo, Chicago, leave N. Y. 9:25 A. M. The Black Diamond Express will leave New York, at noon, week days. Information at 355 and 1,284 Broadway.—Advt.

BRITAIN AS PEACEMAKER.

ADVICE GIVEN TO FRANCE.

Efforts of Officials at Paris to Maintain Neutrality.

Paris, May 9.—The arrival in Paris to-day of Paul Cambon, the French Ambassador in London, following his conference with the Foreign Secretary, Lord Lansdowne, will probably permit the authorities here to learn the sentiments in British official circles concerning French observance of neutrality. Thus far only informal representations have been made from Great Britain, but it is gathered that informal talks between officials in London and Paris have permitted the British authorities to give friendly counsel to both sides, with the object of preventing the controversy from assuming an acute form.

Premier Rouvier, M. Delcassé and the Colonial Secretary, M. Clémental, are acting together in the adoption of various measures to enforce the observance of neutrality. Admiral Touchard, chief of the naval staff, also holds frequent conferences with MM. Rouvier and Delcassé relative to orders to the French squadron in the Far East. The officials here, having done their utmost, are holding Admiral de Jonquières and other officers in Indo-China personally responsible for the execution of their orders.

The newspapers do not show a menacing attitude. The "Figaro" says: "We desire peace and friendship with Japan." The "Journal" says:

We meet Japan's complaints and menaces with the coolness and calmness of a tranquil conscience. It remains to be seen if Japan will succeed in making her alliance with Great Britain more than platonic friendship.

The "Gaulois" says:

If the British government shares the view of the British press, France would like to know what the cordial understanding (between France and Great Britain) is worth.

The "Humanité" and other Socilist papers accuse the government of being mainly anxious to preserve Russia's friendship.

French naval critics maintain that Japan's real intention is to induce France to drive Admiral Rojestvensky northward, thus assisting the execution of Admiral Togo's naval plans.

Orders have been sent to the civil and naval authorities in French Indo-China not to permit the junction within French waters of the Russian naval forces under Admiral Rojestvensky and Nebogatoff. Instructions have also been sent to Admiral de Jonquières to see that Rojestvensky observes the promise given to leave French waters. These orders resulted from the receipt of a detailed dispatch giving an account of Admiral de Jonquières's meeting with Rojestvensky.

The message said that the Russian squadron made a four days' cruise outside the three-mile limit and returned last Saturday, anchoring at Kong-Hai Bay, southward of Honkohe Bay, on the Anamese coast, for the purpose of taking on provisions and fresh water. When Admiral de Jonquières was informed of the Russian return he went to Kong-Hai and requested Admiral Rojestvensky immediately to withdraw outside territorial waters. The Russian admiral gave de Jonquières his word that he intended to leave his anchorage and take to the open sea. He also informed de Jonquières that in his communications with the land he had not violated any of the neutrality regulations, and that the stops of the Russian squadron along the Indo-Chinese coast were for the purpose of resting the crews. The Russian admiral said he would depart the following day.

The French admiral then returned from Kong-Hai to advise the French government of the result of the interview. He returned to Kong-Hai yesterday for the purpose of seeing whether Rojestvensky's promise to go to sea had been carried out, and found the Russian warships still at their anchorage, but preparing to depart. Admiral Rojestvensky assured him that the entire squadron would sail in the night.

The announcement was made to-day that the French government would publish a Yellow Book concerning French observance of neutrality. The publication will include the instructions sent to officers and agents and the telegrams exchanged. It is said that these will show the minute precautions which the government has taken to prevent a violation of France's neutrality.

RUSSIAN FLEET STARTS.

Rojestvensky's Warships Stop Cruising Off Vanfong Bay.

Nha-Trang, Anam, May 9.—Admiral Rojestvensky's squadron, which has been cruising for several days off Vanfong Bay, sailed this morning.

Hong Kong, May 9.—The German steamer Neumuhlen arrived here to-day from Colombo on March 28, and reported having sighted forty-five vessels, of which twenty were warships, in the vicinity of Kamranh Bay, on May 5.

The coasting steamer Haimun, which has also reached this port, saw a Japanese cruiser off Amoy, Straits of Formosa.

NEBOGATOFF'S ARRIVAL.

Warned Off Cape St. James and Sails to Join Main Squadron.

Paris, May 10.—A dispatch from Saigon to the "Petit Journal" says:

Nebogatoff's squadron appeared at daybreak of May 9 twenty miles off Cape St. James, preparing to ascend the river to Saigon, where the commander expected to find the necessary orders for effecting a junction with Rojestvensky and revictualling his fleet.

He was hailed at sea by a scout belonging to the Russian second Pacific squadron, which communicated to him France's desire that the junction of the Russian squadrons should occur outside of Indo-Chinese waters. Nebogatoff then disappeared on the open sea, sailing toward the second squadron, which doubtless is waiting off the Anam coast.

BITTERNESS IN JAPAN.

People's Anger Increases, but the Government Is Calm.

Tokio, May 9.—The feeling of resentment against France for the assistance given to the Russian second Pacific squadron continues to run high, and is finding expression in a variety of ways. The nearness of the Russian squadron and the nature of the preparations which Admiral Rojestvensky is known to have made in French waters seem to have suddenly convinced many people that it would have been impossible for Rojestvensky to come to the Far East without outside assistance. This has given a sinister tone to the popular resentment.

In the crisis many eyes are turned toward

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