

PLEADS GUILTY TO SALE OF GIRLS

Levinson, Who Sold Two, Promises to Help Investigation by Telling Truth.

CLEW TO YOUNG VICTIM

District Attorney Worried About Fate of Eleven-Year-Old Child Alleged to Have Been with Negro Woman.

Harry Levinson, one of the three persons indicted by the Rockefeller grand jury, pleaded guilty yesterday to the charges in two of the indictments found against him.

Levinson pleaded not guilty to the indictment charging him with receiving \$40 for the two girls. He said that he was ready to tell all that he knew about the traffic in girls for immoral purposes.

The District Attorney's office was gratified by the plea, and Mr. Whitman hopes that Levinson will supply further clues to be followed up by his agents.

An attempt will be made next Thursday by Karlin & Busch, the attorneys for Belle Moore and "Alek" Anderson, the others under indictment, to force the District Attorney to reveal the names of his witnesses, including the two college women who have worked in the case under the direction of Assistant District Attorney Reynolds.

While pleased by the developments in the Levinson case, District Attorney Whitman did not attempt to conceal the fact that he was worried about the fate of the eleven-year-old girl who, according to Miller, was in the possession of Belle Moore.

Search for Missing Girl. Inspector Russell assigned several men to look for the girl, Belle Moore told Miller, is known as Helen Hastings. She is white, not more than eleven years old, about 4 feet 6 inches in height, with short, curly brown hair, dark blue eyes and good teeth.

At the time of Miller's first visit to Belle Moore's flat, in West 41st street, three weeks ago, he saw the girl. She was sent for, and arrived at the house in about ten minutes. She wore a short, blue skirt, a faded checkered waist, black stockings, black lace shoes and a light blue veil. She constantly chewed gum.

Mr. Whitman and Mr. Reynolds both resent any criticism of Miller for not at once taking the child from Belle Moore, who said yesterday that she never showed any such child to Miller.

Mr. Whitman and Mr. Reynolds believe in Miller. They say he has been working night and day to find the missing girl. He said yesterday that when he called the second time, under Mr. Reynolds's instructions, to get her at any price, he was told that she had been hurt and was being cared for elsewhere.

"The child was not the only one under the age of sixteen that our agents found in a disorderly house in this city," said Mr. Reynolds. "If he had seized her we would not have been able to prove anything against Belle Moore and others."

Sought Child at Any Cost. "The agent informed me within twenty-four hours, and was instructed to get the child at any cost. He had no reason to believe she would not be there when he returned, and he is still searching for her."

"If he had stopped to rescue every white girl of tender years that he found in 'black-and-tan' joints we would not have got anywhere with the efforts to get at the root of the traffic in these girls. We fully appreciate the seriousness of the position in which this child is, and are doing everything in our power to locate her." To this Mr. Whitman added that there was absolutely no information in his possession to indicate that the girl had been murdered.

Detectives searched the houses near No. 248 West 41st street, where Belle Moore lived for five years, and said that they had learned that a girl answering the description of Helen Hastings had been seen in No. 359 up to four days ago. They were still at work early this morning.

In accepting Levinson's plea Judge O'Sullivan warned him that he had assumed of no immunity from punishment. "If the court is satisfied of the truth of your statements, and you do all in your power to assist the people in this matter," he added, "much good may accrue to you."

Levinson was then remanded to the Tombs to allow for further examination. He has already said that he pretended to be a pedler of raincoats among disorderly houses, and, using that business as a cloak, negotiated for the exchange of women between houses. The maximum penalty for his offense is three years in state prison or a fine of \$5,000, or both.

MARKSMANSHIP IN DUEL. Two French Counts Exchange Six Shots and Go Away. Paris, May 3.—Count Ismael de Lesseps, son of Count Ferdinand de Lesseps, and officer of a cavalry regiment, fought a duel with Count Just de Poligny to-day in the Parc des Princes. The duel followed a quarrel at the circus, where blows were exchanged.

As Count de Poligny is lame, the seconds called a halt after the first round of swordplay, substituting pistols. Six shots were then exchanged, but neither was hit. The two antagonists left the field without a reconciliation having been effected.

