

P. R. R. OFFICIALS SOLD FAVORS

CRIBS SENT BY MEN WANTING CARS TO THOSE HIGH UP.

East Company Distributed Stock Paying Dividends to Secure Seats for Transporting its Products to Market

Philadelphia, May 16.—John M. Jamison, president of the Jamison Coal & Coke Company, of Greensburg, Pa., one of the largest bituminous operators in Pennsylvania, started the Interstate Commerce Commission at its session to-day by frankly stating that he had sent a check for \$50,000 to E. P. Itin, assistant to President of the Pennsylvania Railroad at Pottsville, to secure his influence in getting transportation favors for his coal company.

Mr. Jamison added that his company had given stock to other Pennsylvania railroad officials as follows:

Edward Pitcairn, trainmaster of the Pottsville division, 200 shares of Jamison stock, value \$10,000; R. L. O'Donnell, now superintendent of the Buffalo and Allegheny division, 200 shares, \$10,000; George W. Clarke, coal distributor, 100 shares, \$5,000; a clerk named De Boyer in the office of Capt. Gibbs in charge of motor power, 50 shares, \$2,500.

Although the commission had been hearing remarkable confessions from Pennsylvania Railroad officials of gifts of blocks of coal company stocks which paid large dividends, checks for considerable sums, presents of cases of wine, boxes of cigars and other little remembrances, such as jewelry, match safes, silver pencils, etc., which were mysteriously conveyed from owners of coal mines or their agents to the railway men, the Jamison testimony came as a distinct surprise.

In 1902 Mr. Jamison said he was forming his coal company. He needed railroad influence in order to get sufficient cars to handle the output. He entrusted this to J. R. McKinley, a Pittsburg promoter. McKinley, he said, had told him to give a big block of stock to Pitcairn, who had charge of car distribution in the district. Mr. Jamison authorized McKinley to give Pitcairn a block of \$10,000. McKinley then reported that Pitcairn was not disposed to accept stock, but that cash would be acceptable. McKinley said he then bought in the block of stock at high prices and gave McKinley a check for \$5,000 to give to Pitcairn. Jamison said he believed Pitcairn had received the check.

"Naturally," said Commissioner Prouty, "you got all the cars you wanted after that."

"Yes sir; we gave away our stock to increase our facilities for doing business."

But even more valuable, as a means by which coal companies could get advantages which gave them opportunities for freeing out competitors, it was testified, were family ties, and this factor in the alleged discriminations practised by the Pennsylvania Railroad was most forcibly brought out by Robert K. Cassatt, son of President A. J. Cassatt of the Pennsylvania Railroad.

The methods adopted to favor enterprises in which Robert Cassatt was interested were ingenious. By his own testimony it was shown that when the Keystone Coal and Coke Company, of which he is president, found that it was placed upon a basis of equality with other independent or smaller mines and had to keep fighting to get its share of business, a most radical step was taken. This was the creation of a new railroad district by the Pennsylvania, which included the Keystone company's mines and the reduction of the freight rate from this new territory to such a figure that Cassatt's company was able to sell coal cheaper than its rivals and thus secure the best contracts.

It was also shown that at a time when every mine owner was appealing for cars, the Pennsylvania Railroad deliberately turned over 500 cars, which would have done much to relieve the distressed conditions, to Cassatt's company.

"Are you not assistant to the president in the New York, Philadelphia and Norfolk Railroad?" asked Lawyer Glasgow.

"Yes."

Apparently Mr. Cassatt did not take this position seriously and admitted that his duties consisted mainly of signing vouchers and the like. "You see, my family have large holdings in this road, and it was thought that some one should be there to look after them."

One railroad man, who seems to be a particular favorite of fortune as far as receiving mining stock is concerned, is George W. Creighton, general superintendent of the Altoona division of the Pennsylvania Railroad. About 1,300 shares of mining stock in seven companies are owned by Creighton, according to his own statement.

Asked by Commissioner Clements how he accounted for such gifts and whether they had been presented for pure love and affection, Creighton said: "I just accepted them without asking any questions; that was all."

