

SCHOONER RAMS STEAMER.

EIGHT PERSONS HURT.

Remarkable Escape for the Juniata Off Cape Cod.

Boston, Sept. 21.—The injury of six passengers and two of the ship's officers by a collision at sea was reported by the steamer Juniata of the Merchants and Miners' Transportation Company bound from Boston to Baltimore and Norfolk, which returned to this port late this afternoon, disabled and badly damaged. The Juniata was rammed last night, thirty miles off Chatham, by the five-masted schooner Harwood Palmer, bound from Baltimore for Portland, Me., with a cargo of coal.

The accident occurred at 9:50 o'clock last night when the Juniata was steaming around Cape Cod. A fog hung over the water, and the steamer's speed had been reduced somewhat. A sharp lookout was being kept, and Captain Nickerson was in the pilot house directing the movements of his ship. Suddenly the lookout shouted a warning of a vessel on the starboard and bearing down on the steamer rapidly. Captain Nickerson ordered that the wheel be put hard over and the engines reversed, but even as his order was being executed the flapping of huge sails and hoarse shouts of alarm were heard, and in less than a minute from the time the lookout gave his warning, the Juniata was struck and being carried along the side of the steamer, her spars and rigging turning the upper deck into a mass of wreckage. The bridge was being carried away, and the pilot house was torn apart as though made of paper. The jibboom of the schooner, after unroofing the steamers and pilot house, was snappet off short.

All aboard the steamer remained cool, and there was not the slightest evidence of a panic. As a precautionary measure the sailors not thus engaged went to the assistance of a number of the men passengers, who were vigorously working on the mass of debris in which several other passengers, including Captain Nickerson and Quartermaster Crockett, were buried. It was soon found that J. W. Johnson was the only person seriously injured. His arm was broken, and he was buried in the mass of wreckage.

LINER HITS FREIGHTER.

Latter Reaches Port with "Smashed Nose."

The big \$300-ton freighter Cornwall, of the American and Australian Steamship Line, arrived here yesterday with a "smashed nose," the result of a collision with Montauk Point on Wednesday night with a big transatlantic liner. The Cornwall sustained little damage, but it is believed by her crew that the other boat was put out of commission by the collision. The Cornwall's stem was twisted over to port and cracked at the 16-foot mark below the waterline, and it is said there is considerable water in her forepeak.

The collision occurred at 10:30 o'clock on Wednesday night in a thick fog off Montauk Point, and for a while after the impact it was feared by the crew that the Cornwall was seriously damaged. The force of the blow was so great that the ship was brought every eye to the deck. The Cornwall had been in a fog bank for three days. Captain Levesque was feeling her way slowly along her course. When the collision occurred Quartermaster Peterson was at the wheel and the engineer Thomas was on the lookout. Thomas, who was the first to see the big liner loom up off the starboard side, declared that she was not further off than 500 yards and was coming at least half speed ahead.

SEE SNAKES AT CHURCH LECTURE.

Forty Little Serpents Come from Bag Where One Was Supposed to Be.

One of the live exhibits of Raymond L. Ditmars' lecture on "Snakes and Their Habits" almost caused a panic last night at the Church of the Holy Faith, at 160th-st. and Trinity-ave. A good sized blacksnake had just been wriggling around the platform, to the inward discomfort of a large part of the audience, when Mr. Ditmars started to pick up the snake and make on the table. With the water snake came forty little serpents which had arrived in the course of the trip down from the Bronx.

ANOTHER BRIDE CLAIMS WITZHOFF.

"Mrs. Morse" Says She Was Married, Robbed and Deserted at Atlantic City.

Atlantic City, N. J., Sept. 21.—Mrs. Felix Morse, of New-York, was robbed of \$400 and deserted at a beach front hotel in this city several weeks ago. That her recent spouse may be the notorious bigamist Witzhoff is part of the information contained in a letter sent to Recorder Babcock.

JUSTICE HATCH TO JOIN LAW FIRM.

