New-York Tribune.

Vol. LXVI....No. 21,920. To-day, rain. To-morrow, rain; east winds. NEW-YORK, WEDNESDAY, NOVEMBER 21, 1906.—SIXTEEN PAGES.— Copyright, 1906, by The Tribune Association. PRICE THREE CENTS.

THE HORSE HOLDS SWAY

CROWD THRONGS GARDEN.

The Youngster Not Blind—How the Awards Were Made.

PROGRAMME FOR TO-DAY.

10:00 a. m.—Preliminary trial of thirty-one horses entered in Class 111, for best performance of hunters and jumpers over six successive jumps, five feet high, and only those horses then selected will be allowed to compete in that class at 10:15 p. m. to-night.

11:00 a. m.—Judging eight hackney stallions, yearlings, Class 25.

11:15 a. m.—Judging four hackney stallions, two years old, Class 24.

11:25 a. m.—Judging eight hackney stallions, three years old, Class 23.

11:45 a. m.—Judging four hackney stallions, Class 22.

12:00 m.—Judging four hackney stallions, to be shown with four of their get, Class 20.

12:15 p. m.—Judging hackney mares for the championship, Class 19.

12:30 p. m.—Preliminary trial of twenty-seven ladies' saddle horses, entered in Class 78, and only those then selected will be allowed to compete in that class at 4:25 p. m. Thursday.

1:00 P. M.—RECESS.

2:00 p. m.—Judging five pairs of heavy draft horses, Class 118.

2:15 p. m.—Judging sixteen ponies under saddle, Class 85.

2:35 p. m.—Judging twenty-three horses and runabouts, Class 38.

3:05 p. m.—Judging those hunters selected to compete in the Corinthian class, Class 108.

3:45 p. m.—Judging ten teams (four-in-hand), Class 59.

4:10 p. m.—Judging fifteen ladies' saddle horses, ladies to ride, Class 77.

4:35 p. m.—Judging nineteen tandems, Class 56.

5:10 p. m.—Judging ten horses suitable for chargers, Class 114

5:20 p. m.—Judging seven hackney stallions, Class 21.

6 P. M.—RECESS.

8:30 p. m.—Judging fifteen pairs of harness horses, Class 44.

9:00 p. m.—Judging twenty-six saddle horses, Class 71.

9:30 p. m.—Judging twelve pairs of harness horses, ladies to drive, Class 48.

9:50 p. m.—Judging twenty gig horses for the Waldorf-Astoria Cup Class 130.

10:30 p. m.—Judging those hunters and jumpers selected to compete in Class 111.

Only once before in the history of the National Horse Show Association has there been a larger attendance in the early part of the week than there was yesterday at Madison Square Garden. That was on the opening day last year, when Prince Louis of Battenberg was an added attraction. The big amphitheatre was full to overflowing last night. Every box was occupied, not with friends of the leaders of the fashionable colony, but with the leaders themselves. The promenade was also thronged from an early hour until the last class had entered the ring, and the managers of the show believe, from present indications, that this year will place a mark for attendance which has never been equalled.

Not only was the attendance beyond expectation, but the horses themselves, which ordinarily are a second item on the programme, were far beyond the usual run. Saddle horses, hunters and harness horses, to say nothing of hackneys and other horses, single and in pairs, were easily better than they have been in years. Society seemed to look more at the equine fashionable last night than it ordinarily does, and consequently, there was more applause and genuine appreciation of the real show than was expected.

James Hart had a narrow escape from serious injury in the last class of the evening. He was riding Sir Thomas in competition for the Maclay cup, and the horse came a cropper at one of the jumps, giving Mr. Hart an ugly fall. He was up in a jiffy, however, and escaped with a bad shaking up.

One of the announcements which caused the lovers of the horse more real pleasure than anything else was that The Youngster, owned by Alfred Gwynne Vanderbilt, which the veterinaries yesterday declared was blind in one eye, was not blind and could compete in the classes for which he was entered. The announcement that The Youngster was blind completely upset all of Mr. Vanderbilt's plans, as this horse was entered in all sorts of classes, not only singly in harness, but in pairs and in the four-in-hand classes. Yesterday afternoon the three official veterinaries of the show went to Mr. Vanderbilt's stables and closely examined the horse. Mr. Vanderbilt said later:

They discovered a speck in one eye of The Youngster, but found he was not blind. They decided that the speck was not enough to keep him from entering the ring, and from now on he will compete in every class in which he is entered. I am delighted at the result, as I knew that he was not blind.

