FORTY-FIFTH YEAR.

PITTSBURG, FRIDAY, APRIL 18, 1890 .-- TWELVE PAGES.

CENTS THREE

NEARING THE CRISIS.

The Federated Order of Railway Employes Expects to Make To-Day

A LIFE OR DEATH TEST.

The Railroad Officials Openly Declare They Will Treat

ONLY WITH THEIR OWN EMPLOYES.

Street Railway Men Agree to Lend Their Support, if Needed.

A STRIKE AT PRESENT SEEMS CERTAIN

The Executive Council of the Federated Order of Railway Employes will come to Pittsburg from Chicago to-day, with full power to act in the present difficulty. The companies still refuse to recognize the Federation, and a strike is confidently expected. The street railway employes decided last night to support the Federation.

A crisis in the railroad difficulties is looked for to-day, when the question of recognizing the Federated Order of Railway Employes will be settled one way or the other. This is the question upon which the matter has hinged ever since the grievances were presented to the companies,

The Executive Council did not arrive in the city yesterday as was expected, but will be here this morning at 7:20 o'clock. The board, composed of Grand President F. P. Sergeant, Grand Master of the Brotherhood of Locomotive Engineers; Grand Vice President Frank Sweeney, Grand Master of the Switchmen's Aid Association; Grand Secretary and Treasurer F. E. O'Shea, Grand Master of the Brakemen's Brotherhood; G. W. Howard, Grand Chief of the International Brotherhood of Railway Conductors, and John Downey, held a conference in Chicago yesterday, They were advised by wire of what has been done in Pittsburg during the past three days and the list of grievances was

laid before them. A TELEGRAM SETTLES IT. The conference lasted until 4 o'clock in

when a telegram here by Thomas Kane, Chairman of the local Grievance Committee, stating that Mr. Downey, with two or three other members of the council, would be in this city this morning, vested with full power to act.

It is now confidently expected there will be some interesting developments to-day; and as the men seem even more determined to get their demands than they did two days ago, a general tie-up is more probable.

local Grievance Committee was in session all afternoon yesterday, discussing the situation. There was not much for it to do, and it adjourned at 5 o'clock. Chairman Hawley, of the Press Committee, said nothing could be given out for publication As the men were leaving the hall, Mr./Kane received the telegram referred to. The mer were called together again, and the message

read to them. The information that the grand officers were coming, with full power to act, was greeted with cheers that resounded throughout the building and could be heard on the opposite side of Fifth avenue. The committee again adjourned and left the ball on the run. Mr. Hawley said as he passed

VERY WELL SATISFIED.

"We are very well satisfied with the manner in which our case has been presented through the newspapers. We have been treated very fairly and we begin to recognize the value of a press committee. I am not in a position to tell you yet what has been done to-day. Come over to Allegheny to-night, and we will give you something interesting."

Last night a general meeting of railway employes was held at 19 Federal street, Allegheny. There were more than 500 men present, but the meeting was very quiet, The men are considerably worn out from loss of sleep and rest, but, while they are less enthusiastic, they are none the determined. The general meetlast night continued until about 10:30 o'clock. The situation was discussed, and the non-union men, many of whom were present, decided unanimously to stand by the Federation, in case the necessity arose.

The federated orders then beld meeting, and received a committee of street car men. The latter represented Local Assembly No. 6003, which held a meeting on Beaver avenue last night, and decided to follow in the footsteps of the railray men should it become necessary to strike for recognition. The committee notified the railroad men that the street car employes would support the federated order to a man. This was enthusiastically received, although it had been anticipated all day.

ANOTHER SECRET SESSION. When the federated order adjourned the switchmen held a secret meeting, which lasted until midnight. Mr. Hawley said they had received instructions from the union not to disclose the proceedings. They were not averse to letting the public know what the committee has been doing, but they do not want to divulge their plans to the railroad companies. He stated, however, that the time has come when the question of whether the Federation shall survive or perish is to be settled, and the test is likely to be made today. The men have not shown their strength, and the railroad managers, knowing this, are beginning to feel a little

Mr. Tobin, of the Press Committee gave the following details of the demands made by the men: They get on an average of \$1 85 per day at present, which makes a total of \$629 per year, counting 340 working days to the year. Mr. Tobin estimates \$168 for rent, leaving \$461 for the support of each family. Supposing that there are five peopre in the family, each member is allowed \$92 22 per year, or on an average of about 26 cents per day. This only provides for

bare necessities. There is no allowance made for recreation or sickness.

The men are asking for \$2 50 per day, of ten hours each, which will give each an income of \$850. The average railroader pays \$14 per month for rent. He would then have \$682 left to divide among five members of the family, which would allow 37 cents per day for each member.

