WEATHER PROBABILITIES.

For the District of Columbia, Maryland and Virginia, partly cloudy weather; northerly winds.

The Times

The circulation of The Times yesterday was 41,540 Copies.
Daily average last week, 40,526 Copies.

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PROUD BRITAIN'S FLEET

Most Stupendous Aggregation of Sea Power Ever Seen.

MILES OF FIGHTING VESSELS

One Hundred and Sixty-five Warships in Line—The Disturbance of the Atmosphere, Caused by the Vast Fleet's Salute, Causes a Heavy Downpour of Rain.

Portsmouth, England, June 26.—What should rank as the greatest achievement of man has been the dispute of many centuries. The answer for this generation has been found today in the marvelous display of human handiwork spread upon the waters of the great roadstead, stretching between Portsmouth harbor and the Isle of Wight. Half a thousand great Leviathans were there, creatures of iron assembled from every quarter of the globe They were of every size, shape and description, graceful, majestic liners, fearsome, repulsive battleships, impudent little torpedo boats, each and every one the embodiment of wonderful discoveries. It was sufficiently imposing as a British naval review, but the other craft, English and foreign, outnumbered the British fighting force and served somewhat to minimize the admiralty display as a mere spectacle.

Even the most ignorant layman, however, did not need to be told that he was witnessing the most stupendous aggregation of sea power of this or any other age, seen no matter how, or estimated in tonnage, mere power or destructive force, which somebody suggested should be reckoned in smithereens.

The 165 vessels comprising the British fleet were more formidable than any weapon with which man or a nation has armed itself during the ten thousand years now included within human records. The chief political object of this jubilee celebration is therefore accomplished. Great Britain has shown her rivals and her own children the vast resources at her command for offense and defense, and she fondly hopes that the lesson will be taken to heart in more than one foreign capital. She has gained, at all events, one unsought tribute. Nature herself acknowledged the greatness and grandeur of the occasion.

The afternoon, after a foggy morning, has been beautifully bright, clear and cool. The firing of the royal salutes by the big guns from every ship in the vast fleet amounted to a terrific cannonade. The effect was the same as has sometimes followed a great battle where there has been a free use of artillery. A heavy shower, entirely local, deluged the scene an hour after the review.

Portsmouth has probably never in her entire history held such enormous crowds of people as today. Hundreds of trains have poured people into the town from early morning until shortly before the arrival of the prince, at 1 o'clock.

It was a magnificent day, the entire water front between Portsmouth and the Isle of Wight being simply filled with ships of war. The fact that all of these with few exceptions, flew the English flag seemed to impress itself upon the minds of the spectators, who crowded the excursion steamers, and the consequence was an almost continual playing of "God Save the Queen." The patriotism was unbounded. It was enough to make people patriotic for here were five miles of British warships—a display of power unprecedented in the history of the world.

The ships were disposed in five long lines, each extending from Fort Gilkicker, in Portsmouth harbor, to a point opposite Osborne, Isle of Wight. The outermost line was composed of twenty-nine ships, all battleships and cruisers; the second line was similarly composed of thirty ships; the third of thirty-eight running eastward. As far as the twenty ninth ship, this line was composed entirely of small cruisers, torpedo gunboats and gun vessels, while the last nine ships were the five-masted rigged vessels of the training squadron—relics of the old days before steam superseded sail. Inside this was a fourth line with no fewer than thirty of the forty vessels composing it destroyers of the latest pattern.

The remainder were smaller craft. Lying closely inshore on the Isle of Wight side were these ships: The Australian Wein, the German Konig Wilhelm, the Spanish Nizcaya, the American Brooklyn, the Russian Rossia, the French Porthnieu, the Dutch Evertsen, the Portugese Vasco de Gama, the Norwegian Fritzof, the Swedish Gota, the Danish Heligoland, the Japanese Fugi and the King of Siam's graceful cruising yacht Maha Chakrakot

The Brooklyn was decidedly the most noteworthy ship in the vast assemblage from a spectacular point of view. Her great factory chimneys and odd tumble-away sides, her high white hull, and her two immense flags, made her a picture absolutely unique, even in Portsmouth, which, for generations, has been used to look upon all the queerest naval craft that the world has turned out The Brooklyn was not admired, but still was heartily cheered. An immense number of yachts, pleasure steamers, and great ocean liners filled what remaining space there was. Toward the Isle of Wight in a single line were the Teutonic transformed for the day into an armed cruiser, and the steamers New York, the Columbia, Ophir, Dresden, and Bothnia.

