

MR. CHOATE ELECTED. HEADS N. C. S. R. LEAGUE.

Report of Special Committee on Superannuation Presented.

Buffalo, Nov. 8.—The twenty-seventh annual meeting of the National Civil Service Reform League practically ended this afternoon. A brief informal session will be held to-morrow, after which the delegates will visit Niagara Falls. Joseph H. Choate was elected president at today's session and resolutions were adopted commending President Roosevelt for "determined and effective enforcement of Civil Service laws and rules," and expressing satisfaction that Congress has given evidence of stronger support of the principles of the merit system.

The president is urged to "make such amendments to the Civil Service rules as will reduce to the minimum the practice of making special exceptions thereto." The policy of placing Indian agents in charge of appointees classified under the competitive system is approved. Mr. Choate was elected president to succeed Daniel C. Gilman, of Baltimore, who declined another term. Mr. Choate was not in attendance at the meeting of the league, but it was asserted that he would accept. Mr. Gilman was elected vice-president. The other vice-presidents elected were ex-President Grover Cleveland, of Princeton, N. J.; President Charles W. Elliot of Harvard University, Cambridge, Mass.; Professor Harry A. Garfield, of Princeton; President Arthur T. Hadley, of Yale University, New Haven; Henry Charles T. Lea, of Philadelphia; Seth Low, of New York; Franklin MacVeagh, of Chicago; George E. Pope, of Baltimore; Bishop Henry C. Potter, of New York; Archbishop Patrick J. Ryan, of Philadelphia; Moorish Storey, of Boston; Thomas Strong, of Portland, Ore.; and Herbert Welsh, of Philadelphia. After the election of officers, reports of committees were called for.

REPORT ON SUPERANNUATION.

The first report read to-day was that of the special committee on superannuation. A summary follows: The superannuation reports of the league in 1901 and 1902 show that the operation of the Civil Service law has resulted in a marked decrease in the number of superannuated employees. The total number of superannuated employees in the Civil Service is small, only 1.2 per cent of the total. This being more than has been reported in any other country, it is believed that the total number of superannuated employees in the United States is not less than 1 per cent of the total. The loss through old age inefficiency, expressed in terms of salary, is estimated at \$20,000,000. Each employee hereafter separated from the service at the age of 65 will receive back the amount of his forced monthly loans with 4 per cent compound interest.

PEACE MEETING PLANS.

Discussed by Central American Delegates Here.

The Central American delegates now in this city awaiting the opening of the peace conference at Washington were greatly surprised yesterday at the cable dispatch from Nicaragua telling of the peace meeting held at Amapala between the presidents of Nicaragua, Honduras and Salvador. Ex-President Benito of Honduras said at the Waldorf on "Thursday evening that he doubted the accuracy of the dispatches saying that the meeting of the presidents was to be held. He had no official information about it. Minister Corea of Nicaragua was as much in the dark.

RECOMMENDATIONS.

1. The league recommends that the Australian system, under which the government employees would be required to take out deferred annuities from insurance companies, payable at the age of seventy. 2. To be supplemented by a gift of annuities from the government to the employees. 3. The insurance companies to make deposits from time to time with the United States Treasury to secure these annuities. 4. And also to issue policies at reasonable rates, and to be allowed to undertake the business. 5. These annuities can be made as varied and flexible as in the sub-committee's plan. 6. And the policies can be so arranged as to discourage resignations during years of usefulness. 7. Such a plan will cost the government nothing, beyond the expense of providing, under proper control and restriction, annuities for those now in its service, as is contemplated by the Keop sub-committee; the amount of each annuity being proportionate to the length of service already rendered when the plan goes into effect and its payment conditioned upon the employee remaining in the service until superannuation or permanent inefficiency due to no fault of the employee.

CIVIL SERVICE OF DEPENDENCIES.