It was stated yesterday that a new law firm is being organized on January 1 to be known as Sheehan, Hatch & Co. Justice Hatch will, so it is said, join the firm from the practice of law in the present law firm of Sheehan & Collin. The Sheehan firm is largely identified with corporate interests. It is said that ex-Judge Alton B. Parker will join the same firm in the near future.

SUFFOLK REPUBLICANS IN CONVENTION.

Riverhead, Long Island, Sept. 21.—The Republican convention for Suffolk County was held here this evening. The following ticket was nominated: Sheriff, John F. Wells, of Sayville; County Treasurer, Henry E. Bruce, Huntington; District Attorney, George Furman, of Sayville; and the 24 District to nominate.

FIVE KILLED IN WRECK.

About \$50,000 in Checks Scattered from Pay Train.

Harrisburg, Penn., Sept. 21.—Five men were killed and eight others seriously injured in a collision between a pay train and a combination passenger and milk train on the Philadelphia, Harrisburg and Pittsburgh branch of the Philadelphia and Reading Railroad, at Roush's Curve, at Mount Holly Springs, this afternoon. None of the passengers were injured. The dead are: HILL, John, fireman of pay train; Reading; LAUCH, Edward, paymaster's clerk; Reading; MARION, Thomas, conductor of pay train; Pottsville; McCLARY, Ephraim, engineer of milk train; Harrisburg; SHEARER, C. J., fireman of milk train, Harrisburg.

The pay train, consisting of a locomotive and one coach, was going West. The combination train, composed of a locomotive, combination coach and two passenger cars, was coming East. The trains met on the curve, which is a sharp one, and is flanked by a heavy clump of trees.

The engineer of the pay train jumped from his engine and landed at the foot of a 25-foot embankment. McCleary was found on his engine with the whistle cord in his hand, and all the brakes on the train set. The paycar contained about \$50,000 in checks, which were scattered about the tracks. The checks were picked up by trainmen, and turned over to John W. Wetzel, attorney for the company, at Carlisle.

FOR NIAGARA POWER CO.

Referee's Decision Makes Transmission Line Possible.

(By Telegram to The Tribune.) Lockport, N. Y., Sept. 21.—William Love, of Buffalo, as referee, filed a decision today in favor of the Niagara, Lockport and Ontario Power Company in the condemnation proceedings for the electrical transmission line from the Niagara River. He finds that the power canal is financially possible with the construction of the transmission line and that the company is a public service corporation and comes under the new gas and electricity condemnation law and has the right to eminent domain.

EDITOR'S SON DROWNED.

Dartmouth Student Upset in Rapids Near Wilder's Falls. Hanover, N. H., Sept. 21.—Alfred D. Gere, of Northampton, Mass., a student of the class of '07 at Dartmouth College, was drowned in the Connecticut River near here to-day.

JAPANESE MAID A SUICIDE.

Her Mistress Was Visiting Relatives in Troy, N. Y. (By Telegram to The Tribune.) Troy, N. Y., Sept. 21.—Tokie San Karasawa, a Japanese maid employed by Mrs. Everett W. Frazier, of Tokio, committed suicide this morning at the home of Mrs. Frazier's father, T. Z. Wolcott, at Waterford, a suburb of Troy. Mr. Wolcott went to New-York to-day to see the Japanese consul to arrange for the disposition of the body. The maid was fifty-four years old and leaves a husband in Japan. No cause can be assigned for the suicide.

DOWN TO CRUSTS AND BONES.

East Side Family in Abject Poverty—Mother and Father Ill—Aid Needed. A case of abject poverty in Sherill-st., which is one of the poorest of East Side thoroughfares, was called to the attention of The Tribune yesterday. It is that of Max Goldberg, a sickly fruit pedler, who lives with his wife and four small children in a miserable two room rear tenement, at No. 124 Sherill-st., near the corner of Houston.