"Not susceptible of explanation?" asked Clements. "That's it," said Creighton with a grin. The companies which gave him shares are: Mitchell, Watson & Co., 600 shares; The Cochran Coal Company, 150 shares; The Cabot Creek Coal Company, 50 shares; The Commercial Coal Company, 35 shares; The Watson Coal Company, 10 shares.

Creighton admitted that these shares paid him dividends as high as 20 per cent. annually and named only a few that paid as low as 12 per cent.

Mr. Glasgow had Mr. Clark locate on a map various mines on the division he represented.

"Have you any interest, directly or indirectly, in any of these mines?" asked Mr. Glasgow. "Yes," replied the witness.

"Which are they?" "The Preston Coal Company and the Jamison Coal Company."

"Did you ever receive any dividends from mines on the West Penn. division?" "No."

"Did you ever receive any checks from Capt. Alfred Hicks?" "Yes."

"When did you get these checks?" "In the latter part of 1902."

"What were they for?" "I don't know."

"What did you do with them?" "I cashed them."

"You didn't know what they were for, but you cashed them anyway?" "Yes."

"How much were they for?" "They were for \$50 apiece."

"Did you ever receive any dividend from

NEW YORK, THURSDAY, MAY 17, 1906.

Did you ever get other dividends or anything of value from any coal company or from people interested in them?" "Oh, yes. I have received several things."

"What, for instance?" "Well, a box of cigars."

"Never mind the cigars. What else did you get?" "Several things. I can't remember."

"How long has this been going on?" "For three or four years."

"When was the last time you received a present?" "I don't recall."

How Commissioner Prouty put a question: "Did you get any presents in 1905?" "No," he replied.

Well, surely that is recent enough for you to remember what they were. "Oh, I don't know," he replied.

Who asked you to go into the Preston Coal Company?" asked Mr. Glasgow. "I don't know," replied the witness.

"And you want us to believe that you don't remember how you came into possession of \$5,000 worth of stock?" "I don't recall the circumstances," reiterated Mr. Clark.

Robert K. Cassatt was then subjected to an examination. Mr. Glasgow closely questioned the witness as to a score of companies and brought out that all of them were controlled by men who were also either officials of the Pennsylvania Railroad or directors of the Keystone Coal and Coke Company.

William A. Patton, assistant to President Cassatt in Philadelphia, will be called to testify to-morrow. Mr. Patton has very confidential relations with President Cassatt and knows the inside history of the Pennsylvania road.

Vice-President Pugh and General Manager Atterbury of the Pennsylvania Railroad are also to be witnesses to-morrow.

NEW ARREST IN PAGE CASE.

Man Taken in Maine Charged With Murder for Which Truckee Is to Die in Boston.

Boston, May 16.—Interest was revived in the Mabel Page murder case to-night by the announcement by telegraph from Bangham, Me., of the arrest near there to-day of Jerry Hayes, a laborer, on a warrant charging him with the murder of the young woman at Weston on March 31, 1904.

Charles L. Tucker of Auburnville was convicted of the same crime and is under sentence to die in the week beginning June 10.

Hayes is also known by the name of J. Moulton. All Hayes had to say was to inquire why he had been arrested. The warrant is informed to have been sworn out at Bangham by a man named Thomas, a Philip Mansfield, one of Tucker's counsel, by a reporter.

Mrs. Margaret Brown of Bingham is alleged to have furnished the information to a Boston newspaper nearly two months ago.

This information was to the effect that Hayes had told Mrs. Brown that he was in the Page house the day of the murder, and that he had shown great interest in the news that Tucker had been sentenced to die.

The police who conducted the search for Miss Page's murderer are sceptical regarding the arrest of Hayes. A big petition asking Gov. Guild to commute Tucker's sentence was to be handed in on Saturday and the officials think this is a move to bring about a stay of execution.

RUFFIANLY AUTO DRIVER.

Kicks Man on Chin After Running Him Down—Soon Out on Bail.