OPERA STARS WHIZ

Caruso, Farrar and Galski in Flying Autos.

Atlanta, May 3.—"Fine! It was glorious!" said Caruso this afternoon after a ride at the rate of eighty miles an hour on the Atlanta Speedway, with Ralph De Palma, at the wheel of a giant Fiat car. Caruso was one of several members of the Metropolitan Opera Company who visited the speedway to see Hamilton in his airplane flights.

"Then it came the turn of Geraldine Farrar, and she was whizzed around the track at high speed. Juhasz then got out his machine and took Galski for a spin at a mile a minute gait.

"It's simply exhilarating, and will help my voice, not hurt it," said Miss Farrar after her spin.

The opera singers did not altogether outshine Charles K. Hamilton, who, with his biplane, made a cross-country flight over a stretch of woodland to the little town of Jonesboro and return, a distance of about sixteen miles, in a little over eighteen minutes.

Hamilton announced that he would try for a \$10,000 prize offered for a flight from New York to Albany.

Eight hundred inmates of the Atlanta federal prison this afternoon expressed in vigorous applause their appreciation of Miss Farrar's singing. She gave a concert for them and played her own accompaniments. Charles W. Morse was there, but just which of the many hundreds, all clad alike, the few visitors were not identified.

FIFTH AVENUE CORNER SOLD

Philadelphia Man Obtains Buildings at 42d Street.

Edwin Wolf, of Philadelphia, is now the owner of one of the most valuable speculative properties in the greater city. The premises comprise the buildings, on a plot 73.3 by 100 feet, at the southeast corner of 42d street and Fifth avenue, which were owned for many years by the American Safe Deposit Company and the Columbia Bank.

The buildings are No. 495 to 501. Felix Isman took title yesterday to the structures No. 495 to 499, on a plot 50.3 by 100 feet, from the bank, and to the adjoining corner parcel, 23 by 100 feet, from the safe deposit company. He retransferred title to the entire property to Mr. Wolf for a nominal consideration over a mortgage for \$1,162,000.

Mr. Isman contracted to purchase the property on October 27, 1906, the sale price being reported as \$1,550,000. That deal, however, was not perfected until recently.

STEAMERS IN COLLISION

One of Them Sinking Off Cape Cod—The Other Stands By.

New London, Conn., May 4.—Word was received here early this morning that the steamers Ligonier and Santurce were in collision off Cape Cod, and that the former was sinking, and that the crew was being taken off.

Boston, May 4.—News of the collision between the Santurce and the Ligonier was contained in the following wireless message received here to-night:

S. S. Ligonier: Had collision with the steamer Santurce off Cape Cod about 8 o'clock last night. Have taken part of the Santurce's crew aboard, but Captain Folker, chief engineer and remainder of her crew remained aboard and will try to beach her at Cape Cod. Ligonier slightly damaged forward, but will stand by until morning, when, if not needed, will proceed to destination at Beverly. (Signed) L. A. CATES, Captain Ligonier.

The Ligonier is an oil tank steamer of 2,265 tons, owned by the J. M. Guffey Petroleum Company, of Port Arthur, Tex., and bound from Port Arthur for Beverly. The steamer Santurce, which left Boston yesterday afternoon for New York, is of 1,122 tons, and is owned by the Harlan & Hollingsworth Company, of Wilmington, Del.

100,000 AUTOS IN STATE

Weekly Investment Placed at \$1,500,000 by Koenig.

Albany, May 3.—More than 100,000 automobiles have been registered in this state, according to Mr. Koenig, the Secretary of State, the 100,000 number being assigned to Peter T. Barlow, president of the Board of City Magistrates of New York. Lieutenant Governor Horace White applied for a number to-day and received 100,500.

The number of licensed chauffeurs recorded to date is more than 37,000. "The majority of the registrations come from New York and Brooklyn, with Buffalo, Rochester, Syracuse, Utica, Albany, Niagara Falls, Troy, Poughkeepsie, Elmira and Binghamton following in that order. The country districts also show a large gain."