Yesterday at noon a meeting of Pennsylvania Railroad vardmen was held at Twenty-eighth street. It was the important move of the day, inasmuch as it was regarded as the agency through which the Pennsylvania Railroad Company tried to show its hand. P. G. Nash, a non-Federation man, and John Horton, a member of the Federation, were named as chairman. When the vote was taken Horton was elected by a large

ANOTHER SCALE PROPOSED.

Mr. Nash then endeavored to have adopted a list of grievances entirely different from those of the Switchmen's Mutual Aid Association, which simply asked for an advance in wages. The pay asked by this list for yard conductors was \$3 15 for 12 hours' work, of vard brakemen \$2 25; the night force to receive 15 cents per day more than the day force, and the flagmen 10 cents per day more than the brakemen. After a heated debate the list was put to a vote and lost by 100 to 13.

Mr. Nash was dissatisfied with his setback, and called a meeting of the minority portion of the employes, and made another attempt to get his list adopted, About 20 men remained with him. The union men regarded the proceedings as a trick on the part of the non-union men. It was supposed they either wanted to prevent themselves from being called scabs, or that the Pennsylvania Railroad Company was using Nash to get the employes to admit

they had no grievances. The statement that a committee of Pennsylvania Railroad men met Superintendent Pitcairn yesterday is incorrect; the men were asked to come to his office, but they refused to go. They say this is an evidence of weakness on the company's part, and that if they had met him it would have been a like evidence on their part.

NO NEW MEN COMING IN. It is also not true that men have come here, as has been claimed, from other cities

with instructions to be ready for duty at any time. It is difficult for railroad men to get into the city without the employes knowing it. It was stated at the meeting in Allegheny last night that the arrivals of new men are not more numerous than they are ordinarily.

The following message was received from McKeesport last night: "Railroad men at this point have received notice to hold themselves in readiness to join with the men at Pittsburg at any moment. The notice specifies switchmen and was received today. It was not signed, and while it is not known from whom it came, the supposition is that it was from those who are at the head of the movement inaugurated there."

A FLAT REBUFF. RAILWAY OFFICIALS DECLARE THEIR

POSITION.

As Employes the Men Would be Met Half Way-As Members of Labor Organizations They Can Expect No Recognition

The officials of the different roads will not confer with any labor organizations, and will only treat with their own employes. This decision was reached at a meet ing of the Superintendents of all the railroads centering in Pittsburg, held yesterday afternoon at the office of General Superintenden. Watts, of the Pennsylvania Company. The session was a long one, and it is alleged that some of the officials wanted to treat with the Federation of Railway Employes. They, however, lost, and after the meeting adjourned Superin-tendent Watts dealt out the following in-

formation: We regard this trouble as simply a matter between the officials of each company and their employes. We have nothing whatever to do with any labor organization We have not received any grievances from our men. The demands laid before us by the Federation of Railway Employes we refuse to consider. These men have been working for over a month to formulate these demands, and yet they expect us to decide

on them in 24 hours.
"The action on all the roads will be the same. If the employes have anything to say they can lay it before the officials of the company, and we are willing to meet them half way. We will arbitrate on the differ-ences, and though all the demands of the men might not be granted, some of them very probably would. As employer, we will endeavor to arrange matters with them, but if they persist in making their demand through their various labor organizations, we will make a fight and refuse every

STRIKERS' PARADE.

CHICAGO CARPENTERS TURN OUT BY THOUSANDS.

Both Sides Remain Firm, With but Little Change in the Situation-No Meeting Yet of the Proposed Citizens' Commit-

ISPECIAL TELEGRAM TO THE DISPATCH.1 CHICAGO, April 17 .- The carpenters' strike remains unchanged. A few nonunion men have been put to work, but they have been neutralized by the enlistment in the union's cause of non-union men who

were at work to-day.

Secretary John said this morning that a letter had been received from a lot of North Carolina carpenters offering to come here to work, but that no answer had been made to them officially. The Secretary, speaking of the proposed citizens' committee, said that he supposed that the end would come through some such body. President Goldie was still out of town, however, and until he returns, the Secretary said no call for a meeting to consider the proposition to meet the citizens' committee in arbitration would be issued. Of the make-up of the committee

he had only the highest praise. About one-half of the strikers of the city gathered on Market, between Randolph and Washington streets, this afternoon, formed in parade and mached to the lake front. There were over 3,500 men in line, and their progress through the streets produced an occasional outburst of cheering demonstra tion. At the lake front a mass meeting was organized and addressed by speakers in sym-

pathy with the strike.

There will be no strike by the switchmen of the Rock Island Yards, the differences having been settled by arbitration. The men wanted two men discharged. The committee decided that the men did not deserve such treatment, but recommended their transfer to other departments. This will be

Not having their demand for back time recognized, the coopers of the Union Stock Yards have determined to repeat the de-mand. Should it not be granted a general stock yard coopers' strike will result May 1. Forty men at the North station of the Chicago Gas Light and Coke Company have struck because two of their number, who were active organizers, were discharged.