Shortly after 2 o'clock a single gun from the flagship Renown announced the departure from the dockyard of the Prince of Wales on the royal yacht. This was the signal for the royal salute, which was fired by the entire fleet, over 150 ships. Simultaneously every vessel manned the sides and military tops, with the exception of the Siamese yacht, which sent its crew to the masts and made a picturesque display. The cannonade was terrific. The foreign ships all used smokeless powder, but the entire British fleet used black powder, so that a few minutes after the noise began a heavy curtain of smoke hung over the water and for ten minutes obscured vessels 100 yards distant.

The reviewing fleet came into sight of the first ships shortly after 2:15 o'clock. The procession was piloted by the Trinity and the yacht Irene, followed shortly afterward by the antiquated, but still serviceable royal yacht Victoria Alberton with the Prince and Princess of Wales, Princess Frederick, the Duke and Duchess of York, the Duke and Duchess of Coburg, and the Duke and Duchess of Connaught on board.

The rest of the procession was composed of the royal yacht Albert and the chartered steamer Carthage, on which were the representatives of the crowned heads of Europe and the other distinguished visitors, including the Indian princes, in gorgeous costumes. Then came the admiralty yachts Elfin, Enchantress and Fire Queen, the latter having on board the commander-in-chief, Sir Knowell Salmon; the Wilson Liner Eldorado, carrying the corps diplomatique and the colonial premiers; the Arundel Castle, with the lord mayor and the corporation of London; the Danube, with the members of the House of Lords; the Parramatta and Goorkha, with the admiralty guests, and the Campania, with the House of Commons. As the royal yacht passed each ship tremendous cheers were given by the crews, and the bands played "God Save the Queen." The enthusiasm on these five miles of water was really marvelous.

The flotilla came gracefully down through the lines of warships, and the scene was one of unparalleled beauty and animation. Of all the great ships the Campania seemed the greatest. She looked twice the size of the huge battleships like the Majestic, the Repulse or the Resolution, which are really much larger, and when she finally drew away from the fleet and took her passengers out for a short sea trip she was saluted with tremendous cheers from one end of the line to the other as far as she was visible.

There was a slight haze, and this, combined with the mass of smoke, made it difficult to distinguish objects at a great distance, but after a time the sun drove through the clouds, and for the first time in the day the entire fleet could be discerned. It was a picture one can never forget. The famous anchorage glittered like a broad sheet of silver under the rays of the brilliant sun, and against this the wonderful fleet stood, sharply outlined and distinct. The royal procession went slowly through the several lines, and finally at 4 o'clock came to anchor opposite the flagship Renown. As the anchor dropped, the flagship hoisted her signal and the roar of cheers from 40,000 sailors was heard from one end of the fleet to the other.

This was loudly echoed by the excursion steam yachts, tugs and other vessels outside the lines. In fact, the cheering never seemed to terminate from the beginning of the day to the end, but strange to say not a single whistle was blown. The prince went on board the Renown and soon after the water became alive with steam pinnacles, carrying admirals and captains to be presented. This ceremony over the yacht returned to Portsmouth. She was cheered all the way by the crews, who again manned the sides of their ships.

The lines were now thrown open to outside steamers and soon a great procession went through the fleet. A faint idea of what this was may be had after one conjures up the view of a yacht race in New York harbor, only here there were probably three times as many ships of all kinds. Every large steamship company had one or two of its vessels and steam yachts were there without number. As if by program, rain began falling immediately after the Victoria Albert left the lines and its came down in bucketfuls. The thunder and lightning were terrific and the storm drove all the great ships to their docks to unload their passengers.

At 6 o'clock the anchorage was absolutely destitute of visiting craft, and the whole scene was lamentable. Thousands of people rushed away from Portsmouth immediately on landing, thinking it would be hopeless to wait for the great illuminations, which it was believed would be postponed owing to the rain, but promptly at 9 o'clock again, as if, according to program, the rain ceased, and at the signal, the vast fleet flashed forth into a vast sea light. Where, in the daytime, there had been flags, hung in rainbow fashion, there were now electric lights. The great, somber ironclads surrounded by glistening girdles, brilliant lights from topmast to topmast and low down on the water's edge, while the whole bosom of the strait, from Spithead to Osborne, appeared as though gleaming with fire.