Mrs. John Gerken, who in past years has won prize after prize in many classes, won her first blue ribbon yesterday. She has had particularly unfortunate luck this year, so far, having been defeated in classes where her entries have hitherto won blues. Eben D. Jordan, of Boston, who has won the greatest number of blues, as well as the highest amount of money prizes, for two years, was defeated in several classes yesterday. His entries, however, were nearly all in classes where they were either yearlings or two-year-olds, and had not been shown before. Mr. Jordan has a number of entries in other classes during the week, which are expected to give a better account of themselves.

The most important happening yesterday was the contest for the Aldie Challenge Cup, valued at $250, which was offered by Henry Fairfax. This was for the best hackney, bred in America. The contest finally narrowed down to two horses—Sporting Duchess, owned by Harry D. Holloway, of Philadelphia, and King George, owned by J. Campbell Thompson, of Mamaroneck. Sporting Duchess was awarded a leg on the cup. The cup must be won twice before it becomes the property of any owner, and now two owners have their names inscribed, Eben D. Jordan's Flashlight winning last year.

Alfred G. Vanderbilt and Reginald Vanderbilt had a battle royal in the omnibus class in the afternoon. The Oakland Farm, under which name Alfred G. Vanderbilt exhibits, showed Sweet Marie and The Major. Reginald Vanderbilt sent Amazement and Astonishment into the ring. After much studying on the part of the judges to determine the better of the two pairs Alfred G. Vanderbilt won over his younger brother by a narrow margin. It has been Mr. Vanderbilt's fortune to defeat his brother in nearly every class in which they have met.

One of the unusual things in judging horses was shown yesterday afternoon when the class for pairs shown to broughams came in the ring. There were ten entries, but owing to the lack of class of eight of them, only two were allowed to remain, the others getting the gate. Seldom in the twenty-two years of the horse show, has such a condition arisen. Judge William H. Moore had a pair in this class and Reginald Vanderbilt showed his well known pair, Barrington and Irving, but they were both sent out. Charles W. Watson won with Lord Baltimore and My Maryland, a pair which it is almost impossible to beat. Paul A. Sorg, an exhibitor for years and a consistent loser, was the winner of the red.

A feature of the show this year that is prac-

Continued on third page.

WANT A PROTECTORATE.

Cubans Preparing Petitions to President for One.

Havana, Nov. 20.—The sentiment in Cuban industrial and financial circles in favor of the establishment of a strong American protectorate over the island is crystallizing. There are two independent movements for this purpose, the instigators of which are gathering signatures to petitions to President Roosevelt opposing the idea of annexation, pointing out the inability of the Cubans to direct their own affairs unaided, and declaring that only by a protectorate can Cuba be preserved for the Cubans. It is reported that a considerable number of signatures have been secured, but they are being kept secret pending the development of the movement.

The process of recovering the rifles which the disbanded government volunteers failed to surrender at the end of their service is progressing rapidly. Of the 21,200 rifles issued to volunteers 16,250 are now stored in Havana, and these, together with others in the possession of American officers in various towns, leave only 1,800 unaccounted for. It is hoped that this remainder soon will be recovered.

Governor Magoon is planning to make a complete tour of the island. No definite date has been fixed, but he probably will leave here about the end of December.

MISSISSIPPI AROUSED.

Resent Criticisms in Letter of Mrs. Jefferson Davis.

[By Telegraph to The Tribune.]

New Orleans, Nov. 20.—A bitter feeling is spreading through Mississippi because of the caustic references made by Mrs. Jefferson Davis in a letter to Judge A. McC. Kimbrough, her counsel, which was read at the closing session of the national convention of the Daughters of the Confederacy at Gulfport, Miss. It is admitted that a serious mistake was made when the objectionable letter was given publicity. Its reading was received by the Daughters' convention in silence, but the delegates were open in their condemnation of the contents of the missive. The letter was a personal one to Judge Kimbrough, who gave Mrs. Davis a pledge that its text was not to be made public until after her death.

Mrs. Davis criticises Mississippi's public men. One paragraph of the letter says that Mrs. Davis's choice of a resting place for her husband was Beauvoir, but that she felt that the grave here would not be inviolate, and she could not afford $6,000 a year—the expense necessary to guard it.

This paragraph in particular has aroused the ire of Mississippians. Mrs. Davis further states that while Louisiana and Virginia were anxious to have the body of her husband, Mississippi was silent until after the body had been buried in Richmond, and then only did Mississippi communicate with her regarding the subject.