Anselmo Wilcox, of Buffalo, presented the report of the special committee on the Civil Service of the dependencies, which approved the Civil Service laws of Porto Rico. At the afternoon session William Dudley Foulke, of Richmond, Ind., read a paper on "Restriction of the Political Activity of Office-holders." He urged the enactment of more stringent laws to prohibit men holding public offices taking an active part in politics. Assemblyman John Lord O'Brien, of Buffalo, spoke on the topic "Competitive Examinations for Legal Positions." He favored the competitive and merit system for law departments of cities. Men of mediocre ability who now secured such appointments by political preference were called on to meet able, acute men, and experts in the best sense of the term, in matters of the highest importance to public welfare. Most of the speakers in the general discussion which followed the reading of the paper took the same view. Charles S. Fowler, chief examiner of the New York State Civil Service Commission, led the discussion.

HEART RIGHT

"About two years ago I became alarmed because my husband had attacks from fainting spells caused by weak heart from drinking coffee. At first he did not like Postum. I had not then learned to boil it long as directions say, to get the rich flavory and brown color. After it was made right he liked it, and now for more than a year he has not been troubled with his heart—in fact, his general health is better than for years." Name given by Postum Co., Battle Creek, Mich. Read "The Road to Wellville," in piz. "There's a Reason."

NEED GOVERNMENT LINE MAY HAVE TO BUILD SHIPS

Pacific Mail Likely to Abandon San Francisco-Panama Service.

Washington, Nov. 8.—Information has reached Washington from the Pacific Coast that the Pacific Mail Steamship Company, which owns the only line of steamships between San Francisco and Panama and South American ports, thus providing the connecting link between the Panama Railroad and San Francisco, is seriously contemplating abandoning its line. This would break the transisthmian connection between New York and San Francisco, and compel the immediate establishment of the government line on the Pacific which, as was exclusively announced in these dispatches of July 8, Secretary Taft has for some time had under consideration.

Before Secretary Taft sailed for the Philippines he commissioned Joseph L. Bristol, formerly Fourth Assistant Postmaster General, to go to San Francisco and investigate the charges of the Panama Railroad and the Isthmian Canal Commission that the Pacific Mail company was rendering inadequate and unsatisfactory service between Panama and San Francisco, thus injuring the business of the Panama Railroad, the government line from New York to Colon and across the isthmus to Panama, and the interests of shippers, and the further allegation that this bad service was part of a plan to discourage shipments across the isthmus. Mr. Bristol has been conducting his investigation on the coast for some time, but it is not known here whether or not the fact that a federal officer was looking into its record caused the manager of the Pacific Mail, R. P. Schwerin, to decide on the step he has written friends here that he expects to take.

The government officials in the canal zone have reported to Secretary Taft that, after careful investigation, they are convinced that the canal commission could put on a line of six ships, of about 4,000 gross tons, which can be built for about \$500,000 each, a total of \$3,000,000, and would pay a profit of not less than \$200,000, or 10 per cent, on transisthmian business alone, while it is also believed that a considerable business between Panama and South American ports could be built up. Of course, all profit made by the government line would be devoted to diminishing by that much the cost of the Panama Canal to taxpayers.

It has been the belief of those who have done business with the Pacific Mail Company that it was conducted with a view to discouraging transisthmian business in the interest of the transoceanic railroads. The ships of the company, it is alleged, are old and incapable, because of frequent breakdowns, etc., of rendering satisfactory service. This has been frequently called to the attention of Mr. Schwerin, and that official promised Mr. Shonts, when the latter was chairman of the Isthmian Canal Commission, to construct and commission new ships. Mr. Shonts also had an interview with E. H. Harriman, as a result of which he wrote to Secretary Taft that "I subsequently received the impression from a statement made by Mr. Harriman that they would probably push forward these ships to completion."

