along until the fleet falls in with the ships to which they belong.

Admiral Evans was ashore most of the day, and there were a number of informal receptions in the parlors of the Hotel Chamberlin. Many of the officers bade their friends farewell to-night and repaired aboard their ships. At 7 a. m. to-morrow all must be at quarters ready to sail.

PREPARING FOR CHRISTMAS.

Some belated stores were placed on several of the ships to-day, a vast quantity of plum pudding going to the messes of the Georgia and the Vermont. Fresh meat boats have placed the last supply on board the ships.

"We couldn't take on another pound of provisions," said an officer to-day, "unless we followed the bad example of the Russians, who were caught by the Japanese with 8-inch gun turrets stored with hams and powder chambers filled with caviar."

Several scouting parties were ashore to-day looking for scrubby pines to be used as Christmas trees. Nearly all were successful, and the little pines will be carefully stowed away until Trinidad is reached on Christmas Eve.

Although bound for an extended tour of duty in the Pacific Ocean, the fleet still retains its title of "the United States Atlantic fleet," under which designation the last sailing orders have been issued.

Captain Joseph B. Murdock, of the battleship Rhode Island, who has been at the bedside of his wife in New York the last week, returned to his ship to-night and will sail to-morrow. His wife is said to have passed all danger.

FOREIGN VIEW OF CRUISE.

Various Opinions Expressed in the European Capitals.

London, Dec. 15.—The daily newspapers are publishing long accounts from their New York correspondents of the preparations for the cruise of Rear Admiral Evans's fleet, but refrain from commenting upon its significance, except in their naval columns, in which experts discuss the advisability of testing the resisting power of ships to the wear and tear of a long voyage. Naval officials agree that this, although expensive, is desirable, and also that the cruise of the American battleships will afford good training for the officers and men. "The Outlook," a weekly publication, on the other hand, returns to the discussion of the political significance of the movement. In a long article it says:

> The building up of the states on the Pacific Slope, the annexation of Hawaii, the growth of American commerce in the Far East by the purchase of the Philippines, and the rise of Japan have reacted upon the destinies of America with ever increasing intensity. As a possible battleground in the future it is no longer the Atlantic but the Pacific that claims American thought.

On these grounds, and on the fact that it would demonstrate the strategic necessity of the Panama Canal, and that it would serve as a warning to the American Congress that the present forces are not sufficient to protect the two coast lines, the cruise is held to be defensible, but still, "it is impossible to separate it from the tension that exists between the United States and Japan."

"The Sunday Observer" says that it is difficult to believe that the Pacific cruise of the American fleet is dictated by purely professional reasons, and continues:

> The plain fact is, that the cruise is a political reconnoissance of force in view of the rise of Japan. The fleet bears the American flag to the Pacific as a symbol of power and an expression of the national will that it will defend and develop American interests. Its dispatch looks singularly like a bluff and an indiscretion. We fear that the Americans have made a profound mistake if they presume too much on Japanese patience. It is undeniable that there is an element of potential peril in the voyage.

The "Sunday Times" dwells upon the personality of Count Hayashi, the Japanese Foreign Minister, to whom the full recognition of Japanese immigrants is a matter of life or death. He is not the man to be frightened at the dispatch of the Pacific fleet, says the "Times," and it adds: "If he ignores the move for the time being, he will plod on until he succeeds with peaceful remonstrances or can see no issue but to fight."

There is no change noticeable in the view taken by the morning newspapers of the Pacific cruise, which, they declare, cannot be regarded as a menace to Japan, while they insist upon its historic importance as marking the rise of the Pacific question.

"The Daily Mail" editorially describes the cruise as a movement the full significance of which will only be understood by posterity.

"The Daily Telegraph" admits that nobody can foresee the date or the circumstances of the fleet's return. It says that some weak points naturally will be disclosed, but that it will be a surprise if the American navy falls short of the highest standard of efficiency, and adds:

> The policy that has dictated the cruise may be wise or unwise, but it emphasizes to an extraordinary degree the President's firm conviction of the permanence of the good relations between the United States and Europe, otherwise he would never venture to send the whole available naval strength of the United States to the uttermost parts of the earth.

Berlin, Dec. 15.—The German Admiralty has been observing for some time with the greatest interest the preparations for the departure of the American fleet, which is regarded here as the most unusual naval experience of modern times. The only trip which is considered comparable to this cruise of the American battleships to the Pacific is the passage of the Russian fleet from the Baltic around to the Sea of Japan.

