

EDISON "DONE FOR"

He Was Not Practical Enough for Wall Street.

HIS COMPANY GOES TO RIVALS.

The Amalgamation Turns it Over to the Thomson-Houston.

Only a Title of the "Wizard of Menlo Park's" Stock Remains to Him—Henry Villard Engineered the Deal—The Scheme Was Carried Out Before Mr. Edison Realized What Was Being Done—He Relied on Friends and Business Associates—The Former Were Speculators, It Seems, and the Latter Were Largely Incompetent.

New York, Feb. 20.—Thomas A. Edison, the "Wizard," the king of practical electricians, has been "done." The hands of Wall street manipulators are seen everywhere in the act of his undoing.

The calm, clear-headed, big-hearted inventor relied on friends and business associates. The former were speculators; the latter have largely proved incompetent.

The result of the intellectual giant's dependence will be the amalgamation of the Edison General Electric and the Thomson-Houston companies. The reorganization plan was practically agreed on several days ago.

Henry Villard arranged it. Drexel, Morison & Co., the bankers, who have succeeded in obtaining control of the majority of the stock of the Edison General Electric company, were and are the powers behind the throne.

The coalition as arranged wipes out the Edison influence and transfers the good will of a business capitalized at \$15,000,000 to the Thomson-Houston company. The brainiest inventor of the age is asked to play "second fiddle" to Elihu Thomson, the practical man of the absorbing company.

The scheme was planned by Mr. Villard and carried out before Mr. Edison realized what was being done. He imagined that the immense financial interests he had brought into the General Electric company were being properly taken care of by the men he trusted. He never expected to be in a position where he would have to submit to the dictation of Wall street manipulators.

When the details of the amalgamation plan were presented to him he frowned. It did not take him long to realize that he was in a sad minority, and that those who were engineering the scheme were in virtual control of a business that he had spent fifteen years in building up. He was practically driven out of the Edison company. Here is the way the situation presented itself to him:

When the General Electric Company was formed in the latter part of 1887, the Edison Electric Light Company, the Bergmann Company on Avenue B, the Edison Machine Works at Schenectady, N. Y., the Edison Lamp Company at Harrison, N. J., and the Sprague Electric Railway & Motor Company were the elements of organization. I owned a controlling interest in the Light Company and the majority of the stock in Bergmann Company, the Edison Machine Works and the Edison Lamp Company.

"I don't know what those interests were worth, but I do know that the companies were now represented \$15,000,000 in capital under the title of the General Electric Company were practically controlled by me. Now there is not, under the old separate organizations, even a suspicion of controlling power in my name."

Mr. Edison's friends declare that he has been taken in by Wall street "promoters."

CURIOUS POISONING CASE.

Twenty-eight Persons Seriously Ill from Using Poisoned Soda.

BANGOR, Me., Feb. 20.—A strange case of poisoning is reported from Mount Chase, a town in the northern part of the State.

A family named Rider, who had moved into a house formerly occupied by an old hunter named Jarrett, found therein a box of soda.

Recently the supply of this article in the vicinity became exhausted and the Riders and other families used from the box which the Riders had found.

Twenty-eight persons became seriously ill shortly afterward and one of those has since died. Most of the others are in a fair way to recovery.

It is presumed that some sort of poison had been kept in the box in which the soda was found.

Interesting Labor Question.

ZANESVILLE, Ohio, Feb. 20.—An interesting question concerning the procedure of labor organizations will be presented to the Trade Council here. The bricklayers of the city have sought the aid of the International Bricklayers Union to enforce a demand made upon the manufacturers, that they shall sell only to those who will sign a contract to employ union bricklayers. The members of the Mayflower Assembly, Knights of Labor, who are largely employed in the brick yards, were opposed to the bricklayers' demand, on the ground that it curtails the market and throws them out of employment. There is bitterness between the leaders in the two organizations over the matter.

Grip Killing Off Cherokees.

ARKANSAS CITY, Kan., Feb. 20.—This grip is playing havoc with the Cherokees just east of Osage Agency. Within a radius of ten miles of Skiatook twenty-two have died within the last six weeks. In one case an entire family, consisting of father, mother, sister and two children, died.

Mill Heavily Damaged.

PHILADELPHIA, Feb. 20.—The five-story mill at Lehigh avenue and Fourth street, occupied by Horner Brothers Carpet Company, was badly damaged by fire. The loss cannot yet be estimated. The mill employs about 1,500 hands.

Ten Per Cent. Reduction.

READING, Pa., Feb. 20.—Ostrade & Sailor has notified their employees at the Reading Railing mill of a 10 per cent. reduction in wages. The order affects nearly all departments. The firm employs about 650 hands.

DRIFTING OUT TO SEA.

The Steamer Sir Walter Raleigh and Her Crew in Great Danger.

London, Feb. 20.—A tug has arrived at Crockhaven, bringing a report of an accident that threatens to have serious consequences. The British steamer Sir Walter Raleigh, Capt. Smith, from Philadelphia for Falmouth or Plymouth, arrived in Bantry Bay, on the southwest coast of Ireland, with her shaft broken in two places. The tug was engaged to convey her to a port where she could repair the damage. Before they had proceeded for a heavy gale sprang up. The steamer plunged heavily, and finally the hawser parted. Efforts to get another line aboard the steamer were fruitless.

It was decided that the tug must seek shelter. The last seen of the Sir Walter Raleigh was as drifting seaward rapidly. Her officers and crew are aboard of her, and it is hoped that, with the assistance of her sails, she will be able to ride out the gale. Her spread of canvas is limited, however. She is a schooner-rigged vessel of 1,924 tons burden, and her sails are more useful in standing her in a blow than in propelling her.