There is evidence in the files of the Canal Commission in support of the charge that the Pacific Mail company has shown no desire to furnish satisfactory service and that it has hindered the growth of transisthmian business. This company has also been opposed to the shipping bill. This bill, which passed both houses of Congress last session and was finally talked to death in the closing hours, it being still in conference, provided a subsidy of \$500,000 a year for a line running between San Francisco, Panama, Peru and Chile. Mr. Schwerin, who was in Washington at the time, said that he did not want such a subsidy, as his line would not be willing to submit its affairs to federal supervision and to comply with such provisions for frequency and rapidity of service as would be necessary to obtain the subsidy, while it would be opposed to the subsidy being paid to any other line which would compete with the Pacific Mail. It is now assumed that this policy has resulted in losing for his company a considerable portion of the business it formerly did with South American ports. Of course, no foreign steamship company could, under the coastwise laws, compete with the Pacific Mail company on freight or passenger business between San Francisco and the Pacific coast. The Atlantic Line, which is owned by the American company, has established a line of steamers between New York and Colon, stopping at various West Indian ports, and is said to be doing a profitable business. The inability to get freight and passengers for the west coast of South America properly handled by the Pacific Mail company has led to the establishment of the Kosmos Line between Panama and South American ports. This line, which is believed to be owned, or at least backed, by the Hamburg-American people, has, according to Mr. Schwerin, obtained almost all the business between Panama and the south, and that is said to be one of the reasons given by Mr. Schwerin for abandoning his line.

ORDERS ISSUED.—The following orders have been issued:

Colonel ROBERT J. BATES, 81 Infantry, Michigan National Guard, to Garrison school, Fort Brady. Captain LOUIS T. HERSH, Fort Porter, N. Y.; Captain THOMAS S. BRAYTON, Columbus Barracks, and Captain WILL L. PYLLES, Jefferson Barracks, assistant surgeons, accompany 14th Infantry, to Philippines. Captain THOMAS S. BRAYTON and WALLACE WITT and First Lieutenant HERBERT C. GIBNER, assistant surgeons, from Philippines, to San Francisco. Captain CHARLES C. BALLOU, 12th Infantry, to Governor's Island, for examination for retirement.

MOVEMENTS OF WARSHIPS.—The following movements of vessels have been reported to the Navy Department:

ARRIVED. Nov. 7.—The Washington, at New London. SAILLED. Nov. 6.—The Rocket, from Washington, for Norfolk. Nov. 6.—The Hawk, from Norfolk, for San Pedro de Macoris, Canaries, the Eagle, from Portsmouth, N. H., for Hampton Roads. COLONEL E. S. DUDLEY ON THE ARMY. Lack of Men Due to Poor Pay and Hard Work, He Says.

REAR ADMIRAL LYON RETIRES.

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SMITH ANSWERS GOVERNOR COMER.

Montgomery, Ala., Nov. 8.—President Comer of the Louisville & Nashville Railroad has returned to Montgomery from North Alabama and has given out a letter in which he flatly denies statements made by Governor Comer in his message to the Legislature. The letter is addressed to the Governor, and is in the nature of a reply to the message. President Smith denies with emphasis the statement of the Governor that he had been had by the railroad. He says that the railroad dominated the politics of the state. The paragraphs of the Governor's message are taken up and separately denied. The Governor is also criticised sharply for his part in the Atlanta conference with the Governors of Georgia and North Carolina.

DOG BITES SEVEN SOLDIERS.

Seven United States soldiers of the Fort Hamilton garrison were bitten by a stray dog which wandered into the barracks yesterday. The injured men are Corporal Brookover, of the 8th Company, coast artillery; Privates Sinclair and Burns, of the 98th Company; Privates O'Brien and Oliver, of the 124th Company; Private Goringier, of the 124th Company, and Private Smith, of the signal corps. They are all in the post hospital and will probably be sent to the Pasteur Institute to-day.

ARMY AND NAVY NEWS.

Thirty-seven Officers of the 9th Infantry Rebuked.

Washington, November 8. ROUND ROBINS UNMILITARY.—Thirty-seven officers of the army of various grades, all connected with the 9th Infantry and stationed at Fort Sam Houston, Texas, have been officially rebuked by the Acting Secretary of War. The document which conveys this departmental disapprobation of their conduct is a departmental order signed by the chief of staff, General Wood. It appears that these officers signed a paper which had the effect of protesting against retirement for physical disability of the regimental commander, Colonel E. B. Robertson. The action was altogether without precedent, and the authorities in Washington have had difficulty in explaining such an unmilitary action on the part of subordinate officers. A letter has been addressed to the senior officer at Fort Sam Houston, expressing to him the opinion entertained by the War Department that this "conduct must be viewed as a grave departure from military propriety, approaching upon insubordination," and as something which "calls for strongest disapprobation."

