BRICE DID NOT BUY SUGAR.

A NEW YORK BROKER TALKS TO THE INVESTIGATORS.

THE BUCKEYE SENATOR IS O.K.

On the Roll Call of Senators Broker Chapman Refused to Answer the Question as to Whether They Speculated in Wall Street, and the Committeemen Became Indignant.

WASHINGTON, June 9.—Charles Chapman, of the New York brokerage firm of Moore & Schleick, was before the senate investigating committee again today. He declined yesterday to answer questions concerning his firm's handling of sugar stock and asked for time to consult counsel. He saw Judge Shellbarger, of this city, last night and obtained a written opinion from him as to his legal rights. This opinion is supposed to have been to the effect that he could not be compelled to answer.

The question whether his firm had bought and sold sugar stocks for or in the interest of any senator was put in various forms, so as to cover every month since February, but the invariable response was a

REFUSAL TO ANSWER.

The witness then, at the committee's request, read the statute providing for the punishment of witnesses who should decline to answer questions put by congressional committees, but after reading it persisted in his refusal to answer questions. Asked at this point if he had anything further to say, he added: "At the session of the committee yesterday a letter was read from Senator Brice that has caused me some embarrassment. It was a surprise, as I had no intimation that such a letter would be sent to the committee. I will so far depart from the decision I have just announced as to testify that since Hon. Calvin S. Brice became a member of the senate of the United States, he has not bought nor sold through our house, directly or indirectly, a share of stock of the American Refining company, or a share of stock of any industrial company dealt in on the New York stock exchange."

Senator Allen then went through the list of senators alphabetically, asking in each case if the senator named had speculated, and the witness each time refused to answer.

WHEN SENATOR ALLEN

had received this reply to the question concerning himself, he said to the witness: "I want to state to you, in connection with this question, Mr. Chapman, that I am the W. V. Allen whose name is embraced in the preceding question, and I give you full liberty to make personal requests of you to testify before this committee, if I have had any business transactions with your firm, or through your firm, in the purchase or sale of sugar stocks or any other stocks during that period, I hope you will waive your privilege, as you look at it, to that extent."

But Mr. Chapman persisted in his refusal to answer the question, as he did when other members of the committee made similar requests concerning themselves.

Finally the committee decided to vote to require an immediate answer to the requests of members of the committee, that the witness should state whether he knew of any sugar transactions on their part, and to grant no further time for consideration on the part of the witness, but Mr. Chapman pleaded that he should have until Monday to decide upon his course of action. Without pressing the matter the committee excused Mr. Chapman, but decided to lay his case before the senate and have it certified to the district attorney, as was done with Correspondents Edwards and Shriver.

Proof Enough.

Little Dot—Mamma says the cat is full of electricity. Little Dick—Of course; put your ear down on 'er an' you can hear the trolley—Good News.

Mrs. Witherby—Does your husband play poker?

Mrs. Plankington — Gracious, no. Why, it was only this morning he said he was satisfied he would never know how to play the game.—Clothier and Furnisher.

STRIKE MAY BE SETTLED.

WAGES PRACTICALLY FIXED FOR OHIO AND PENNSYLVANIA.

AN AGREEMENT ON MONDAY.

The Scale Committee Has Agreed on a Satisfactory Basis—The Union Miners Refuse to Accept Their Old Wages Offered by the Operators at the St. Louis Conference.

COLUMBUS, O., June 9.—The scale committee adjourned at midnight to Monday morning at 9 o'clock. A settlement now seems probable. The committee has practically agreed upon a basis of 60 cents for Ohio, and 69 cents for Western Pennsylvania. The Indiana miners and operators refuse to agree to a settlement unless the Grape Creek miners and operators in Western Illinois are brought into it.

The proceedings of today's conference are as follows: The committees of coal operators who are here today to confer with committees representing the miners went into executive session at 9 o'clock. The meeting then adjourned till 4 p. m., to give the scale committee time to work and the operators time to confer with each other. An Indiana man said his state would stand by any reasonable proposition. It is known that men on both sides are willing to agree on 69 cents per ton for the Pittsburg district, 60 cents for the Hocking Valley and other districts in proportion. The miners, however, will try to have that scale adopted for summer, with an advance of five cents for winter. The representatives of the operators having come out of executive session, the joint

MEETING OF OPERATORS

and representatives of the miners was called to order by H. L. Chatman, an operator of the Jackson, O., district, residing at Columbus.