Undoubtedly the finest show was made by the cruiser Brooklyn, which had an immense V. R., 1837-1897, in electric lights, stretched amidships and alongside the word "Brooklyn." She was fairly alive with light. Great pictures of the Queen hung between the funnels of the battleships. "God Save the Queen" was a favorite and fervent electrically light wish among the cruisers, and a handsome display was made by the Russians and Frenchmen. Search lights were not permitted, so that only the outlines of the vessels could be seen, and this made a contrast to former illuminations of this sort, all the more marked. The effect was wonderful and beautiful.

It was veritably a "fete de Venice." The illuminations were continued until midnight, when on a signal from the fleet every superfluous light went out as if turned off by a single switch, and thus came to an end the greatest and most remarkable naval spectacle the world has ever known.

FACTIONAL FIGHT IN OHIO.

Bookwalter and McLean Forces Clash at Springfield.

Springfield, Ohio, June 26.—The Democratic county convention this afternoon resulted in a row and a double convention. It was caused by the Bookwalter and McLean factions striving to get control. A. L. Clapool was temporary chairman, and he is also John W Bookwalter's private secretary. Although the McLean crowd, headed by ex-Mayor Burnett, had the majority and wanted James Johnson, jr., for permanent chairman, and did elect him, yet Clapool and his followers refused to give up control of the convention.

They went thorugh the form of appointing a committee and selecting the delegates. During the whole time the convention was on its feet yelling, as soon as convention number one made up of the Bookwalter men was through and adjourned, Burnett called the remaining delegates together and they signed a call for a convention, to be held immediately. Fifty prominent Democrats signed it. The first convention was declared illegal on account of no call being issued.

James Johnson, jr., was made chairman of convention No. 2, and D. Z. Gardner secretary. Another set of delegates was appointed to the State convention. It is thought McLean's men will be seated.

Weds Daughter-in-Law.

St. Louis, June 26.—James Williams, a millionaire, was married last night to Mrs. Lizzie Williams Mr. Williams is ninety years old. His bride is the widow of his eldest son, and is forty-five years old. Her aged spouse is her third husband. A trust company has managed his estate for twenty-five years.

A Brakeman Squeezed to Death.

Hagerstown, Md., June 26.—Samuel E. Nicholson, a Norfolk and Western brakeman, was squeezed to death between cars near Charlestown, W. Va., today. His body was brought to Hagerstown, and will be buried tomorrow. He was twenty-six years of age and unmarried.

CUBA'S FREEDOM IN SIGHT

Weyler's Present Campaign the Dying Effort of Spain.

GARCIA READY FOR HIS FOE

The Policy of Terrible Retaliation Upon the Spaniards for Every Crime Committed by Them to Be Put in Force—Weyler Confident of Success.

Havana, June 26.—The campaign which Gen. Weyler is now beginning in West Cuba will be the biggest military effort made by the Spanish army in the island since the war began in 1895. The rainy season, the intense heat now prevailing over the island and the dire increase by yellow fever at this time of the year of the death rate among the Spanish soldiers have not prevented the advance of Weyler against Gen. Calixto Garcia. It is known here that a few days ago the prime minister cabled to Weyler that it was necessary "to crush the revolution in a short time, at no matter what sacrifice of life."

Spain knows that time is the greatest ally of the patriots, as each day of the war means $250,000 more of expense for the Spanish treasury. If Weyler should remain inactive during the summer the prolongation of the struggle one year more would be certain. In the face of this dark prospect for Spain Canovas has decided to throw the last card.

In Puerto Principe and Santiago de Cuba, where the summer is even more trying than in the west, the sacrifice of life, of which the Spanish prime minister speaks, will be really terrible in the Spanish army. The war will be also without mercy on both sides.

The correspondent of the New York Sun at Puerto Principe writes that Gen. Garcia is entirely prepared to meet the Spaniards, and that he has declared that every crime of the enemy, either against the Cubans in arms or against the pacificos, will be followed by terrible retaliation. The policy of revenge initiated last week at Santa Clara province by Gen. Montegudo will assume a most sanguinary character, as a natural consequence of Weyler's stubborn avoidance of all civilized methods of conducting a war.

The orders sent by Weyler to the Spanish columns in Camaguey and Santiago de Cuba are to concentrate the country people in the towns and refuse them permission to go beyond the reach of the forts. At the same time there will be no prisoners. Every man who falls into the hands of the Spaniards will be immediately shot. A short time will be given to women and children to leave the country and the day after the expiration of the term they will be considered as enemies.