John J. Evans, driver of an automobile, with State license 26754, was looked up for a time in the West Thirty-seventh street police station last night, charged with assault on John W. Mark of 315 West Twenty-eighth street. Evans was driving his automobile up Eighth avenue and at "Dever's" Four Corners, generally known as Twenty-eighth street, he ran down Mark.

A crowd collected and Mark held on to the car until a policeman came along. This angered Evans, who wanted to get away, and he stood up on the seat and kicked Mark on the chin.

Another man who was in the auto got bail for Evans after the driver had been in the station house for half an hour. Mark went to Roosevelt Hospital and had four stitches taken in the cut on his chin.

GULF STREAM GETS LAZY.

Cap'n Quick Objects When He Is Robbed of an Eleventh Hour Knot an Hour.

There is something the matter with the Gulf Stream, according to Capt. Quick of the steamship El Alba, which reached this port from Galveston yesterday afternoon. It seems to be the hook worm.

Capt. Quick said he didn't know where the trouble was, but he was quite sure that there had been a change.

"The stream seemed to us to be running faster than it should have run," he explained. "When we were coming up the Gulf coast on Sunday we got into the Gulf Stream and it took us just three hours to make the 100 miles between Alligator Light and Caryfort. Usually we have counted on getting helped by the stream at that point and have figured that its velocity was between two and three knots. The best it seemed to do for us was a little over a knot, possibly a knot and a half."

El Alba reported passing a screw buoy, 20 miles off Cape Hatteras, one of them set ten feet long and all covered with barnacles and seaweed.

HARRIMAN REPLEVIES AUTO.

Garage Held in for a \$1,700 Repair Bill That He Says Is Too Big.

Edward H. Harriman replevied yesterday his 41 horse-power Mercedes automobile valued at \$10,000 from the shop of L. Burghart and F. Sznathoffer at 52 West Sixty-seventh street, where it had been kept since it was seized by Deputy Sheriff O'Neill executed the writ of replevin and took the automobile to another garage for keeping.

The bill for the repairs was \$1,700, and Mr. Harriman deemed it excessive and he declined to pay it. He stated that he was willing to pay a reasonable bill, but the concern refused to accept less than the sum demanded or to deliver the automobile until the bill was paid. Mr. Harriman gave a bond of \$20,000 to indemnify the sheriff.

Senator Gamble Beats Republican Machine in South Dakota.

YANKTON, S. D., May 16.—Returns from yesterday's primaries indicate that the "Progressive" or "Gamble" faction will have 90 votes in the Republican State convention, leaving the "machine" with 65. It is a victory for Robert J. Gamble, who is a candidate for reelection to the United States Senate.

Mrs. Jefferson Davis Wore.

Mrs. Jefferson Davis suffered a relapse yesterday. Dr. Wylie was summoned to the Hotel Gerard and remained with her several hours. It was said at the hotel that her condition was serious.

After all, Usher's the Scotch that made the highball famous.—Ad.

CZAR MAY SET 70,000 FREE.

HERE OF PARTIAL AMNESTY EXPEDITED ON HIS BIRTHDAY.

Offer That Consists Will Not Be Placed as Political Offer and Will Be Regard in Prison (Does Continue Debate on Address to the CZAR—Way Vote Today.

Special Cable Despatch to THE SUN.

St. Petersburg, May 16.—There is no sign officially given there is a growing expectation that the CZAR will issue a decree of amnesty on May 19, his birthday, but there is a general conviction that he will grant only partial amnesty. Full pardon may be granted to all arrested by administrative process, and all condemned for political crimes, as such crimes are interpreted by the government, and this would lead to the liberation of more than 70,000 persons throughout the empire, but the Terrorists, all classes of bomb throwers, shooters, stabbers, incendiaries, plunderers and armed insurgents are expected to be excluded as common criminals.

The prospects of the government accepting the demands set forth in the Duma's reply to the CZAR's speech are much discussed. There is little, perhaps, no belief that they will be conceded. The attitude of officialdom was aptly expressed by an assistant Secretary of State who listened to the debate on the address from the press gallery. "This is simply impotence," he said to a reporter. A majority of the bureaucrats, however, do not display their feelings as candidly as this. They are keeping their counsel and awaiting events.