J. B. Gibe, of Cleveland, an operator, was made chairman, and William Warner, a miner, secretary, with Frank S. Brooks, of the operators, as assistant. The joint meeting then appointed as a committee on scale of wages the following operators:

F. L. Robbins and William Taylor, Pennsylvania; A. L. Sweet and E. T. Bent, Northern Illinois; W. S. Bogel and J. S. Taldy, of Indiana. On the part of the miners, the scale committee is composed of John McBride, Ohio; P. H. Penna, Indiana; Joshua Dinkerly, Pennsylvania; James M. Murray, Illinois; Cameron Miller, Ohio; A. A. Adams, Ohio, and John H. Kearns, Indiana. The meeting is small because of its being composed of representatives. Mr. Chapman said he called it at the suggestion of the miners' officials. The operators represent over two-thirds of the bituminous coal fields in the United States. More than half of the miners are represented. Western Pennsylvania, Ohio, Indiana and Northern and Eastern Illinois is the territory represented by the operators. The representatives or Ohio operators are H. L. Chapman, Jackson district; J. S. Morton, W. S. Courtland and C. Marvin, Hocking district; J. B. Zerbe, A. G. Blair and W. L. Woodford, Eastern Ohio. Eastern Pennsylvania is represented by M. L. Taylor, F. L. Robinson and John Blythe. Northern Illinois by W. H. Holcombe, A. L. Sweet, Harry Taylor, E. T. Burt, S. M. Dalzell; Indiana by W. S. Bogle, J. K. Seibert, A. M. Ogle, Joseph Martin, David Ingle, W. Kenner and J. S. Talley. The representatives of the miners are all shown on

THE SCALE COMMITTEE.

There are many interested persons here looking on. E. H. Johnson asked at the opening if this was a meeting of the committees of the various districts. Mr. Chapman replied that it was, but he was anxious to have all persons present who were interested in the coal business and that the general public should know all that was said.

The rules of the Cleveland convention were adopted for the use of this convention. Mr. Morris, of Cleveland, understanding the meeting was suggested by the miners, asked to hear from them.

John McBride said the usual plan was to appoint a scale committee, but before doing so, the miners desired to hear from the Pennsylvania operators as to what interests were represented, and as to what influence any split among them might have.

M. H. Taylor said he accepted the invitation to come here with the understanding that the miners had receded from the position they held at Cleveland. Sixty-three Pittsburg operators favored settlement. Fifty-three were opposed to settlement. Out of this number, fourteen represented mines in the Big Vein district who would not pay the same price as other operators. It was not fair that they should. However, if a fair agreement was reached, thirty-four of the opposing mines would join the sixty-three in accepting the settlement. Col. Sweet said that Illinois miners would stand by any reasonable agreement made at this meeting.

The scale committee, as above noted, was then appointed. The scale committee did not report at 4 p. m. as was expected, and after waiting until 6 o'clock the meeting adjourned until 8 p. m. The scale committee again asked for further time and the meeting agjourned to 10:30.

RAINY LAKE CITY.

Gold! Gold! Gold!

On opening of navigation, the Canadian Pacific Railway will open their direct route from St. Paul, Minneapolis and Duluth to Rainy Lake City via Rat Portage and the Lake of the Woods steamers. Steamers "Dixon," "Monarch" and "Empire" will leave Duluth every Sunday, Wednesday and Friday, for Port Arthur, making direct connection with Canadian Pacific Railway for Rat Portage, whence steamers leave on arrival of train for Rainy Lake City, Hannaford and Fort Francis.

Daily trains also leave St. Paul and Minneapolis via Winnipeg to Rat Portage. Superior accommodation Rates the lowest.