[Continued on Seventh Page.]

THE NEW SOUTH PENN

Duly Organized With an Announced Capital of \$20,000,000.

MR. CLEVELAND'S LAW PARTNERS.

Who Are Close to the Vanderbilts, Are Engaged in the Scheme.

GEORGE F. BAER CHOSEN PRESIDENT.

It is Claimed That the Road Will be Pushed to Completion at Once.

At Reading yesterday "The South Penn Railway Company" was reorganized, with a capital of \$20,000,000. George F. Baer was chosen President. Among the directors are Bangs and Stetson, who are connected with the Vanderbilt interests, and belong to the law firm of which Grover Cleveland is the head. The Reading road is in the scheme, and the new line will be pushed to

ISPECIAL TELEGRAM TO THE DISPATCH. READING, April 17 .- The parties interested in the reorganization of the South Penn Railroad, which was chartered some rears ago to run from Harrisburg to Pittsourg, and about which there has been endless litigation, met here this afternoon for the purpose of reorganization. The new name adopted was the "South Penn Railway Company," and the capital was fixed

George F. Baer, of this city, who purchased the road at Sheriff's sale in Fulton county exactly a month ago, was elected President. At the time of the purchase Mr. Baer promised that the road should be reorganized in 30 days, and this has now been accomplished. Mr. Baer until recently was one of the directors of the Reading Railroad Company, and is still one of its general counsel and President of several auxiliary corporations now under the direction of the Reading Railroad.

THOSE IN THE SCHEME. The following were elected directors: Francis Lynde Stetson, Francis S. Bangs, Charles McVeigh, all of New York; James N. Mohr, Philadelphia, and Jefferson Sny-der and Frank C. Smink, Reading. Messrs. Stetson and Bangs are members of the well-known law firm with which ex-President Cleveland is associated. Mr. Stetson has for a long time been connected with the

Vanderbilt railroad interests.

Mr. Mohr is Vice President of the Reading Paper Company, and has his headquarters in the Bullitt building, Philadelphia. Mr. Snyder is Mr. Baer's law partner, and Mr. Smink is General Manager of the Reading Iron Company. The presence of the representatives of the Vanderbilts on the Board of Directors indicates that they, the Vanderbilts, will have a large moneyed interest in the building of the road, while the election of Mr. Baer as President assures that the road, when completed, will be con-nected with the Philadelphia and Reading

SOME OF THE FUTURE PLANS.

It is understood that the general office of the company will be in Philadelphia, but that the office in Harrisburg will be re-tained. The other officers will be elected by the directors at a meeting to be held probably in this city in about a week. When Baer purchased the road he bought it \$2,500 subject to a mortgage dated July 1, 1885, in favor of the Union Trust Com pany, of New York, trustee, to secure an issue of bonds of the said railroad company to the amount of \$20,000,000, of which sum

outstanding.

The parties who have effected the reorgan ization, it is understood, claim that their title is good, and that they have acquired all the property thus far graded and the en-tire franchise of the road between Pittsburg

and Harrisburg.

Work is to be pushed at once and the road ompleted at an early day. Lengthy tunnels have already been completed, several hundred miles graded and bridges built, and it is estimated that over \$4,000,000 has already been spent on the South Penn.

THE READING INTERESTED.

The Reading Company has for a long time been seeking for an outlet to the West. At present all their Western business ends at Harrisburg and has to be transferred to the Pennsylvania Railroad at that point. The Reading is now building a new line from Harrisburg to Bowmansdale and this line lies very close to the South Penn. It would cost very little to connect them.

This, in connection with the announce nent that the Harrisburg and Potomac Railroad would be sold by order of the court some time in June, would indicate that the South Penn completed is an assured fact at an early day. The Reading Company has already under way a large bridge crossing the Susquehanna at Harris

SALT-WATER SAILORS

Resolve That They Will Ald Their Brethre Who Ply the Lakes.

NEW YORK, April 17 .- At the conven tion of the International Amalgamated Sailors and Firemen's Union to-day, Delegates Groves and Shilling, of Chicago, who were about to leave for home, were requested to give the greetings of the Atlantic Coast seamen to the lake seamen and to assure them of their readiness to aid them. It was resolved that the Atlantic seamen shall not engagements on lake vessels. The revision of the constitution was taken up, and among the sections adopted were two guaranteeing all shipwrecked sailors and firemen promp aid wherever they may be.

The following officers were elected: Gen-eral President, John F. O'Sullivan, o Boston; First General Vice President, Alfred Lindgrau; Second Vice President, Frederick Clark, of Boston; Third Vice President, Arthur Van Hove, of Philaelphia; Fourth Vice President, William oser, of Baltimore; General Secretary, Hugh McGregor, of New York; General Accountant, Edward King, of New York; General Treasurer, Michael Van Eiden, of

NO WORD FROM PARNELL.

