

administration," he said, "the people issued a new appeal through the ballot-box with an energy and far-sweeping result that I trust the President of the United States in his official acts will not disregard, though he entirely ignored it in his message.

HARMONY WAS URGED

Important Matters Before the Federation of Labor.

TROUBLES AT CHICAGO.

These Said to Be Due to Lawyers Who Seek Gain Out of Strife.

AN ADDRESS MADE BY SARGENT.

In the Near Future He Hopes to See Firemen and Engineers in the Order.

NEW YORK, N. Y., Dec. 12.—At this morning's session of the American Federation of Labor a communication was read from the Trade and Labor Assembly of Chicago, to the effect that the lack of harmony among the trades unions of Chicago was due to the interference of lawyers and others who sought to make capital out of the labor movement and requesting that the incoming executive council of the federation appoint a committee to establish the labor movement in Chicago upon a sound basis. This was referred to a special committee.

A resolution, submitted by the committee on rules, approving of the present barbers' Sunday closing-law in this State, and asking the executive council of the federation to aid in extending the law to other States, was adopted.

A request from the caretakers of typesetting machines, calling themselves "Type-setting Engineers," that they be given a separate charter, gave rise to a lengthy discussion. The request was referred back to the committee on organization.

F. R. Sargent, chief of the Brotherhood of Locomotive Firemen, was introduced. He paid high tribute to the work and purposes of the American Federation of Labor and expressed the hope that in the near future representative men of the Brotherhood of Locomotive Firemen would represent it in the federation. He urged increased trades union effort and aggressiveness in the interest of organized labor and that labor see to it that it has liberal representation in the councils of the State and Nation.

A rising vote of thanks was given Mr. Sargent and in reply he expressed the hope that at the next convention the locomotive engineers would be represented in the federation.

Samuel Gompers read a report of the proceeding of the Twenty-eighth Congress of British Trades Unions at Cardiff, Wales, in September last, after which a recess was taken.

MANY BILLS INTRODUCED.

Senate and House Flooded With Measures of Importance.

WASHINGTON, D. C., Dec. 12.—Among the numerous bills introduced in the Senate during the morning hour was one by Frye (R.) of Maine to provide for the settlement of the Pacific railroad indebtedness to the Government; also one by Thurston (R.) of Nebraska on the same subject. Thurston also introduced a bill to increase pensions.

Thurston's Pacific railroad bill directs the United States Treasurer to compute the amount due the United States on July 1, 1896, from each of the Pacific railroad companies by reason of the issuance of United States bonds to aid in their construction, and directs that the entire interest of the United States be offered at public sale, provided the highest bid is not less than 50 per cent of the claim of the United States.

Among other bills introduced in the Senate to-day were the following:

By Allen (Pop.) of Nebraska—For public buildings at Hastings and Norfolk, Nebr., at a cost of \$30,000 each.

By Thurston (R.) of Nebraska—To establish and maintain a National school of forestry; also to transfer the Fort Omaha military reservation to the State of Nebraska; also increasing by 25 per cent all pensions heretofore or hereafter allowed to all officers, soldiers, and sailors and all widows and dependent relatives, and directing the immediate revision and correction of the lists and records, so as to provide for such increase without further proof, such increase not to apply to any pension granted by special act of Congress; also providing for a public building at Grand Island, Nebr., at a cost of \$130,000.

By Call (D.) of Florida—Providing that passenger transportation on all railroads engaged in interstate commerce shall not exceed 1 cent per mile; it is made lawful for railway companies to have separate rates for different races, nationalities and kinds of people; sleeping car charges are reduced to \$1 for each twenty-four hours of occupancy; freight charges are ordered to be reduced to an amount not exceeding that necessary to pay the interest (not exceeding 5 per cent) on the present value of the roads engaged in interstate commerce, estimated upon the basis of the cost at which such railroads could be duplicated to-day; a fine of \$1000 for each violation is provided, half of which is to be paid the informer, or by imprisonment for not more than one year.

Among bills introduced in the House to-day were the following:

By Hepburn (R.) of Iowa—Appropriating \$100,000 for a public building at Creston, Iowa.

