New-York Tribune.

Vol. LXX....No. 23,255. To-day and to-morrow, cloudy; northeast winds. NEW-YORK, MONDAY, JULY 18, 1910.—TEN PAGES. ★★ PRICE ONE CENT In City of New York, Jersey City and Hoboken. ELSEWHERE TWO CENTS.

STEAMER STRIKES A FISHING SCHOONER

The Cleveland's Captain Circles About, Hoping to Save Those in the Water.

MEN FISHING AS FOG LIFTS

Many Accidents Cause Protest Against Violations of "Rules of Road" in Transatlantic Lanes of Travel.

Collisions at sea in the fog seem to be popular with transatlantic liners these days, and the Hamburg-American liner Cleveland, in yesterday from Hamburg, went on record as one of the vessels having that distinction. She was not damaged, and the fishing schooner Reliance, which she hit, continued to trawl after the Cleveland parted company with her.

The Cleveland, which is the only passenger steamship that has ever made successfully a complete tour around the world, left Hamburg on July 7. She had varied weather throughout the trip, but at 3 p. m. on Saturday she ran into a thick fog.

Captain Dempwolff reduced his speed and kept his siren going continually. He had been in the fog only a short while when the fishing schooner Reliance suddenly loomed up in front of him.

The engines were stopped and then reversed, and the impetus of the Cleveland was greatly checked.

There were many passengers on deck at the time, and they saw the schooner. She had a dory alongside, containing four men, who were arranging nets. They pulled away quickly from the oncoming Cleveland and were soon lost in the fog.

The Cleveland hit the schooner on the port quarter, and she bounded away. There was a man standing at the schooner's wheel at the time, and, knowing that a collision was unavoidable, he dived into the sea.

The impact of the Cleveland pushed the schooner off into the fog, and as she disappeared quickly it was impossible for Captain Dempwolff to get any idea of how badly she was damaged. The Cleveland threw over life rings, in the hope that the man who jumped over the schooner's stern might get them, and then steamed about in a great circle under mere steerageway.

Tried to Pick Up Men.

Captain Dempwolff could have continued on his course and got out of the neighborhood of the sailing vessel, but, fearing the fishermen might be lost, he stayed, blowing his siren and doing what he could to give the men a chance to be picked up. Sailors and passengers lined the rail, looking over the side into the fog, hoping to see the four men in the dory or the struggling man who had jumped into the sea.

After going about in a great circle for two hours Captain Dempwolff's labors were rewarded by a clearing of the fog. The pall lifted, the sun came out, and about a quarter of a mile away he saw the Reliance. He headed for her, and was overjoyed to find that the four men in the dory, the man who had jumped overboard and the dory itself were all safely on deck.

He asked the skipper of the fishing vessel if he needed assistance, and the reply came back: "No, thank you. We are all right, and will continue to fish."

There was general rejoicing on board when under a clear sky the Cleveland resumed her course to New York. She docked yesterday, and the passengers bestowed much praise on Captain Dempwolff.

The Cleveland had only a few scratches on her bow and the damage to the schooner was slight. It was said on board that had it not been for the quick work and skilful seamanship of the Cleveland's master there would have been nothing left of the Reliance.

Fishermen Worry Liners.

The presence of fishermen in the transatlantic lanes is a problem that has worried the transatlantic captains for many years. The captain of one of the big liners running to this port said several weeks ago that the British, French and American governments should take steps to keep the trawlers away from the transatlantic lanes.

"We can manage all right in fog," he said, "if we are looking out for one another. We all know the 'rules of the road,' and on the eastbound lane we are all travelling in the same direction, just as the steamers on the westbound track are following one another at various distances.

"We can get into touch usually by wireless, and we can come close to knowing our relative positions, but when fog comes we can do nothing with the trawlers or the tramps.

"They should be kept out of our tracks. They are slow moving craft, unable to get out of the way quickly themselves, and they depend upon us to get out of their way. The American fishermen, the French fishermen of St. Pierre Miquelon and the Canadian fishermen have no right to come down on the lanes to fish.

"There should be some international rule controlling the routes of tramp steamships. They go over the shortest routes between ports, and don't seem to care when or how they run along or cross the transatlantic lanes."