Although the Russian fleet started on this voyage under circumstances involving much greater danger, owing to a state of actual war existing, yet the American fleet comprises a greater number of fighting ships and they are of vastly more importance.

Expert opinion among naval men is that it will be splendid practice for the fleet. While most navies have worked out such a problem theoretically, it is thought likely that the practical carrying out of such a lengthy voyage will reveal many things that ought to be known and bring to light weaknesses, if they exist.

Paris, Dec. 15.—The departure to-morrow of the American armada is made the occasion for a few fresh comments here on American-Japanese relations. French opinion from the first has been divided into two camps. The majority in France shares the official view that Japan cannot take umbrage at the cruise, and that, while the situation contains elements of danger, the differences between the two countries are sure to be amicably adjusted.

The other camp, supported by a section of the press, has insisted throughout that the real issue between the United States and Japan arises not from the troubles in San Francisco but because of Japan's inordinate ambition to control the Pacific Ocean, which if persisted in will make a clash sooner or later inevitable. The recall of Ambassador Aoki they regard as a confirmation of their suspicion, and they point to the fact that negotiations on the immigration question are practically at a standstill.

A well known foreign publicist said to-day: "It is now almost an open secret in diplomatic circles that the American fleet is going to the Pacific to enable the United States to answer Japan on an equal footing. It is an elementary measure of prudence until Japan shows her hand. If she entertains no ulterior motive the immigration question soon will be settled."

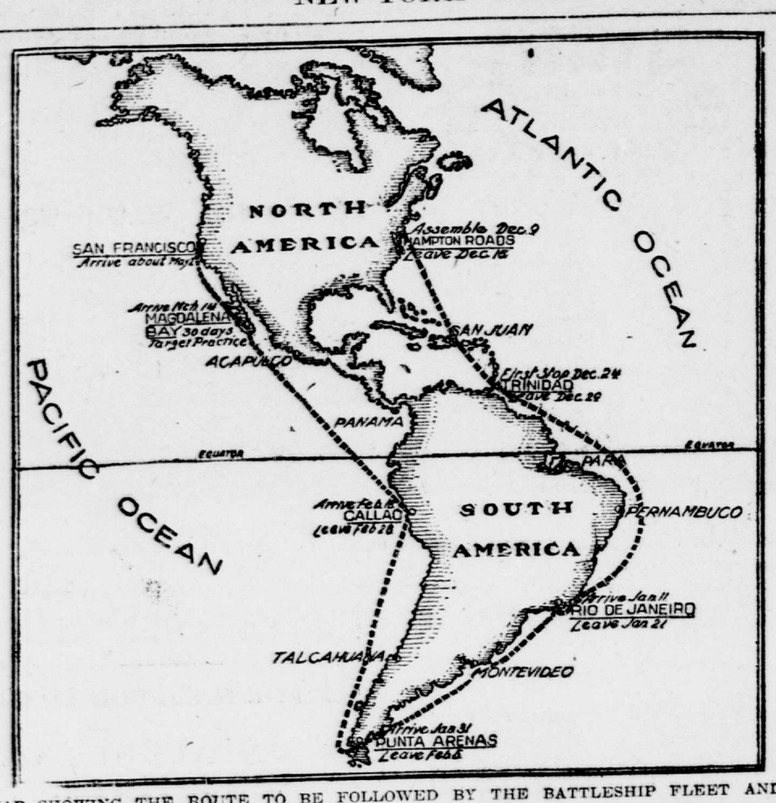
The "Presse" remarks the coincidence between the departure of the fleet and the rumor that Japan is seeking a new loan in London and Paris.

St. Petersburg, Dec. 15.—The departure of the American fleet evokes intense interest here. It has occasioned a volume of newspaper comment, the strength and preparedness of the Americans being described as showing a strong contrast to that of Rojestvensky's squadron on its ill starred cruise.

The newspapers are unanimous in their conviction of the far reaching effects of shifting the naval strength of the United States from the Atlantic to Pacific waters. The "Novoe Vremya" does homage to what it terms "a bold Rooseveltian stroke" to restore the balance of power in the Pacific, which had been disturbed by the recent wars. "The squadron," it says, "will actually serve as the best guarantee of peace by checking the elation of Oriental nations."

The "Novoe Vremya" points out that the cruise cannot fail to impress profoundly the Latin-Americans, thereby lending additional weight to the Monroe Doctrine.

The "Retch" fears that the concentration of such immense power on the Californian shores will vastly increase the responsibilities of the federal government, as it is inevitable that it will produce an outburst of warlike sentiment and will feed the flame of race feeling in the Pacific Coast states.