By Loud (R.) of California—Appropriating \$100,000 for a naval training station on Yerba Buena Island, San Francisco harbor.

By Hilborn (R.) of California—Appropriating \$200,000 for a public building at Alameda, Cal.; \$500,000 for a public building at Oakland, Cal., and \$1,000,000 for the equipment of a gun factory at Benicia, Cal.

By Cummings (D.) of New York—For a popular loan by the issue of 3 per cent bonds, redeemable at the pleasure of the United States after ten years from issue.

SPAIN'S CABINET RESIGNS.

The Entire Ministry Has Resolved to Resign.

MADRID, SPAIN, Dec. 12.—With a view to facilitate a solution of the crisis the entire Ministry has resolved to resign. This decision will be recorded at a meeting of the Cabinet to be held to-morrow. It is believed that the Queen Regent will charge Senator Canovas del Castillo, the present Prime Minister, with the task of forming another Cabinet, the first step of which will be to dissolve the Cortes.

JUDGE THURMAN DEAD

Continued from First Page.

out of a cent." Perhaps nothing illustrates the man's character better than that simple remark. In fact, honesty and justice have been religion to him. The creeds of the churches never greatly bothered him. He has read and studied the Bible as he studied all he deemed worthy of the earnest man's attention in literature, but he never professed a religious belief. His wife was a Universalist in belief, a woman of many Christian virtues. The judge, however, rarely discussed the subject. His father had been a Baptist preacher, and the son always speaks of the life and creed of his parent with the greatest respect. Further than this he never went. His mother was a follower of Swedenborg, and her views doubtless influenced her son greatly. A sister of the late Governor William Allen, she is described as a very talented woman from whom her son inherited the greater part of his ability. Her memory he religiously revered.

The Thurman family, coming from Virginia in 1819, were always recognized as among the best people, in a social way, in California. Young Allen G. was prevented from going to college by the condition of the family finances, but his earnestness as a student overcame the lack of classical training in good part. Late hours over his books was the rule rather than the exception, and the habit was one that clung to him all his life. Ever since his retirement from public duties he has persisted in reading till far into the early morning. Since his eyesight has failed him so he cannot read, the long hours of the night are very lonely to him. His memory, once a tower of strength, gradually lost its former power and freshness.

Another writer said:

The workmen of Ohio, who have votes to cast, have ample cause to love and respect Allen G. Thurman. He it was who secured them a large measure of their rights and broke the shackles of their oppressors. A few years ago the mine-owners of the State, by concerted action, set about reducing their employes to such a state of slavery as disgraces and dishonors the coal regions of Eastern Pennsylvania.

The miners refused to succumb and a long and disastrous strike ensued and thousands of women and children were driven to the verge of starvation and had to depend upon charity for a bare subsistence. Finally arbitration was proposed. A representative of the miners and of the mine-owners met to adjust the grievances, and of course they disagreed. Then Allen G. Thurman was called upon to decide the matters in dispute.

He devoted weeks of patient labor to the task. He first heard the workmen themselves and familiarized himself with all their grievances, and drew from them just what they claimed as their dues. Next the mine-owners were heard, and next Senator Thurman required them to bring their books. These he

went through patiently, and judiciously he ascertained the cost of mining and transporting coal to the market—what it cost the operator to lay it down in the market, what he sold it for and what the profit was per ton for the operator. Then he compared this profit per ton with the price paid per ton for mining it, and he was ready to give judgment. It was in favor of the miners' claim, and their compensation was advanced. Senator Thurman pointed out that by their own books the operators showed that they were able and should pay better wages, leaving them still a good margin for profits. That ended the strike. The mine-owners succumbed, and since then the miners of Ohio have been receiving nearer a just compensation for their labor, nor have they been compelled since the strike to maintain their rights. No single act of any man in Ohio has ever been so full of beneficence and good results to a vast body of workmen, struggling for their rights against their oppressors, as that decision of Allen G. Thurman. Is it to be wondered at then that the 30,000 miners of Ohio felt disposed to support their champion, their friend and their defender?

WRECKED AT A SWITCH.