A woman of Greenville, Miss., who is a well known Daughter of the Confederacy, is preparing a reply to the charges of Mrs. Davis. This woman was among those who opposed the reading of Mrs. Davis's letter on the convention floor at Gulfport.

The answer of Mississippi will be scattered broadcast throughout the North, in an effort to dispel what is said to be a wrong sentiment of the attitude of Mississippians toward the President of the Confederacy.

STAGING'S FATAL SLIP.

Two Killed and Thirty Men in Danger When Clutch Gives Way.

Bridgeport, Conn., Nov. 20.—Two men killed, a third believed to be dying, another seriously injured and a fifth cut and bruised was the result late to-day of the slipping of a clutch on one side of a staging on which thirty men were working on the new railroad bridge over the Housatonic River, between Stratford and Milford, tilting the staging and throwing the men to the deck of the bridge twenty-five feet below.

MISS A. MARTIN DEAD.

Daughter of Brass Manufacturer Victim of Oxalic Acid.

Miss Alice Martin, twenty years old, daughter of B. M. Martin, owner of the Martin brass foundry, at No. 472 West Broadway, died last night at her home, No. 240 West 74th street. It is said her death was caused by drinking oxalic acid. The case was not reported to the police until several hours later.

Miss Martin had been a sufferer from various maladies since her childhood. After completing her school education she became interested in charity work. With several friends she was a frequent visitor and worker at a mission in Chrystie street. Miss Martin was constantly under the care of Dr. F. Hastings Jones, who lives at the Ansonia. Recently she was troubled by a throat affection.

About 7 o'clock last night Miss Martin rang for her maid. The girl found the young woman lying on a bed in her room, apparently suffering great agony. She told the maid to summon Dr. Jones. He responded immediately. On learning what had happened he telephoned for another physician, and in the mean time did all he could for Miss Martin, but before the second physician arrived she died. Miss Martin was one of three children, being a daughter of her father's second marriage.

A short note, written by Miss Martin, was later found in her room. In the note she said she had dreamed that she had tuberculosis, and had been told in her dream that she would die. She wrote that rather than live longer, and be a burden to her relatives, she would end her life.

GIRL DROWNED IN KILLS.

Two Try to Escape by Swimming from Randall's Island.

Ina Williams and Rose Traub, both fifteen years old, who were committed about a month ago to Randall's Island, attempted to escape last night. They tried to swim across The Bronx Kills. The Williams girl was drowned, but the Traub girl, it is believed, reached the shore and escaped. The police of the Alexander avenue police station, assisted by orderlies from the island, made a vigorous search for the girl, but up to an early hour this morning they had found no clew. The body of the Williams girl was taken to the island.

Their escape was carefully planned and guards at the institution think they probably received outside aid. Shortly after 8 o'clock last night they got out of their room by means of a rope. Crossing the island they pluged into the Kills and put out for the opposite shore. James Green, who has a boathouse opposite the island, was attracted about an hour later by screams coming from the water. He rowed out and reached the Williams girl as she was sinking for the last time. Hurrying with her to the shore, he summoned an ambulance from the Lincoln Hospital, but the girl was dead before its arrival.

Coroner McDonald, who was informed, said that he would begin investigation as the institution officers had no authority to remove the body.

THE 20TH CENTURY LIMITED.

TO CHICAGO IN 18 HOURS.

Leaves New York 3.30 P. M., arrives Chicago 8.30 next morning—a night's ride by the NEW YORK CENTRAL LINES. "America's Greatest Railroad." A dozen other fast trains to Chicago and St. Louis.—Advt.

URGE ELEVATED LOOP

EAST SIDE THIRD TRACK.

Recommendations Made by State Railroad Commission.

Rapid transit conditions in the greater city were discussed at great length yesterday at a hearing of the State Railroad Commission, sitting in its offices at No. 1 Madison avenue. The bridge "loop" plan, the third tracking of the Second avenue and Third avenue elevated lines, the work on the Manhattan Bridge and the construction of some form of loops for surface cars at the New York terminus of the Williamsburg Bridge were among the topics that received the commission's attention. In a general report on traffic conditions in the greater city the commission recommends:

The connection of the Williamsburg and Brooklyn bridges by an elevated structure.

The construction of some form of loops for surface cars at the New York terminus of the Williamsburg Bridge.

The elevation of the surface tracks over Sands street to and from the Brooklyn end of the Brooklyn Bridge.

The connection of the Fulton and the Washington street tracks at or near Tillary street, in the Borough of Brooklyn.

The extension of Flatbush avenue.

The extension of the police traffic regulations, which have been curtailed.

The immediate construction and utilization of tracks through Livingston street, in the Borough of Brooklyn.

