

TWO CENTS.

SCRANTON, PA., MONDAY MORNING, JULY 17, 1899.

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BIG STRIKE IN BROOKLYN

Conductors and Motormen of Transit Company Go Out.

NON-UNION MEN AT WORK

They Are Employed on All Lines, but Much Disorder Exists—Wires Are Cut, Rails Torn Up and the Non-Union Men Hooted and Stoned—A Motorman Assaulted While Running President Possiter's Private Car—Several Arrests Are Made.

New York, July 16.—Another trolley strike is on in Brooklyn. So far it has not been as effective as the strike of 1895, but there is no telling how long or far reaching it may become. For some weeks past the employees of the several lines controlled by the Brooklyn Rapid Transit company have been complaining that the management did not live up to the ten-hour law. The men demand a revision of the time tables at the different barns and also claim that they should be paid 20 cents an hour for overtime, which is equivalent to \$2 a day, the price which they set for a working day of 10 hours. Meetings have been held daily and nightly for the last week and it was inferred from the reports given out by the employees and their advisers since Thursday last that while a strike was imminent it would not occur for some days to come. General Master Workman Parsons and District Master Workman Pines had charge of the men's affairs and a strike was called at half-past four this morning. At this hour most of the motormen and conductors on the Brooklyn Traction company's lines had completed their night trips and the leaders decided that this was the most opportune moment to begin what was expected to be a stubborn fight with the Traction company. A heavy rain storm was in progress at this time and there was very little passenger traffic. The Smith street, Franklin avenue and Hamilton ferry lines, which are controlled by the Coney Island Railroad company, having maintained the regular terms with their employees, were not involved in the least, but on all other roads, transportation was stopped for a while and a good deal of congestion occurred in consequence.

Police Called Out.

Shortly after midnight about 1,600 policemen from the precincts in Manhattan and the Bronx districts were conveyed to the different barns and many were placed along the several routes comprising the territory covered by the Brooklyn Traction company. Up to half past seven o'clock there were very few cars run over these lines and those that were sent out from the different barns were policed by two, three and four constables. On the Putnam avenue line only a few men refused to work and it was noted that scarcely a half dozen men of that category in this division were policed. The Flatbush and Bergen Beach cars, the Nostrand avenue, Gates, Ralph and Myrtle avenue cars, as well as those of the Third avenue line had a meagre service in the early hours of the day but traffic on the old Nassau line, which comprises the Fifth, Seventh, Park and Vanderbilt avenues and Douglas and Butler street roads, were practically at a standstill. The men on the Nassau road were most determined and not one of the motormen or conductors went to work. The cars remained at the barns for several hours, but by 10 o'clock about 200 of the regular rolling stock was working. These cars were manned by inspectors and linemen, and in fact officers and helpers were pressed into service so as to maintain a partial running of the system.

Many of the old conductors and motormen reported for duty on the Gates, Ralph, Broadway, Myrtle avenue, Flatbush and Third avenue roads and President Possiter said that shortly after noon over 50 per cent. of the old men were at work on these lines. Later in the afternoon the cars on the latter roads were running at intervals of ten minutes which meant that the service was crippled about one-third. The heavy storm of the early morning was dissipated about 10 o'clock, and from that hour until well on in the afternoon the Sunday traffic which is usually very heavy in North Beach, Bergen Beach and Coney Island, filled the cars, but the dread of trouble or disturbance kept hundreds of people away from these seaside resorts. Shortly before noon President Possiter's private car Amberg, started from the city hall and on the round trip, on board were Chief Engineer Reynolds, private W. W. Wickes, President Possiter's wife, Secretary, and Assistant Secretary Vancott. Accompany them were Detectives Reynolds, Harrington, Gray and Stoddard. The Amberg after running to the Flatbush extension went up Nostrand avenue to Bergen Beach and returned down Flatbush avenue, whence it ran to Coney Island.

Motorman Assaulted.