A Coach on the Colorado Midland Overturned and Seven Passengers Injured.

COLORADO SPRINGS, COLO., Dec. 12.—Passenger train No. 5 of the Colorado Midland, which left here westbound at 11 o'clock this morning, was partly wrecked at Woodland Park, about three hours later.

The two engines and the mail and express car passed safely over a switch, but the wheels of the forward truck of the day coach were caught in the switch points, overturning the coach. Fortunately the train was running slowly, and but seven persons, all residents of Colorado Springs, were more or less bruised, the most serious being O. E. Henry, who was brought back to this city on a special train.

The remaining six continued on their journey to Cripple Creek.

MR. HARRIS SUSPENDED.

Debarred From the Chicago Board of Trade for Two Years.

Convicted of Carrying on Outside Business With Illegitimate Traders.

CHICAGO, ILL., Dec. 12.—J. F. Harris, who under the name of J. F. Harris & Co. conducts the extensive grain business of Kennett, Hopkins & Co., was to-night suspended from the Chicago Board of Trade for two years on the charge of carrying on an outside business with illegitimate traders, contrary to the rules of the board. His suspension leaves the firm without a representative on the Chicago board, and places them in a somewhat precarious predicament.

It is claimed by good authority that the firm can still do business in the Chicago pits by taking in another member who shall be also a member of the Board of Trade. There is a rule of the board which would seem to prevent other members from helping those who have been put under the ban. It declares that any member suspended shall not be allowed the use of the clearing-house settlement or delivery-room and that he shall not be permitted to trade upon the floor of the exchange, either through an employe or a broker. It further provides that any member of the association trading or offering to trade, giving the name of a suspended member, shall be liable for discipline at the hands of the board of directors.

The taking of the evidence occupied but a short time, Harris conducting his own case, but offering no evidence. The prosecuting committee made a hard fight to get Harris' sentence fixed at five years, the time given Mr. Kennett, but the board took into consideration the fact that the former was the junior member of the firm and in a certain degree not responsible for its actions to the same extent as the older members and insisted on the two years' sentence.

Commission houses were badly scared to-day and one of the best known on the board this morning took out two bucket-shop wires and will not replace them until the scare blows over. Others will do the same thing to-morrow it is understood. It is said this will not deter the prosecuting committee from carrying out its crusade against the offenders and that it has enough evidence now to convict them.

CHAMPION OF FREE SILVER.

Harvey Addresses the Populists and Outlines the Plan of Campaign for White Metal Men.

CHICAGO, ILL., Dec. 12.—W. H. Harvey, the champion of free silver coinage, who has just returned from a campaign tour West and South, addressed a large meeting of Populists to-night at the headquarters of the People's Omaha Club. He spoke of his cordial reception at meetings of Republicans and Democrats and how 2000 of the latter at Nashville insisted that he should "scream Cleveland," but he was not in the habit of abusing people. He was afraid the advocates of silver were going to be disorganized during the 1896 campaign, but he urged them not to talk or think of revolution against the constituted authority, which invariably failed.

The successful plan was to get the people together, educate them and teach them that the fight which was coming, although bitter, must be won at the ballot-box. This was a critical period in the history of the republic. Despotism had its throbbing hand on the people, but the fires of patriotism were only smoldering. The sources of strength for the People's party in 1896 were the small subscriptions of millions and the voluntary free services of the people in campaign work.

CAUTION OF COUNTERFEITERS.

Two Members of a Noted Gang Run Down by Officers.

PITTSBURGH, PA., Dec. 12.—A gang of clever counterfeiters have been run down here by the United States authorities. Two of them, George Goodman and Jose Balkelis, had a hearing before United States Commissioner McCandless to-day and each held in the sum of \$1000 bail for court. Thomas Juscoviski and Joseph Ludanovitz, who made the spurious coin, are also under arrest and will have a hearing to-morrow.

Letters found on the men indicate they are members of the gang tried and convicted in Judge Butler's branch of the United States court in Philadelphia last Friday. When the verdict in that case was announced about 300 Polish sympathizers of the victims, who were in the courtroom, started a riot, which was suppressed with great difficulty.