Irish National League Still Awaiting at Answer to Its Message.

Sr. Louis, April 17 .- The committee of the Irish National League met again this morning, with President John Fitzgerald in the chair. The committee is waiting a reply to its message sent yesterday to Mr. Parnell respecting the holding of a national convention in this country next autumn and will do no important business until it is received. When that question is decided the committee will take up the affairs of the

League and transact such business as its conditions demand.

At the evening session of the committee resolutions were adopted indorsing the action of officers of the League and reaffirmcure home rule; congratulating members of the League on recent electoral victories and favoring a continuance of the good work until home rule is secured. No reply having been received to the cablegram sent Mr. Parnell yesterday, adjournment was taken until to-morrow, when an answer is ex-

A CELESTIAL'S PLIGHT.

He is Refused Admission to Canada and Cannot Get Back to the United States -Camping in the Middle of the Snapenaton Bridge.

NIAGARA FALLS, April 17.-Three Chinamen, two of whom had attempted to cross the frontier with Mun Lee a couple of weeks ago, presented themselves for admission to Canada this morning, all having been hustled over to this side by

United States customs officers. The two men belonging to Mun Lee's party were granted admission, having Canadian customs certificates in their possession. The other man not having the necessary document and only \$10 to pay the Canadian tax of \$50, was denied the privilege given to his companions and was sent back to the American side of the bridge, but was stopped there and the gates of the bridge were closed against him. The only thing the Chinaman could do under the circumstances was to remain on the bridge, where he has since lingered and is

likely to stay for some time. Collector of Customs Flynn communicated with the Commissioner of Customs at Ottawa for instructions. The Commissioner's reply for instructions. The Commissioner's reply was to have the Chinaman sent back from whence he came. Further communication has been held, and no doubt the matter will be brought to the attention of the Washington authorities. Meanwhile the Celestial remains on the middle of the bridge. He can speak very little, if any, English, and it was with a great deal of trouble that it was learned that his name was Lem Sing, and that he had been in Toronto, Ont., for seven years. The other two Chinamen left for parts unknown shortly after they were admitted.

HOT AGAINST DELAMATER.

Republican Who Thinks That Wallace Can Carry the State.

SPECIAL TELEGRAM TO THE DISPATCH. NEW YORK, April 17 .- If the predictions f Mr. John L. Hill, of Philadelphia, come o pass every Democrat should put on his best clothes and go out on a glorious racket of rejoicing. Mr. Hill, during a conversation with a DISPATCH representative, made the surprising statement that the Democrats had the best kind of an opportunity for wiping out the 60,000 Republican majority which Pennsylvania now enjoys and make that State Democratic. Mr. Hill said that Senator Quay's candidate for Governor, Mr. Delamater, was becoming so unpopular that if nominated he was willing to bet any amount that Wallace would carry the State against him. The Republicans of Pennsylvania will not vote for Delamater under any circumstances, and the dissension is growing louder every day. The principal reason for forcing Delamater on the Republican party is that he is rich and will spend money liberally to be elected, but money will not cut a figure in the coming campaign to the extent expected. These statements, coming from one of the leading Republicans in Pennsylvania, have caused a great deal of comment in political circles, because Mr. Hill has always been one of the most liberal contributors to the Republican campaign fund of Pennsylva-nia. What makes his statements particularly interesting is the fact that he is a warm friend of Senator Quay and is one of his staunch supporters.

JUST A LITTLE DIFFERENCE.

Mr. and Mrs. Ward Have Separated, But for

an Unknown Reason. (SPECIAL TELEGRAM TO THE DISPATCH,) NEW YORK, April 16,-The fact that Mrs. Helen Dauvray-Ward is living apart from her husband, John M. Ward, the famous baseball player, and is about to return to the stage, formed the basis for a story printed to-day that Mrs. Ward and her husband had quarreled on account of her unwillingness to give up the stage, and that papers for a legal separation were about to be signed. Mr. Ward, to-day, refused to talk at all upon the subject, further than to admit, what has been known for some time, that he lives at present at a hotel in Brook-lyu, while his wife lives at one in this city. a DISPATCH reporter, to-night, Mrs.

Ward said:

It is true that Mr. Ward and myself have been separated for nearly three months. The whole blame of the separation is put upon my shoulders. It is charged that the trouble arose over my desire to return to the stage. That is not true. That has nothing to do with our separation, and Mr. Ward knows it. I retired from the stage willingly after our mariage two. Ward said: separation, and Mr. ward knows it. I retired from the stage willingly after our marriage two years and a half ago. I go back to the stage because I am separated from my husband. I am not separated from my husband because I want to go back to the stage. There is a vast difference between the two. I have never broken a promise made to my husband, and I have never done anything as a wife that an honest woman would disclaim.