Within the last few weeks four collisions at sea in fog have been reported. The White Star liner Baltic was rammed on the port side 1,089 miles east of Sandy Hook by the tank steamship Standard. The British freighter Karema was almost sunk on Wednesday off Nantucket by the tramp steamship Regulus, and the steamship Hesperus was dismasted and badly battered last week by a six-masted schooner.

$2.50 TO ATLANTIC CITY AND RETURN. Pennsylvania Railroad. Wednesday, July 20. Special train leaves 6:55 A. M.—Advt.

NEW JAPANESE TREATIES

Notices Ending Trade Conventions Sent to Powers.

Tokio, July 17.—Notices of the termination of commercial treaties one year hence have been sent to European countries, including Great Britain.

STRIKE ON FRENCH LINES

Railway Men's Union Decides on General Walkout.

Paris, July 17.—A general strike has been decided on by the central committee of the National Railroad Men's Union. After a meeting to-night, at which this decision was reached, the strike committee was instructed to rush arrangements and give the signal for a general walkout as soon as possible. It was announced that the railroad companies have refused to consider further negotiations.

The members of the union, who demand an increase in wages and other improvement in conditions, had already voted, in principle, to strike, pending the result of negotiations with the companies.

CANNON HIMSELF AGAIN

Speaker So Far Recovered That He Will Continue Campaign.

Winfield, Kan., July 17.—Despite the fact that he was overcome by the heat while delivering an address here yesterday, Joseph G. Cannon, Speaker of the House of Representatives, to-day asserts that he is feeling as vigorous as ever, and, against the advice of friends, is determined to begin to-morrow a series of political speeches in the 4th Kansas Congress District.

He qualifies his announcement that he will keep his speaking engagements, however, by saying that he will not attempt to fill all the dates if he suffers from the heat during his speech at Emporia to-morrow afternoon. In fact, to conserve his strength, he may curtail the Emporia speech to about forty-five minutes.

"Congressman Miller, of the 4th District," Speaker Cannon said, "is sick and unable on that account to wage the campaign in his district that he desires. He asked me to help him, and I want to do it, for he is an honest Congressman and a square man."

Mr. Cannon is scheduled to speak at Emporia on Monday afternoon, at Burlingame on Monday night, at Herington on Tuesday afternoon and at Marion on Tuesday night. These are all the speaking engagements he now has in Kansas. Last night was cool and Speaker Cannon slept well. A stranger not knowing the facts of yesterday afternoon would not have suspected to-day that the Speaker had been a victim of the extreme heat.

Emporia, Kan., July 17.—Speaker Cannon arrived here late to-day, and despite the high temperature of the afternoon he said he had made the five-hour trip without any discomfort.

PITTMAN IN LARGE CELL

Better Treatment of American Prisoner at Managua.

Managua, Nicaragua, July 17.—William P. Pittman, the American engineer, who was captured by the Madriz forces near Bluefields and brought here, is now confined in a commodious cell. When Pittman arrived under escort a few days ago he was placed in a dirty cell, less than six feet square. Against this treatment Consul Olivares entered a vigorous protest, at the instance of the American government, and the prisoner was transferred to better quarters.

Pittman's new cell is shared by two other prisoners, one of whom is a Jamaican negro. Learning of this the consul requested that the Jamaican be placed in another compartment, and President Madriz issued orders to this effect. Pittman, however, asked that the Jamaican be allowed to remain, in view of the fact that they had shared other misfortunes together.

It is reported here that President Madriz is soon to name a Cabinet.

EIGHT DEAD, THIRTY HURT

Brighton Express Hits Train at Richmond, England.

Melbourne, England, July 17.—The Brighton Express, bound for Melbourne, was in collision to-day at the Richmond station with a standing train, of which two carriages and the guards' van were wrecked. Eight persons were killed and thirty injured.

POLISH REGIMENTS CLASH

State Militia Averts Riot Which Threatened to Involve 30,000 Persons.