The debate on the address is being continued this evening. It is really hardly describable as a debate. It is rather a succession of declarations of political faith in almost identical terms. Every member wishes to be able to say that he delivered a speech on this historic occasion. It has at length been found necessary to limit each speaker to five minutes.

Never before has such widespread interest in politics been evinced in Russia. The lobbies of the Tauride Palace are thronged throughout the sessions by groups of Ministers, peasants, women of all social classes, workmen, Ambassadors, authors and professional men, all discussing the newborn parliamentarism, the policy of the Duma and the needs of the nation. Many society women are conspicuous in these lobby debates, numbers of them urging the necessity for reforms, to the astonishment and indignation of the bureaucrats.

Social revolutionists made strong pleas for the abolition of the death penalty. For the peasants one speaker strongly desired they did not want land without liberty, and that if their demands were not satisfied immediately revolution might be expected. Another speaker demanded justice for the workmen and liberty for all without distinction of race or religion.

M. Kovalevsky proposed to add a paragraph to the address recognizing the Emperor's declaration of amnesty. This declaration of peace should prevail throughout the world, and declaring that the Duma, sharing in the desire, proposes to offer to cooperate with his Majesty in guiding the foreign policy of Russia. The proposal, which will be discussed to-morrow, will be generally supported.

Count Witte approached the leaders of the Liberal minority of the council of the Empire to-day and expressed the opinion that the Duma's address in reply to the CZAR's speech was wisely framed and should form the basis of constructive legislation if the Duma refrained from declaring that the only conditions under which the Duma could work. The Liberals did not respond to Count Witte's advance.

The Council, by a vote of 98 to 58, appointed a committee of eighteen, with full powers to draft a reply to the CZAR's speech without debate in the Council.

The Duma's address may finally be voted on to-morrow, but possibly it will be later.

PARIS, May 16.—The Russian Duma's demands have created an unfavorable impression here. Russian Government stocks and industrials showed a marked decline on the Bourse to-day. This adversely affected the quotations of French rentes and some other securities. The more conservative newspapers think the Duma is going too fast.

LONDON, May 17.—The English correspondents in St. Petersburg anticipate that the Duma will precipitate trouble. They remark upon the particularly drastic demands regarding the compulsory expropriation of lands belonging to the State, the Church and private owners. The respondent of the Tribune says the Duma's adoption of this principle is apparently in marked conflict with the promise recently given by the CZAR to the nobles that he would insure their property should be regarded as sacred and inviolable. It is the more remarkable from the fact that the committee of the Duma, in which all the groups are represented, unanimously accepted this principle. Count Hayden, the peasant members of the conservative minority voted in favor of it.

The Telegraph's correspondent says that after listening many hours to the speeches he gained the impression that the peasant deputies want all the land owned by the Crown, Church and private proprietors and a great deal more besides which the CZAR has not called into existence, and that if all other questions could be satisfactorily settled the agrarian problem would keep Russia seething with tateful excitement for decades to come. A destructive spirit has been evoked, he says, which nobody can lay.

The correspondent of the Standard says that a refusal to grant amnesty would be likely to lead to terrible consequences throughout the whole country. The Duma must naturally proceed to other business, but the masses will not accept a refusal of amnesty. M. Rodicheff to-day declared that if bloodshed ensued the Duma could not be blamed, as it had given the Government war warning.

The Odesa correspondent of the Tribune says it is admitted in official circles that the situation is becoming critical. If amnesty is not granted, a serious outbreak is expected on the CZAR's birthday. All the barracks and public buildings are crowded with troops. A large force is encamped in the neighborhood. The soldiers are exasperated by the extra duty imposed on them, and threaten to fire on the people at the first opportunity. Vigorous efforts are in progress to organize a complete strike on the southern railways.

WALDORF HOTEL WINDFALL.