NAVY LOSES PICTURESQUE FEATURE.

The decision to do away with the drills of small boats will deprive the navy of a picturesque part of its work. It has been found, however, that to carry sufficient small boats for this purpose will encumber the decks of the vessels of war. Under modern conditions of warfare and according to the latest rules adopted for naval conflicts there will be little or no use for the small boats beyond what is necessary for the usual launches from the shore. There will be the usual launches for this purpose, and most of these are destined to be propelled hereafter by gasoline or some other liquid fuel. The days of the pulling boat are practically over, except for the occasional exercise which may be gained by use of the oars. The ships, however, will carry racing boats, as it is appreciated by the authorities that aquatic contests are a necessary part of the bluejacket's life and add much to the interest and excitement of competition among ships. Every possible means will be taken to encourage wholesome sports of this sort, but the old drill of abandonment ship and other work with boats will not be continued.

TON OF SOAP LEFT AT ARMY IN BUFFALO WITHOUT AN ORDER.

Buffalo, Nov. 8.—When the Wainwright National Guard investigation met to-day General Samuel M. Welch was questioned relative to a wagonload of soap left at the army of the 65th Regiment in 1899 or 1900. General Welch said about two thousand pounds of soap which had not been ordered had been left at the army. About a year later a man whom he did not know called on him and said he could not get his pay. He told him he could take it away, as it had not been ordered. Witness never saw the man again and never signed a voucher for the soap. About one thousand pounds of it had been used and the rest was at the new army. Witness did not know who ordered the soap. The remainder of the morning session was devoted to the expense of erecting and completing the new 65th Regiment armory. General Pettibone testified that he did not think there was any extravagance in building the armory. "I think," he said, "that what's in there simply fits the building."

GENERAL PETTIBONE ALSO SAID THAT HE DID NOT RECALLED A RESOLUTION GIVING THE SUPERVISORS OF ERIE COUNTY THE POWER TO ADVERTISE FOR AND award contracts because of extravagance on the part of the supervisors. Supervisor William E. Shiffers, when asked by Colonel Sanger if he suspected graft in connection with the building of the armory, replied "Yes," and in reply to further questions said he believed there had been extravagance in building the armory.

PRESIDENT TO REVIEW FLEET.

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Try them for lunch and you will have them for dinner.

Uneeded Biscuit

The most nutritious staple made from wheat.

In moisture and dust proof packages. 5c NATIONAL BISCUIT COMPANY

COAST ARTILLERY UP.

Plan to Separate It from Army Discussed Here.

A bill designed to change the present status of the coast artillery corps which is being prepared for the next session of Congress has excited much comment among the artillery officers around New York. Lieutenant Colonel Henry H. Ludlow, of Fort Hamilton, said yesterday afternoon he had not heard of the plan to separate the coast artillery from the rest of the army and have the chief of artillery stand in the same relation to the Secretary of War as that now held by the chief of staff. "But in regard to the transfer of the coast artillery to the navy, which has been spoken of several times," said Colonel Ludlow, "I believe that nine-tenths of the officers would be strongly opposed to it. The corps has always been a part of the army, and its esprit de corps would be injured, I believe, by the change; certainly at first. And you know that the efficiency of an organization like the coast artillery corps depends in great part upon the esprit which binds it together. There are many arguments, however, in favor of the transfer," continued Colonel Ludlow. "The coast artillery exists for the destruction of the warships of hostile fleets, and has all the responsibilities of planting torpedo fields and firing them off at the proper moments. Then, too, the big guns of the coast artillery are much more similar in their mechanism to those of the big battleships than to the field artillery of the army."

NATIONAL GUARD INVESTIGATION.

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EGYPT IN WINTER.

No more comfortable or interesting trip can be made by the winter visitor to Egypt than that of a visit to Khartoum, where the Grand Hotel, under the expert management of Mr. Otto Beck, formerly of the Holland House, New York, offers the traveler every up-to-date comfort. The curious and interesting things to be seen in this newly opened part of the world offer new sensations to the "globe trotter." The Grand has its own farm, from which are drawn the delicious supplies for the table. Corridor sleeping car and restaurant trains from Cairo insure a comfortable journey.

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