Chicago, July 17.—Two regiments of Polish turners, the Polish National Alliance and the Polish Falcons Alliance, clashed to-day at a celebration of the 500th anniversary of the battle of Grunewald. Company I, of the Illinois National Guard, which took part in the celebration, was needed to separate the men and prevent a crowd of thirty thousand sympathizers of both factions participating in a general riot.

The Polish Falcons Alliance was organized a year ago by former members of the National Alliance, and there has been much rivalry between the two factions. To-day, after the Nationals had completed their manœuvres, they declined to move from the parade grounds. The Falcons, entering for their drill, ordered the Nationals back, but the older organization stood its ground.

A number of heads were smashed in the mix-up, and the crowds which lined the parade ground surged up to the regiments, urging on the rioters. A threatened hand-to-hand fight was averted by the company of militia separating the rival regiments.

OXEN TO HARRIMAN'S RESCUE

They Pull Automobile Out of Sand Near Newport.

[By Telegraph to The Tribune.]

Newport, R. I., July 17.—Joseph Harriman had an unusual automobile experience late yesterday afternoon, and had it not been for the kindness of Middletown farmers he might not have had the use of his touring car to-day.

Mr. Harriman, who visited Reginald C. Vanderbilt at Sandy Point Farm, took what appeared to be a short cut home. He came out near one of the Middletown beaches, and before long the heavy machine imbedded itself in soft sand and was unmovable. An appeal was made to farmers, and some oxen were lent to haul the automobile out, but Mr. Harriman had to hurry home in a wagon to be in time for dinner.

SEEKS UNITY OF ALL CHRISTIAN CHURCHES

No Results Hoped for During Lifetime of the Twenty-four Incorporators.

BUILDING FOR THE FUTURE

Prelates, Priests and Laymen of the Protestant Episcopal Church Organize a New World Work.

The Christian Unity Foundation has just been incorporated by twenty-four men, all members of the Protestant Episcopal Church, twelve lay and twelve clerical, with the avowed intention of welding all Christian denominations into one organic religious body. The second paragraph of the articles of incorporation of the foundation says:

"The purpose for which this corporation is formed is to promote Christian unity at home and throughout the world. To this end to gather and disseminate accurate information relative to the faith and works of all Christian bodies; to set forth the great danger of our unhappy divisions and the waste of spiritual energy due thereto; to devise and suggest practical methods of co-operation, substituting comity for rivalry in the propagation of the common faith; to bring together all who are laboring in the same field, and this in the belief that full knowledge of one another will emphasize our actual membership in the one body of Christ and our common agreement in the essentials of faith.

"That, finally, by the operation of the Spirit of God, the various Christian bodies may be knit together in more evident unity in the essentials of faith and practice and in one organic life.

"'So we, being many, are one body in Christ, and every one members one of another.'"

The Membership.

Bishop Frederick Courtney, rector of St. James's Church, is president of the foundation, and the vice-presidents are Bishop William Croswell Doane, of Albany; Bishop Boyd Vincent, of Southern Ohio; Bishop C. P. Anderson, of Chicago; Bishop E. S. Lines, of Newark; Bishop David H. Greer, of New York; Robert Fulton Cutting, Rear-Admiral Caspar F. Goodrich, Colonel Charles William Larned, U. S. A., George Wharton Pepper, of Philadelphia, and John H. Stiness, former Chief Justice of Rhode Island. The Rev. Dr. Arthur Lowndes is secretary and George Gordon King treasurer.

Besides these officers the following are also incorporators and first trustees of the foundation: The Rev. Dr. Reese F. Alsop, Canon George William Douglas, the Rev. Dr. H. R. Gummey, jr, the Rev. Rockland T. Homans, Canon Robert Ellis Jones, John M. Glenn, director of the Sage Foundation; Francis C. Huntington, son of the late rector of Grace Church; William Fellowes Morgan, Lawson Purdy, Charles G. Saunders, of Boston, and William Jay Schieffelin.

"It is a tremendously ambitious programme this little body of men has outlined," Dr. Lowndes, the secretary, admitted yesterday. "Nothing tangible may result from our efforts in the lifetime of any one of us, but we are going ahead quietly and inconspicuously, following the lines of least resistance."