Before leaving Havana on the steamer Hernando, de Pizarro, Weyler said to his friends of the uncompromising Spanish party, La Union Constitucion: "I wish to prove beyond discussion that my method of warfare is the only way to quell this revolution. Whether I am right or not you will soon know. With regard to the sentimental attacks upon me in the United States, I merely say that they amount to nothing, and are only newspaper talk."

The captain general, as in Pinar del Rio and Santa Clara, does not intend to remain in the field throughout the campaign. As soon as his first orders are given he will return from Santiago de Cuba by sea to Havana, and later he will make two or three more trips to east Cuba. Weyler is wholly confident of his success. Col. Escribeno, chief of his staff, has explained that in spite of the season, which is more detrimental to the Spaniards than the Cubans, Gen. Garcia will probably engage in open battles more frequently than Gen. Gomez, because he is stronger and has a more reckless disposition.

If such is the case, and the Cubans abandon their guerrilla tactics, Spain can afford to lose 30,000 men in the campaign, having still a great advantage over the insurgents in numbers and resources More impartial observers consider Weyler's whole plan to be folly, because the mountainous topography of the province of Santiago de Cuba and the lack of railway communication and good roads in both provinces will make the movements of a large army of 80,000 men very difficult. However this may be, the failure of Weyler will blast Spain's last hopes.

MAXIMO GOMEZ WOUNDED.

Spaniards Circulating a Report of His Death.

Havana, June 26.—La Lucha quotes the Spanish Gen. Segura as saying that in a recent engagement with the insurgents near Tunas, the horse ridden by Gen. Maximo Gomez was shot under him.

The Spanish officials, with this report as a basis, are industriously circulating a report that Gomez has been killed.

Insurgents who have surrendered to the authorities at Placetas assert positively that in the same engagement in which Gen. Gomez's horse was killed, the insurgent leader himself was wounded.

DIED WITH HIS BOOTS ON.

A Robber Killed and Another Wounded by a Sheriff's Posse.

Springfield, Mo., June 26.—At Buffalo, forty miles north of here, last night Frank Taylor was killed and his brother John badly wounded while attempting to rob a wood mill. John escaped.

The Taylors were members of an organized gang of robbers made up of young Dallas county men. Two of the number weakened and notified the sheriff that an attempt would be made to rob the mill. The sheriff's men surrounded the premises while the robbers were at work, and, on the latter's refusal to surrender, fired into the building. The two informers are in jail.

"BEFORE THE PASSAGE OF THE TARIFF BILL."

THE DEAD NUMBER TWELVE

A Fast Express on the Wabash Goes Through a Bridge.

IT WAS AN EASTBOUND TRAIN

The Disaster Said to Have Been Caused by the Recent Rainfall, Which, With Cyclonic Winds, Greatly Weakened the Bridge. Bodies Taken to Kansas City.

Kansas City, Mo., June 26.—The fast express on the Wabash Railroad which left here at 6:20 this evening went through a bridge near Missouri City, about twenty-five miles from here, at 7 o'clock.

Up to midnight twelve dead bodies had been recovered. Among them was that of Conductor Copeland.

The disaster is said to have been caused by the recent heavy rainfall, which, with cyclonic winds, greatly weakened the bridge.

The train consisted of an engine, three mail coaches, a smoking car and Pullman sleeper, from Denver, and was scheduled to reach St. Louis at 2:30 a. m., where it connects with the fast mail trains for the East, North, South and Southwest. It is not known how many passengers were on board.

A wrecking crew left here at 8 o'clock, and at midnight returned with the bodies.

The dead, so far as known, are:

CHARLES GRESLEY, St. Louis, brakeman.

C. G. COPELAND, Kansas City, conductor.

W. S. MILLS, St. Louis, postal clerk.

O. M. SMITH, St. Louis, postal clerk.

C. A. SMITH, St. Louis, postal clerk.

EDWIN GRINROD, St. Louis, baggageman.

The injured:

Mrs. Cannon, Salisbury, Mo., head and shoulder injured, dangerously.

Mrs. W. H. Wilkinson, 536 Wabash avenue, Chicago, arm and leg and back seriously hurt.