MAP SHOWING THE ROUTE TO BE FOLLOWED BY THE BATTLESHIP FLEET AND THE PORTS IT WILL MAKE BETWEEN HAMPTON ROADS AND SAN FRANCISCO.

DELAY BRYAN FOES' HOPE.

John B. Stanchfield Had Convention Date Put Off So Long.

John B. Stanchfield, who who after his unsuccessful campaign for Governor in 1900 moved from Elmira and became a corporation lawyer in this city, was largely responsible for postponing the Democratic National Convention so long after the Republican convention, it was learned last night. Mr. Stanchfield is not a member of the National committee, but attended the recent meeting in Washington as a proxy for T. L. Norris, the member from New Hampshire.

There are, of course, large interests in this city, especially in Wall street, opposed to the nomination of William Jennings Bryan. At present it looks as if the Nebraskan had the first call on the nomination. Those opposed to his nomination believe they will stand a better chance of getting another candidate if they have some time in which to work after the Republican convention has nominated its candidate and announced its platform.

Friends of Bryan went to Washington anxious to have a date for the Democratic convention before the Republican convention, if possible, or, at least, as soon afterward as possible. Opponents of Bryan knew they could expect no support from Norman E. Mack, the national committeeman from this state, as he was a steadfast Bryan boomer. So it was arranged that Mr. Stanchfield should obtain a proxy and make a fight for a long interval between the conventions. He argued strenuously for a five weeks' interval, but this was considered too long, and it was finally decided to hold the convention three weeks after the Republican convention.

Mr. Stanchfield's friends say it was due almost entirely to his efforts that even so long an interval as three weeks was decided on. In that time the opponents of Mr. Bryan hope to develop a candidate who can successfully run against the strong Bryan sentiment.

FEW TO CHEER FOR TIGER AT DENVER.

Tammany Braves Bewail Distance, Carfare and Possible Lack of Ready Cash.

Denver looks a long way off to the Tammany braves who have not missed a Democratic National Convention in years. In the past Tammany has always sent a special train or two with four or five hundred braves. The arrival of these trains in the convention cities has always been an occurence of no small note. These trains have always been lavishly stocked with various brands of good cheer, and the trip has been one to be looked forward to.

Since the national committee decided to hold the convention this year in Denver the Tammany braves have been studying their maps, counting up their bank rolls and figuring up their prospective wealth. Many of them have decided that the pleasure of going to the convention will have to be given up this year. There are only twenty-two delegates to the convention from this county, which, with the alternates, makes forty-four men who actually have to go and whose expenses are paid by the organization. All others must pay their own way. The day of passes has gone, and every man will have to pay his fare. The fare, the smallest item of such a junket, to Denver and return is not a small item, and times are hard and money is scarce, the Democrats say. Therefore the Tammany delegation to the national convention promises to be the smallest in years.

"Tom" Smith, the secretary of the Tammany executive committee, usually makes a special trip to the convention city soon after it is selected, to arrange for accommodations for the Tammany delegation. He has not gone yet, and is still waiting to find out how many men expect to go.

HUGHES-BURKETT CLUB IN NEBRASKA.

[By Telegraph to The Tribune.]

Lincoln, Neb., Dec. 15.—Prominent Republicans of this city are planning the organization of a Hughes-Burkett club this week. They hold that Senator Burkett, as a candidate for Vice-President, can take Nebraska away from Mr. Bryan and that Governor Hughes will prove a strong man in the West. From here the organizers will go to Omaha to start a club there.

La Follette boomers are expected to invade the state to-morrow. The La Follette plan is to obtain an expression direct from the voters on their preference for President.

SPRY AT 77

Made Young by Change of Food.

Any food or combination of foods that will restore vigor to the digestive organs of a person 77 years old who had been troubled with indigestion for years is worth looking into.

This Kans. woman says:

"I am 77 years old, and for many years had suffered from indigestion, which I supposed was caused by old age. Thought the weakened organs would never do good service any more.

"I became so weak I could hardly get about, my breath came with difficulty, I was really in a bad way. I lived as I always had, ate meat and other things that were clearly too heavy for my digestion, but I didn't know any better way.

"Five months ago I came to the conclusion that I would not live much longer without help of some kind. I was badly discouraged until one day I read about Grape-Nuts, what it had done for others, and finally I concluded to try it myself.