A JEALOUS HUSBAND'S REVENGE.

A Court Official Shoots the Man Beloved by His Wife.

DUBUQUE, April 17 .- George Cornell, 29 years old, an engineer on the Milwaukee and St. Paul railroad, arrived at North Mc-Gregor this afternoon, and was met after leaving his locomotive by J. J. Grinnell who was evidently waiting for him. Grinnell walked up to him and without a word discharged two bullets from a revolver, both entering the head just above the eyes. Cornell had not died up to 6 o'clock this evening but is unconscious and it is impossible for him to recover.

Grinnell, who did the shooting, has been

for years official stenographer of the District Court of the McGregor district, and is wellknown. It is alleged that Cornell had been paying too much attention to Grinnell's wife. Mrs. Grinnell has been stopping in this city, and in an interview this afternoon declared she loved Cornell and that he loved

WENT AWAY WITH A DRUMMER. A Banker's Wife Elopes After Being Mar-

ried Only Six Weeks. ISPECIAL TELEGRAM TO THE DISPATCH. 1 OMAHA, April 17 .- A sensational elopement is reported from Oxford, Neb., where the handsome young wife of H. P. Camp, of the Farmers' State Bank, of that city, has disappeared with a commercial traveler named H. N. Ferguson. The couple were married in Madison, Wis., in the middle of February last, and the elopement took place about six weeks afterward, but has just been made public.

Camp traced the guilty pair as far East as Chicago, but there gave up the chase and will now bring suit for divorce.

A RAILROAD VICTORY.

Taxes to be Paid Only on Stock Represent

ing Property Wfihla the State. HARRISBURG, April 17 .- An opinion in favor of the detendant was handed down to-day in the case of the Commonwealth against the Lehigh Valley Railroad Company, an appeal from re-settlement for tax on capital stock. The State's claim was for \$744,000, being tax from 1875 to 1887 inclu-

The Court holds that the defendant is not required to pay tax upon that proportion of its stock represented in the New Jersey sec-tion of the railroad.

International Parcels Post. LONDON, April 17 .- In the House of Commons to-day, Postmaster General Raikes said he was in hope that negotiations that had recently been renewed with the United States Government looking to the establishment of a parcels post between Great Britain and that country, would be successful,

RIVERS AND HARBORS

To Make a Hole in the Surplus of About \$25,000,000.

NOTHING FOR THE YOUGHIOGHENY,

But the Allegheny and Ohio Receive Some Attention, With

ANY NUMBER OF UNKNOWN STREAMS. McKinley Believes His Tariff Bill Will be Passed Just as it Stands.

The river and harbor appropriation bill has been completed. It makes provision for the expenditure of about \$25,000,000. The claims of the Youghiogheny are ignored, but the Ohio and Allegheny are provided for. Quite a number of small creeks have secured appropriations.

ISPECIAL TELEGRAM TO THE DISPATCE.1 WASHINGTON, April 17 .- The House Committee on Rivers and Harbors have finally completed the preparation of their big annual river and harbor bill. Each session of Congress witnesses the launching of one of these vast appropriation schemes, and the list of places to be improved at the expense of the Government never grows shorter. The bill is of the usual size this year, carrying an appropriation of about 25,000,000.

This amount has been judiciously distributed throughout the various sections of the country in such manner as to gratify all sections and secure votes. The meritorious plans of mprovement have been taken care of as well as the little creeks and rivers, the improvement of which by the Government is o very important to the political fortunes of the Congressmen.

HARBORS AND LAKES REMEMBERED. The large harbors have been well taken care of, and the vessel interests of the great lakes have been well provided for. One section authorizes the Secretary of War to cause a survey to be made and the approx-imate cost estimated of dredging narrow portions of the rivers connecting the lakes, so that there will be a continuous channel 20

feet deep and of a proper width over the whole great northwestern water route between Buffalo, Chicago and Duluth.

The large sum asked for the improvement of Galveston harbor is omitted from the bill under an agreement. The omission of these and other items, which may be but temporary, reduces the apparent aggregate of the bill by a little more than \$2,000,000. Several members of the House, who happen to live in interior towns, have announced their intention to fight the bill on the ground that it is an extravagant one. If any such opposition should arise it will not have much effect.

SOME OF THE FEATURES.