W. H. Wilkinson, 536 Wabash avenue, Chicago, head severely injured.

Henry Gray, Prarie Hill, Mo., arm and nose slightly hurt.

Henry Linnebur, head and leg seriously hurt.

J. H. York, Sedalia, Mo., face and nose slightly bruised.

Lillie Graves, severely hurt about shoulders.

Mrs. S. S. Prather, Columbia, Mo., slightly hurt.

J. Elliott, Marion, Iowa, back and spine severely hurt.

Alice Darcy, Carrollton, Mo., severely hurt about the head and arms.

B. W. Brittigan, Kansas City, head cut slightly.

Thomas Nixon, Dewitt, Ill., head and arms severely bruised

Alex Miller, colored, Leavenworth, Kan., back injured slightly.

The engine passed safely over the bridge, the tender, however, going down with the bridge, dragging with it the mail car. The baggage car crashed upon the mail car and the smoker on top of the baggage car. The chair car landed on top of the others and the sleeper passed underneath it.

The mail and baggage cars were crashed to splinters and their occupants ground to death in the wreck. The smoker was badly wrecked and it is believed that some of the passengers in that car were killed.

Robert S. Inies was seated in the middle of the chair car on the right side. In speaking of the wreck he said:

"There was a sudden crash, and I was thrown forward upon the seat in front. When I had recovered my feet I saw people sliding down the aisle, piled one upon another. Passengers seated in the rear of the car were thrown to the front end. No one in our car was killed.

"The car was thrown upon the front end, at an angle of about forty-five degrees and underneath it was the sleeper.

A little girl, probably eight years of age, who was in the front end of the chair car, with her mother, crawled back over the roof of the car into the sleeper.

As she was lifted from the car by Postoffice Inspector Sullivan, of Kansas City, she clung to his neck, saying between her sobs, "Oh, sir, mamma is killed."

It was learned afterward, however, that her mother had escaped uninjured.

Mr. Kellerstrass, secretary of the Columbia Distilling Company, of this city, was in the smoker.

"We were all thrown in a heap in the front of the car," he said, "and as soon as those of us who were not injured realized the situation we began the work of rescuing the wounded. I do not believe any of the passengers in the smoker were injured."

H. J. Linnebar, of St. Charles, Mo., was in the smoker. He was thrown over several seats, but received only slight injuries. He said:

"There were not more than half a dozen men in the smoker, and I believe all of them escaped with their lives. As for the car, when I left it, there was nothing but splinters to be seen. The chair car was piled on top of it."

A farmer boy living near the bridge saw the dangerous condition of the structure and endeavored to signal the train, but without avail. Owing to the blinding rain, the engineer was unable to see the signal.

A GHASTLY DISCOVERY.

Headless and Legless Body of a Man Found in East River.

New York, June 26.—The headless and legless body of a man, wrapped first in cheesecloth, then in brown paper and finally in an ordinary linen tablecloth, was found in the East River, at the foot of Eleventh street, this afternoon, by two boys who had been playing on the pier. There was absolutely nothing about the body or the material in which it was wrapped which has yielded as yet a clew to the identity of the dead man, and the police at first put forth the surmise that some medical students, having removed the head and legs for dissecting purposes, had disposed of the trunk by tossing it into the river.

Tonight, however, a number of the doctors of the Bellevue Hospital staff summoned by the morgue keepers, who were positive that the man had not been dead more than thirty-six hours, made an examination of the trunk and announced that the decapitation and the severing of the limbs could not have been the work of a medical student unless he was crazy. It has been done in a bungling and clumsy manner, they said, and gave evidence of foul play.

Police Captain Hogan was immediately notified and he ordered his detectives who have been on the case to continue their investigations until they got some clew to the identity of the man, and found out who threw the body into the water.

HYMEN LAUGHS AT AGE.

Providence Man Sued for Divorce Because of Bigamy.

Providence, R. I., June 26.—Sophronia W. Mathewson, seventy years old, has appeared before the supreme court for the second time as a petitioner for divorce. Her husband is eighty-two years old. They were married in 1853 and the husband went to the war in 1861. Thirty years later he returned to find his wife living with another husband.

He said he had married another woman during his absence. Shortly afterward he again disappeared, and on January 7 of this year married Mrs. Laura Zeigler, of Wataska, Ill. In suing for divorce Mrs. Mathewson mailed the citation to Wataska, Ill., but received a reply from the third wife that her husband had left her three months ago and gone to Kansas, where he contracted a fourth marriage.