Coming back from Coney Island the president's car followed the Fifth avenue route, and as it neared Twenty-third street and Fifth avenue those on board found their further progress impeded by a stalled car near the Fifth avenue barn. Here a crowd of 500 people, many of whom were women and children, had congregated and the motorman of the Amberg, Howard

Jackson, was attacked by several men who were strikers or who were in sympathy with the men. The motorman received some nasty bruises on the head and legs. Secretary Wickes was one of the first to run to the man's assistance, and he was finally rescued from the mob. Six arrests were made and the track was soon cleared. Throughout the afternoon hundreds and large pieces of granite were taken from a nearby yard and placed on the tracks in the vicinity of Greenwood cemetery, and as cars came along at intervals of twenty and thirty minutes their further progress was considerably delayed until these obstructions were removed. No sooner did the cars pass than the hooters were laid on the tracks again, and the police were unable to stop the efforts of the obstructionists. During the day 200 additional police were sent from New York and a close watch was kept all along Brooklyn bridge to see that no person could interfere with the trolley wires. The only cutting of wires reported to the Brooklyn police headquarters was the partial destruction of the feed cable on Flatbush avenue, but a force of fifteen men was sent to the scene in a temporary manner, which sufficed to repair the line. Late in the afternoon a conference was held at police headquarters. Among those present were Police Commissioners York, Hess and Sexton; Chief of Police Devery, Deputy Chiefs McLaughlin, of Manhattan, and McKellar, of Brooklyn, and President Possiter, of the Brooklyn Rapid Transit company. Mr. Leeson was also in attendance, but he said that as far as he could see, that there was no necessity for the calling out of the militia or interference in any way by the military.

The Coney Island Patrons.

President Possiter said that he was anxious to bring the patrons of the several lines back from the seaside roads as soon as possible and had made arrangements to handle the Coney Island patrons as far as practicable by trolley service, but that he had advised his assistants to arrange for the transportation of the majority of the Coney Island crowd back to the city over the elevated railroad lines. The police commissioners informed Mr. Possiter that his patrons and the public property of all other properties, would be sufficiently protected by the police force. In addition to this, Commissioner Hess informed Mr. Possiter that he thought the sending out of his private car was inadvisable, and to use his own words, it was like "shaking a red rag in front of a bull." Several arrests were made during the day among the ranks of the strikers and their sympathizers, but no disturbance of a very serious nature occurred.

Nothing to Arbitrate.

President Possiter said tonight that the Brooklyn Rapid Transit company would not arbitrate the strike difficulty with their striking employees. "There is nothing to arbitrate," said Mr. Possiter. "The men who have gone out came to me with certain demands. I showed them that they already had what they asked for and would straighten out any injustice. They came in a fighting mood and were not disposed to look at the subject dispassionately. M. Delehanty, of the arbitration commission, had a long talk with Colonel Williams in the alleged dispute. I did not see him. Colonel Williams told him there was nothing to arbitrate and that is true." "How many men went on strike this morning?" "Between 500 and 1,000. Not more than 1,000 at the outside. About 200 of the cars on the Nassau line will not be run after 12 o'clock. Few people will be discouraged by this, as they can use the elevated trains. The normal conditions will return in a day or two, I hope, so that the suburban trolley service may be continued all night.

Good Police Work.

Manhattan police in the city has had a most beneficial effect. They have a splendid work and the good order with which they are today is owing largely to their presence. Our success today in conducting our business in the face of a strike is almost unparalleled. We have not only kept all our lines open, but we opened the new Culver road to Coney Island, according to the schedule. I cannot estimate the shrinkage in traffic, owing to the strike. The returns tomorrow will tell all that it seemed to me this morning that there was special providence in the lowering weather and the rain. People did not start off today with a rush to the beaches as usual, and this gave us time to steady ourselves." President Possiter said that the Nassau system were employed by Harry Street men, the employees on that line having refused to go out almost to the beaches as usual, and this gave us time to steady ourselves." President Possiter said that the Nassau system were employed by Harry Street men, the employees on that line having refused to go out almost to the beaches as usual, and this gave us time to steady ourselves."

A Retraction Asked.

Madrid, July 16.—A retraction, which yesterday published a statement that a deficit of 2,500,000 pesetas had been discovered in the accounts of the North-South Railway company, due to embezzlements, publishes a retraction today admitting that the story was false and apologetic.

TRIED TO KILL HIS WIFE.

Results of Domestic Trouble in the Crosby Family.

Marion, Ind., July 16.—James B. Crosby, a wealthy manufacturer of Marion, attempted to shoot his wife and family about 1 o'clock today. Mr. and Mrs. Crosby had domestic trouble and separated last January. Previous to the separation, Crosby had transferred to his wife stock in the Crosby paper mills and the Marion straw board mills, which are both owned by him, that he might better fight the American Straw Board. After defeating the trust he demanded the return of his stock, but his wife refused to surrender it.