In a list obtained by Ludanovitz were found 332 counterfeit silver dollars and 137 half dollars. The coins were excellent likenesses and would deceive any one. When arrested the men were preparing for flight.

FIGHTS IN FORMOSA.

Japanese Met Defeat in One of the Important Battles.

AMBUSHED BY NATIVES.

In Other Engagements, However, the Slaughter of Chinese Was Terrible.

FRAUD DISCOVERED AT TOKIO.

Defective Home-Manufactured Pipes Used in the Public Water System.

TOKIO, JAPAN, Nov. 26.—Japan has hitherto been happily free from serious railway accidents, but the record has been broken by a collision that occurred on the 19th of November between a train and an electric tramcar. The place of the incident was about five miles from Kioto, on the Nara Railway, and the time 6 p. m. Owing to the darkness the drivers failed to perceive the danger in time to prevent the collision, and though the brakes were applied in both cases the locomotive struck the tramcar right in the center and threw it thirty or forty feet off the line. Three persons were killed on the spot and forty wounded.

The Imperial Guards, decimated by diseases indigenous to Formosa and by casualties in the field, have returned to Tokio and received an enthusiastic welcome from the citizens.

The last few days of the Formosan campaign, from November 5 to November 19, were marked by severe fighting and heavy loss of life, but the Japanese nation has become so accustomed to such incidents that very little attention has been directed to the Formosan record.

Two events are specially worthy of note. One occurred on November 19, when a Japanese force surrounded the village of Sholan, where 3000 Chinese troops were quartered. The affair differed from the general fashion of encounters between Japanese and Chinese, in the fact that no road of escape was left open for the latter. The fighting was consequently of a desperate character, the Chinese losing about 1000 of their number and the Japanese thirty.

The Japanese, on the other hand, met with something very like a disaster at a place called Tangkoisu on the 14th of November, when a reconnoitering party, consisting of two companies of infantry, marched into an ambush of five or six hundred Chinese posted well under cover. The Japanese lost 94 men in killed and wounded and had to fight for several hours before they succeeded in dislodging their enemies, who left only 30 corpses on the field. On no other occasion during the war did the Japanese casualties exceed the Chinese. The two companies did not muster more than 250 men, so fully one man in every three was put hors de combat.

Altogether, in the interval of fifteen days, from the 8th to 19th of November, inclusive, the two Japanese columns, one advancing from the north, the other from the sea, fought fifteen engagements, large and small, and had a list of casualties aggregating 255, while the Chinese losses in the same time aggregated 2900.

During the Japanese occupation of Liaoning and other parts of Manchuria, about 4000 Chinese became naturalized Japanese subjects, and it was, of course, a serious question what kind of treatment these persons would receive at the hands of the Chinese local authorities after the rendition of the occupied territory. A clause providing that they should not be subjected to any ill treatment was inserted in the convention relating to the evacuation of the territory, but as there is no possible security for the observance of such a condition, it is probable that the Japanese Government will offer to these people the advantage of emigrating to Hokkaido, where suitable grants of land could be made to them.

A fraud of large dimensions has been discovered in connection with the Tokio Water Works. For 250 years the City of Tokio has possessed a water supply drawn from the head-waters of a river twenty miles away. The water is excellent in quality and in quantity it doubles the amount flowing into London. But being distributed through the streets in wooden pipes it becomes more or less impure before reaching the consumers, and there is, of course, no head of water for hydrants and such purposes. After long delay and much discussion of projects the citizens decided two years ago to replace the wooden pipes by iron, to construct proper filter-beds, together with elevated reservoirs.

At that time the nation was suffering from a temporary mania of independence. Instead of procuring good pipes at reasonable prices from abroad the Municipal Council accepted the proposals of a Japanese company, who undertook to manufacture the pipes in loco, although no facilities for doing so existed. An enterprise undertaken so rashly could only result in failure. The iron foundry company, sinking deeper and deeper into difficulties, had recourse to fraud. They filed off the numbers cast upon pipes that had successfully resisted the prescribed tests, soldered these numbers on greatly inferior pipes, and putting fresh numbers on the good pipes, submitted them again for examination. By this process one set of good pipes enabled the company to deliver thousands of defective castings, and these being immediately sunk into their places, the fraud might have remained undiscovered for years had not an employe of the company given information.