Apply to Booth Packing Co., Duluth; Northwest Transportation Co., Duluth; Y. E. Larke, Agent D., S. S. & A. Ry. Duluth; C. B. Hibbard, G. P. A., Soo Line, Minneapolis; Robert Kerr, G. P. A., Can. Pac. Ry., Winnipeg.

Why He Charged.

New York Weekly.

Fair Organist (after an hour's hard pratice)—Here is your money, Patrick; but don't you think you charge me rather a high price just for pumping the organ? Patrick.—Bliss y'r purty oyes, Miss, Oi wudn't charged ye a cint if th' machine did not make such blatherin noises.

Steamship Special.

Commencing June 8th, 1894, and every Friday thereafter until further notice, the Eastern Railway of Minnesota will run a special train made up of first-class coaches and Buffet Parlor Car, leaving St. Paul 10 a. m., Minneapolis 10:20 a. m., arriving West Superior 3:15 p. m., and connecting at Duluth with Steamship Northwest, leaving at 4 p. m. for Sault Ste. Marie, Detroit, Cleveland, Buffalo and points east thereof. Tickets, 199 East Third street, St. Paul, Minn.; 300 Nicollet avenue, corner Third street, Minneapolis, Minn.

BIG BLAZE AT DUBUQUE.

OVER TEN MILLION FEET OF LUMBER BURNED.

THE LOSS AT LEAST $600,000.

Mills, Warehouses and Factories Go in the General Conflagration — Three Hundred Men Thrown Out of Work—Other Cities Called On for Aid—Insurance of $350,000.

DUBUQUE, Io., June 9.—The most destructive fire that ever visited Dubuque was started about 5 o'clock, it is supposed by a locomotive spark, in the LeSueur lumber yards. Within half an hour the fire had gained such headway that it swept through the lumber district with resistless force, and the fire department was helpless to stay its progress. Starting at Sixth street, the fire burned through to Eleventh on the north and a width of three squares, immense piles of lumber going down like houses of cards before the fierce fire, and mills, factories, warehouses and barns reduced to ashes, leaving twelve acres of ruins. The fire had burned several acres of lumber yards when Le Sueur saw mills caught, and in ten minutes a $75,000 plant was wiped out. Barns and warehouses of the lumber companies followed quickly. The fire was now beyond control, and other cities were asked for aid. Continuing its destructive course north the fire next destroyed Glab's vinegar factory, and wiping out several million feet of lumber in the way, attacked and gutted the old paper mill. This was a brick structure, and the walls served as a barrier, the fire stopping there. In the meantime firemen from East Dubuque and Galena arrived, and the Dubuque people, thus strengthened, got control of the fire and kept it within the limits outlined. The buggy top factory, a large frame structure that stood the test up to this time, finally caught fire, and for a time the the city was again threatened, but the building melted away. The department was again master, and firemen on their way from Lacross, Freeport, Manchester and Waterloo were stopped.

Fully 10,000,000 feet of lumber were burned, besides the mills, warehouses and factories, causing a total loss of at least $600,000, upon which there is an insurance aggregating $350,000. The principal losers are: Knapp, Stout & Co., $250,000; Le Sueur Lumber company, $200,000; Standard lumber company, $30,000; buggy top company, $10,000; paper mills, $7,000; vinegar factory, $6,000. Stout's insurance amounts to $19,000; LeSueur's, $160,000. Other insurances range from $3,000 to $7,500 in each case.

It is impossible to get names of individual companies, but probably the heavy losers are the Hartford, $12,000; London, Liverpool and Globe $10,000, and Phœnix of Brooklyn $10,000. Several men were seriously injured, but there were no fatalities. Three hundred men are thrown out of employment by the fire.

A VANDALIA SMASH.

Fireman Killed and Several Injured in a Wreck.

ST. LOUIS, June 9.—The New York fast mail and express of the Vandalia, line, leaving here at 8:40 a. m., was wrecked one mile east of Pocahontas, Ill., at 9:22 a. m. today, the fireman, S. A. Paulton, of Terre Haute, Ind., being crushed to death under the tender, and many others injured. The train was running about forty-five miles an hour, when on a curve, with a twelve-foot embankment, the engineer, Thomas Menifer, felt something, supposed to be the forward truck on the engine, give way. In an instant the engine, tender, two mail cars, a combination car and a coach were in the ditch. Fireman Paulton fell under the tender and was crushed to death. Mail Clerk Henry Albaugh was dangerously crushed in the chest and Thomas Menifer, engineer, slightly hurt on the hand and arm. The passengers were shaken up, and many more or less injured.