The third tracking of the Second and Third avenue tracks of the Manhattan Railway.

The board again repeats the suggestion that the work on the Manhattan Bridge should be accelerated.

The report calls attention to the fact that the "operation and management of all subway lines are under the direction of the New York City Rapid Transit Commission." One of the first items in the report is the subject of crowding and pushing during the rush hours on all the important surface and elevated lines in Manhattan, Brooklyn and The Bronx. The commission says these conditions are due to "physical limitations which prevent the operation of a sufficient number of cars to properly accommodate the travel." It then repeats its former recommendations on this subject, and adds:

With the exception of partial compliance with the suggestion for the regulation of vehicular traffic (which has since been curtailed), none of the above suggestions have been complied with. All could have been by favorable action on the part of the local authorities.

Delays and blocks on the Brooklyn Bridge are referred to as follows:

A rearrangement of the tracks and platforms at the New York end of the Brooklyn Bridge, which could be made with a comparatively small expenditure, would enable the operation of through Brooklyn elevated trains during the rush hours, in this manner obviating the delay and inconvenience caused by the transfer during those hours at the Brooklyn end of the bridge. While practical plans have been prepared for some time to accomplish the result, no action has been taken to bring about their execution.

The much discussed plan for the connection of the Brooklyn and Williamsburg bridges draws the following statement from the commission:

No favorable action has been taken on the board's suggestion for the construction of an elevated connection between the New York ends of the Brooklyn and Williamsburg bridges. The construction of such a connection would enable the operation of elevated trains in both directions over these bridges, and the present situation of elevated structures in the Borough of Brooklyn is such that trains could be operated in a manner making a circulating medium through the business and outlying residential sections of that borough.

Reference is made to the application of the operating company to the local authorities for permission to third track the Second and Third avenue elevated lines. The commission says if this were done it would add 50 per cent to the carrying capacity of the roads during the rush hours. Interesting figures are given to show the wonderful increase in travel on the various lines in the last few years, and then the following statements are made:

If the present prosperity of this country continues, and no material additions are made to the trackage and terminal facilities of the railroads in the greater city within three years, traffic conditions will be such as to materially affect the business conditions and retard the growth of the city.

Based on past experience and future indications the estimate is made that the completion of any subway such as will materially add to the traffic facilities will not be accomplished in less than five years.

The contemplated subways which may be constructed and put into operation within the next five years will not properly accommodate the increased travel which will exist at the time of their completion.

The only means suggested by the local authorities to better traffic conditions in greater New York is by the construction and operation of additional subways.

William C. Gotshall, president of the New York & Port Chester Railroad Company, appeared before the commission with an application for permission to issue a mortgage for $20,000,000 toward the expense of building the road. A few days ago announcement was made of the merger of the Port Chester and Westchester lines. After a brief hearing the application was adjourned until December 11.

The Manhattan Railway Company was severely criticised for not building an additional stairway at the Chambers street station of the Sixth avenue elevated line. It was even suggested that the case might be called to the attention of the Attorney General. George F. Flannagan, of counsel for the company, said he would see that the matter was attended to immediately. The chairman of the commission said that action would be postponed until to-day.

Increased railroad facilities for Staten Islanders were demanded by the commissioners, in accepting a report of their electrical expert, C. R. Barnes. Fifteen new closed cars must be contracted for by December 1, and the companies must give satisfactory assurances that they will proceed to the best of their abilities to give the people of Richmond adequate transportation facilities. In his report Mr. Barnes scored the Staten Island Midland and Richmond Light and Railroad companies for their utter disregard of the rights of the travelling public.

RUNAWAY TRAIN DOWN MOUNTAIN.

Entire Train Crew Killed or Injured in a North Carolina Wreck.

[By Telegraph to The Tribune.]

Asheville, N. C., Nov. 20.—Rushing down a mountainside at eighty miles an hour, a fast freight on the Southern Railroad was derailed at Old Fork, the engine and fifteen cars demolished and all of the crew either killed or injured. The fireman and conductor were killed, the engineer was badly injured and will probably die, two brakemen were badly hurt and two tramps are believed to be buried under the wreck.

LANDSLIDE KILLS SEVEN MEN.

Bluefield, W. Va., Nov. 20.—Seven trackmen of a gang of nineteen, in removing a slide on the Dry Fork branch of the Norfolk & Western Railroad, were killed to-day by a big slip of the land. The men were swept down the mountainside and into the river.

GREAT BEAR SPRING WATER.

"Its Purity has made it famous."—Advt.

