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FAITH OF THE MINERS

Think Some One Man Can End the Strike.

CHERISHING A DELUSION

NOTHING BUT DISSOLUTION OF THE UNION.

Railway Presidents Who Control the Mines Want to Make Terms With Men Direct.

Special From a Staff Correspondent.

NEW YORK, August 15.—Upon the occasion of a recent flying visit to the center of the coal strike, I was struck with the almost pathetic faith of the miners in the probability of some one stepping in opportunely some day and settling the strike in their favor with a word.

Their experience of two years ago, when Senator Hanna and Mr. J. Pierpont Morgan concluded arrangements which brought that strike to a close, made a profound impression upon them. They now think it can be done again, in the same way. Like the sister of Bluebeard's wife, they are on the ramparts watching for the dust of an approaching horseman to rescue them. Mr. Morgan is coming home from Europe next Wednesday, and they think he may help them out.

Inquiry into financial and industrial headquarters here leads to the conclusion that the miners are cherishing a fond delusion. They are confronting a situation of stern reality which holds no promise of success.

Senator Quay and Senator Hanna, even the President, have been appealed to by them.

In financial circles the statement is made with emphasis that nothing but the dissolution of the miners' union can bring the strike to a close.

From the viewpoint of the railway presidents who control the anthracite mines the return of the miners to work is a matter of course. It is an office as an indication that the union had been unsuccessful.

The position of the Railways.

The railways have secured the mines. They now want the right to operate them upon terms to be agreed between the miners and themselves, without the intervention of the officials of the union point to the fact that in the great soft coal fields of Indiana, Illinois and Ohio the union is recognized by the operators, and written contracts are made with the miners through the medium of the union. They claim that the arrangement works satisfactorily, prevents strikes, insures regular work and is beneficial to the miners as well as to the mine owners. They call attention to the fact that if it had not been for the contract between the union and the mine owners in Indiana and Ohio, the anthracite strike would not have occurred. They cannot see why the same arrangement should not prevail in the anthracite region.

Thus far I have been unable to secure an explanation of why the mine owners do not surely arise another. They have no doubt for the gander in the hard coal region. Does it lie in the fact that the mine owners are not organized as thoroughly as the mine owners in Pennsylvania represent the perfection of industrial organization?

The answer, it may sound the keynote of the anti-trust movement for the near future. Some time ago there was a strike in the coal region of the West. The commissioner of labor at Washington, touching the alleged coal combine. It was said that he was directing an investigation into the matter. The investigation, however, was not completed. It is said that the investigation was not completed because the mine owners are not organized as thoroughly as the mine owners in Pennsylvania represent the perfection of industrial organization.

With coal at \$9 a ton and going higher—the prediction was freely made today that it would be \$12 within a week—the public will begin to ask pretty soon what is the trouble with these coal operators who are not organized as thoroughly as the mine owners in Pennsylvania represent the perfection of industrial organization?

It is not to be claimed that the mine owners are not organized as thoroughly as the mine owners in Pennsylvania represent the perfection of industrial organization. They are not organized as thoroughly as the mine owners in Pennsylvania represent the perfection of industrial organization.

It is probable, if the facts were known, that the investigation set on foot by the bureau of operations might furnish evidence of a coal combine. Tangible evidence is not necessary to make the combine a reality.

Here are four or five railways running into the anthracite region, a region that is measured by miles and bounds and outcrops of coal. The mine owners do not get higher wages from one company than from another. Now, that may indicate a coal combine. It might mean that the mine owners are not organized as thoroughly as the mine owners in Pennsylvania represent the perfection of industrial organization.

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SHIPS AT LA GUAYRA

Vessels Respond to Minister Bowen's Call.

PORTO CABELLO QUIET

STILL HELD BY THE FORCES OF PRESIDENT CASTRO.

Commander Nickels Sails in the Topeka for Curacao for Coal and Stores.

Definite information was received at the Navy Department today from Commander Nickels of the Topeka, dated Porto Cabello, which carries a dispatch which arose out of the garbled dispatch received Thursday, from which the department assumed and announced that Porto Cabello had fallen into the hands of the revolutionists. Yesterday, when it appeared from a more careful study of the dispatch that a possible misconstruction had been placed upon it, Acting Secretary Darling cabled Commander Nickels, asking whether the department's construction was correct. A reply, dated yesterday, received this morning read as follows:

"No, everything is quiet at Porto Cabello. Will sail for Curacao for coal and stores tonight. A German man-of-war will remain here during my absence."

Castro Holds Porto Cabello.