The following gives a few specimens from the long list of out of the way and unheard of localities that are to be improved at the expense of Uncle Sam, and which are not expense of Uncle Sam, and which are not being made very prominent in the reports sent out in explanation of the various appropriations: Moose A Bol Bar, Me., \$15,000; Hyannis, Mass., \$800; Onancock, Va., \$6,000; Winjaw Bay, S. C., \$100,000; Jekyl Creek, Ga., \$75,000; Choctawhatchee river, Fla., \$12,500; Withlacoochee river, Fla., \$5,400; Tchula Lake, Miss, \$2,000; Tickfaw river, La., \$1,000; Tohefupcte and Bayou Phalia (for remeval of snags, trees and etc.), \$1,000; Hiawarsee river. Tenn., \$1,500; Umpquariver, \$9,000; Klaskuine river, \$1,600; Skagit, Stielaquomish, Nootsack Snohomish Skagit, Stielaquomish, Nootsack Snohomish and Snow Qualme rivers, Washington State, \$12,000. Surveys will be made of the following projected improvements: Sucker nochee river. Ala.; Mokulumne river. Cal (to remove snags); Onapstsit channel and Menmensia-Bite, Mass.; Pensauken creek,

Among the proposed appropriations of interest to this section are: Harbors—Pennsylvania: Erie, \$40,000. Ohio; Ashtabula, \$20,000; Black river, \$12,000; Cleve-land, \$75,000; Fairport, \$30,000; Huron, \$16,000; Sandusky, \$45,000; Toledo, \$200,000; Ice Harbor, mouth of Muskingum river, \$30,000.

THE LOCAL RIVERS. Rivers: Pennsylvania—Allegheny river, \$20, 000; dam at Herr's Island, Allegheny river, \$35, 000; Ohio river, construction of a movable dan at or below the mouth of the Beaver river 000; Great Kanawha river, \$200,000; Little Kana

wha river, \$15,000. Ohio river (\$20,000 may be used for harbor at Madison, Ind.), \$300,000; falls of the Ohio river, \$60,000; Indiana citute gall, Ohio river, \$15,000. Ohio river, \$15,000.

Mississippi river, from head of passes to mouth of Ohio river, including salaries and traveling expenses of the Missississippi River Commission (provided that no portion of this appropriation shall be expended to repair or build leves for the purpose of reclaiming lands or preventing injury to lands or private property by overflows: provided, however, that the commission is authorized to repair and build leves, if in their judgment it should be done as part of their plans to afford ease and safety to the navigation and commerce of the river, and to deepen the channel), \$2,000,000.

M'KINLEY - CONFIDENT

That the Tariff Bill Will Become a Law Its Present Shape-An Explanation of the Changes Upon

Sugar and Hides. PERCHAL TELEGRAM TO THE DISPATCH. WASHINGTON, April 17 .- If any man more than another, feels relieved by the completion of the tariff bill, it is Chairman McKinley. He says it has been the hardest work he has ever had to do, because it was not only physically taxing, but extremely

annoying mentally. "We tried as well as we could to pleas everybody and found it was physically impossible," said he this morning. "Every class of industries was heard and fully heard. We had not as much annoyance from those who wanted to be heard as had the Democrats, for everybody knew that we intended to increase instead of decreasing protection to our industries. I think it is good bill—a measure that will stand any amount of criticism. I think it very likely that we can and will, within a very few years, produce all the sugar we want to consume, and by home production it will come cheaper to our people than it will by placing it on the free list, but there was a greater demand for free sugar than there was for a dutiable protection to our home sugar interests, and as we were catering to the great majority we concluded to make sugar free and give protection in the way of

a bounty.
"No, the bounty clause will not stricken out on the floor of the House, although it may be very unpopular in many quarters. We intend to keep faith with our sugar men, and the bounty will, I think stand for 15 years. Shoes and leather would stand for 15 years. Shoes and leather would have been no higher in price if we had retained the proposed 15 per cent on hides, but the Democrats could have made a big bugaboo over a tax on poor people's shoes, you know, and so we concluded at the last moment to make hides free. It is, in my judgment, the best outline of Republican principles that I have ever seen in a bill or platform. We have excepted out to the expet platform. We have carried out to the exact letter the pledges we made at Chicago in June, 1888, and which the people ratified at the polis in November of that year. The bill will become a law substantially as it stands, and I think will go into effect June 30 next."

NO SHOW FOR SILVER.

Congress Farther Than Ever From an Agree ment Upon the Subject-The Friends of the Metal Are Fast Becoming Indignant.

WASHINGTON, April 18 .- The prospects appear very slender at present for any silver legislation at this session of Congress which will either satisfy the silver men or tend to materially increase the volume of money in circulation. The caucus committees of the House and Senate appointed to agree upon some measure have steadily avoided an agreement. When one side seemed to be coming near the other by concession, the other would shy off and vice versa. The study seems to be how not to agree, and the general verdict is that Wall street and the banks are back of it all.