Does Not Like Strikes.

General Master Workman Parsons spent the greater part of the day in Brooklyn and a considerable portion of the afternoon in conference with Messrs. Delehanty and Webster, of the state board of mediation and arbitration. Mr. Parsons said tonight: "Everybody knows that I do not like strikes. They are not pleasant and furthermore they are expensive. But this strike was one that could not be averted. The first twenty-four hours of a strike neither win nor lose it and we are satisfied with the showing that we have made. There will be fewer cars run tomorrow than there were today. The cars are now manned by inspectors and the men who remained. They are making a showing but it is not a very good one. I think that tomorrow will see a paralyzed condition of the traffic that will make the people of Brooklyn realize that the strike is strong enough to speak for itself. They are running no cars in the suburbs and are making all the show they can in the city."

ILL FEELING INCREASING.

Representations of Last Week Add to Unrest—Krueger's Refusal Regarded as Another Affront—British Forces in South Africa Are Being Increased.

London, July 16.—There has been another week of bickering, of heated invective and vituperation, accusations of tyranny on one hand and treason on the other, of increasing distress among the Outlanders of the Rand, of military preparation, and throughout all, the apparent maintenance by the Boers of their stolid attitude of indifference. All the representations made have only served to add to the perils of the Transvaal situation, and everything tends to confirm the opinion that the imperial government means to obtain reforms. The ministers have practically pledged themselves to enforce them, peacefully if possible, otherwise by force. The empire appears absolutely united on this subject. On top of Queensland's offer to serve in South Africa should an emergency arise, the majority of the debate in the Canadian parliament and the tone of Sir Wilfrid Laurier's and Sir Charles Tupper's remarks have caused the greatest satisfaction here.

Meeting of Engineers.

The Brooklyn elevated engineers met tonight and took up the question of the transfer from the present position to the position of electric engineer when the third rail system should go into effect. They did not discuss the question of joining the surface trolley roads in the strike. This change for the engineers will mean a reduction in wages and it is not satisfactory. The matter was referred to Chief Arthur, of the Brotherhood of Locomotive Engineers, with which organization the elevated engineers are affiliated.

BELANCOUNTS DENIAL.

Claims That He Did Not Write the Pronouncement Giving Advice Regarding the "Crafty Eagle."

Havana, July 16.—The pronouncement recently issued in the city of Matanzas, in which the government calling upon Cubans to prepare to march from the country "the crafty eagle," as they had removed the "haughty and hungry Spanish lion," is now believed by many to have been the production of the civil government of Matanzas. He once used language closely resembling that of the "proclamation" in the presence of an American brigadier general and an American colonel. Both officers believe it quite probable that he wrote the appeal. If not its author, then in their judgment, he was cognizant of it and agreed to the use of his name. Many Cuban officers of high rank are also satisfied that Senor Belancourt was in some way intimately related to the publication and circulation of the address to the people of Matanzas. General Wilson, military governor of the Matanzas-Santa Clara department will doubtless ask the civil governor for an explanation.

COMING ATHLETIC CONTESTS.

The Exhibitions at Brighton by Americans and English.

Brighton, England, July 15.—The joint exhibition having been opened, the coming athletic contests between the teams of Yale and Harvard and Oxford and Cambridge, at the Queen's club, West Kensington, London, held its first official meeting at the Hotel Metropole this afternoon. The meeting proved most satisfactory, the greatest good feeling being displayed on both sides. The status of Burke and Quinlan, of the American team, was roughly discussed and the conclusion arrived at was that no objection to their being held for a moment. Mr. Jackson, one of the English committee, was very emphatic in denouncing the English newspapers that originated the controversy. He said if any objection should be raised against either Burke or Quinlan it will not proceed from the Oxford-Cambridge officials and will not have the sympathy of Oxford or Cambridge men.

HARRISON FOR GOVERNOR.

He Will Be a Candidate to Succeed Tanner.

Cleveland, July 16.—Vincent H. Perkins, of Chicago, who has been mentioned as the successor of Carter H. Harrison for the mayoralty of that city, is visiting here. In an interview today he said that Mayor Harrison was loyal to William J. Bryan and would support him for the presidency next year. "Mayor Harrison," he said, "will be a candidate for the presidency and will be nominated. Mr. Perkins expressed the opinion that ex-Governor Altgeld had had his day in politics."

BOMBS IN SEOUL.