JAMECO'S ABLE PUMPER

SILAS TITUS HAS BRAINS.

That's Why He Is Drawing $50,000 Out of the City.

Silas W. Titus is a plain man with the bark on and he "hangs out" down around the Jameco city pumping plant, east of Amityville, on Long Island. He knows a lot about pumping water. He knows so much about pumping water out of Long Island sand that he is making $50,000 a year out of the city with ridiculous ease. He knows so much about it that the engineers in the Water Department, when Silas's name is brought up, smile a bit and say: "Yes, Silas knows a thing or two about pumps."

Down at Jameco, where the peep toads make music in the springtime, and where it is pretty lonesome unless you are making money out of the city, they call Mr. Titus "Moses" Titus, because he smote the earth and made both water and fortune spring from it.

The Water Department officials have been watching Silas for more than a year now, and in that time they have had one of the cleanest-cut demonstrations of the value of brains that ever has come under their observation.

A year ago the city was maintaining a pumping station at Jameco, which furnished the Brooklyn water system about 1,400,000 gallons of water a day. The Water Department thought that was doing pretty good for Jameco. It was just about a year ago that Silas happened along. He dropped in on Commissioner Oakley and the department engineers and he suggested that the Jameco pumping plant might be forced to do a good deal better work if the right kind of a pumping system was used.

Silas came around two or three times with the same suggestion. He became an unwelcome caller, but he finally made the Water Department a proposition, which in effect was that he would furnish a bond to take over the management of the Jameco plant, provide the city its ordinary quota of 1,400,000 gallons of water a day, and for all water in excess of this stated amount he was to get pay at the rate of $40 for every million gallons. Moreover, Silas said he would turn over to the city free of charge everything in the way of improvements that he might make in the pumping plant.

It would hardly be putting it too strong to say that the Water Department officials thought they were selling Silas a large gold brick in getting his signature to a contract embodying the foregoing features.

"Easy Mark Silas! Guess he'll be glad to quit at the end of two years. We'll have some new pumps at the end of two years."

These were some of the things said at the time. Silas went to work. He ripped out the old pumps, and in the same well holes that the city had been using for years he put some new but comparatively inexpensive pipes, and at the pumping station he installed a new airlift pump. He had it ready by February 1 last. The more he fixed things up the better the Water Department officials liked it, because the contract gave everything to the city in two brief years.

The remainder of the story is soon told. The city thought it had the laugh on Silas, but it didn't. Silas started up his plant without loss of time. The first day he pumped more than three million gallons. The second week he had forced the output to four million gallons a day. At the end of the first month he had it close to six million gallons. To-day the capacity is about 8,400,000 gallons a day, or about 7,000,000 in excess of contract requirements. Seven times $40 is $280 a day. That is what the city is paying for Silas's brains. It is said that the improvements to the plant cost Silas less than $100,000. It is estimated in the Water Department that Mr. Titus is cleaning up a net profit of more than $50,000 a year. The city is glad to get the extra water, as the Brooklyn supply is short.

BIG SWINDLE CHARGED.

Federal Officers Make Many Arrests in Chicago.

Chicago, Nov. 20.—Several underwriting and brokerage companies, which are alleged to be fraudulent, were attacked to-day by United States marshals, assisted by the post office inspectors, and seven men, accused of promoting the alleged fraudulent enterprises, were arrested.

According to federal officers, the men arrested obtained nearly a million dollars from persons throughout the country. The men arrested and the companies with which the federal authorities say they are connected follow:

W. J. Root, president; W. H. Welch, vice-president, and W. D. Hulburt, secretary of the Central States Underwriting and Guarantee Company.

Charles Endicott Brown, president of the Prudential Securities Corporation, brokers.

Frank S. Winslow, president American Corporation and Security Company.

Ezra C. Barnum, president of the National Stock and Guaranty Company and of the Bankers' Credit and Mercantile Company.

David C. Owings, National Stock and Guaranty Company.

Hulburt, Root and Welch gave bonds of $5,000 each. The other men arrested were unable to furnish bonds.

According to federal officers, the underwriting companies were in league with the brokerage companies, with whom they divided the fee taken for the underwriting.

In using the mails to circulate their methods of doing business, the alleged fraudulent brokerage companies informed corporate enterprises desiring money that they could procure funds by calling at the Chicago offices. On arrival in Chicago the corporation officers would be introduced to alleged capitalists, who said that they would buy the stock, provided the corporation would have the stock underwritten.

The brokers would represent to the applicant that they would be content with a commission of from one-half of 1 per cent to 1 per cent on such stock as they sold.