It is apparent from the above dispatch that the forces of Castro still hold Porto Cabello. The Topeka sailed last night in accordance with advice sent by Commander Nickels, and according to a dispatch received today, arrived at Curacao, which is only a few hours' run from Porto Cabello. After taking coal aboard she will return to Porto Cabello, and in the meantime the German warship will look after American, German and other foreign interests at that port. The cruiser Cincinnati left Barcelona last night and arrived at La Guayra today.

Commander McLean in reporting his arrival stated that he had left everything quiet at Barcelona. Both the Cincinnati and Marietta are now at La Guayra. No information has been received from Commander McLean as to his reasons for leaving Barcelona at this time.

Under general instructions he is permitted to go where his presence may seem necessary, but generally speaking his movements are practically under the control of the American minister. Several dispatches have been telegraphing in all directions for a warship to go to La Guayra, and Thursday he reported to the State Department that he had been unable to reach either the Marietta or Cincinnati. It is surmised that he finally secured communication with both of them about the same time, and that both Commander McLean of the Cincinnati and Commander Rodgers of the Marietta hastened to respond to his urgent appeal. The result is he now has two ships at his service.

The United States minister at Caracas has telegraphed the Department of State that he has reliable information to the effect that there is no blockade of the ports of Curacao, Coto Colorado and Guirila. At Ciudad Bolivar, however, the blockade is effective.

Courtesy to Non-Combatants.

Minister Bowen reports that the government troops have shown great courtesy to non-combatants in the Orinoco region, and that the revolutionists have been equally magnanimous at Ciudad Bolivar, where food supplies are plenty.

The foregoing dispatch probably refers to the extent of difficulty met by American steamers, including those of the asphalt company, which operate in the region referred to. As Ciudad Bolivar is the only place where the blockade is effective, and as the revolutionists are showing magnanimous treatment of foreigners there, the situation is relieved of any critical aspect at those points.

Interview With Monagas.

A dispatch from Willemstad, Curacao, says: A correspondent has had an interview with General Cruz Monagas, chief of the Venezuelan revolutionists at Barcelona, in which General Monagas said foreigners might be sure no coercion would be applied to them. According to General Monagas, the revolutionists have divided their forces into twenty-five sections, each containing from 1,000 men to 2,000 men. The largest force, 8,000 men, commanded by General Matos and General Domingo Monagas, is at Orinoco, awaiting an attack by President Castro, who is at San Casimiro. General Monagas added that the revolutionists' telegraph lines reached to many points, enabling them to keep themselves better informed than the government, and claimed that Ciudad Bolivar and two-thirds of the country were still in possession of the revolutionists.

A Berlin dispatch says: The Associated Press is informed that the German government does not wish it to be assumed that Germany will not under any circumstances be a party to the coal strike. Because such necessity might arise if a German consulate were attacked or German citizens maltreated or plundered. The foreign office is watching the matter in Venezuela closely, and is in cable communication with German war vessels in the Caribbean, but gives out in a general way the same policy as the United States, but statements regarding co-operation are characterized as premature.

ARRIVAL OF THE RELIEF.

Col. Hall, Ordered to Washington, Among the Passengers.

The War Department is advised of the arrival of the transport Relief at San Francisco from Manila, P. I., with the following military passengers: Col. Wm. P. Hall, adjutant general's department; Major Jackson, Stoney, Sears, Sievers, Porter, Hogue, McSwain, Wyche, Chase, Graham, Mintzer and Weisenberg, and fourteen casuals.

Col. Hall, who is a passenger on the Relief, is under orders to come to Washington for duty at the War Department as principal assistant to the adjutant general. He is the son-in-law of Senator Blackburn of Kentucky, and is well-known in this city. Mrs. Hall is now in this city.

Supervisor D. H. Taylor Dead.

The bureau of insular affairs of the War Department has received a telegram from the acting civil governor of the Philippines, stating that Denzil H. Taylor, supervisor of Ilocos Norte province, died of Asiatic cholera August 14.



AQUEDUCT BRIDGE PIERS

Proposed Application of Available Funds for Their Repair.

Col. Chas. J. Allen, the engineer officer in charge of the improvement of the Potomac river, has submitted a project for the application of available funds for the repair of the piers of the Aqueduct bridge crossing the Potomac at Georgetown. An appropriation of \$3,000 was made at the recent session of Congress for the examination and temporary repairs of the piers of the bridge in cases of need arising from flood or ice.

Colonel Allen recommends that the appropriation be applied to the examination and inspection of the piers of the bridge, including the abutments, "wherever there may appear necessity for such examination or inspection, and to such temporary repairs as the examinations may show to be necessary to the piers."

"The history of these piers," says Colonel Allen, "as given in various reports from this office for the past ten or twelve years, shows the necessity of being prepared to make an examination at short notice, to be followed, possibly, by prompt repairs. It is proposed to make the piers by hand labor and purchase of material according to law and regulations, that method being most economical and advantageous to the government."