A Trifle of 600,000 Said to Have Been Whipped in Its Place by a Plunger.

Not that Gottlieb Walbaum is going to import a supply of raw and very valuable precious stones in order that he may have them made into gorgeous feather dusters for use in dusting the marble staircase in his establishment at 2 West Thirty-third street. This sudden flight of extravagance on the part of the former owner of the Waldorf restaurant has greatly startled those who know him and is especially surprising to those that heard the roar he made after dropping \$50,000 as a bookmaker at the racetrack last year.

There is also a story of an expedition that Mr. Walbaum is to organize and finance for the purpose of searching a remote part of the Himalaya Mountains to find a very rare mineral which, when made into flies, is said to be capable of toning down a second avenue delusionless stone voice so that it will be as soft as a Staten Island snowstorm.

A well known Wall Street plunger who is stopping at the Waldorf-Astoria got into a bit of a tiff to-night, it is said, and walked into Mr. Walbaum's establishment. The waiter of Mr. Gottlieb Gottlieb Walbaum is very near the hotel and such a mistake might easily be made. Anyway, the plunger is said to have become interested in Mr. Walbaum's staircase and other things and to have remained in the house some little time, until in an effort to get it back he had the limit raised. When it came time for him to go to bed it is reported that he was just \$50,000 worse off for his mistake in getting into Mr. Walbaum's.

The plunger's friends say that a mere trifle of \$50,000 isn't likely to make him peevish.

When Walbaum raised the portoullis of his castle last night and was asked about the plunger's mistake last Friday night he replied: "Oh, dot see a mistake. Dot man hasn't been in here for three months."

THREE NEW YORK HEROES.

Carnegie Commission Rewards Life Savers With Medals.

PITTSBURG, May 16.—At the meeting of the Carnegie Hero Fund Commission to-day three residents of New York received recognition for their heroic deeds.

Michael F. O'Brien of 1037 Lexington avenue, New York, gets a silver medal for saving Mrs. Bessie Ely and her two children from a fire in the tenement at Third avenue and 110th street on May 14, 1904.

Charles Swenson of 60 Atlantic avenue, Brooklyn, who saved the life of Gustav Herby, who leaped from a ferry boat November 5, 1905, gets a bronze medal.

Daniel E. Curtin, a fifteen-year-old boy, living at 32 East Sixty-sixth street, New York, gets a bronze medal, and \$2,000 is provided for his education. He aspires to become a civil engineer. On August 21, 1905, he plunged into the East River at the foot of East Seventieth street and saved the lives of Hulda Johnston and Kilda Ely, who were bathing and 201 feet from the shore.

The strange case of Miss Lucy Ernst of 222 North Sixth street, Philadelphia, who saved the life of Harry Schoenheit by sucking the poison from a rattlesnake bite in his arm.

SPHINX IN ICE A TOKEN.

To Die for Golden Serpents at the Foot of the Sphinx in Stone.

An iceberg that resembled the Sphinx especially that it was cold and distant was one of the sights that passengers on the steamship Meathia, in from London yesterday, saw off the Grand Banks on Sunday.

One of the passengers, Younger Schlesinger, an Egyptologist, was particularly struck by the resemblance to the Sphinx. Mr. Schlesinger has been dreaming about gold serpents for a long time and he dreamed that he would find a lot of them at the foot of some ancient monument or something, just where he couldn't remember when he woke up. Then on Sunday there was the iceberg off the starboard bow a league away.

"It's like the Sphinx—she has answered my question for me," said Mr. Schlesinger to himself. And yesterday he declared that the iceberg was the Sphinx. "I was going from here to the ancient temples of Karnak," he said, "but now I will go to the Sphinx. He will take a look at Cleopatra's needle first."

OBENITY A DISEASE.

London Magistrate So Rules in Filing Company Selling a Remedy.

Special Cable Despatch to THE SUN.

LONDON, May 16.—The question whether fatness is a disease was raised in a police court here to-day. A patent medicine company was sued for selling false reducing medicine without revenue stamps being attached, which the law requires in the case of proprietary remedies for an "obese, ailments or disorder." The magistrate ruled that obesity is a disorder and fined the defendants for a breach of the law.