A Town in Asees.

PHŒNIX, Ariz., June 9.—It is reported here that the business portion of Globe, Ariz., is in ashes from a fire which started in the Old Dominion store. The total loss will be $75,000.

STANFORD'S COIN.

Congressional Efforts to Save the Leland Stanford Jr. University.

WASHINGTON, June 9.—Senator Hoar today followed up his effort to have the judiciary committee investigate the claim of the government against the estate of the late Senator Stanford, with a bill to release the government's claim on the estate so far as the estate has been, or may have been given to the Leland Stanford Jr. university. The bill authorizes the president to make the release so far as the estate was given to the university during Senator Stanford's life-time or has been bequeathed by him or shall be conveyed by his legal representative. It is provided that the release shall be so framed as not to discharge any other person or corporation liable for the government's claim against the Pacific railroads.

Mr. Maguire, of California, introduced a joint resolution to the same effect in the house. Mr. Maguire says the bill and resolution cover three-fourths of all the lands granted to the Central Pacific. These cover alternate sections in a belt twenty miles wide and 800 miles long, extending from Ogden to San Francisco, or the equivalent to 5,120,000 acres. Mr. Maguire roughly estimated this land as worth from 50 cents to $1.25 per acre, and allowing 75 cents as a low average, it is worth about $4,000,000. The bill and resolution are intended to prevent the road from perfecting title to this vast tract.

MINNIE'S TRIAL TRIP.

Official Report of the Engineer of the Cruiser.

WASHINGTON, June 9.—The report of Passed Assistant Engineer Wiltetz, who represented the engineering bureau on the Minneapolis' trial trip, was received at the navy department today. The report states that the performance of the machinery was remarkably good. On the seventh a maximum speed of 22.26 knots was maintained in deep water for an hour, with an average of 128.7 revolutions per minute of all three engines; steam pressure of 160 pounds at the boilers, forced draft of less than one inch air pressure; the throttle half open. The displacement of the ship, however, was less than 7,000 tons, and the speed was recorded by a patent log, corrected from runs over a known course the day previous.

DULL HOUSE SESSION.

Bill Passed to Regulate Criminal Cases in Minnesota.

WASHINGTON, June 9.—The house held a short session today and practically no business was transacted. The Indian appropriation bill was taken up, but very little progress was made in the reading, only seven and a half pages out of 137½ being covered, and the only amendment attempted was to re-establish the Quapwa agency in the Indian territory, which was consolidated with the Union agency at Muskogee by the pending bill.

There was one bill passed to regulate the procedure in criminal cases in the district of Minnesota, and a resolution of inquiry as to the desirability of establishing a station of the fish commission in the Fairmount Park garden, in Philadelphia. There was a very slim attendance, and at 3:36 p. m. Mr. Cannon, of Illinois, compelled an adjournment on account of the lack of a quorum.

SALISBURY SAUCE.

The Ex-Premier Criticises the Liberal Policy.

LONDON, June 8.—The Earl of Dunraven presided at a banquet of Conservative candidates for members of parliament at St. James hall tonight.

Lord Salisbury said that owing to the fear of the Liberals to appeal to the country on the home rule question, politics for the moment are terribly dull. He criticised in a bantering manner the government's budget proposals and declared that Sir William Harcourt was the first chancellor of the exchequer to apply a totally new principle of taxation in order to get a large sum from widows. No enthusiasm for the abasement of the richer class could justify such a peculiar maneuver. The blustering kind of patriotism, which the chancellor affected, seems to have been a substitute for all the ordinary qualities of study and care in the construction of the budget. By heavily taxing the land he would take away the life blood of the agricultural population. It was the hastiest, most superficial and the worst budget ever presented to parliament.