Secretary Koenig said that he believed that the weekly investments in automobiles in this state is more than \$1,500,000. He reports that there is a large increase noted in the number of "poor men's cars" registered.

HOLDS FIXED TAX ILLEGAL

Massachusetts Attorney General on Proposed Law.

Boston, May 3.—The proposed bill to provide a uniform rate of taxation on personal property throughout Massachusetts is believed to be unconstitutional by Attorney General Malone, and he so states in an opinion sent to-day to the legislative committee on taxation. The rate would be based upon the average of the annual rate for the preceding three years.

When the courts were called upon to pass upon a uniform tax of 2 mills upon certain classes of intangible personal property they held it unconstitutional. The Attorney General says: "The proposed tax differs, first, in applying to all personal property, and second, in imposing a tax at a rate not fixed by statute. An act might prescribe the place in which personal property may be taxed within reasonable limits. But this act cannot, in my opinion, be said to deal merely with the place at which personal property is taxed, and even if it could be, the objection is still valid that the rate of tax bears no relation to the amount to be raised."

INCOME TAX BILL KILLED AT ALBANY

Federal Amendment Fails in the Assembly by Margin of One Vote.

SENATE IS AGAINST IT

Its Judiciary Committee, Which Had Set a Hearing for To-day, Will Probably Not Report the Resolution.

[By Telegraph to The Tribune.] Albany, May 3.—After hanging in the balance for several weeks the Murray resolution to ratify the federal income tax amendment came to its end this afternoon in the Assembly. A motion to reconsider the vote by which it failed to pass recently lacked one vote of the necessary 76 to pass. Sixty-seven members voted against it. When the measure came up in the Assembly before this year it received 74 votes.

It is now expected that no further effort will be made to report the income tax resolution from the Senate Judiciary Committee, which had intended to discuss it to-morrow at its executive session. The Senate undoubtedly would have defeated it if the Assembly had passed it.

Senator Hamilton to-day offered his resolution providing for a legislative committee to investigate the question of a state income tax. Senator Grady, however, objected, and it therefore could not be considered, as a unanimous consent was necessary. Senator Grady declared that the resolution was the result of a plot of the Republican majority to delay action on the federal income tax amendment resolution. Senator Hamilton will press his resolution as soon as possible.

Assemblyman Murray did not make his motion to reconsider the former vote on his resolution until 3 o'clock this afternoon, when he was informed by the sergeant-at-arms that only eight members were absent. The close call of the house when the Assembly convened in the morning showed that twenty members were not in their seats. Four of the absentees, Mr. Murray said afterward, were for the resolution. They were Garfield, of the Bronx, and Edward Young, of Ulster, Republicans, and Herrick and Gerhardt, of New York, Democrats. The other absentees were C. F. Brown, of Cortland; Alexander MacDonald, of Franklin; W. G. Miller, of Nassau, and James S. Parker, of Washington, all Republicans. Assemblymen Friend and Delano, who voted for the bill last week, voted against it to-day.

In speaking for his resolution, Assemblyman Murray denied what he called the silly rumors that corporation influence had been brought to bear upon Assemblymen. He believed that the members of the House were about to vote according to their consciences. Assemblyman Perkins, of Broome County, who had changed his mind within the last two weeks, having voted against the resolution before, declared that not to ratify the amendment would be to refuse to the federal government one of its essential rights of sovereignty. He said that the state should place trust in Congress.

Mr. Merritt, the majority leader, answered Mr. Perkins in a crisp speech. "If all the things assumed by the gentleman from Broome were true," he said, "perhaps we could agree with his conclusions. As to his assumption that we can trust Congress, let me say that the distinguished men who founded this government did not trust Congress. And there is no reason why we should trust Congress. You remember the story of the cat and the canary. Would the canary be wise to trust the cat? They say that this tax is permissible only that the Congress would impose it only in emergencies. Gentlemen, they will make an emergency. The emergency will immediately arise."