"Wonder of wonders, what a change it made. I eat three heaping teaspoonfuls with cream for breakfast and the same amount for supper. Of course, I eat fruit and something light to make up a meal, but I can eat a hearty dinner—leaving out meat.

"How good I feel. I can do more work in a given time than for the past five years. I can walk two miles or more and can hardly believe my own senses as to the change. I did not have much faith at first, but the next thing I knew I would get up in the morning and rush around and do things so easily it surprised me. All this change is clearly due to Grape-Nuts, and I am thankful." Name given by the Postum Co., Battle Creek, Mich. Read the little booklet, "The Road to Wellville," in packages. "There's a Reason."

BUFFETED FLEET HERE.

Continued from first page.

pier in South Brooklyn an hour before sunset. She was delayed twenty-four hours while repairing a condenser that gave out off the Irish coast. La Lorraine, of the French Line, and the Cunarder Lucania had bad weather, but showed no external evidence of a rough passage across.

WESTCHESTER SUFFERS FROM GALE.

Poles and Wires Blown Down, Horses Killed and Train Wrecks Threatened.

A forty-mile gale which raged over Westchester County on Saturday night did more than $25,000 damage, blew down telegraph, telephone and electric light wires and stalled trains on the Harlem and New Haven railroads for hours. The tracks of the Harlem Railroad were found strewn with telegraph wires, which had blocked trains for more than eight hours, while feed wires of the "Huckleberry" trolley system, which were ripped off the poles, killed four horses near Thomas Paine's monument, at New Rochelle, and two more at White Plains.

A complaint was forwarded yesterday to the Public Service Commission against the trolley company that it did not properly protect its feed wires and that a patrol system was not established after the wires had fallen into the centre of the roadway. Great damage was done to the overhead electric system of the New Haven road at Mamaroneck, Port Chester and Mount Vernon, where the wires, charged with 15,000 volts, became crossed with telegraph and electric light wires and endangered the lives of many commuters.

The Pittsfield express, northbound on the Harlem Railroad, was rounding the North White Plains curve, when the engineer suddenly saw a row of telegraph poles with a bunch of wires blown directly across the tracks. He reversed his engine and stopped the train within two feet of the poles.

NEW JERSEY SCHOONER FOUNDERS.

Charleston, S. C., Dec. 15.—The Clyde Line freighter Mohican, arriving to-day from Boston, brought Captain Marshall and a crew of ten men from the schooner Augustus Welt, which foundered at sea yesterday.

The Welt, which was of 1,100 tons register, left Carteret, N. J., on December 5, with a cargo of fertilizer materials for Savannah. Heavy southeast gales were met off Cape Lookout and the schooner sprang a leak. Both steam and hand pumps became choked with drift from the cargo, and at 10 a. m. yesterday the captain and crew took to small boats.

They lay astern until 4 p. m. The schooner's decks were then awash, and she was settling when the Mohican came along and picked up the men.

SAVE BARGE FAMILIES AS CRAFTS SINK

South Norwalk, Conn., Dec. 15.—During the storm which raged along this coast last night three barges of a string of eighteen, in tow of the tugs Elmer A. Keeler and D. S. Arnott, snapped their hawsers while riding out the gale at Wilson's Point, and drifted out toward Long Island Sound. One of the barges, the Elheurah, went down off Fish Island, the captain of the barge, his wife and their eight-day-old baby being taken off by the tug D. S. Arnott just in time. The barge Ettie Moore sank off Wilson's Point, after the captain and his wife had been taken off by the tug's crew. The Savannah, the third barge, was caught and towed back to the point. All were coal laden and bound for New Haven.

SANDY HOOK PILOT SWEPT TO DEATH.

Thomas Shields, fifty-five years old, a pilot attached to the steam pilot boat New York, was drowned off Sandy Hook on Saturday afternoon. Shields had taken out the Norwegian steamship Talisman, bound for Demerara, and had signalled the New York that he wanted to come back to the pilot boat. A yawl was lowered in charge of two boatmen, and drew up under the lee of the Talisman.

Shields descended into the small boat, and was being pulled away to the New York when a heavy wave broke over the yawl, swamping it and throwing out the occupants. The two boatmen managed to keep afloat until rescued by the crew of the pilot boat, but Shields was drowned before he could be reached.

COTTAGES AND BEACH WASHED AWAY.

Stratford, Conn., Dec. 15.—Not in many years has Stratford Beach, on Steeplechase Island, suffered so severely from a storm. At the upper end thousands of tons of sand were washed away and two cottages were completely destroyed, one was covered by sand and several others were badly damaged. One house was washed from its foundation and carried out to sea.