END IN SMOKE CASES.

Forty Suspended Sentences—Much Accused Strikers Acquitted.

Forty-five smoke nuisance cases were put on the calendar of the Court of Special Sessions yesterday and disposed of in almost as many minutes. There were only two acquittals. All the other defendants were found guilty and discharged under suspended sentence.

The defendants acquitted were W. E. D. Stokes and Alexander Moody. Mr. Stokes, who was not in court, was charged with having burned soft coal in the Ansonia Hotel. It was pointed out that Mr. Stokes was not the engineer or the person who had charge of the hotel's furnaces and the court concluded he could not be held accountable. Moody was arrested in the engine room of the Ansonia. Afterward it developed that he was not even an employee of the house. He was simply calling on the engineer when he was arrested.

Prosiding Justice Zeller in suspending sentence in the other cases. "The court is aware of the fact that during March and April it was almost impossible to get rid of the smoke from the strike during the winter months. The court is inclined to believe that it would have been impossible for these defendants to have carried on their business if they had not used soft coal."

Justice Zeller added that the Board of Health had made a report that the smoke nuisance had increased and that in view of the ending of the coal strike no further troops were to be sent.

During the proceedings a number of lawyers announced that their clients had moved their plants to New Jersey.

THE TRAIN OF THE CENTURY.

The Twentieth Century Limited, the 18-hour train between New York and Chicago by the New York Central Lines, Leave New York 2:30 P. M. Chicago at 8:30 next morning—8 night's ride.—Ad.

FERRYBOAT BALTIMORE SUNK.

LIGHTER FULL OF PIG IRON HIT HER NEAR NEW YORK SLIP.

Thirty-five Passengers Got a Making Up—All Landed Hours Before the Boat Went Down With a Crash in Her Port Side That Opened Her Engine Room.

The double deck ferryboat Baltimore of the Pennsylvania line was rammed by the lighter Greenwich, loaded with pig iron, off the Duobrook street ferry about 5 o'clock last evening. The ferryboat got into her slip and landed her thirty-five passengers and two trucks. The lighter went on her way down stream. About two hours later, after the ferryboat had been backed out of one slip and into another, in order that she might be more easily pumped out, she sank.

The Baltimore left Jersey City at 5:06, with Capt. George Fowler in charge. Few of the passengers were women and most of them were forward.

When the Baltimore had got within about 500 feet of the Duobrook street slip Capt. Fowler saw the lighter, low in the water and close in shore, heading down stream. A swift ebb tide carried her along. Capt. Fowler gave one blast of the Baltimore's whistle as the signal that she would cross the lighter's bow.

According to Capt. Fowler the lighter did not slow down and he gave the signal to reverse engines, but the lighter bore down on the Baltimore and struck her about twenty-five feet from the bow, just at the bulkhead which separates the forward airtight compartment from the main compartment in which are the boilers and engines.

Capt. Fowler saw that the lighter was the Greenwich, owned by the Balloch Smelting and Refining Company of Newark. The captain of the Greenwich was William McVey, and she had a crew of nine men. She carried seventy-five tons of pig iron and was so low in the water that she slid under the guard of the Baltimore. A good sized hole was torn in the hull of the Baltimore and the bulkhead between the airtight and engine compartments was shattered. This let the water into both compartments.

The lighter slid off and went on down the river so fast, as one of the deckhands put it, that "I went aft to see what damn thing had struck us and she was gone." Capt. Fowler ran the Baltimore right into the north slip. There was not much excitement among the passengers, who were cool enough to stare and to be scared, although shaken up sharply. As soon as they were landed several of the Pennsylvania tug came to the Baltimore's assistance, pulled her into the stream and then backed her into the south slip so that the bow would be easier to get at.