Goldberg has been too sick to work for two months. When taken ill he sold his fruit cart and the bones he took with him. On that money the family has been living. Three days ago Mrs. Goldberg died. She was returned to Japan to-day. It was while packing Mrs. Frazier's trunks that the maid hanged herself. Coroner Johnson deemed an inquest unnecessary.

COUPLE WEIGHS 600 POUNDS.

Only a Hundred for Bride at That—Marriage Follows Joke. (By Telegram to The Tribune.) Tarrytown, N. Y., Sept. 21.—A marriage came from a joke that resulted in the death of a man. Fitzgerald, of Jersey City, Miss Fitzgerald weighs 190 pounds. Hogan weighs nearly 200, and has only one eye. Hogan saw his wife only once before the marriage.

COLUMBIA UNIVERSITY'S NEW YEAR.

Academic Department Will Open Wednesday—Medical School on Thursday. The 125th academic year of Columbia University will begin next Wednesday, and will be marked by several features, important among them being the opening of the new dormitories and the laying of the cornerstone of the new Hamilton Hall, on South Field. The dormitories mark the opening of the new college life at the university and the beginning of a system which, it is believed, will bring the students closer together and give the real college life that has long been lacking. The new hall, which is the nucleus around which the college buildings will gather, as do the university buildings around the library on the old quadrangle, was given a preliminary opening on Thursday.

CUTTER WATCHING FISHERMEN.

Government Boat Getting Names of Those Going to Canadian Waters. Erie, Penn., Sept. 21.—The United States Revenue cutter Morrill has been in the harbor during the past two days, ostensibly making a visit to inspect the life-saving and government property here, but she is believed to be getting the names of those going over to the international boundary line to fish in Canadian waters. The cutter is being commanded by the command of the cutter, says that he has received no orders concerning the fishing that is being done. The cutter is being commanded by the command of the cutter, says that he has received no orders concerning the fishing that is being done.

BUSY BELOW "DEAD LINE."

Four Robberies in Two Weeks—\$1,000 in Plate Taken Yesterday.

Burglars have become so bold because of the security of vigilant police patrolmen at night that they have passed the "dead line" which Thomas Byrnes established when he was chief of detectives about twenty years ago. Operating in the jewelry district, just below the line, they have robbed two silversmith shops, a cutlery store and a cigar store in Maiden Lane within a fortnight.

The latest burglary in the street was discovered early yesterday morning at the store of the Derby Silversmith Company, No. 25 Maiden Lane. The store was already open when the first salesman arrived there, and it was plain that thieves had been at work, for the many silver plated dishes which had been displayed in the front window were missing.

The burglars had entered the store with a false key, apparently. They had not attempted to open any of the safes containing solid silver articles, but they had taken away plated goods to the value of about \$1,000. The robbery was committed in view of the sidewalk, but no policeman reported it.

Two weeks ago the silversmith store of George W. Shibley & Co. at No. 7 Maiden Lane, was entered by burglars, who took articles valued at \$450. There was a report that they were scared by the snore of a policeman who was passing a nap in a neighboring hallway. Isaac W. Coker, manager of the Derby Silversmith Company, said yesterday that there had been more robberies in Maiden Lane in a month than in twenty years preceding. Maiden Lane until lately has been almost exempt from visits by burglars since Byrnes gave the order to arrest every professional thief found south of the line at Broadway and John-st. For years after Byrnes left Mulberry-st. no "crook" would dare risk arrest and the "third degree" by showing his face south of John-st.

CORONER RAPS SURGEON.

Insists That Injured Child Be Treated Before Going to Hospital.

Grace Cornell, five years old, living at No. 502 East 142-st., was run over and probably fatally injured last evening by a Morris-ave. car, going north at a high rate of speed, at the curve at Morris-ave. and East 142-st. The little girl was playing with other children, and could not get out of the way in time.

The child's right arm was cut off at the elbow, her left leg broken, and she was slowly bleeding to death when an ambulance reached the scene from Lebanon Hospital in charge of a young physician, whose name was given by the police as "Dr. Glan." Coroner O'Gorman heard of the accident by phone, and, believing some one had been killed, reached the scene as the surgeon was placing the child on a stretcher before hurrying to the hospital.