The House of Prince Pak Destroyed, Two Persons Killed.

Vancouver, B. C., July 16.—Advices from Korea by the steamer Athina state that in Seoul a bomb explosion took place in the house formerly occupied by Prince Pak. Two Koreans were killed. Other bombs were thrown elsewhere. Despite all the Korean government has done to help the perpetrators to the outrage has been found. The cause of the outrage is unknown. It is pointed out as a curious coincidence that ministers in whose houses bombs have been thrown have the reputation of being pro-Japanese.

French Ships at Barcelona.

Barcelona, July 16.—A French squadron consisting of twenty ships arrived here today.

PREPARING TO FIGHT TRUSTS

THE CIVIC FEDERATION OF CHICAGO GATHERS DATA.

An Endeavor to Determine the Effect of Trusts Upon Labor as to Displacement and Rate of Wages. Question Addressed to Traveling Men's Associations.

Chicago, July 16.—The general committee on arrangements for the conference on combinations and trusts called by the civic federation of Chicago, has mailed circular letters to 450 trusts and combinations throughout the country, asking twenty-six questions, such as the number of organizations included in the consolidation, the number yet outside, total original capital of the various concerns now merged, and the present capital employed by the combination and the effect on prices of products, the effect on labor as to displacement and rate of wages. Of the labor unions in the various crafts employed in these combinations questions are asked as to the effect on wages, hours of work and the number thrown out of employment by the origin of the trusts. The questions were addressed to 500 national and local traveling men's organizations throughout the country as follows: First—How many commercial travelers in your immediate vicinity have lost their positions owing to trust consolidation? Second—How many of those discharged belong to your local organization? Third—What effect have these combinations had regarding the salaries of commercial travelers retained by employers? Fourth—Estimate the number of commercial travelers residing in your local area. Fifth—What is your opinion of trust and industrial combinations and what is the general sentiment expressed regarding them? To Secure Data. The committee hopes by the employment of this system will be that each set of replies may operate as a check on the others, so that the final result will be an unquestionably accurate list of data on the essential points at issue in the trust problem—material which will provide basis for argument in the conference. The six questions addressed to the wholesale dealers are as follows: First—Are any or all of the articles in which you deal manufactured by a trust or combination? Second—If any, please state what. Third—To what extent are you able to buy these goods from sources outside of the combination? Fourth—What has been the course of prices since the combination of goods you sell? Please give us full statistics of prices before and after combination as you see fit, to support your statement. Fifth—To what extent do you ascribe the changes which have occurred to the fact of combination and to what extent are they due to other causes. Give any figures that you can of increase and decrease in supply and demand, in support of your view. Sixth—What is your opinion of the general effect of the combination in your line on the trade—the distributor—and on the public—the consumer?

HEARTLESS OFFICER.

Refused to Grant Furlough to Allow a Man to Visit Dying Mother.

Albany, Oregon, July 16.—Frank M. Girard, a member of Company I, Oregon volunteers, has arrived here from San Francisco in violation of orders. On reaching San Francisco harbor and while still on ship board he received a telegram that his mother, who resides near Monmouth, was dying and asked him to come at once. He applied to the officer for a furlough offering the telegram as a reason, but it was refused.

WHIST PRIZES.

They Are at the Chicago Tournament.

Chicago, July 16.—The ninth annual congress of the American Whist league came to an end early this morning at the Auditorium hotel. The Hamilton club trophy and the championship for teams of four go to the Buffalo Whist club; the Chicago Duplicate Whist club secures the Minneapolis trophy and the championship for individuals and the American Whist league challenge trophy becomes the prize of the St. Paul Whist club. These are the principal trophies for which the expert whist players have contended during the tournament, the east being pitted against the west.

Tin Workers Resume.

Pittsburg, July 16.—The plate workers throughout the country to the number of nearly 50,000, resume work tomorrow after an idleness of two weeks. The scale fixed on at Chicago is based on the price of bars, the minimum advance over last year's scale is placed at 15 per cent, which will prevail until June 30, 1900. In addition to the 15 per cent. advance the men will receive a further advance of 2 per cent. because of the recent advance of 20 cents per 100 pounds on the price of tin plate.

Bicycle Races at Vailsburg.