The foundation is a New York corporation, and its principal offices are in this city, at No. 143 East 37th street, which is the address of the secretary. The plan of procedure is by conferences of a private and informal nature and by research work. No agitation or educational campaign is to be attempted, and no denomination will be asked officially to appoint any of its members as members of the foundation.

Seeks Points of Agreement.

"First of all," said Dr. Lowndes, "we shall try to find out the points of agreement between a given denomination and our own. This will be done through private conferences with members of the denomination who are personal friends of the members of the foundation. Undoubtedly, we shall start with those Protestant denominations which most nearly approach in belief and observance the Episcopal Church. These friends will be asked to interest their friends and to join the foundation in its movement to eliminate non-essentials of Christian faith and to establish a church in which all Christians may worship.

"By following thus the lines of least resistance, and bringing one denomination after another into the fold, we hope to grow gradually more powerful in numbers and popularity, until, on the one hand, we have absorbed the Greek and Roman Catholic churches, and at the other extreme the Unitarians.

"With the Greek and Roman churches the problem of fusion will not be one of religion, but of secular power. But with the Unitarians the question of religion will be uppermost. Before the Unitarian Church can enter the union it must officially recognize the divinity of Christ.

"There's no hurry, though. We all realize that little will be accomplished in our lifetime. Of course, the future of the work will depend upon endowments, but personally I do not doubt that we shall get them in ample amount."

Already a lay member of the foundation has offered to bear all the initial expenses to the extent of $10,000.

"It is believed," says the prospectus of the foundation, "that the method of research and conference hereby proposed for approaching this great subject will commend itself to earnest minded men and women, and that a large endowment will be forthcoming to insure the continuity and permanence of the work, which must be one of patient growth, requiring years to mature, and being at the outset largely informal and inconspicuous."

So far, Dr. Lowndes said, the members of the foundation have not picked out any one denomination as a field in which

Continued on third page.

EPISCOPAL BISHOPS AND LAYMEN WHO HAVE STARTED A MOVEMENT FOR CHRISTIAN UNITY.

BISHOP GREER. (Copyright, Rockwood.) BISHOP COURTNEY. LAWSON PURDY.

WILLIAM J. SCHIEFFELIN. WILLIAM FELLOWES MORGAN. BISHOP DOANE, OF ALBANY.

ARMED AIRSHIPS PLANNED

German Company to Build Dirigibles with Explosives.

Graefrath, Rhenish Prussia, July 17.—The Lower Rhine Company, with $500,000 capital, for the construction of air cruisers especially fitted for dropping explosives, has been formed, under the auspices of Count von Moltke. Dirigible balloons will be built, about 390 feet long and having a capacity of 14,300 cubic metres of gas and a carrying power of more than five tons. The framework of the vessels will consist of wooden stays, covered with rubber and silk. The central gondola, which will be armored, will have a perpendicular shaft for shooting projectiles.

DIES AT SON'S FUNERAL

Father of Erbsloeh, Aeronaut, Stricken by Apoplexy.

Solingen, Rhenish Prussia, July 17.—The father of Oscar Erbsloeh, who was killed on July 13, when the benzine tank of the dirigible balloon Erbsloeh exploded, died from apoplexy to-day at his son's funeral. The apoplectic stroke was brought on by shock following the aeronaut's tragic death.

SAYS CHURCH HOLDS BRIDE

Ex-Priest Summons Bishop and Mother Superior to Court.

[By Telegraph to The Tribune.]

Mobile, July 17.—Charging that his bride is being held a prisoner in a nun's cell at the Convent of the Visitation here, Patrick J. Costello, once a Catholic priest, to-day secured a writ of habeas corpus from the Mobile County Chancery Court commanding the Right Rev. Edward P. Allen, Bishop of the Diocese of Mobile; Louise F. Loftus, mother superior of the convent, and the Rev. Father E. J. Hackett to appear in court to-morrow with Mrs. Jessie B. Costello.

Costello affirms that he fell in love with Miss Jessie Becker, daughter of Christopher Becker, one of his parishioners at Mount Vernon, Ala., where Costello was stationed. Last November they eloped to Kansas City and were married. As a result the young priest was excommunicated. Later Mrs. Costello was induced to visit her relatives here. From that time, Costello declares, he has never heard from his bride.