The courtesy of the Senate is apparently all that has made that body appear to be more invorable to liberal silver legislation than the House, as there are so many Sena-tors of fine personal and social qualities in-terested in silver, but even in that body terested in silver, but even in that body there are plain indications of the working of powerful influences antagonistic to silver, or any legislation that would make "cheap money." Both caucus committees to-day abandoned all attempt to reach common ground, and will report as soon as feasible to the party caucuses of each body. The Senate will probably adhere to its extreme silver bill, providing for the issue of bullion certificates for bullion deposits and their redemption in any "lawful money" of

bullion certificates for bullion deposits and their redemption in any "lawful money" of the country, possibly mainly for the reason that it knows the House will not agree to the redemption of bullion certificates with anything but bullion.

The House will probably stay with the modified Windom bill, which looks somewhat more liberal on its surface than the present law, but which leaves the Secretary of the Treasury practically the manipulator of the bulk of the floating circulation of the country. Among advocates of liberal and of unlimited coinage, and among the representatives and friends of the farming and laboring classes, there is a very bitter feellaboring classes, there is a very bitter feeling against not only the open opponents of liberal silver legislation, but in far greater degree against those who profess to be friendly to them but are secretly combating every approach to the desired legislation.

READY FOR THE TOUR.

The Pan-American Delegates Leave for the Sunny South at Midnight.

WASHINGTON, April 17. -The report of the Committee on Arbitration was finally disposed of by the Pan-American Conference this afternoon, although it is not certain that the delegates from the Argentine Republic will sign it. The entire session today was required to conclude the consideration of the case and questions arising in connection with it. The reports of the Committee on International Law, of which there are three, none of them signed by the majority of the members and the sup-plementary report of the Committee on General Welfare are yet to be considered. All arrangements have been completed and everything is in readiness for the de-parture at 11 o'clock Friday night of the International American Conference on their Southern tour, provided the conference shall adjourn prior to that time.
Upon the return trip it is proposed to have
the wives and daughters of the delegates
meet them at the Natural Bridge, and from
that point the entire party will journey together to Luray, thence to Washington.

SOME TARIFF PROTESTS.

A Number of Senntors Present Appeals From

WASHINGTON, April 17. -Senator Cullum to-day presented a petition signed by many citizens of Ohio, Indiana, Illinois, Iowa, Wisconsin, Minnesota, Michigan Colorado, Missouri, Kansas, Arkansas, North and South Dakota and Washington praying that sugar, lumber, salt, binding twine and materials entering into it be admitted free of tariff duties, and that a cut of at least 50 per cent be made on all woollen cotton and linen fabrics. Senator Turpie presented the protest of hardware dealers in Lafayette, Ind, against increasing the duty

on breech-loading guns and cutlery.

Senator Plumb, presented the resolution of the Newton, Kan., Board of Trade, protesting against the imposition of any duty on ores containing lead imported from Mexico and favoring the negotiation of a recipro

city treaty with that country. A BIG CUT IN RATES.

The Canadian Line Takes a Step Which

Will Cause Trouble. ISPECIAL TELEGRAM TO THE DISPATCH. NEW YORK, April 17 .- Up to this time the chief disturbance in rates has been in the West and Northwest. The "Soo" line takes a step to-morrow which will probably cause trouble among the trunk lines. The "Soo" line, or Canadian Pacific, via the Canada Atlantic out of Boston, will to-morrow reduce all rail rates from that city and other New England points to Duluth and St. Paul 13 cents per 100 pounds on firstclass freight and proportionately on other classes. The "Soo" line already has a dif-ferential of 10 cents on first class, so the new tariff which was issued on April 14 from the Boston office will make a differ-ence of 23 cents first class between that line

and the domestic roads. THE DISPATCH reporter was informed that the "Soo" line has prepared a similar tariff for freight shipped from New York to St. Paul, though the rate will be 3 cents per 100 pounds higher in order to conform with the difference between Boston and New York. That will make it 77 cents, all rail. The lake and rail rates via Duluth are only 6 cents lower, first class, than the new all rail rates made by the "Soo" out of New York. It is to be expected that the trunk lines will stir around and do something.

JUMPED FROM A TRAIN.

A Noted Criminal's Daring Escape While on His Way to the Penitontiary. LOUISVILLE, April 17 .- J. W. Heine, a noted cracksman, on Tuesday escaped from a train while being taken to Eddyville to work on contract. He walked forward in the car to get a drink of water. When near the door he seized the guard, choked him to insensibility, and with another convict, who insensibility, and with another convict, who was helping him and shielding him from observation, jumped off the train and disappeared in the darkness. Two more convicts escaped when the other guards had their attention turned to Heine.

Heine was a burglar and operated extenwas sent from Louisville for six years.

THREW VITRIOL ON HIS WIFE.