New York, July 16.—Five thousand persons witnessed the bicycle races at Vailsburg, N. J., today. There were two professional events of which the following is the summary: Quarter mile open, final heat won by W. E. Mascher, 15 yards; second, A. W. Ross, 20 yards; third, J. H. Hunter, 40 yards. Time, 29.25. Two miles, final heat won by Jay Eaton, 120 yards; second, G. V. Babcock, 120 yards; third, C. B. Jack, 120 yards. Time, 1.30.

Van Boening's Suicide.

Peoria, Ill., July 16.—All Van Boening, state grand master of the Knights and Ladies of Honor, aged 46 years, committed suicide this evening by throwing himself from the steamer Bald Eagle. Domestic trouble is supposed to have caused the accident. He was a state official in the Ancient Order of United Workmen.

THE NEWS THIS MORNING

Weather Indications Today: SHOWERS.

- 1 General-Brooklyn's Big Trolley Strike, New Transit Situation.
2 Gathering Data to Combat Trusts.
3 General-Base Ball Results, Financial and Commercial.
4 Local-Altruism as Viewed by a Woman, Sermon by Rev. George P. Eckman.
5 Editorial, News and Comment.
6 Local-Plumbers Ask for an Eight-Hour Day.
7 Scranton-Guardmen Honored, State Camp P. O. S. of A.
8 Local-West Scranton and Suburban.
9 News Round About Scranton.
10 Local-No More Talk of Removing the Steel Mills.
11 Live News of the Industrial World.

THE BOSTON ANTIS MAKING MISCHIEF

An Effort to Arouse the Colored Race, Plotting to Overthrow the McKinley Government—Atkinson Has a Finger in the Pie.

Boston, July 16.—The Post today says: An uprising of the colored race against the administration in Washington is being organized in Boston. This is the sentiment of the movement that is proposed wherever the colored people are populace. The instigators assert that it will mean the downfall of McKinley, imperialism and the Republican party. The object of this movement is a revolt at the ballot box. But there are those among its supporters who would willingly take part in an armed uprising and who, were it possible, would offer their strength to help the Philippines in their struggle for independence. On Monday evening the first meeting of the Boston colored branch of the national anti-imperialist league will be held in St. Paul's Baptist church, Tremont and Camden streets. Dr. Jerome Wylie, of Washington, D. C., a writer on negro suffrage, and president of the revolutionary movement, came from the seat of government last week and had several conferences with Edward Atkinson and Erving Winslow, preparatory to the work of organizing. It has now been determined to establish three branches all over the land and it is said that the support of almost the entire colored population will be given to the movement.

BOILERMAKERS RESTLESS.

Will Demand Eight Hours at 30 Cents an Hour.

Chicago, July 16.—Five hundred members of the Brotherhood of Boilermakers and Iron Ship Builders of America will on Monday present a demand for an eight hour working day and a minimum wage scale of 30 cents an hour. If they fail to receive this a strike will be ordered. The active members of the brotherhood will be reinforced in their strike by 1,100 helpers, making a total of 1,600 men to walk out if a strike is ordered. Five of the largest firms in Chicago employing members of the brotherhood have already acceded to the demand of the men presented during the last week.

AWFUL MINE DISASTER.

Two Hundred Men and Women Caught in Japan.

Victoria, B. C., July 16.—A terrific explosion of gas occurred in the Toyokuni coal mine at Kynshu, Japan, on June 15, according to advices by the steamer Olympia. There were 200 men and women in the mine. The work of recovering the bodies was going on when the vessel sailed. The total loss of life was not known.

Quiet at Ishkooka.

Birmingham, Ala., July 16.—There was no further trouble at Ishkooka today. Colonel Dallas began his investigation of last night's killing. Only one negro, Richard Cobb, was killed. Four were wounded, however, and one of them will die. It is believed that the striking negro miners did the shooting and the non-union men have sworn revenge. Two hundred more negroes will be brought here tomorrow night.

Methodists at Indianapolis.

Indianapolis, July 16.—The Methodists of this city have arranged to entertain 10,000 members of the International Episcopate, who are expected to attend the centennial of the national convention. The convention does not begin until Thursday, but already a few delegates are coming in.

Steamship Arrivals.

New York, July 16.—Arrived: Rotterdam from Rotterdam. Havre-Arrived: La Champagne, New York, Beachy Head. Passed the Southwark, Antwerp for New York. Queenstown—Sailed: Lusania, Liverpool for New York.

General Wheeler at San Francisco.

San Francisco, July 16.—General Joseph Wheeler arrived here late last night en route to the Philippines.