The idea of Capt. Fowler and Engineer Henry Cook of the Baltimore, who has been with the company since 1888, was to get the Baltimore pumped out, and then, under her own steam, to go to drydock at Hoboken. It soon became apparent that very little could be done. The tugs were called away to look after the regular freight business of the Pennsylvania, and some Merritt-Chapman tugs were sent for. They worked until 7:30 o'clock, when the Baltimore settled on the bottom. She was covered up to the upper cabins, and the first thing showing above water was the sign "Ladies" over the women's cabin.

Capt. Fowler was much put out over the accident. "It was a damned shame," he said. "She was the best boat on the river."

The ferry officials said that the accident would not interfere with traffic. The old Princeton will take the place of the Baltimore to-day. Although the Baltimore is eighteen years old she was reconstructed five years ago and had a double deck side wheeler. She will be raised at once.

The Greenwich went to Long & Hanley's drydock in Jersey City last night. It was said there that she wasn't damaged.

MINERS REFUSE TO ARBITRATE.

President Mitchell Again Rejects Bituminous Operators' Proposal.

INDIANAPOLIS, May 16.—The following telegram was sent to J. H. Winder, Columbus, Ohio, to-day by President Mitchell of the United Mine Workers, in reply to a communication sent to Mr. Mitchell in which Mr. Winder again submitted, as chairman of the operators of Ohio, Indiana and Illinois, the proposition to arbitrate all differences between the operators and miners.

"Referring to your favor of May 11, and the communication of the operators of Ohio, Indiana and Illinois, I beg to say that complete vote of international executive board, United Mine Workers of America, is against acceptance of proposition offering to submit to arbitration differences affecting wages, together with new issues raised by those you represent since adjournment of joint conference, for reasons assigned in my telegram of May 5, which reads in part as follows: "The arbitration that could change differentials fixed by mutual agreement in competitive districts would be unwise and would not conserve satisfactory peace in bituminous industry."

The United Mine Workers began to pay strike benefits to-day, when \$25,000 was sent to men on strike in this State. The strikers will receive \$3 a week.

UNION LABOR THUGS SENTENCED.

Seven Chicago Sluggers Sent to the Penitentiary and Two Fined.

CHICAGO, May 16.—Seven more union labor sluggers and conspirators must go to the penitentiary. Motion to arrest judgment in the case of Charles Gillohy, Marcus Looney, Edward Shields, Charles Deutsche, Henry J. Newman, John Holden and Charles Casey was overruled by Judge Chetlain to-day and sentence was imposed.

Gillohy gets a penitentiary sentence with a fine of \$2,000. Looney a penitentiary sentence with a fine of \$1,000 and Shields, Deutsche, Casey, Newman and Holden were sent to jail penitentiary.

The seven were indicted on a charge of conspiracy in connection with the agreement by the officers of the Carriage and Wagon Workers' Union to assault violators of strike orders. The trial lasted 102 days and cost the State almost \$49,000.

DEWEY'S WINES STAND FOR QUALITY.

Let's make Pure Wine and Matured Naturally. L. D. Dewey & Sons Co., 125 Fulton St., New York.

Ginger Champagne—Eggnog—Extra Dry. Charles A. M. & C. Co. P. & T. Water—Ad.

FOR SEA LARVE CANAL.

Senate Committee Votes 6 to 4 in Favor of That Type.

WASHINGTON, May 16.—The Senate Committee on Intercommerce Canal to-day voted 6 to 4 in favor of the sea level type for the Panama Canal.

The committee last week was divided, five for sea level and five for a lock canal, with Messrs. Gorman and Carmack absent. Mr. Carmack was present to-day and voted for an sea level, and Mr. Simmons, who before had favored the other type, carried to be excused from voting. A bill to carry out the project at an sea level will be reported to the Senate to-morrow or Friday, together with the majority and minority reports.

APACHE DISABLED.

Tugs Go Down the Jersey Coast to Bring Clyde Liner In.

The Clyde Line steamship Apache, due here from Charleston yesterday afternoon, had a mishap to her engines early yesterday morning off the New Jersey coast, and anchored four miles northeast of the Brigantine. She about seventy miles south of Sandy Hook.