Deadly Revenge on a Woman Who Refused to Live With Her Husband. NEW YORK, April 17 .- In a fit of jealousy this evening Joseph Cottrell emptied a bottle of sulphuric acid in his wife's face, at No. 31 Roosevelt street. So terrible was the work of the drug that the woman will be disfigured for life and probably lose her eyesight. The acid thrower had a murderous-looking knife concealed on his person when

searched at the station house, Cottrell and his wife had been living apart for four years. Recently he tried to get his wife to return to him. She refused, and when he called this evening he found her entertaining another man. After again asking her to return, he threw the soid.

DOES FARMING PAY?

Constory Replies to the Given by Lead-

MONON A'S VALLEY, Strangely Eno. , the Home of Many Discontented Farmers.

WHILE, WITH FEWER FACILITIES.

Tillers of Greene County Soil Find the Business Profitable.

A LETTER WRITTEN IN THREE COUNTIES.

THE DISPATCH'S special commissioner as found time to take note of the condition of the farm property as well as the roads in the districts he has explored. Farmers themselves express widely different views on the question of the profits of agriculture. Monongahela valley agriculturists, with good transportation facilities at hand, complain more than the residents of the remoter districts of Greene county.

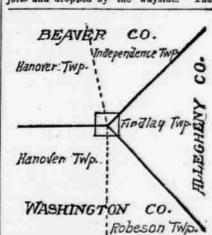
[FROM OUR SPECIAL COMMISSIONER.] THE PITTSBURG DISPATCH
COUNTRY ROAD EXPEDITION,
RACCOON CREEK, PA., April 17.

There is something of a curiosity about the house in which we have just taken dinner. It is owned by Robert Witherall. His farm lies directly on the corner of three counties - Washington, Allegheny and Beaver. I began to write this just after lunch. A table had been drawn up in front of the parlor fire for me. I was writing then in Washington county. The fire became too hot, and, as I wanted to use a dietionary in the library at the other end of the

room, I moved my table clear across. The county line runs directly through the center of Mr. Witherall's parlor. So I found I was writing in Beaver county. Presently a message came from the barn demanding my assistance in subduing Bucephalus, who had evidently kicked on the quality of oats given him. I carried my notes with me, and as the time for writing is limited to stops on our route, compelling me to utilize every place and moment, I continued composition in the manger in the hope of detracting the attention of our fractious nag.

RAPID CHANGES OF BASE. The barn stands in Allegheny county, and therefore this letter has been pieced together in three different counties within the same hour. The name of the creek flowing beside barn and house is the most definite date I can give it without an actual survey, and the photographer protests that his camera tripod was never intended for such base

We envy the photographer to-day. He has had no work to do. After our awful ride from Hickory to Burgettstown he found his apparatus shaken all to pieces. The screw holding the tripod gether was actually loosened olts and dropped by the wayside. The



sensitive film-plates, with which exposures are made, were broken to pieces. It was fortunate that to-day we have passed through a wild, forest region, thinly populated, and offering no opportunity for photography. But at Beaver we will lay in a new supply of materials, and more pictures will be made for your readers.

Robert Witherall's House Situated in Three

DREAMS OF TROUBLE. This constant jolting and plunging of the wagon is something sickening. We dream about it at night. Old-fashioned feather beds in these farm-houses give our backs and limbs some chance to get rid of aches and pains, and to regain elasticity, but the softness of a couch, the silky paths of an Ariel expedition through slumberland, mock our thoughts, and the mind has rough

riding both night and day. Beaver has the habit of neighing in the stable regularly at midnight. It awakes me, and my mind says: "Jolt, thump, swish, jolt!" The cocks out here crow about three hours earlier than they do in Pittsburg, and in my drowsiness I think they are crowing: "Bump, thump, hump, lumps." Our host, like all punctual grangers, knocks at the door not later than 5:30 A. M. His knuckles recall the never ceasing, always increasing noise of those wagon bolsters: "Knock, shock, knock, block!" No wonder the driver's face wears a haunted expression

every morning at breakfast. SIGNS OF BOUGH USAGE

We are fast going to pieces. The shotgun, which our youthful photographer brought along to keep tramps away from his camera, has been strapped to the slats along the wagon's canvas roof. The other day there was a loud and sudden report, The whole vehicle trembled, and as the frightened horses bolted forward one wagon seat, with two persons on it, tumbled backward over the end-gate, while over all a thin, blue smoke trailed serenely in our rear. The shaking of the wagon over mud rear. The snaking of the wagon over mudridges had only discharged the gun. That was all. But it will never discharge it again. To-day that horrid jar, jar, jar of the wagon shook the trigger out of the gun and it dropped overboard two feet deep in Raccoon township mud.

A fishing reel has already been smashed,

the rod being reduced to six-ineh sections and the line utilized to keep the bandages wrapped tight to our swollen knuckles. The crowns of three stiff hats have sunk in the middle from constant contact with the can-

(Continued on Eighth Page.)