The brokers would then take the men seeking the underwriting to the offices of one of the guarantee companies and arrange for guaranteeing the bonds on payment of a fee of 1 per cent. The federal officers assert that in each case where the underwriting company was given a fee the broker would get half the money and the underwriting venture would then be closed by the underwriters and the brokers, no attempt beng made to sell the stock. The government officers say that the men arrested never entered into a scheme in which less than $100,000 was involved, but they in many cases obtained as much as $5,000,000 worth of stock to underwrite.

HELD ON FARM, WANTS DIVORCE.

Louisville Man, Who Lived in New York Without His Wife, Sued by Her.

Louisville, Nov. 20.—Mrs. Amanthis Jungbluth filed suit here to-day for divorce from her husband, Carl Jungbluth, secretary of the Continental Tobacco Company and member of the racing firm of Middleton & Jungbluth, former owners of The Picket and other horses. Mrs. Jungbluth asks for $200,000 alimony.

The petition says, among other things, in part, that Jungbluth has lived most of the time for several years in New York and that he did not invite her to come to him, but insisted that she remain on the farm, where her only protection was the servants.

ARMY AND NAVY FOOTBALL GAME SPECIAL TRAINS VIA PENNSYLVANIA RAILROAD.

Leave New York December 1, 9:55 a. m. and 10:55 a. m., running through to Broad Street Station, Philadelphia. Returning, leave Broad Street Station 5:50 P. M. Dining cars, parlor cars and vestibule coaches. Round trip Pullman tickets on sale; early application should be made to Agents.—Advt.

NO FURTHER ACTION YET.

President Demands to See New Facts in Negro Troops' Case.

President Roosevelt's reply to Gilchrist Stewart, of the Constitutional League, in answer to a message sent by that organization on Saturday last, is his latest statement on the discharge of the Negro companies of the 25th Infantry.

The President's statement follows:

Unless facts as known to me are shown to be false, the order will under no circumstances be revoked, and I shall not for one moment consider suspending it on a simple allegation that there are new facts until these new facts are laid before me. Inform any persons having new facts to have them in shape to lay before me at once, on my return, and I will then consider whether or not any further action by me is called for.

TAFT HAS NO STATEMENT.

Conference at War Department, but Result Not Announced.

Washington, Nov. 20.—Secretary Taft refused to make any statement whatever to-night concerning the Negro troops who have been ordered discharged at Fort Reno.

"I can't discuss the case until to-morrow," Secretary Taft replied to all questions. He refused to say whether he had been in communication with the President by wireless.

Immediately after his arrival in Washington this afternoon from New Haven Secretary Taft went to the War Department and summoned Major General Ainsworth, the military secretary; Brigadier General Thomas H. Barry, the chief of staff, and General Oliver, the Assistant Secretary of War, for a conference. William Loeb, jr., the secretary to the President, was also summoned to the War Department before the end of the conference, which lasted more than an hour. All were silent about the conclusions reached, and it is assumed that the Secretary of War has decided to let the case of the Negro troops stand just where it is until after he gets in touch with President Roosevelt, who is expected to arrive at Ponce, P. R., to-morrow morning.

NOT SURPRISED AT FORT RENO.

Abeyance Order Attributed to Secretary Taft.

Fort Reno, Okla., Nov. 20.—The order from Washington to hold in abeyance the order discharging the Negro troops without honor did not come as a complete surprise at Fort Reno. Military men who have watched the extent of the public feeling against the discharge orders have believed that the War Department would delay the carrying out of the project until a further investigation was made. It is believed here that Secretary Taft is responsible for the abeyance order. During Secretary Taft's recent trip of inspection of the military posts in the South it is understood that General W. S. McCaskey, the head of the Department of Texas, made the Secretary thoroughly acquainted with the history of the entire affair at Brownsville.

Before the order was received yesterday from Washington twenty-four members of Company B had already been discharged without honor. The weather was cold and disagreeable. As the soldiers were paid off and dismissed they were orderly and well behaved. None displayed any ugly feeling. The officers were mute.

CHARGE RUSSIAN PLOT.

Pittsburg Poles Think Black Hand Letters Political Move.

Pittsburg, Nov. 20.—Following the murder of a member of the Black Hand society here yesterday by an Italian who had been threatened with death if he failed to pay the society $500, Leon Sadowski, a well known physician, and J. M. Nowak, a banker and financial controller of the Polish National Alliance, received Black Hand letters to-day demanding $1,000, and threatening death if they did not pay. The Polish residents of the city believe Russian spies, endeavoring to discourage the Polish National Alliance, are responsible for the letters. Mr. Nowak controls a large sum of money, which is received from all parts of the United States, as contributions to the Polish National Alliance, the purpose of which is said to be to liberate Poland from Russian domination. The Police Department took charge of the matter to-day and, aided by the United States authorities, hopes to arrest the persons who sent the letters.