Mr. Merritt declared that the members of the Legislature were there to protect the state, and he asked: "Are we to permit Congress to impose this tax, which will work to the great detriment of the state?" F. L. Young, of Westchester, criticized other parts of Mr. Perkins's speech. He estimated that the revenue from this source which the state would turn over to the federal government would be \$50,000,000. He declared that the amendment was not in such form that "we can ratify it, as the Governor has pointed out."

Assemblymen Dana and Ward, of New York, and Harold J. Hinn, of Albany, were among others who spoke against the resolution, while Assemblymen Bates, A. J. Levy, Smith and Kopp, of New York, and Frisbie, of Schoharie, spoke for it.

RICHARD PARR IS ILL

His Absence at Heike Trial Feared.

Richard Parr, special Deputy Surveyor, who, when a Treasury agent, discovered the steel spring in the scales of the Havemeyer & Elder docks that led to the prosecutions for frauds in the importation of raw sugar, is seriously ill at his home, in East 114th street. His physician said yesterday that an operation for appendicitis might be necessary.

Mr. Parr has not been in good health for six months. About a week ago he fainted several times, and on Sunday became so ill that he had to remain at his home. The trial of Charles R. Heike, secretary of the American Sugar Refining Company, and several former employees of the company will be begun on May 10 before Judge Martin in the Criminal Branch of the United States Circuit Court, and if Mr. Parr is not well enough to appear the prosecution will be considerably hampered.

"Mr. Parr worried a great deal lest he should not be well enough to testify. He has been constantly under a physician's care, and at one time was believed to have overcome a threatened attack of peritonitis, but the symptoms reappeared this week. His physician has prescribed a long rest, and Mr. Parr may get a leave of absence after the trial."

BAR AND BOTTLE BILL NOW LAW.

Boston, May 2.—The so-called bar and bottle bill became a law at 10 a. m. to-day when Governor Draper affixed his signature to the measure, which prohibits the sale of liquor by the glass and by the bottle over the same bar.

Although the effect of the bill will not be felt until a year from this time, as in all liquor selling communities in the state the licenses are dated May 1.

BIG BLAZE LIGHTS UP SOUTH BROOKLYN

Thousands Watch Burning of Asphalt Plant at Gowanus Canal.

POWER HOUSE THREATENED

Coney Island Cars Held Up for Three Hours as Fireboats and Many Engines Fought to Prevent Spread.

In a spectacular fire last night at Gowanus Canal and 9th street, Brooklyn, the plant of the Cranford Asphalt Company, with all its costly machinery, two barges, and five hundred feet of pier, along the canal, was destroyed, and the large brick power house of the Coney Island & Brooklyn Railroad Company, on the opposite side of the Gowanus, was threatened, with part of an immense stock of oil and tar. One fireman was injured. Great crowds gathered along the canal and in all parts of South Brooklyn, and trolley cars were stalled all along Smith street. The damage was placed at \$50,000.

The fire, which was discovered at 8:30 o'clock by William Tracey, the night watchman, was caused, he thought, by the explosion of a gas engine in the asphalt making plant, a two-story frame building extending 200 feet in 9th street and 350 feet along the southeast side of the canal. Behind this plant were a three-story storage warehouse and an immense crane. The warehouse, which was separated from the manufacturing shed, was the second building to go up in flame. The crane tottered as the fire attacked its foundations, but was propped up, and save for three tall iron chimneys is all that remains of the plant.

The fire ran from the 9th street building to the office building, No. 72 9th street, a few feet east of it in the same street. In the rear of the office building vast quantities of crude and refined oil were stored in steel tanks and in barrels. One of the tanks had a capacity of one thousand gallons and two smaller ones contained two hundred gallons. There was also a tank of gasoline, and upon these the fireboats David A. Boody, Seth Low and New Yorker kept their streams playing steadily after they had got the fire in the two barges lying in the canal at the side of the manufacturing plant under control.

The barges were loaded with crushed stone, cement and sand, and were towed into the canal only yesterday. Sheds were built on their decks, and the flames from the light wooden material shooting up with those from the plant itself, lit up all the lower part of Brooklyn. On the drawbridge across the canal at Hamilton avenue thousands stood, while the roofs of the houses for miles around the place were crowded.