RESCUE FAMILY FROM HOUSEBOAT.

At the height of the storm yesterday morning Isaac Miller, a boatman, rescued Dr. Charles M. Minton, his wife and their two young children from a sinking houseboat in Sheepshead Bay. Dr. Minton and his family occupy the boat all winter. They were awakened when the craft crashed into the bulkhead near East 23d street. The high waves pounded against her sides and she was soon a complete wreck. Hearing the cries for help, Miller with two companions launched a rowboat and managed to take the family to the shore.

SLIDING MOUNTAINS BURY RAPIDS.

Earthquakes and Landslides Remake Colorado's Grand Canyon.

[By Telegraph to The Tribune.]

San Francisco, Dec. 15.—Earthquakes and stupendous landslides have wrought wonderful changes in the Grand Canyon of the Colorado.

One hundred miles northeast of Peach Springs and above the Hualpa Indian reservation there was formerly a series of dangerous rapids and narrow falls nearly a mile long.

The whole front of the mountain chain has fallen in and obliterated them, leaving the waters calm in a broad channel.

Near by a great ledge of quartz, formerly forty feet above the river bed, has been submerged. Two prospectors just returned say the dangerous rapids are completely gone. They assert they found valuable specimens of copper and iron.

SUNDAY WET IN AND OUT

Continued from first page.

ticket taker, and Albert Jones, cashier, of the Lenox Skating Rink at No. 110 West 116th street. Detectives went there late in the afternoon and tried to buy tickets. It was said they were unsuccessful, but the arrests were made just the same. A dance was being held in Majestic Hall, at No. 125 East 125th street, and the manager, Samuel Goldsmith, and Henry Railing were arrested.

The moving picture show at No. 163 East 125th street was closed by the police after they had arrested George J. Schultz, the proprietor; Mrs. Eva Baugh, cashier; William Kahn and Philip Land, the machine operators. After the prisoners had been taken to the East 126th street station house, their counsel hurried there and after a talk with the police advised his clients to keep the place closed. All were then bailed out.

The St. Nicholas Rink was open yesterday, but remained undisturbed, as no admission fee was charged and there was no music. The Eden Musée was also open, being protected from police interference by an injunction, which will be argued before Justice Greenbaum on Wednesday. "Go down and look at Broadway to-night. It surely looks funny," said William Grossman, counsel for the Sunday Association of Managers. "No genuine theatre is open, and conditions are certainly unique, if not startling. A member of the Law Committee of the Board of Aldermen told me yesterday that the committee had done nothing about the Sunday laws yet, although there is a meeting of the committee called for to-morrow."

CLERGYMEN PLEASED WITH CLOSING.

Unhappy as the proprietors of amusement enterprises may be, the clergy of the city as a whole yesterday were much pleased. The Rev. F. M. Foster, pastor of the Third Reformed Presbyterian Church and chairman of the Interdenominational Committee of the Clergy of Greater New York for the Suppression of Sunday Vaudeville, had this to say:

"The committee did not propose, prepare or accept the compromise measure laid before the committee of aldermen at the hearing on last Friday by Canon Chase. The committee had nothing to do with it; nor could they have without betraying the trust reposed in them by the assembled ministers of the city at the time the committee was appointed. The ministers of this city stand for God's Sabbath and as set forth in the laws of the State of New York and in Section 1,481 of the charter. It will be a sad day for morality when the ministers agree to the opening of theatres and amusement halls under whatsoever restrictions and under any pretext whatsoever."

Dr. Parkhurst in his sermon praised Commissioner Bingham's enforcement of the law, and criticised the quality of the recent immigration, which he held responsible for the breaking down of the older American standards. He said:

> The statutes are on the books, and until they are erased by legislative action they constitute a part of civic obligation, and it is to the civic and personal disgrace of tens of thousands of the people of the town that they have been willing and glad, year after year, to go on openly trampling upon authority that either by oath or in honor they are bound to support.
>
> Such citizenship is very rotten citizenship and constitutes the entempered mortar and rotten stone that by the shipload are being dumped into the construction of the civic edifice.

DR. PARKHURST ON IMMIGRATION.