PRINCE REVILED PREMIER

Heir to Servian Throne Assailed Him in Office.

London, Nov. 21.—The Vienna correspondent of "The Daily Telegraph" forwards what purports to be an account of the origin of the official denials of the present condition of George, Crown Prince of Servia. When Prince George heard the newspaper reports of his insanity, he rushed with his riding whip to the Foreign Office and burst into the room of Premier Pasics, shouting: "You dog, you intend to confine me, your future master? I'll kill you! I'll trample upon you, you canaille!"

The Premier had much trouble in calming the prince.

The prince then proceeded to the Press Bureau, where Director Ivanitch, under his orders, composed the official denials. When this had been done George departed, flourishing his whip and crying, "These Swabian and Hungarian dogs shall eat their words!"

Similar scenes were enacted at the palace, where, the correspondent says, it is reported the prince ill treated his brother, Prince Alexander, who is a quiet youth.

PANIC IN BERNHARDT'S THEATRE.

House Plunged in Darkness—Women Hurt in Rush for Doors.

Paris, Nov. 20.—There was a slight panic in Mme. Sarah Bernhardt's theatre shortly before midnight to-night. A short circuit of wires exploded the incandescent lights and plunged the house in darkness, whereupon the audience rushed for the doors and there were cries of "Fire!" The coolness of the actors and attendants, however, soon restored calm; but not before one woman had been severely and several slightly hurt.

TWO SAN FRANCISCO INDICTMENTS.

Supervisor Nicholas Accused of Bribery in Buying City Furniture.

San Francisco, Nov. 20.—The grand jury returned two indictments to-day, one accusing Peter Duffy with perjury, and the other charging Supervisor Fred Nicholas with agreeing to take a bribe. Duffy is a hanger on about the courts, and was formerly elevator man in the Hall of Justice. The charge against Nicholas grows out of the purchase of furniture for the city. In the indictment Supervisor Mamlock is reported as having been the intermediary between the furniture firm and Nicholas. No action has been taken as yet against Mamlock.

SOUTH AMERICAN TRADE

MEASURES TO SECURE IT.

Secretary Root Tells Commercial Congress What Should Be Done.

Kansas City, Mo., Nov. 20.—Before the Trans-Mississippi Commercial Congress to-night, Elihu Root, Secretary of State, delivered his second speech in this city within two days. As on Monday night, Secretary Root to-night dwelt on our relations with South American republics, telling of his recent trip through those countries. He said the time had come for the expansion of trade between the countries of the North and the South that would result in the peaceful prosperity of a mighty commerce. He declared that the means of communication between these countries must be improved and increased, and said the "woful deficiency in the means to carry on and enlarge our South American trade is but a part of the general decline and feebleness of American merchant marine."

Secretary Root's subject was "Commercial Union with South American Republics." He said:

Mr. President and Gentlemen of the Congress: A little less than three centuries of colonial and national life have brought the people inhabiting the United States, by a process of evolution natural and with the existing forces inevitable, to a point of distinct and radical change in their economic relations to the rest of mankind.

During the period now past the energy of our people, directed by the formative power created in our early population by heredity, by environment, by the struggle for existence, by individual independence and by free institutions, has been devoted to the internal development of our own country. The surplus wealth produced by our labors has been applied immediately to reproduction in our own land. We have been cutting down forests and breaking virgin soil and fencing prairies and opening mines of coal and iron, and copper, and silver, and gold, and building roads and canals, and railroads, and telegraph lines, and cars, and locomotives, and mills, and furnaces, and schoolhouses, and colleges, and libraries, and hospitals, and asylums, and public buildings, and storehouses, and shops, and homes. We have been drawing on the resources of the world in capital and in labor to aid us in our work. We have gathered strength from every rich and powerful nation and expended it upon these home undertakings; into them we have poured hundreds of millions of money attracted from the investors of Europe. We have been always a debtor nation, borrowing from the rest of the world, drawing all possible energy toward us and concentrating it with our own energy upon our own enterprises. The engrossing pursuit of our own opportunities has excluded from our consideration and interest the enterprises and the possibilities of the outside world. Invention, discovery, the progress of science, capacity for organization, the enormous increase in the productive power of mankind, have accelerated our progress and have brought us to a result of development in every branch of internal industrial activity marvellous and unprecedented in the history of the world.