Coroner O'Gorman, observing that the surgeon had done nothing to stop the flow of blood from the mangled arm of the child, called out: "Put down that stretcher, and make no further effort to remove this child until I have stopped the flow of blood from the little one's arm. I order you to bandage up these wounds without further delay."

"Who are you?" the doctor asked. "I am the coroner of the Bronx," said Mr. O'Gorman, "and I shall hold you personally responsible for this child's life, if needlessly lost."

The doctor quickly opened a satchel containing things necessary for bandaging a wound like that on the little girl's arm, and set about his task. Then the child was taken to the hospital.

REJOINS WIFE AFTER MANY YEARS.

Babylon Man Returns with Wealth to Spend Declining Days at Home. (By Telegram to The Tribune.) Babylon, Long Island, Sept. 21.—After an absence of nearly forty years, William Alley, once a prosperous resident of this place, has returned to his family, from whom he had long been separated.

Before reaching home he was favored in his married the gifted sister-in-law of his employer, Jonathan Smith. With his bride he removed to New-York, where a larger sphere of usefulness was open to him.

He prospered for a time, but adversity overtook him, and he had to return to New-Jersey. Twenty-seven years ago Mr. Alley and his wife separated. No one ever heard either utter a complaint about the other, and to this day the cause of the estrangement was not known.

Mrs. Alley, with her children, returned to Babylon, assisting for many years in the management of the late Jesse Smith, was proprietor. As the children grew up, she was able to share his good fortune with his family, he decided to return. The reunion is a happy one, and friends of Mr. Alley believe that his old age is extending him a cordial welcome home.

SUN MAY AGAIN REACH PITTSBURG.

General Warner Interests Big Capitalists in "Smokeless City" Plan. (By Telegram to The Tribune.) Pittsburgh, Sept. 21.—General A. J. Warner, of Marietta, Ohio, has interested H. C. Frick and George Westinghouse, Jr., in a plan to make Pittsburgh smokeless. General Warner has been erecting plants in the South, especially at Atlanta, Ga., by which he has proved the efficiency of his scheme.

General Warner has a thirty-two hundred acres of coal land leased in Washington County, on which the electric power will be generated. Power will be piped to Pittsburgh under the present system of independent plants.

SUES DYNELECTOR COMPANY.

Stockholder Wishes Recent Transfer Set Aside—Holds 3,000 Shares. (By Telegram to The Tribune.) Trenton, N. J., Sept. 21.—Michael J. Tansey, of Newark, has filed a bill in chancery to set aside a recent transfer of property made by the Dynelectro Company, an Arizona corporation, to the International Dynelectro Company, chartered in the District of Columbia.

Mr. Tansey holds 3,000 shares of the stock of the former corporation, which, he says, was worth \$90 a share, but some cases were sold at as high as \$90, before the transfer was made.

FERRYBOAT BROOKLYN HEADING NORTH.

Baltimore, Sept. 21.—The Staten Island ferryboat, Brooklyn, left the yard of her builders, the Maryland Steel Company, at Sparrows Point, this afternoon for New-York, where she will be turned over to Commissioner Featherston. She is the second of four ferryboats built by the Maryland Steel Company, and will be a regular buyer for the city. The Manhattan was delivered a month ago, and it is probable that the Bronx and the Queens will be delivered within thirty days.

PLAN FACTORIES IN EUROPE.

Chicago, Sept. 21.—Clarence S. Funk, general manager of the International Harvester Company, said to-day that because of uncertain tariff conditions in America, with the possibility of retaliatory tariff against American manufactures being adopted by the European countries, Harvester is planning subsidiary factories in Europe.

Mr. Funk said that conditions in the United States were so serious that Harvester is planning to set up a plant in Europe. He said that some cases were sold at as high as \$90, before the transfer was made.

GORILLA ARRIVES HERE DEAD.