Of the perils of immigration he said:

> The chronic disquiet and civic misery from which we suffer as a municipality are due to the considerable number of men—foreigners, very largely—who insist upon acting according to the impulse of their own uncircumscribed propensities, the number of these, I mean, who are ready and willing to deal in a manner vicious and treasonable with any law which curtails the area of their own individual license.
>
> A considerable element of these is composed, as already intimated, of people who have come from the other side of the water, where they had respired notions somewhat below the grade of those which they encountered on arriving in the states; notions, however, which they would have shown some slight disposition to abandon, or at least to hold in abeyance, had they been as loyal to the new country in which they were prompt in taking out naturalization papers as they were to the mercenary behests that prompted their emigration.
>
> And one thing which those of us who were born of more original native stock have to rebuke ourselves with is that we have not the moral stamina to resist the invasion of the ethical dilute with which even native American ideas are becoming so regretfully saturated. It is not necessary to be Puritanical, but is desirable to hold so tenaciously to views and customs which we confess to and believe in, as to be prepared to make successful resistance against those views and customs being filched from us by irresponsible parties.

The Rev. Dr. Ferdinand C. Inglehart, city superintendent of the Anti-Saloon League, in his sermon at the Harlem Presbyterian Church said the opening of the saloons, as with other places of amusement, was simply a question of money. They are kept open, he said, in defiance of law, and not for the benefit of the poor man, but for the wealthy brewers and distillers.

DR. HILL DISCUSSES CLOSING.

The amusement question was among those discussed by the Rev. Dr. John Wesley Hill in an interview yesterday. Among other things he said:

> The observance of the Sabbath is not arbitrary, but a necessity. I lift my voice this morning in behalf of the class which most of all needs the quietude and rest of the Sabbath, namely, the employes of the theatres—scene shifters, call boys, ballet dancers and all actors. Are these people to have no rest of soul or body? Must they be the slaves of a heartless, law-breaking, God-defying, society-corrupting, soul-crushing, theatrical despotism? Has this class no rights? Is their day of rest to be stolen by a theatre-crazed, pleasure-loving, sabbath-desecrating public? In the name of God and in the name of the helpless hosts of victims to this bloody juggernaut of Sunday serfdom, and in the name of the Church of God, I call a halt!
>
> Then, again, we should not forget that disregard for the Sabbath means national decrepitude and ruin. When the Sabbath goes down the Republic goes with it. Sabbath breaking is dissoluteness. What is the matter with Italy, Spain and France? No Sabbath. "Righteousness exalteth a nation, but sin is a reproach to any people." God forbid that we should substitute the Continental Sunday, with its high carnivals and hellish orgies, for the Christian Sabbath of this country.

The Rev. Dr. Robert Mackenzie, pastor of the Rutgers Presbyterian Church, Broadway and 73d street, preached to his congregation last night on "The Blue Laws—Confusing the Issue." He said the same confusion that existed over the blue laws of Connecticut was now repeated in confusing the real interpretation of the present Sunday law. He said:

> We are in the midst of such confusion to-day as to the Sunday law. The confusion is between the modern law, the Ten Commandments and the Blue Laws of Connecticut. When we enacted the present Sunday law it was in the name of human right and divine sanction. When we come to enforce it, it is one of those wicked Blue Laws of Connecticut. Another confusion, as shown in the argument now made over Sunday closing, is the difference between Sunday recreation and Sunday desecration. That every man who works six days in a week has a right to recreation on a Sabbath is admitted, and New York above all other places handsomely supplies it in its parks, libraries, museums and recreation piers.
>
> It is not a question of going to church. Law has nothing to do with that in this country. That is a matter of character and taste, but recreation is a natural right which the community recognizes and supplies.
>
> Justice O'Gorman's decision was not against Sunday recreation, but against Sunday desecration. When the Police Department stretched that decision to prohibit reasonable recreation, it sought either to make the Sunday law ridiculous or it misunderstood the decision.
>
> The next confusion is between the enactment of the law and the enforcement of it. No one is seeking to enforce a Sunday law, either Puritan, Scotch, or any other. We have a Sunday law satisfactory to the community—the badge of our moral respectability. The question is one of enforcement of that law.

Magistrate Crane holds none of these views. When four prisoners were arraigned before him in the Yorkville court for violating the Sunday law by allowing a dance to be held he discharged them, with the remark that "there is more religion in music than in many a sermon." The Ebling Social Club held its annual dance in the Imperial Lyceum, in Third avenue, and the dance kept right on after midnight. At 12:30 o'clock the manager of the hall, the band leader and two others were arrested. Magistrate Crane decided that the police had abused their authority and that there was nothing in the law to prevent dancing.