Since the first election of President McKinley the people of the United States have for the first time accumulated a surplus of capital beyond the requirements of internal development. That surplus is increasing with extraordinary rapidity. We have paid our debts to Europe and have become a creditor instead of a debtor nation; we have faced about; we have left the ranks of the borrowing nations and have entered the ranks of the investing nations. Our surplus energy is beginning to look beyond our own borders, throughout the world, to find opportunity for the profitable use of our surplus capital, foreign markets for our manufactures, foreign mines to be developed, foreign bridges and railroads and public works to be built, foreign rivers to be turned into electric power and light. As in their several ways England and France and Germany have stood, so we in our own way are beginning to stand and must continue to stand toward the industrial enterprise of the world.

That we are not beginning our new role feebly is indicated by $1,518,561,696 of exports in the year 1905, as against $1,117,513,071 of imports, and by $1,743,864,500 exports in the year 1906, as against $1,226,563,843 of imports. Our first steps in the new field, indeed, are somewhat clumsy and unskilled. In our own vast country, with oceans on either side, we have had too little contact with foreign peoples readily to understand their customs or learn their languages; yet no one can doubt that we shall learn and shall understand, and shall do our business abroad as we have done it at home, with force and efficiency.

EXPANSION IN SOUTH AMERICA.

Coincident with this change in the United States the progress of political development has been carrying the neighboring continent of South America out of the stage of militarism into the stage of industrialism. Throughout the greater part of that vast continent revolutions have ceased to be looked upon with favor or submitted to with indifference; the revolutionary general and the dictator are no longer the objects of admiration and imitation; civic virtues command the highest respect; the people point with satisfaction and pride to the stability of their governments, to the safety of property and the certainty of justice; nearly everywhere the people are eager for foreign capital to develop their natural resources and for foreign immigration to occupy their vacant land. Immediately before us, at exactly the right time, just as we are ready for it, great opportunities for peaceful commercial and industrial expansion to the South are presented. Other investing nations are already in the field—England, France, Germany, Italy, Spain—but the field is so vast, the new demands are so great, the progress so rapid, that what other nations have done up to this time is but a slight advance in the race for the grand total. The opportunities are so large that figures fail to convey them. The area of this newly awakened continent is 7,502,848 square miles, more than two and one-half times as large as the United States without Alaska, and more than double the United States including Alaska. A large part of this area lies within the temperate zone, with an equable and invigorating climate, free from extremes of either heat or cold. Further north in the tropics are enormous expanses of high table lands, stretching from the Atlantic to the foothills of the Andes, and lifted far above the tropical heats; the fertile valleys of the western Cordilleras are cooled by perpetual snows even under the equator; vast forests grow untouched from a soil of incredible richness. The plains of Argentina, the great uplands of Brazil, the mountain valleys of Chili, Peru, Ecuador, Bolivia, and Colombia are suited to the habitation of any race, however far to the north its origin may have been; hundreds of millions of men can find healthful homes and abundant sustenance in this great territory.

The population in 1900 was only 42,461,381, less than six to the square mile. The density of population was less than one-eighth of that in the State of Missouri, less than one-sixtieth of that in the State of Massachusetts, less than one-seventieth of that in England, less than 1 per cent of that in Belgium.

With this sparse population the production of wealth is already enormous. The latest trade statistics show exports from South America to foreign countries of $745,530,000, and imports of $499,878,600. Of the $500,000,000 of goods that South America buys we sell them but $63,246,525, or 12.6 per cent. Of the $745,000,000 that South America sells we buy $152,092,000, or 20.4 per cent, nearly two and a half times as much as we sell.

Their production is increasing by leaps and bounds. In eleven years the exports of Chili have increased 45 per cent, from $54,030,000 in 1894 to $78,840,000 in 1905. In eight years the exports of Peru have increased 100 per cent, from $13,899,000 in 1897 to $28,758,000 in 1905. In ten years the exports of Brazil have increased 66 per cent, from $134,062,000 in 1894 to $223,101,000 in 1905. In ten years the exports of Argentina have increased 168 per cent, from $115,868,000 in 1895 to $311,544,000 in 1905.

TIDE OF IMMIGRATION.

This is only the beginning; the coffee and rubber of Brazil, the wheat and beef and hides of Argentina and Uruguay, the copper and nitrates of Chili, the copper and tin of Bolivia, the silver and gold and cotton and sugar of Peru are but samples of what the soil and mines of

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