Will Be Seen Stuffed at Museum, Instead of in Bronx Park Cage. The big gorilla, which the New-York Zoological Society expected to add to the collection of animals at Bronx Park, died last Monday on the steamer Graf Waldersee, on its way to New-York. The steamer arrived at New-York last night, and the gorilla, which will be stuffed and placed in the Museum of Natural History, Dr. Cecil Peck, of New-York, said that sea sickness hastened its death.

NEAR DEATH UNDER AUTO.

Three Racers Barely Escape Being Caught Beneath Machine.

Montague Robert, who is to drive the entry of H. S. Houpt in the eliminating trials on Saturday morning, was in two accidents yesterday and the one nearly cost him his life. He was badly shaken by the second, and he narrowly escaped death, but will be able to drive on Saturday.

Wednesday afternoon while he was testing the big racing car over the North Hempstead Pike and practicing making the turns, one of his wheels caught on a hole in the road and spun him over. The jerk caused the car to swerve, and it ran into a ploughed field beside the road. The only harm done was a bad under the machine.

The machine was towed to the barn at the Lakeville Inn, which is the Thomas headquarters. The race was unshipped, and he was acting as chauffeur, started for this city in a big touring car. They expected to have the car repaired and return in two days.

DOOLEY SETS PRECEDENT.

Takes Charge of Tenderloin Without Telling Plans.

When Captain Dooley arrived in the Tenderloin station yesterday, after several days in the city, he established a precedent. He refused to tell how he was going to clean up the precinct.

"I shall take things as I find them," said he. "I haven't formed any plans or any theories. My experience has shown me that the police captain who begins to theorize has no time left to work. I haven't any time to tell what I am going to do. I guess my acts will tell all that's necessary about my plans."

As soon as he had inspected the big horsehouses and wreaths sent to him from Coney Island the captain got into uniform. As soon as he had finished dressing he received a visit from the Rev. Mr. Paddock, who with whom he was acting as a priest, Mr. Paddock came to offer his cooperation in stamping out disorderly houses, which Captain Dooley accepted. He was followed by ex-Captain Gannon, now a 6th-ave. saloonkeeper.

Later in the afternoon Inspector Schmittberger visited the new captain, and they had a long conference. Following this all the plain clothes men were summoned into the captain's private office, where he and the inspector made minute inquiry into their previous records. Captain Dooley brought up the names of those who were not intended to do so, in contrast with his successors, whose first act has been to get transfers.

When the captain received a long visit from Superintendent McClintock of the Parkhurst society. Then, in plain clothes, with Bill Drennon, captain of the Parkhurst ward, and Detective Loughmeyer, one of Inspector Flood's men, Captain Dooley started on his rounds. The 23rd-st. "bits" and other dives in the district. Inspector Schmittberger is pleased to have Dooley in uniform in the Tenderloin. He said after his visit to the captain:

"Captain Dooley may be a farmer and look like one, but he is a shrewd man and a hard worker, the kind of a man needed in this city. We have agreed on several things. One of these is the abolishment of the detail of uniformed men to stand in front of disorderly houses. We need those men in the street. They never did any good, and there are other ways of getting that class of people. Keep them out of the streets, and we will have to find some other kind of advertisement."

FIRE IN EDITOR'S HOME.

Miss Sampers Overcome by Blaze—Rescued by Patrolman. Miss Emma Sampers, daughter of Henry P. Sampers, Editor of the French newspaper, "Courier-des-Etats-Unis," had a narrow escape last evening, when a fire accidentally started on the top floor of her home, No. 121 East 61st-st.

Miss Sampers was vanishing a closet floor, when a lighted candle fell into the varnish pot. Immediately the fluid flared up, the flames spreading to the room adjoining. Miss Sampers called her mother from the ground floor. Mrs. Sampers summoned her daughter downstairs. The daughter, who had been trying to stamp out the fire, was overcome, but dragged herself to an open window. Her mother's cries alarmed a citizen, who turned in a fire alarm.