The crowds in the street were augmented by passengers from the Smith street line of the Coney Island & Brooklyn Railroad. This line was unable to send its cars on the way to Coney Island, and any further than 9th and Smith streets, and had to stop running for nearly three hours.

The firemen had plenty of ways to fight the flames, both on land and water. The fireboats were able to get right under the plant, and from the 9th street drawbridge and in the spaces on each side of the buildings it was easy to handle the streams effectively.

Lieutenant Dorey, of Engine 116, was struck by a falling girder. Dr. Klepper took him to the Long Island College Hospital, where he was said to have suffered internal injuries.

FIRE DESTROYS CHURCH

Priests Brave Flames to Save Altar Vessels at Brooklyn Blaze.

A fire believed to have started when a lighted candle on the altar fell over destroyed the Roman Catholic Church of the Presentation, at Rockaway and St. Marks avenues, Brooklyn, shortly before midnight last night. The holy vessels on the altar and some of the records were saved by the Father Flynn and his assistants, Fathers Burke and Moran, who dashed through the smoke and flames to the altar.

The fire was discovered by a patrolman attached to the Rockaway avenue station, who sent in an alarm and ran into the rectory, next door to the church, and summoned the priests. The building is a one-story frame edifice, and the dry wood went up like kindling. A window was smashed in, and through this Father Flynn and his assistants forced their way and crawled along the floor to the altar. They were able to save only some of the gold vessels on the altar before the smoke overcame them, and were compelled to retreat to the street. The church is one of the oldest in Brooklyn.

FIERY SHOWER BURNS SCORE

Two Men Killed in Philadelphia Benzene Explosion.

Philadelphia, May 3.—Two men were instantly killed, another was badly mangled and a score of others were seriously burned to-day when a 2,000-gallon tank of benzene exploded in the extracting house of the M. L. Shoemaker Company's fertilizer plant, East Venango street and the Delaware River.

Wilson Lloyd and Frederick Schumann were the only persons in the extracting house when the tank exploded. Both men were hurled through the roof. Lloyd fell back into the blazing structure and perished in the flames. Schumann was found lying on the river bank a hundred yards away. The physicians say he cannot survive.

Two score workmen who were in the vicinity of the building were showered with the blazing oil and benzene and other chemicals. Many of them had the clothing burned from their backs.

Francis Carmy suffered injuries from which he died. R. Vickers, in attempting to escape from the fiery shower, was knocked down by a frightened horse. His arm was broken and skull fractured.

F. AMBROSE CLARK HURT

Thrown from Steeplechaser, Breaking Collarbone.

[By Telegraph to The Tribune.] Hempstead, Long Island, May 3.—Three accidents occurred at the Meadow Brook Club steeplechase course this morning, one nearly being fatal. F. Ambrose Clark, who has a number of steeplechasers and hunters entered in the events which the club is to hold this Saturday, was schooling some of them over the course, with John Hastings, his head trainer.

Hastings was three jumps ahead of Mr. Clark, and in trying to catch up Clark's mount swerved at one of the jumps, then suddenly cleared the obstacle. The swerve and sudden raise for the jump threw Clark to the ground. He fell on his head and shoulders and broke his collarbone.

About this same time the horse on which Hastings was mounted suddenly refused at a stiff jump and threw Hastings against the frame of the jump. He struck on his head and was made unconscious. Both accidents were seen by employees, who called Dr. Laneheart and took the injured men to the clubhouse. There Mr. Clark's collarbone was set and Hastings was revived. The trainer received only a few scratches.

Shortly after these accidents H. L. Bell, who was schooling a green jumper belonging to W. C. Hayes, got a bad fall. The horse was going fast when he took off too suddenly at a big jump and came down hard. Bell was thrown clear over the jump and badly bruised. His mount was killed.

BRIDE WAS MISS CROKER

Hoboken Justice Now Sure of Identity of Couple He Wed.