At the afternoon meeting of the West Side Young Men's Christian Association the chairman asked the audience how many came there because all other places were closed. One man held up his hand. The chairman said that unless changes were made in the law that the Young Men's Christian Association would not be able to hold its concert next Sunday at Carnegie Hall.

Jacob Weinburg, a Hebrew shoemaker, kept open his place, at No. 349 Flushing avenue, Williamsburg, and was arrested. When the patrolman arrested him Weinburg went into his rooms back of the store and hid himself behind his wife and six children. Their protests became so vigorous that the patrolman telephoned for the reserves. When they got to the house Weinburg went to the station after he had dropped half of his clothing in his forcible arguments against arrest. Magistrate O'Reilly held him in $300 bail.

C. F. U. SUPPORTS DOULL.

Also Attacks Alderman Peters for Remarks About Delegate.

The Sunday closing law was again the chief topic of discussion at the Central Federated Union meeting yesterday. There was hot shot for the aldermen who voted against Alderman Doull's proposed modifications of the law, especially Alderman Peters.

"Alderman Peters," said the delegate of the Musical Mutual Protective Union, "sneered and made derogatory remarks when he saw our committee. I overheard him saying about one of our committee, 'There is one of the greatest fakers in the city.'"

This statement caused a great sensation, and Alderman Peters came in for more denunciations. Samuel Prince, of the Cigar Packers' Union, said the Central Federated Union ought to support Alderman Doull's resolution. Other delegates thought it did not go far enough.

"We want all Puritanical laws abolished," said the delegate of the Actors' National Protective Union. "The impression sought to be conveyed by the clergymen who appeared before the Aldermen was that the labor unions favored Sunday closing. These clergymen gave instances of jokes of a low kind, which they said they heard in vaudeville houses. I never heard anything like them in any vaudeville house that I was in. I believe that this movement is the entering wedge for starting an agitation for prohibition in this city."

A resolution, stating that "the Central Federated Union go on record as demanding that the Board of Aldermen remove from the charter or statute book the law passed upon by Judge O'Gorman and objected to the appointment of any commission to supervise theatrical and general amusements on Sundays," was adopted.

GERMANS PRY AT SUNDAY.

Unite in Brooklyn to Try to Open Amusement Places.

The Germans of Brooklyn started a new political movement yesterday to obtain a change in the Sunday laws. The movement had its inception at a meeting of the National German-American Bund at Arion Hall. About five hundred delegates were present, representing more than one hundred societies and between 8,000 and 10,000 persons. Richard Schmidt, president of the Eastern District Turn-Verein, presided. Dr. C. F. Hexhamer, of Philadelphia, president of the National German-American Bund, which organization has branches in forty-one states and a membership of 2,000,000, attacked the books used in the public schools.

The country was saved from the British in the Revolution, and again in the War of 1812, and the Union was preserved at the time of the Civil War by the Germans, he announced, and the histories and school books fail to give them credit for it.

"We pay for the books, and we can root them out of the schools!" he cried, amid applause.

The Germans are opposed to the Prohibitionists, he said, because total abstinence is the worst enemy of moderation. In a wide open city like Milwaukee, he said, one man in 214 is arrested annually for drunkeness, and in Portland, Me., which is closed tight all year round, one man in twenty-four is arrested. He said that if the 400,000 Germans of Brooklyn were to stand together, led by the local branch of the National Bund, which will have 20,000 members, the blue laws could be knocked higher than a kite and the last remnants of puritanism hurled after them.

His remarks were seconded by Professor Julius Goebel, who holds the chair of German at Harvard University. Many speakers took part in the ensuing discussion, and Mayor McClellan came in for a generous share of criticism. It seemed to be the belief of the delegates that the Mayor was responsible for the enforcement of the law, and that Judge O'Gorman's interpretation was handed down only by way of suggestion. These resolutions were then adopted:

> Inasmuch as the so-called "blue laws," in the opinion of liberal thinking citizens, are not in harmony with the spirit of our times, especially since New York is a cosmopolitan city and the greater part of her citizens do not believe in them, be it
>
> Resolved, That this body ask the Legislature in its next session to amend the laws in such a way that citizens and their families may visit such legitimate performances as they wish on Sunday without police interference; also,
>
> Resolved, That the president be authorized to name a committee to confer with committees of other organizations upon the means of combating the "blue laws."
>
> Resolved, That if the Governor appoint a committee to draw up an amendment to the "blue laws," our organization have representation upon that committee.
>
> Copies of the resolutions will be sent to the Governor, to the heads of both branches of the Legislature and to the Mayor.