DAY'S DEATH ROLL.

Philadelphia, July 16.—John Donohue, familiarly known throughout the state as "Big John," died at his home here today. He was six times elected a local state legislator from the Fourth district of this city on the Democratic ticket. His last term expired in 1892. He was 54 years of age. Lexington, Va., July 16.—Colonel William Preston Johnston, president of Tulane university, New Orleans, died at the home of his son-in-law, Hon. Harry St. George Tucker today. New York, July 16.—Major Frances D. Clark, a California pioneer, is dead at East Orange, N. J., aged 69 years. He served with credit in the Mexican and Civil wars.

WEATHER FORECAST.

Washington, July 16.—Forecast for Monday and Tuesday: For eastern Pennsylvania, showers + Monday; fair Tuesday; fresh southwinds + to west winds.

OUR TREATY WITH JAPAN

New Order of Arrangements Goes Into Effect Today.

ITS IMPORTANT FEATURE

An Interesting Outline Given by the Japanese Minister—First Instance in Which an Oriental State Has Been Recognized by Western Powers—Country Open to Foreigners.

Washington, July 16.—A new treaty between the United States and Japan goes into effect tomorrow at which time also new treaties between Japan and nearly all of the countries of Europe and some of the South American republics go into effect. It is an event of far-reaching importance in the relations between Japan and the United States, as it does away with the treaty methods which have been in vogue for nearly fifty years and substitutes an entirely new method of procedure. The same is true in the relation of Japan with other countries. Taken as a whole, the many new treaties which go into effect tomorrow place Japan on an entirely new footing with the world at large, as she is recognized for the first time as an equal envoy respect. The treaty with this country was made Nov. 22, 1854, in Washington between Secretary Gresham and Minister Kuroda, who then represented Japan here. The changes it made were so far reaching that it was determined the treaty should not go into operation until July 15, 1899.

The Turning Point.

"The 17th day of July marks the turning point in the diplomatic history not only of Japan, but of the Oriental countries in general. It will be the first instance in which the western powers have recognized the full sovereignty of an Oriental state. This action of the enlightened nations of Europe and America shows that if any country is ready to assume a full share of the responsibility and affairs of the world at large, these old and enlightened powers are ready to admit such a country to full citizenship among nations. So we regard the advent of this treaty as a very important step, not only for Japan, but for all the nations of the east."

One of the bad effects of the old system.

"One of the bad effects of the old system," he said, "was that foreign residents had entire immunity from taxation. The Japanese paid all the taxes. All this has now disappeared and foreigners have the same provisions as well as the same obligations as the Japanese citizens, no more and no less."

The second essential thing is the opening of the entire interior of Japan to foreign residents and trade.

"Until now there have been only five treaty ports, Yokohama, Nagasaki, Kobe, Hakodate and Niigata. In these places foreigners had been able to purchase property and to trade, but outside of those they could not even travel without a special permit. These five places are an insignificant part of Japan, henceforth the entire interior of the empire, with its populous cities and inviting fields of industry are thrown open to foreigners. They may live anywhere, engage in any kind of business and will be assured the same protection to life and property that is given to the Japanese."

G. A. R. ORDERS.

Preparations for the National Encampment at Philadelphia.

Philadelphia, July 16.—General orders No. 3 from the headquarters of the Grand Army of the Republic calls the attention of posts in the national encampment to be held in this city September 4 to 9 and Acting Commander-in-Chief Johnson names the following Pennsylvania aides-de-camp: WILLIAM H. JONES, Pottstown; J. R. Collingsworth, Chester; Thomas Sines, Muncie Chunk; J. R. Grossinger, Sunbury; and Joseph Linton, Post No. 12, Philadelphia. Commander James T. Morrison, of the Department of Pennsylvania, has promulgated general orders through Henry E. John, assistant adjutant general, and asks that the regulations established by this state for completeness of uniform in parades at national encampments be sustained this year.

PICKED UP ANDREWS.

The Lone Navigator Exhausted in His Twelve-Foot Boat.

Liverpool, July 16.—The British steamer Hibernia, from New York July 1, which arrived here today, picked up Captain William A. Andrews, known as the "lone navigator," who left Atlantic City on June 15 in a twelve-foot rowing boat, "Doris," barely 12 feet in length to attempt to cross the Atlantic. Captain Andrews was found exhausted on July 12 about 30 miles from the Irish coast. His boat was left afloat.

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