With reference to home rule, Salisbury declared that the house of lords was quite willing to abide by the opinion of the country when its opinion was clearly stated, but not by an opinion filched and swindled out of the country. The present policy of the Liberals was to cloud the Irish issue with irrelevant questions. They would not find another Parnell or Gladstone. There was nobody able to repeat the impulse those two men gave to an unholy cause. It is my belief, Lord Salisbury continued, that the crisis of danger to the integrity of the empire has passed. Longer our adversaries cunningly delay an appeal to the country, the more hopeless the prospect of Irish disintegration will be. Yet I regret the delay, because other questions are pressing heavily, and especially social questions. With an upgrowing tariff wall that separates us almost from every civilized nation, the opportunities for self-support of our people are growing fewer and fewer, and the tale of misery is growing more terrible every winter. These things require our deepest consideration. Newcastle programmes are so many appeals to the people to quarrel with each other in order that the Radical party may remain in power. We desire to avoid these dangers, and we desire to restore the harmony and confidence which alone can meet the dangers which beset us.

Sound of Cannon.

WHEELING CREEK, W. Va., June 9.—Passengers on trains passing through here report that they heard the firing of Gatling guns at Moundsville, W. Va., where a battle between West Virginia troops and miners is reported to be in progress. It is reported by trainmen that two have been wounded by bayonet thrusts at Moundsville.

WHAT TO WEAR AT SEA

THE SEA-LOVING GIRL IS THINKING IT OVER.

REDFERN'S YACHTING SUITS

Given Very High Praise by Le Baron de Bremont—Vests of Many Descriptions—Spotted Vestings Much in Vogue—Silk Waists in Numerous Shades — Special Yachting Designs Illustrated.

Special Correspondence of the Globe.

NEW YORK, June 8.—Now is the time that every sea-loving maiden will be looking forward eagerly to the many yechting trips she hopes so soon to enjoy. Then naturally comes the thought of what she shall wear, and what is the most appropriate gown for this use. Something it must be that is both serviceable and smart. The girl who is accustomed to yachting knows she cannot take two or three dresses, as the size of the little state room does not allow space for much baggage; therefore, she must be content with one "changeable" gown—that is to say, one she can wear with different waists, and so, though having in reality only one suit, she has many complete changes, and "the one" must be eminently neat and hall-marked by "Fashion." Now the question is, What shall it be? and the only answer is, A tailor-made coat and skirt with various vests and silk waists. The material of the former, let it be cloth, serge or linen, must be perfectly reliable; that is, it must be something that will stand the glare of the sun without any fear of the color fading; and then, too, it must be thoroughly unshrinkable—for often when the sea is rough the waves occasionally sweep over the deck, and should you be wearing a material not properly shrunk, how annoying it would be to find your gown has suddenly become small for you, and too short in the skirt, and have no other with you. Would it not almost spoil the pleasure of your trip? The sensible, sea-loving girl is exceedingly careful in the choice of her dress.

The reason that Redfern is so famous for yachting suits, is that not only do you get the most perfect fit, and the most effective and original designs, but because the materials they use are the typical things for sea—being well shrunk and waterproof before they leave England, and again before they are used over here, so that they may always be safely relied upon.

Vests of many descriptions can be worn with the coat and skirt suits. An extremely stylish vest is a white silk, handsomely braided in gold, and has tiny gold anchor buttons placed close together down the front. This goes grandly with a navy blue suit or more simple ones made in some delicate fabric are very cool and exceedingly popular just now; the spotted vestings, too, are much in vogue, being both smart and serviceable. Silk waists also can be had in numerous shades and colors—some of the new summer silks are exquisite, and are so soft that they can be worn under a coat with perfect ease; and if worn without it makes so complete a change that it is quite equal to having two or three frocks.

Here are two of Redfern's special yachting designs, both of them new and novel arrangements:

No. 1 is an exceedingly effective and handsomely braided gown, composed of navy-blue Isle of Wight serge. The full skirt is braided in four lines down the front and sides, reaching about ten inches from the waist. The large collar and revers are of white satin ornamented with a fine gold braiding similar to that on the skirt. Three gold anchors are artistically worked on either corner of the revers. The cuffs and vest are of the white—the vest being cut low at the neck, and showing a blue and white striped demi-vest underneath. This exceedingly tasteful and novel gown is made in the unshrinkable serge.