There were thirty-five excise arrests in Brooklyn yesterday—eight or ten more than usual. The police are beginning to feel the inconsistency of closing the theatres and leaving the saloons almost wide open.

HARD TO BUY LIQUOR IN NEW ORLEANS.

New Orleans, Dec. 15.—To obtain an alcoholic drink in New Orleans to-day identification of some sort was generally necessary. Only those who could produce satisfactory proof as to intentions were admitted past saloon doors. Some saloons closed entirely, and for the first time in years the city lost the wide open look which has come to be regarded as a sequence to the semi-tropical climate.

To-day's strict observance was caused by an order of Police Inspector Whitaker to his men to make arrests whenever they saw violations. The effect of the order has been to stop carousing, and especially to induce sobriety among the large negro population.

PENNSYLVANIA RAILROAD

Bulletin.

THE 18-HOUR TRAIN TO CHICAGO.

The "Pennsylvania Special" is the well known and widely popular train which makes the run between New York and Chicago in eighteen hours. Its performance in the past as to the regularity of its schedule has been remarkable, and every effort will be made to maintain a continuance of its matchless record.

It is pre-eminently the busy man's train. The business day in New York is practically over before it starts, and Chicago is just settling down to its desks when it arrives in the Lake City. In the meantime there has been a gliding run over mountains and valleys and across the redeemed prairies, a satisfying dinner, a night's sleep, breakfast—and Chicago in the morning freshness.

When three-quarters of a day can be utilized for a trip at a period of the twenty-four hours least available for business activity, such facility in travel is a distinct advantage, and when the comforts and conveniences of the train are considered it is even more than an advantage—it is a recreation.

The "Pennsylvania Special" leaves New York every day at 3.55 P. M. and arrives in Chicago at 8.55 next morning.

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ONLY TWO THEATRES OBEY ORDER.

All Other Kansas City Amusement Places Stay Open—Judge Scores Police.

Kansas City, Dec. 15.—Only two theatres, the Willis-Wood and the Majestic, respected the Sunday closing order of Judge William H. Wallace to-day. The manager of the Majestic has told Judge Wallace it will remain closed until the legality of the Sunday closing movement is finally decided.

It is believed the management of the Willis-Wood will no longer resist the enforcement of the Sunday closing order. All other amusement places were open to-day, and deputy marshals again obtained the names of all alleged violators of the law.

Judge Wallace delivered an address from a pulpit to-day, in which he scored the Police Commissioners for refusing to instruct the police to co-operate with him in the Sunday closing movement.

WHOLESALE ARRESTS IN OMAHA.

Two Thousand Sunday Workers, Including Choir Leaders, To Be Seized To-day.

[By Telegraph to The Tribune.]

Omaha, Dec. 15.—Two thousand workers in this city face heavy fines if a test case to be started to-morrow is won by the city. The police to-day took the names of all workers they could find who violated the Sunday closing law.

Beginning at midnight with the night editors, reporters and mechanical employes of daily newspapers, the police took the name of one man in each class of employment. They also listed chauffeurs and garage men, elevator conductors, cigar and drug dealers, photographers, telephone operators, railroad baggagemen, livery stable keepers, theatre managers, bootblacks, barbers, club employes, smelter employes and many others.

Even the churches did not escape, for the names of three choir leaders were taken. The men will all be arrested to-morrow.

"DRY" DAY IN THE "GERMAN VILLAGE."

Carlstadt, N. J., Dec. 15 (Special).—Carlstadt has been known as the "German Village," as its residents are mainly Germans, and beer gardens were as wide open on Sundays as on Saturdays. But this has ended. When other hotels and saloons in the county were closed on Sundays, all roads led to Carlstadt. Judge Zabriskie, at Hackensack, took away Edward Wagner's license yesterday, and said that others were violating the Sunday law. He even mentioned their names, and when their licenses expire there may be more trouble.

"The people of Carlstadt must obey the Sunday law as well as others," said the court.

TROY AMUSEMENT PLACES CLOSED.

Troy, N. Y., Dec. 15.—All theatres and places of amusement in Troy were closed to-day for the first time in observance of the Sunday law to that effect. Previous to to-day fourteen enterprises, depending mainly on moving pictures and vaudeville features, catered to the Sunday recreation public.

BAD FIRE IN TORONTO.

Toronto, Ont., Dec. 15.—Early Sunday morning the Elliott Paper Box Manufacturing Company's factory and three houses adjoining were destroyed by fire with a loss of $160,000. The Woodbine Planing Mill was also burned, the loss being $15,000.