NEW THEATRE MAN MISSING

Management Reports Disappearance of Paymaster to Police.

The management of The New Theatre reported to the fourth branch of the Detective Bureau last night that Walter J. Bullwinkle, employed for the last three months as paymaster for men working on summer alterations in the playhouse, had been missing since Friday evening. It was also reported that no trace could be found of $942 02, part of a sum which Bullwinkle drew from the bank on Friday afternoon, according to Van Ness Harwood, representing the theatre, to pay off the men doing work there. The police have been asked to find the missing paymaster, who, his employers believe, may have met with some accident.

According to Edward E. Lyons, building manager, who gave the case to the police, Bullwinkle went to his office after drawing the weekly pay money from the bank. He paid off the clerks and used $170 to do so. When Saturday came, Mr. Lyons said, the workmen called for their pay, and then it was discovered that the paymaster was not in the office. Mr. Lyons looked in the safe and, he says, found no money in it.

The men were paid off from other funds and then the building manager and Van Ness Harwood, the press representative, went to the Washington Inn, at 111th street and Lenox avenue, where they had heard Bullwinkle lived, but Lyons says the hotel people said that they did not know the man.

The two men then went to Sheepshead Bay, where Bullwinkle was said to have a motor boat. They did not find him, but discovered Sidney Bullwinkle, a cousin, who lives at No. 1660 70th street, Brooklyn, and who is assistant manager of the Hotel Astor banquet department. He told the men that he had not seen his cousin in several days.

COTTON BY FAST TRAINS

Being Rushed to New York to Meet July Contracts.

DRAINING SOUTH'S SUPPLY

Shippers Will Make Profits of $4 a Bale at Existing Prices.

New Orleans, July 17.—As a result of the scarcity of spot cotton, which the so-called July "squeeze" has brought about in New York, the South is being drained of practically all available cotton.

Coastwise shipments from Savannah, New Orleans, Mobile and Galveston have been heavy for a week or more, and with the jump of July options to 16.53 in the New York future market yesterday, the highest price recorded since the Sully campaign in 1903, telegraphic orders began to pour into Memphis, New Orleans, Houston and other spot centres calling for the shipment on special trains of all cotton that could be bought.

Local spot houses have made arrangements for special trains over the Illinois Central and the New York Central railroads to carry a part of this cotton to New York. One of these specials, carrying three thousand bales, left New Orleans this morning, and another, also bearing a large shipment, went from here to-night. The railroads are under contract to put the cotton in New York within ninety-six hours, and the trains will be operated on fruit express schedules.

The Southern Pacific steamers Comus and Antilles carried heavy shipments of cotton to New York last week, and the Comus will carry a large cargo this week. Houston, Memphis and other important markets also report heavy shipments.

With middling cotton selling at 15 1-16 cents a pound in New Orleans, 15 cents in Memphis and 15¾ in Houston, the Southern shippers will make profits averaging about $4 a bale.

TO CRUSH W. J. BRYAN

Democratic Leaders in Nebraska Turn on Former Candidate.

[By Telegraph to The Tribune.]

Omaha, July 17.—William Jennings Bryan is to be completely crushed by the Nebraska Democracy, according to the word sent out by the leaders to all counties of the state where conventions have not already been held. Not a single Bryan man is to be placed on delegations.

In the state convention the plan is that Bryan be dropped from every committee and that he receive scant attention. The fact that probably more than three-fourths of the convention are anti-Bryan men will make it easy for this programme to be carried out.

In political circles the possibility of Bryan supporting the Republican state ticket is being gravely discussed. Bryan has declared that the whiskey interests are about to gain control of the Democratic party in Nebraska and that he, with his county option plan, is fighting whiskey.

The Republican state convention will probably insert a plank advocating county option, while the Democratic convention will undoubtedly take the opposite position.

With Republicans advocating that for which Bryan fought, and Democrats fighting his plan throughout, politicians are saying that Bryan faces a perplexing situation.

FOUND PREHISTORIC REPTILE

Bones Imbedded in Rock 225 Feet Below the Earth's Surface.