The project has been approved by Acting Chief of Engineers Mackenzie and Acting Secretary of War Sanger.

WANTS THE OFFICER PUNISHED.

Dr. Crouse Charges Lieut. Van Schalk With Breaking Engagement.

Once again the attention of the War Department has been officially directed to a love affair of one of its officers. In this case the officer involved is First Lieutenant Louis J. Van Schalk of the 27th Infantry, whose engagement to Miss Mabel Crouse of Altamont, N. Y., was announced some time ago. The marriage ceremony was to have been performed May 15, but it appears from a statement of the young lady's father, Dr. Jesse Crouse, that shortly before the date named Lieutenant Van Schalk experienced a change of sentiment with regard to Miss Crouse and announced that fact and gave his reasons in a letter to his fiancée. The prospective father-in-law, Dr. Crouse, endeavored to induce the young officer to change his mind, but to no avail. Dr. Crouse has now brought the matter officially to the attention of the War Department, desiring that some punishment be meted out to Lieutenant Van Schalk.

"Affairs de coeur" are very ungenial to the law officers of the War Department, and there is a general impression that they can take no cognizance of Lieutenant Van Schalk's case.

The papers filed by Dr. Crouse include copies of the correspondence between Lieutenant Van Schalk and his daughter, and it is said that the letter in which the lieutenant broke off the marriage gives very tangible and honorable reasons therefor.

A case of somewhat similar nature was that of Lieutenant Crawford, whose appointment to the army met vigorous opposition on account of a broken engagement.

Lieutenant Van Schalk is a native of Cobleskill, N. Y., and went to that place soon after his return from the Philippines this spring. He is a son of Rev. John Van Schalk, pastor of the Church of Our Father of this city, and is a descendant of the well-known Van Schalk family of New York.

EFFECT OF HARVESTER TRUST.

Ten Thousand Men Will Lose Their Employment.

CHICAGO, August 16.—The Inter Ocean this morning says:

"Following the International Harvester Company's public declaration that economy in the manufacture and distribution of agricultural machinery was the motive for effecting the \$120,000,000 merger, several of the Chicago companies that make up the combine yesterday issued letters to the general agents throughout the country ordering a reduction of about three-fourths of the total number of employees representing these companies in the field.

"The other companies in the combine are preparing to follow their example. Equally radical reductions in the office force are being planned by all. It is said, however, that the plan is to keep the combine for the near future. Ten thousand men are expected to lose their positions."

KING REVIEWS FLEET

Impressive Naval Pageant at Portsmouth, England.

OLD TYPES IN LINE

FIVE ADMIRALS' PENNANTS IN THE PARADE.

Solent Was Covered With Pleasure Craft to Witness the Great Spectacle.

PORTSMOUTH, August 16.—King Edward completed the program of the coronation festivities today by reviewing the fleet for the first time since his accession. From a spectacular point of view the assemblage of a hundred and odd war vessels in the roadstead off Spithead was a magnificent show, but to those looking beneath the brilliant veneer of paint and polish, it was evident that the fighting strength of the fleet was by no means formidable. The lines of ships were thickly dotted with ineffective vessels.

Among these may be mentioned the third-class cruiser Calliope of Apla fame, which included such relics as the battle ships Devastation, Dreadnaught, Camperdown and Edinburgh, which are classed by some experts as absolutely dangerous to their crews, while some of the nominally effective fighters are still armed with muzzle-loaders. It must be pointed out, however, that the display represented merely the home fleet, not a single vessel having been withdrawn from a foreign station to participate in the pageant.

Weather Was Fine.

The day opened fine. There was an immense influx of visitors. The waters of the Solent were covered with pleasure craft of every variety, from the tiny canoe to the big excursion steamer, and every vantage point on shore was covered with spectators. At 8 a. m., in response to a signal the fleet broke out flags and in the space of a minute the lines of black hulls were transformed into parti-colored lanes of fluttering bunting.

Simultaneously the pennant of Admiral Sir Charles Hotham, the commander-in-chief at Portsmouth, was flung out from the peak of the royal sovereign, which today acted as flagship of the fleet. Five other admirals' flags were also in view in different sections of the parade. The five lines in which the fleet was moored were located midway between the Isle of Wight and the mainland.

PYTHIANS MAKE EXCURSIONS.

Sham Battle to Be Fought at Mechanics' Pavilion Tonight.

SAN FRANCISCO, August 16.—The Supreme Lodge of the Knights of Pythias continued its sessions today, several matters of importance to the order being considered. The Rathbone Sisters devoted the day to an excursion to Oakland, the University of California, Mills' College and Piedmont Park. There were also other excursions to various points of interest.