Patrolman Brown found Miss Sampers and dragged her from the room. It was some time, however, before he managed to fully restore her. Brown then set to work extinguishing the blaze, but by the time the firemen arrived he had the fire out.

WORKMAN HIT BY EXPRESS—SHRIEVING PRIEST NEARLY KILLED.

Just as an express train passed the 42d-st. station of the 63rd-ave. road last night, John Conklin, an iron worker, hoisted himself up through the ties of the structure just in time to be hit and killed. A big crowd on both platforms saw his death, and several women fainted. The motorman was unaware that he had hit the man, and the train continued on.

A priest jumped to the track and bent over the man who had been lying over the body when another express approached. The priest would have been killed also had he not been warned by the shrieks of the women.

Dr. Warner, who attended the accident, while the surgeons from Bellevue were working over the still unconscious woman who had fainted, the officials and employes at the station denied that there had been an accident of any kind.

GENERAL WARNER INTERESTS BIG CAPITALISTS IN "SMOKELESS CITY" PLAN.

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Not to have seen the Collection of Hand Wrought Silver

prepared to commemorate the Opening of the Gorham Building

and now on view there, is to have missed one of the essential Features of the Year in Art.

Visitors most cordially welcome.

The Gorham Company

Silversmiths and Goldsmiths. Fifth Avenue—Thirty-sixth Street

REPUBLICANS MAY UNITE.

Continued from first page.

or believe themselves to be, Costa Ricans. After a dispute between Costa Rica and Colombia concerning the boundary line between the former and what is now Panama, the discussion of which extended over many years, the award was arbitrated by Spain and the award gave to Colombia a considerable portion of the territory claimed by Costa Rica, and in which the people regarded themselves as Costa Ricans.

Annexation would, of course, restore these people to Costa Rica. Señor de la Guardia, and his sympathies are deeply involved in the proposed annexation. Costa Rica long cherished the hope that this country would choose the Nicaragua route for its isthmian canal, so that Costa Rica might enjoy the benefit of an extended waterfront on the canal. By the annexation of Panama Costa Rica would gain the advantage of having the entire canal constructed within its territory.

There is no denying the fact that the people of Panama have found that their dream of empire has failed to come up to their expectations. The restrictions placed on them by the treaty with the United States actually prevented them from conducting revolutions and made it impossible for them to raise abundant revenue by imposing heavy taxes on the men engaged in the canal, and they are even finding the great demand for provisions and material, of which they expected to enjoy a monopoly, largely supplied from this country.

It is the public's right to be assured that they should regard with favor the suggestion that they throw in their lot with Costa Rica, the most stable and prosperous of all the Central American republics.

POLICY OF THE UNITED STATES. Until some definite representation is made to the United States, the President will not, it is assumed here, indicate the policy to be pursued by the State Department, but some indication of his attitude toward the suggested annexation is awaited with interest in Washington, and it is not believed that any protracted period will pass before the President's views become known.

The area of Panama is 32,380 square miles, that of Costa Rica 29,000 square miles, and the proposed greater republic would thus have a total area of 55,380 square miles. The population of Panama is 400,000, and that of Costa Rica 300,000, so that the two combined would have a population of 700,000. Panama has great natural resources which are in no way developed, and it is reasonable to presume that with annexation she would enjoy a period of prosperity greater than any other country in the American continent, and as an independent republic. In fact, one of the strongest arguments advanced by Costa Rica in favor of annexation is that it would be a great benefit to the country, and that the people would be able to develop their territory and develop their abundant natural resources.

The report of a probable union of Panama and Costa Rica was a surprise to Señor Arseno, secretary of the Panamanian Legation in Washington, who is at the Hotel Bellocchio. He said last night that he had never known of the project, and doubted the report, believing it at least premature. "While the two republics have been friends, he said, they have never been united. It is a political amalgamation with her sister republic, Costa Rica, and it is not a country of great resources, but we are yet a young nation. We are happy and our prospects are good."