St. Charles, Mich., July 17.—Workmen in mine No. 2 of the Robert Gage Mining Company have found what is supposed to be the skeleton of a prehistoric reptile, similar to a water lizard. The bones were found imbedded in the rock 225 feet below the surface and appear to be those of a saurian about ten feet in length.

ARRESTED FOR LYNCHING

Boy Charged with Recent Crime in Newark, Ohio.

Zanesville, Ohio, July 17.—Charged in a warrant with murder in the first degree for fastening the rope around the neck of Carl Etherington, the "dry" detective, lynched at Newark ten days ago, William Wurster, jr., nineteen years old, employed in a Zanesville poolroom, was arrested in Main street to-night, and held without bail for Newark officers.

The boy said he was in the mob, adding that he had "been drinking."

GRATITUDE AFTER YEARS

Oil Operator Leaves a Million to Friend of Poorer Days.

[By Telegraph to The Tribune.]

McDonald, Penn., July 17.—Word came from Texas to-day that the will of John Ennis, who recently died at Corpus Christi there, leaves his entire estate, valued at $1,000,000, to his wife during her life, and at her death it is to be equally divided between Boyce Rankin and the latter's wife, Nancy Ferguson Rankin.

Ennis twenty years ago was a poor teamster in the oil fields here—a teamster without credit. Rankin, who was a clerk in the feed store, took pity on Ennis and extended him credit. Ennis declared he would make Rankin his heir for this, and some time later he struck oil on his own account and with a small fortune rushed to the opening Beaumont oil fields in Texas, where he quadrupled his money and retired to Corpus Christi, building an immense pleasure resort, hotel and bathing pavilion.

News of his death and the disposition of his property has just reached Pittsburg, where Rankin has been managing his business for a year past.

MOTOR BOATS IN COLLISION

Young Women in Danger of Drowning in Jamaica Bay.

Several persons were in danger of drowning in Jamaica Bay last evening, when two motor boats, the Sadie and the Beatrice, collided off Canarsie Landing. The boats were running toward each other when, because of misjudgment of distance by one of the pilots, they came together. Dorothy and Elizabeth Pinz, whose father, William F. Pinz, of No. 347 Rodney street, Williamsburg, owns the Beatrice, were thrown into the water.

They clung to the side of the boat, which was sinking, until William Gross, owner of the Sadie, and a party of friends managed to get them aboard his boat. In the meantime word had been sent to the police of Harbor Squad C, stationed in Canarsie. They reached the scene just as the Beatrice settled to the water's edge. Mrs. Pinz started to step from the sinking craft to the Sadie when she fell into the water. She was held up by her son until Lieutenant McKeown and patrolmen from the police launch lifted both to the deck of that vessel. Mr. Pinz got aboard the launch in safety.

FOUND A "TREASURE ISLAND"

Louis Osborne, Son of R. L. Stevenson's Stepson, Digs Up Box.

San Francisco, July 17.—When Louis Osborne, the eight-year-old son of Lloyd Osborne, novelist and stepson of the late Robert Louis Stevenson, armed himself with his little shovel and went out on a sand hill near his home here to dig yesterday he had visions of finding treasure. This is not an unusual thing for the lad, for he has not heard his father's illustrious stepfather talked about without getting some spirit of adventure of the author of "Treasure Island" fixed in his mind.

So while Louis dug he hummed "Sixteen Men on a Dead Man's Chest Yo-Ho-Ho, and a Bottle of Rum"——

The lad stopped digging because his shovel had encountered an obstruction. Then he dug more furiously than ever.

In a few moments he unearthed a metal box, and sure enough it contained treasure. Opening it hastily the boy found 2,600 shares of valuable stock, deeds to city property, other valuable papers and several empty ring boxes.

The papers belong to Augustus Imbrie, a wealthy man whose house is closed and who is out of the city. The police think robbers ransacked the Imbrie residence, and, after taking money and jewelry from the box, buried it.

P. R. R. STRIKE NOW SEEMS IMPROBABLE

Leaders of Employes, Both East and West, Hopeful of Settlement.

CONFERENCE THIS MORNING

Building of Accommodations for Strike Breakers in Pittsburg Has Been Abandoned.