Twenty-eight persons have been arrested, and it is computed that the loss to city will be over a million dollars, the completion of the much-needed water works being also delayed for nearly two years.

A strange story is in circulation with reference to the little British schooner called the Saipan, that sailed from Yokohama early in October. Ostensibly her purpose was shark fishing, but there is little doubt that she was her real quarry. Reaching Robben Island—a place that has been the scene of many stirring adventures—on October 29, she landed seventeen of her crew and sailed away, promising to return in eight days, by which time the men on shore were doubtless expected to collect a handsome tale of sealskins. But when the schooner came back the seventeen men had disappeared, leaving no trace whatever. In all probability they had been discovered by a Russian man-of-war and carried to Vladivostok, and it is not unlikely that they will

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The Bishop then quotes from a letter of Mgr. Satoll, in which the Archbishop sustains him at every point.

LORD DUNRAVEN RETURNS.

Will Make a New Arrangement Relative to Coming Over.

LONDON, ENG., Dec. 12.—Lord Dunraven, who was a passenger on the White Star steamer Germanic, which yesterday ran into and sank the steamer Cumbræ, near the Mersey, and was compelled to put back to Liverpool, has returned to London. The Liverpool correspondent of the Central News says that Lord Dunraven will make a new arrangement with the New York Yacht Club relative to his presence at the inquiry into the charges made by him against the Defender syndicate.

COMPLAINTS OF GODFREY.

It Looks as Though He Would Not Receive Satisfaction From Hawaii.

Reasons Why Six Political Prisoners Were Not Released by the Dole Regime.

HONOLULU, HAWAII, Dec. 6.—United States Minister Willis made an official call upon Foreign Minister Cooper on the morning of the 4th, in relation to the complaints of Frank Godfrey to the American Government. Godfrey's first complaint was on account of detention at the cholera hospital twenty-four hours over the time a convalescent or suspect is usually held. This complaint was not sent on to Washington, the matter being considered as properly within the discretion of the local health authorities. Godfrey's second complaint was on account of being tarred and feathered by several men in September last, as shown by a number of affidavits. Some of the names of his assailants he professes to know. He claims \$50,000 damages from this Government.

Mr. Willis informed Mr. Cooper that Secretary Olney declined to support Godfrey's case on the ground that he had not appealed to the local courts, where his proper remedy lay. There was some question about Godfrey's American citizenship, which Mr. Olney did not deem it necessary to consider. Godfrey had taken out letters of denization, qualifying him to vote, but expressly reserving his allegiance to the United States.

As reported, the time very serious distrust was felt last August by this Government in connection with the course of the administration and Mr. Willis in the Dureau case. The executive now expresses himself as being well satisfied with the course of Minister Willis. Out of twenty-six claims presented to the American Government against Hawaii, not more than six remain open to any possible further action. Relations with the United States Minister are entirely friendly.

In reference to Gulick, Seward and the four other political prisoners not released on Thanksgiving day, the executive have allowed the fact to be published that they did not submit the cases of those six men to the Council of State for the reason that there was no satisfactory evidence of any relenting in their hostile sentiment toward the Government.

HUNTINGTON HEARD FROM.

An Address to Congress on Santa Monica Harbor.

WASHINGTON, D. C., Dec. 12.—Collis P. Huntington addressed to the Senate and House of Representatives, submitting therewith the report of the engineer of the Southern Pacific, Hoop, who has examined the harbor at Santa Monica, and reported that it is much better adapted for improvement and for the reception of deep draught ocean vessels than the harbor at San Pedro. Engineer Hoop recommended that a seawall or breakwater be constructed of sandstone for the substructure and granite for the superstructure. The old light between Santa Monica and San Pedro as rival cities for a Pacific Coast deep harbor is reopened, but as Speaker Reed intimated to a delegation of Californians who called on him yesterday, "this is to be an economical Congress," so it is altogether improbable that any appropriation will be made for either of the places.

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