Mr. Ramsey Looking After Details of Transfer. Joseph Ramsey, Jr., was asked at the Holland House last night if he had conferred with any one representing the Vanderbilt interests. Mr. Ramsey said that the only conference he had attended related to Little Kanawha, and that there were no developments.

Mr. Ramsey declined to authorize any additional statement, but it was inferred from things he said that the sale of the Little Kanawha has been an accomplished fact for some little time, and that the subject was being kept very quiet. Mr. Ramsey spent most of the day in his apartment working on the statement which he is about to send to the stockholders and debenture holders of the Wabash, in which he will go fully into the reasons inducing him to sell the property for the annual meeting on October 10. Cyrus J. Lawrence, who resigned from the board several months ago, will support Mr. Ramsey at the annual meeting. It was announced yesterday that Henry C. McHarris had resigned as secretary since Mr. Lawrence's but has not been notified on, declined to indicate with which party he was connected, and it does not matter greatly how the Gould interests, it is understood, are actively seeking proxies in Wall Street.

BUSY ON KANAWHA SALE.

FRANCIS H. PALMER PLEADS GUILTY.

Sag Harbor Man Admits Embezzlement—Says "Not Guilty" to Second Indictment. Riverhead, Long Island, Sept. 21.—The grand jury this afternoon returned two indictments against Francis H. Palmer, the former cashier of the Peconic Bank, of Sag Harbor, who was arrested on May 10 last on a charge of embezzling \$40,000 from the bank. He was released on bail, and funds of the bank. He was released on bail, and funds of the bank. He was released on bail, and funds of the bank.

GREEN DRIVERS DELAY MAILS.

Complaints from Many Points—Postoffice Officials in Conference. Though the places of the striking mail carriers are filled, it was learned yesterday that the strike is still delaying the mails, the green men being slower in their deliveries than the strikers were. C. H. Wolcott, who holds the contract for carrying the mails, had a long conference with Postmaster Wilcox, in which First Assistant Postmaster General Frank H. Hitchcock, who is here to look after postal matters generally, took part.

It was said that complaints have come since the strike from cities all over the country, especially from Northern New-York, New-England and Canada, of irregularities in the New-York mail service, mainly due to the inefficiency of some of the new drivers. Mr. Wilcox said yesterday that he could not at present say what specific plans were discussed for improving the situation.

U. S. STEEL GIVES 20,000 TON ORDER.

Pittsburg, Sept. 21.—The United States Steel Corporation has closed a contract for 20,000 tons of Bessemer pig iron for delivery early in October at the minimum rate of \$15 a ton at the Valley Furnaces. One-half of the order went to the Bessemer Furnace Association and the other half to W. P. Snyder & Co. The corporation is expected to duplicate the order for October, and will be a regular buyer all the year, taking about 40,000 tons a month.

Leader of Mine Workers Says Eight Hour Day Is More Important.

Wilkes-Barre, Penn., Sept. 21.—While leaders of the mine workers here will not be quoted upon the assertion said to have been made by President Baer of the Reading that the anthracite miners' demands for an eight hour day will not be granted, they discuss it freely. To-day one of them said:

"The miners of the soft coal regions work only about thirty hours a week, and why should we who have to experience the same amount of danger, if not more work as hard, if not harder, not be entitled to the same concessions as they?" The speaker's claim that he is not serious in making the demand, and that he is only a ruse to increase the efficiency of the organization, but I want to assure you that the mine workers are not serious in their lives. I want to say that the eight-hour day is more important than the recognition of the union, for in our eyes the latter has already been recognized. What we want is better conditions, and it does not matter greatly how we get them, so long as the companies express the willingness to grant the demands.

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The Cambria Steel Company also entered the pig iron market and has closed contracts for 100,000 tons of Bessemer and basic iron for delivery during the last quarter of the year.

ROMAINE DAURIGNAC REPORTED.

Romaine Daurignac, the brother of Mme. Humbert, sailed yesterday on the French Line steamship La Touraine, on which he arrived as a cabin passenger last Saturday. He was ordered set back under that section of the