Tonight there will be a sham battle at Mechanics' Pavilion, at the termination of which the prizes won in the drill competitions will be announced.

James Porter Struck by Train.

Special Dispatch to The Evening Star.

MOUNTAIN LAKE PARK, August 16.—The fast mail train from the Baltimore and Ohio railroad ran over James Porter, an aged citizen of Oakland, Md., at this place last evening.

He was taken to Oakland on same train. Mr. Porter was crossing the track when the train struck him. His skull was crushed and he will die.

SALE OF CUBAN FORTS.

Comment on Yesterday's Action of the House of Representatives.

The action of the Cuban house of representatives yesterday in voting that none of the fortresses or arsenals of the Cuban republic shall be leased or sold by that government is said to have no bearing upon any contemplated action of the United States in regard to that property. While the United States with an artillery force is occupying some portions of Cuba now, it is not the intention to have that force remain permanently. These troops are said to be merely acting in the capacity of instructors to Cuban troops as well as for the purpose of assisting the Cuban government should a well-trained force be needed. It has been suggested that some portions of the fortresses and arsenals of Cuba might be used in the four naval stations which the United States is to have in Cuba, but it is said that the officers of the Navy Department having charge of the selection of the site are not considering such a plan.

DISTRICT COMMISSIONERSHIP.

Secretary Cortelyou's Return Has Nothing to Do With It.

Secretary Cortelyou's return to Washington for a few days has absolutely nothing to do with the fight for District Commissioners to succeed Commissioner Ross, it may be stated on competent authority. Mr. Cortelyou came back to Washington to arrange the final details of the trip to be taken by the President through the New England states, beginning next week, and to settle some business of his own office before going away on that journey. He is also working on the details of the great northwestern trip of the President. This will begin on September 19 and will last about eight weeks.

When Mr. Cortelyou left Oyster Bay the fight for the vacant commissionership was proceeding merrily. The temporary headquarters of the government of the Navy Department were daily receiving letters from Washington relating to men and affairs connected with the office. The President was being thoughtfully considered by the papers, but was in doubt as to what action he would take.

Nobody knows definitely when the President will act on the case. He may do so at any time. It is stated that he has had a most kindly feeling from the beginning for H. L. West, but the opposition to Mr. West has been strong, not on personal grounds, but for political and other reasons, and this has resulted in continued consideration of the whole matter.

It is believed that had the President acted promptly when the vacancy was created he would have appointed Mr. West, but this result is not now certain.

The friends of Captain John S. Miller of this city have been bringing influence to bear for his appointment to the office of District Commissioner. The acknowledgment of various endorsements of Captain Miller has been transmitted to him by Secretary Cortelyou, which was the first intimation to the captain that he was in the race.

"All this is very flattering," remarked the captain, with a twinkling eye, "but my business and my modesty would stand in the way of allowing my friends to heap this honor upon me."

LABOR DAY AT CHAUTAQUA.

Samuel Gompers the Speaker at Mountain Lake Park.

MOUNTAIN LAKE PARK, Md., August 16.—Today was one of the greatest in the history of the Chautauqua, being the first Labor day celebrated here. Fully 5,000 people gathered to listen to John Mitchell, president of the United Mine Workers of America, speaking on "Phases of the Labor Problem," and Samuel Gompers, president of the American Federation of Labor, on "Labor and Capital—The Workingman's Side of the Story." Excursion trains brought in hundreds of miners from the adjacent region of West Virginia.

PERSONAL MENTION.

Mr. J. D. Blackstone will go to Atlantic City for a few days.

Leonard Garfield Spencer has returned from New York, after three weeks' absence. He accompanied his mother to Old Point, Norfolk, yesterday.

Dr. John F. Moran has returned from Europe.

Mr. Jas. S. McDonogh left Friday for a six weeks' vacation. He will go to Louisville, St. Louis and Kansas City.

Mr. C. F. Forsyth has returned to the city after a pleasant visit with friends in Newport, Vt.

Government Receipts.

Government receipts from internal revenue today were \$702,652; customs, \$757,205; miscellaneous, \$19,751. Expenditures, \$1,885,000.

DEATH OF THE FAIRS

Chauffeur Brotoy Gives More Details.

MR. FAIR WAS SICK

PROBABLY MADE MISTAKE WITH STEERING GEAR.

Both Seemed to My Feet and Leaving Instantly—Gatekeeper's Wife Saw Signs of Life.

PARIS, August 16.—The chauffeur of the automobile in which Mr. and Mrs. Charles L. Fair were killed, whose name is Brotoy, returned to Paris this morning. In an interview with the correspondent of the Associated Press he threw some further light on the cause of the