Died From a Compound Fracture.

Akron, Ohio, June 26.—Philip Rosemond, who sustained a compound fracture of the hip on the excursion train this morning which ran into a Baltimore and Ohio freight train, near Millersburg, died tonight.

Kasson's Turn to Be Shaved.

Sioux City, Iowa, June 26.—Linnie Kasson, a Sioux City barber, who has been in rather poor circumstances, has fallen heir to $250,000 through the death of his uncle, James Kasson, at Austin, Tex.

MAN WITHOUT A COUNTRY

Mrs. McKinley's Physician Occupies a Peculiar Position.

CANNOT GET A PASSPORT

Dr. Bishop Swore Allegiance and Fought Through the War, But the State Department Refuses to Recognize Him as a Citizen—England Also Declines.

New York, June 26.—Dr. J. N. Bishop, who is the private physician of Mrs. McKinley, is a man without a country. The doctor, who is a specialist on nervous troubles, started today on the American Line steamer Ohio for a seventy days' cruise to Iceland, the North Cape, Norway, Sweden and Russia. Although a veteran of the war, and living in the United States since he was twenty-one years old, the Department of State at Washington refused to grant him a passport.

Dr. Bishop was born at Algonquin, in Ottawa, and went to Mississippi when twenty-one years old. He received a special commission and engaged in military life under Gen. O. O. Howard. When Mississippi was admitted to the Union Dr. Bishop, like many others, took the oath of allegiance, subsequently became a postmaster under this Government and held State and other local offices. Believing that his service under Gen. Howard practically made him a citizen, he neglected to take out naturalization papers.

About four weeks ago he decided upon this trip to Russia, but delayed until the other day to apply for a passport. He then made out his certificate of identification and sent it to Washington.

Yesterday the Department of State notified him that as he had failed to become naturalized it was impossible for the Secretary to give him credentials. He then telegraphed his war and official records to the capital, but an answer came back that, while it was a very novel case and admitting that the doctor was morally entitled to a passport, the department could not legally give it to him.

Dr. Bishop was in a great state of excitement when he received this announcement, and, hastening to the office of his attorney, Gilbert Ray Hawes, of No. 120 Broadway, he recited the facts.

"I'm afraid you have waited too long," said Lawyer Hawes. "It is now too late to do anything to procure a prospect here. You had better fall back on England for recognition."

Mr. Hawes and Dr Bishop then hastened to the British consulate, in the Chesebrough Building, on State street, and had a person interview with Consul General Sanderson. The latter said he had no authority in the matter, that the doctor would have to apply for recognition to the state department, at Ottawa, where he was born. The telegraph wire was then called into requisition again, and late last night Dr. Bishop received a dispatch, of which the following is a copy:

"Ottawa, June 25.

"J. N. Bishop, M. D., No. 12 West Thirty-eighth street, New York city:

"Under regulations approved by Governor-General in Council, no passport can be issued to a person not residing in Canada Application should be made to nearest British consul.

(Signed) "JOSEPH POPE,
"Under Secretary of State."

It was then too late to go see Consul Sanderson again, so Dr Bishop had to leave without a passport.

Lawyer Hawes said today: "It is one of the most remarkable cases on record. I do not think there has ever been a case like it before. Dr. Bishop not only served in the Army in the last war, but is a resident of this city, with offices at No. 12 West Thirty-eighth street. He has a winter residence in Paola, Fla., as well, owns an interest in a number of railroads and orange groves down there, and yet he is denied recognition by the United States. I hope to be able to get a passport from the British consul in a day or two, and forward it to the doctor. He cannot land in Russia without it."

TO FOSTER A SILK TRUST

Ample Protection for Millionaire Friends of Senators.

PROHIBITIVE RATES IMPOSED

If the Tariff Bill Passes in Its Present Shape All the Women Who Wear Chappe or Spun Silk Will Suffer and Some Men Will Gain Millions.

It was stated yesterday by experts in the silk trade, of the very best authority that the individual principally responsible for the silk schedule passed by the Senate with all its extreme prohibitory rates against chappe and Japanese silks is F. W. Cheney, of the firm of F. W. Cheney & Brother, South Manchester, Conn.

This gentleman is a very prominent Connecticut Republican, a particular friend of Senator Platt, of Connecticut, and a very wealthy man, said to be worth $8,000,000 He is the leading silk manufacturer in this country, and the only one at present manufacturing spun or chappe silks in the United States.