When asked again last night about the marriage of John J. Breen and Miss Ethel Croker last Thursday, Samuel Engler, Justice of the peace in Hoboken, where the wedding occurred, said: "John J. Breen called on me last Wednesday afternoon and said he wanted me to marry him the following day (Thursday) to Miss Ethel Croker. On Thursday he came to my office by way of the Hudson tunnel, and about half an hour later a young woman came to the office by way of the West 23d street ferry. I asked her if she was Miss Ethel Croker, and she said she was. I also asked her whether her father was the well known politician, Richard Croker, and she said she 'believed he was.'"

"Breen and the young woman each carried a dog, but neither had a ring, so I married them without one. Breen told me that his wife was going to sail for Europe on May 4, but that he was going to remain in this country."

"Breen asked me not to divulge their wedding, as he was afraid he might lose his position if it should leak out. The young woman also said she would like to have the wedding kept secret. "Last Sunday morning Breen came to see me again, and told me that he would be back again later in the day, and asked me to refuse to identify him as the man whom I had married. He also requested that I fail to identify the photograph of Miss Croker. I consented to do this as an accommodation. Breen came back that day in company with a newspaper man, and I kept my word and refused to identify him. When the newspaper man showed me a picture of Miss Ethel Croker I recognized it at once as the young woman I had married to Breen on Thursday, but I would not identify it. "To-day, in view of all that has taken place, I decided to let the true facts come out, and what I tell you now is the truth."

PATROLMAN'S SHOT FATAL

Alleged Bicycle Thief Tries to Escape—Hit by Bullet.

Morris Brownfield, of No. 78 Cannon street, Manhattan, died last night from a bullet wound he received while speeding away on a bicycle he is alleged to have stolen yesterday afternoon. Patrolman R. B. Ferris, of the Gates avenue station, fired the shot. The shooting was witnessed by pupils who were leaving the Brooklyn Girls' High School, on Marcy avenue.

Several bicycles have been stolen in the neighborhood, and yesterday Patrolman Ferris borrowed a machine and placed it in front of the Brevoort Bank, No. 522 Nostrand avenue. He went into a neighboring store to await results. In a short time three young men approached. Brownfield jumped into the saddle and started off. The officer commanded him to stop, but he did not halt, nor did he pay any attention to three shots fired into the air. The fourth shot hit the retreating rider in the leg, and he dropped. He was removed to the hospital under arrest. In the excitement Brownfield's two companions escaped.

GENERAL F. V. GREENE ILL

Former Police Commissioner in Grave Condition.

General Francis V. Greene, former Police Commissioner, is in the New York Hospital in a rather grave condition following an operation for appendicitis. He was taken to the hospital about a week ago and operated on. Since then he has had favorable periods, but these have been succeeded by unfavorable ones that have caused his attendants considerable anxiety.

General Greene was taken ill about two weeks ago. He consulted with his physician, who diagnosed the trouble as appendicitis. It was upon his physician's advice that the operation was performed. He was appointed Police Commissioner in 1903 and served a year.

MONOPLANE WINS PRIZES

Flight by a German Aeronaut Over Strassburg.

Strassburg, Germany, May 3.—The German aeronaut Wienczers to-night carried out a brilliant flight in his Antoinette monoplane. He started late in the evening from the aerodrome, four miles from the city, and passed over the houses in Strassburg, twice encircling the steeple of the cathedral, which is 462 feet in height. By this achievement he won the prizes offered by Count von Wedel, Governor General of Alsace-Lorraine and Baron von Bulach, the Secretary of State. The aeronaut then returned to the aerodrome and made a safe landing.

SEATTLE INDORSES BALLINGER.

Seattle, May 3.—A resolution indorsing Secretary Richard A. Ballinger and denouncing his critics as "enemies of good government and assassins of character" was adopted by the City Council last night. A copy of the resolution will be sent to the Ballinger and Pinchot investigating committee. The resolution refers in laudatory terms to Mr. Ballinger's record as Mayor of Seattle and as judge of the Superior Court.

Generating pebble eyeglasses, the cool kind that never mist. Spencer's, 31 Maiden Lane. Advt.

Taft Programme IN GRAVE DANGER

Insurgents Wreck Railroad Bill and Menace Other Measures.