No. 2 is a remarkably effective creation in the new white linen or flax. The skirt, which has the usual flare, is ornamented with a band of dark blue linen and studded with small mother of pearl buttons, and has also two smaller strips coming in the fashionable way from the waist down on either side.

The short cutaway coat has large, rounded collar and revers all in one, and which are rolled back away from the vest and edged with the darker shade of the material and the pearl buttons. The sleeves of this elegant costume are extremely full to the elbow, and finished off at the cuff with a narrow band of blue. The upper vest is of gold and white, while the lower is of the same material as the gown and is allowed to fall loosely over the belt in front.

The hat is a white with a blue band. Silk waists can easily be worn with either of these charming costumes, and will make a very complete change in the entire "get up."

I will be able to talk more freely about silks next week, as I intend visiting Redfern's very elegantly appointed salons, for I am told that at present they are made exquisitely lovely by the show of silks and laces.

LE BARON DE BREMONT.

THE OLD, OLD STORY.

The Colored Man Good Enough to Vote the Republican Ticket and Bask in the Cold.

To the Editor of the Globe.

Will you allow me space in your valuable paper to inform my many friends and well wishers the outcome of my application for a position as clerk in the treasurer's office under C. L. Horst, and to thank those who wrote personal letters to him, and those that signed my application, which is something more than a hundred. Also to thank the committee that waited upon Mr. Horst, which was composed of our best citizens, and those that waited upon the chairman of the Republican city committee and other members of that committee.

I feel that everything possible has been done to secure recognition for the race, certainly all that could be after casting our votes. Our only course now is to do something before we vote again for a party that has made false statements, coated with empty promises and every conceivable excuse for not putting the colored brother Republican in their offices.

I regret very much to say to those that interested themselves in my behalf and seemed so anxious and certain that I would receive the appointment, and through me the G. O. P. give recognition to the race; but no, I will not receive the appointment. There is not even a hope left for it, in my judgment. They do not want, and will not have the colored brother, Republican though he be, in any of their offices in the gift of the party aside from janitor. We want something higher, and must and will have.

It is with much surprise and regret that we must learn we have cast our votes for a man that is not a truthful man. We have voted to put a man in one of the most responsible offices in our city, one we must rely upon and trust.

To me and the race this man has made a false statement, as his own handwriting and actions will show. Once a man has told an untruth, one can not again place confidence in him. Had Mr. Horst came out like a man and said: "I can not appoint you for reasons best known to myself," or words to that effect, I would have felt satisfied. Likewise the race. But when he says: "I cannot appoint you because my bondsmen and the contest both call on me to retain the old force, or nearly so," that is very well, and seemingly a plausible excuse; but the very day he takes his office as city treasurer, he appoints three new clerks, and announces that he will make no more changes in the clerical force for a month; and as there are but five clerks in his office, it looks to me as if he is not retaining them very fast.

What we need as a race is to vote for a man that has a mind of his own, and is not afraid to use a very small portion of his own judgment, and not be influenced by one or two party men that did no more than nominate him. We as a race can nominate a man if we stand by one another. Think of this before fall.

How far down Mr. Horst expects the intelligent colored voter to swallow this, no one can tell. We have had the old sugar-coated pill of bondsmen controlling appointments so often that it is now about too obnoxious to go down. Just how the honorable gentleman's referees in the cause "In re appeal and contest of J. Wagener vs. C. L. Horst, respondent," came in control of the clerical force of the respondent, I am unprepared to say, but it does seem very fishy. It is to be hoped, however, that the Republicans in control of the party affairs will learn some day that the negroes is worthy of more than the simple privilege of voting for its candidates. Really, it would have been well for the negro to have opposed the body or the late Republican city ticket as well and as stubbornly as they did its head. W. A. ROBERSON.

Necessary Caution.

"Hello, is this the telephone office?"

"Yes."

"Say, how does my voice sound? Notice anything peculiar about it?"

"No."

"Then call up No. 41144. I've to explain to my wife that it's business that's keeping me so late."