The duties imposed by the schedule just passed impose on this line of goods rates ranging from 100 to 130 per cent, and in several instances going even higher. These duties will be prohibitor, on spun silk goods, and serve only to give this already wealthy concern, with possibly one or two others, full control of the domestic market, and increase the price of this cheaper line of goods, which is used almost exclusively by the great mass of people in moderate circumstances. There is no excuse whatever for the imposition of these extreme rates. The business of this concern of F. W. Cheney & Brother, has steadily developed and prospered during all the past twenty-five years. Under the McKinley bill the duty on these chappe silks competing with Cheney's product was 50 per cent; at present under the Wilson bill, the rate on these articles is 45 per cent.

The firm of Cheney & Brother has prospered greatly under both of these rates, in fact, it is said that the silk industry in the United States has prospered more steadily during the last twenty years than any other.

Another concern whose influence is said to have had something to do with the imposition of the rates of the Senate bill is the firm of Swartzenbach & Baker, Paterson, N. J., the home of Vice President Hobart. Swartzenbach, the senior member of this firm, is a very wealthy silk merchant and manufacturer in Switzerland. This firm has, within a few years, started mills in New Jersey and Pennsylvania and increased them to enormous proportions for the manufacture of a general line of silk goods, including chappe silks. Experts in the trade say that they have control of a new patent loom by means of which articles of this kind can be more cheaply manufactured than ever before, and sold at such a price that foreign competition will be impossible, even under the 45 per cent tariff. The rates proposed in the schedule just passed mean, therefore, enormous profits to this concern.

Another interesting statement is made to the effect that Vice President Hobart is a partner in a leading firm of silk manufacturers and importers having mills in New Jersey. How much influence Mr. Hobart may have had in the framing of this schedule is a matter of conjecture, but it is a fact that the concern in question have expressed their approval of the schedule as it stands.

The same duties on silks which will keep out chappe silks from Europe will serve also to keep out Japanese silks, which are used so largely by the plain people of the country. The duties on the finer grades of silk used by the wealthy are not by any means nearly so highly taxed as those of the lower grades.

The result of imposing these prohibitory rates on silks has been to stir the Japanese government into most emphatic protests to our Government and into making threats of commercial reprisals. So it seems that for the sake of giving immense additional profits to one or two large manufacturing concerns having very influential friends in Administrative circles, we are about to impose very heavy additional taxes on the earnings of the poor and also to embroil ourselves in diplomatic entanglement with Japan and possibly to break up our growing export trade with that country.

CALHOUN'S PROSPECTIVE JOB.

Postmaster Gordon Tells of McKinley's Offer of the Comptrollership.

Pittsburg, June 26.—Postmaster Gordon, of Chicago, passed through here tonight on his way home from Washington. Mr. Gordon yesterday accompanied W. J. Calhoun, the returned commissioner to Cuba, on a visit to the White House.

"I was present," he said, "and heard President McKinley ask Mr. Calhoun if he would accept the Comptrollership of the Treasury, now occupied by Mr. Bowler. It was a formal offer.

"Mr. Calhoun thanked the President, said he looked upon the proposition with favor, but that there was somebody whose opinion was impoitant to him, and whom he must consult before he could give a definite reply to the President's offer. Accordingly Mr. Calhoun will go to Danville, Ill., to hear what Mrs. Calhoun thinks of the proposition. If Mrs. Calhoun agrees he will accept. Mr. Calhoun would make an excellent comptroller.

"I believe," added Mr. Gordon, "that the West will go Republican this year. The new tariff bill will add 11 cents a pound to the price of wool, and Eastern people have only a limited idea of the amount of wool produced in the West. By the way, the heads of big business houses in Chicago tell me that the wheat crop will be immense, and yet I understand that good prices are expected for every bushel of it."

Beheaded by a Train.

Pelham Manor, June 26.—Antonio Giovani, a night watchman for A. Daly, a New York railroad contractor, leaped from a freight train on the New Haven Railroad today and fell beneath the wheels. He was decapitated.

Trolley Runs Down a Cyclist.

New Haven, June 26.—William Custed, eighteen years old, was run over by an electric car this morning while out cycling. A leg was cut off and he sustained other severe injuries.

Ivy Institute Business College, 8th and K. Unexcelled summer course, $5; day or night.