BOTH HOUSES USE AXE

Traffic Agreement and Merger Sections Stricken Out and Long-and-Short-Haul Clause Adopted.

[From The Tribune Bureau.] Washington, May 3.—The developments of the next few days will determine whether there is to be any legislation at this session strengthening the interstate commerce act, providing for the admission to statehood of Arizona and New Mexico, authorizing the establishment of postal savings banks and giving the President authority to withdraw from entry public lands which may be regarded as essential to the development of a broad and systematic conservation policy.

For the first time since the rise of the insurgent movement the Republicans in Congress who are seeking in good faith to carry to the statute books the reforms recommended by the President find themselves facing a situation which portends the defeat of their well laid plans. They have not perhaps given up all hope of their ability to work out a solution of the perplexing problem, and to-night some of them express confidence that in the next few days the atmosphere will clear. This hope is predicated on the belief that calm reflection on the events of the last few days will bring certain of the insurgents to their senses, that there will follow a sobering sense of party responsibility and that sufficient votes will be available in both branches of Congress to enact an interstate commerce bill which will be a forward step in governmental control of interstate carriers, although not so sweeping in its provisions as is desired by the President.

It is settled that if a railroad bill is passed it will not contain any provision authorizing interstate carriers to enter into traffic agreements, despite the platform pledge and President Roosevelt's advocacy of this reform. Traffic Agreements and Mergers Go. In both the Senate and the House to-day motions were adopted eliminating from the respective bills the sections relating to traffic agreements. In the Senate the motion to strike out Section 7 was made by Senator Clay, following the withdrawal of the Cummins and Crawford amendments. There was little discussion of this question, and a rollcall was not demanded.

Senator Nelson then moved the elimination of Section 12, authorizing railroad mergers, and his motion was adopted without debate. In the House the section relating to traffic agreements was stricken from the bill, on motion of Representative Madden, by a vote of 119 to 91. With the exception of Representatives Gardner and Hayes, the insurgents voted against the section, while most of the regulars, under the lead of Representatives Mann and Townsend, voted to retain it.

Long and Short Haul Clause In.

By the overwhelming vote of 172 to 48 the House retained the long and short haul clause. Representative Washburn, of Massachusetts, moved to strike the clause from the bill. He made a vigorous speech in opposition to it, and declared that it constituted a discrimination against every large city in the country. The long and short haul provision was defended by Representative Mann, who said there was no justification for a system which allowed San Francisco to receive its freight from New York at half the cost that Salt Lake City is forced to pay.

There is no doubt that when the House reaches the section relating to mergers that provision also will be stricken from the bill. With the sections relating to traffic agreements and mergers eliminated from both bills, the principal bone of contention between the Senate and House may arise over the long and short haul provision. This is the pending Senate amendment, and it was discussed at length to-day. Senators Heyburn and Smoot being its principal advocates, with Senator Aldrich frequently interrupting to point out the danger to the general business of the country which would follow the adoption of an amendment requiring a complete reform of existing traffic rates. An informal poll shows that there are nineteen Republican Senators, including the regulars from the inter-mountain states, in favor of a long and short haul clause. The Republican leaders hope that enough Democratic Senators from Coast states will join them to defeat the clause. It is admitted that the vote will be close, and it is possible that a compromise which will give to the Interstate Commerce Commission discretion to permit a smaller charge for a long than for a short haul in cases where there is de facto water competition may be adopted. The decision of the House for an out-and-out long and short haul clause indicates clearly that if the Senate rejects an amendment of this character the conferees will find it almost impossible to reach an agreement on this important question.

Good Feeling Not Promoted.

The developments to-day have not promoted good feeling in the Senate. The Democrats, of course, are elated, for they believe that the gap in the Republican ranks is growing wider and that the present session will adjourn with a record which will prove a constant source of chagrin to the dominant party in the approaching campaign. Ultra-insurgents, like Beveridge and La Follette, called by some of the friends of the administration "black flag" insurgents, enjoy with the Democrats the exultation they find in the present chaotic condition. They profess to see the end of the present leadership in both branches of Congress, and care not a whit if this end is achieved by the complete overthrow of their party, the defeat of platform

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