Oyster Bay, July 17.—A report reached here to-night that Theodore Roosevelt would act as mediator in the Pennsylvania Railroad wage dispute. It was met with prompt denial. "Colonel Roosevelt has not agreed to act in the Pennsylvania Railroad case, nor has he been asked to assume such a position," said Frank Harper, Colonel Roosevelt's secretary.

Philadelphia, June 17.—Hope that the conference to-morrow between the members of their committee and General Manager Myers of the Pennsylvania Railroad Company would result in a clearer understanding of their demands by the railroad officials, and that the necessity for a strike would be averted, was expressed to-day by A. B. Garretson, president of the Order of Railway Conductors, and W. G. Lee, the head of the Brotherhood of Railroad Trainmen.

While the head of the conductors' organization was reticent and refused to add anything to the statements he has already made public regarding the controversy, Mr. Lee declared his belief that the ten-hour standard the men ask for could be put into effect by the company without making any sacrifice. He explained that there would have to be numerous exceptions, as are now the case where there are regular runs of greater length than the standard.

In those cases, he said, the company seems to be under the misconception that the men are asking more money. That is not the case. All that they demand, he said, is that the pay of these particular men be not decreased in the standardization of the road.

Many of the delegates from the various local unions left the city last night and conferred with the membership of their organizations to-day, but all will be present at the conference to-morrow in the office of the general manager, which is called for 11 o'clock.

While there is a feeling that peace may be arranged at this conference, both sides declare that they will not recede from the positions they have already taken. The labor leaders will continue to hold out for the ten-hour day and the railroad officials, while willing to grant this, are unwilling to increase the expenses of their road. The question of overtime may be the subject of a compromise proposition, it is said.

Since the last conference of the leaders of the men east of Pittsburg with General Manager Myers the men on the lines west of that point have reached a better understanding with General Manager Peck, in Pittsburg, where another conference is to be held to-morrow at, about the same time the meeting here is in progress. The good feeling in the West may have its influence on the meeting here.

The Pennsylvania Railroad officials had no statement to give out to-day. The officers of the company appear hopeful that to-morrow's conference may end in an understanding that will avert the threatened strike, but nevertheless they are continuing their preparations to cope with the emergency of a walkout.

Elaborate plans for the housing of men to take the place of the strikers are being put into effect, and other employes of the company are being prepared to take the places of those who would heed the call in the event of the strike order issuing. The problem of police protection along all the lines of the company is also being carefully worked out.

Pittsburg, July 17.—"We are just resting on our oars," announced to-night the committee representing the conductors, trainmen and firemen having in charge the controversy with the Pennsylvania lines West over wages and working conditions.

There was not a development that indicated the slightest anxiety on the part of the men or such representatives of the company as could be reached. E. L. Sheppard, vice-president of the Order of Railway Conductors, and G. H. Sines, vice-president of the Brotherhood of Railroad Trainmen, returned from Philadelphia during the day, where they had been to confer with officers of their organizations having in charge the situation on the lines east of Pittsburg. Aside from expressing their satisfaction that negotiations were reopened in that city, neither one would talk, preferring to remain quiet until after the conference to-morrow.

At the Union Station the opinion seems to prevail that even though a large majority of union men voted to uphold the demands, enough men will remain to keep trains moving until new men can be broken in as trainmen.

Sentiment about Greensburg and Youngwood, the main yards of the Pittsburg division between Pitcairn and Altoona, changed suddenly to-night, and it is confidently believed a settlement will be reached to-morrow. The carpenters building bunks in the roundhouse and other places about the yards were suddenly called off to-night before the work was nearly completed, and from this a hopeful deduction is drawn.

B. L. DUKE'S GIFT TO BRIDE

Reported to Have Presented New Business Building in Durham, N. C.

Durham, N. C., July 17.—Brodie L. Duke, the wealthy tobacco manufacturer, has given to his bride, it is said, a valuable business building now nearing completion in the business centre of the city.

For the first time since his marriage in Camden, N. J., about six weeks ago, Mr. Duke and his bride visited their home town, arriving here to-day. Plans in connection with the new building, it is said, brought them here.