With the screw dragging behind she would be able to make very little progress and in the gale prevailing when she parted from the tug she could not spread all her canvas.

The steamer is owned by T. B. Triplett & Co. It is believed that seagoing tugs will immediately be sent in search of her. Before her arrival in Bantry Bay the Sir Walter Raleigh was long overdue, and her owners had paid the underwriter forty guineas extra premium on her.

A BONAPARTE PRINCE INCOG.

Living Quietly on an Immense Hacienda in Bolivia.

Oruro, Bolivia, Feb. 20.—M. Pexon, attache of the French Legation at La Plaza, spent several days in this city on his return from Santa Cruz, where he went recently in quest of information as to one M. Pire, a Prince of the house of Bonaparte, who suddenly disappeared from Paris several months ago, went to Constantinople, and was afterward reported as living incognito in this republic.

He found the Prince living quietly on an immense hacienda in the vicinity of Chiquitos, with a beautiful Circassian girl, said to be the wife of one of the Sultan's favorite Ministers of State, who eloped from the Turkish capital by night with the gay French Prince.

M. Pexon told M. Pire that nothing could induce him to abandon his present life and return to the bosom of his friends and family in the Old World.

TOUCHING APPEAL.

Mrs. Daniels Requests Her Runaway Husband to Return.

NEW YORK, Feb. 20.—A touching appeal has reached police headquarters from Washington. It was from the despairing wife of Edward Daniels, who, she wrote, deserted his home at 631 I street, N. W., in that city three weeks ago on Friday and has not since given any signs of life.

His wife and child are almost crazy; the little girl is very ill and keeps calling all the time for her papa, writes the poor woman.

She thinks he is somewhere on Long Island, working for one Charlie Cotton, a painter.

His picture, which was enclosed, shows him to be stalwart six-footer. The police are of the opinion that if Edward Daniels has a spark of manhood left in his big body he will immediately make tracks for Washington.

Manager Towns Missing.

MINNEAPOLIS, Feb. 20.—Col. O. M. Townner, manager of the Northwestern Farm Land company, of Chicago, is missing. His company was engaged in the colonization of German farmers on North Dakota lands to raise barley for mail. He was last seen in this city Jan. 29, when he said he was going to Chicago. Nothing being heard from him telegrams were sent to Chicago, but no trace of him has been secured. He had about \$300 with him. There are two theories, foul play and flight for fear of exposure of some dark spot in his life. His accounts, so far as known, are all straight.

The Orenburg Colony Collapses.

St. Petersburg, Feb. 20.—The German colony in the province of Orenburg is in a condition of utter collapse. Owing to the famine and the typhus the colonists are unable to dig for much less to build houses, and they have huddled together after the fashion of the half-savage races among whom the undertook to form a settlement. The typhus attacked the colony with peculiar virulence. The death rate among them has been much higher than among the Kirgheez, and other natives of the region.

A Restaurant is Not an Inn.

DES MOINES, Ia., Feb. 20.—The Hyde-Hopewell case, involving the civil rights of a negro, has been settled for the defendant on the ground that Hopewell had a right to refuse to serve Hyde in his restaurant, and that the fact of the latter being a colored man did not enter into the case. In other words, the restaurant business is a private one like a grocery or dry goods store, and differs from an inn, and the proprietor may sell or not to any one who enters his door.

Another Railroad Deal.

WHEELING, W. Va., Feb. 20.—The Wheeling & Lake Erie railroad has secured what it has been seeking for years—a direct connection with the seaboard. A meeting of W. & L. E. and Baltimore & Ohio freight and passenger agents was held in this city and arrangements completed for the direct transfer of business from one road to the other in this city. The deal gives the two roads the shortest route known between the Atlantic seaboard and the lakes.

Connecticut Secretary Must Answer.

New Haven, Conn., Feb. 20.—Judge Ham of the supreme Court has ordered R. Jay Walsh, the Secretary of State, to do his answer to the complaint of John J. Flanagan, the Democratic claimant to the office, within seven days.

A Bank President Disappears.

CARROLL, Ia., Feb. 20.—This city has experienced a genuine sensation by the sudden disappearance of O. A. Keuther, until Wednesday president of the Citizens' State Bank. His finances are out of order.

MARRIED ANOTHER

Romance of a New Jersey Factory Girl.

WESTLY WEST, A GAY LOTHARIO

He Came East to Wed Miss Henshaw, but Took Her Gayer Last.

Complicated Result of an Advertisement Inserted by Young and Pretty Lottie Henshaw in a Chicago Matrimonial Periodical—Young West Came from His Far Western Home to Claim the Advertiser as His Bride, but Forsook Her to Elope With the Daughter of His Boarding Mistress—A Branch of Promise Suit May Follow.

HAMMONTON, N. J., Feb. 20.—Westly West, the young Vanderbilt from the Pacific Coast, who created such a profound sensation in this place last spring by coming on from his South Dakota home in answer to an advertisement in a Chicago matrimonial periodical by Miss Lottie Henshaw, a pretty 19-year-old factory girl, whom he wooed and won, and then suddenly disappeared on the eve of his proposed marriage, has created another sensation here by suddenly turning up and marrying another girl of his name of Miss Laura Gardiner.

The story of Miss Henshaw's romance created a great flurry among her associates at the time.

The night her lover was expected to arrive in Hammonton from his Western home, the girls in the great abode where the fortunate Miss Henshaw was employed, took a half holiday and turned out in force to see the gay Lothario, but when the train steamed into the station he was not on board, and all concluded the fair Lottie had been duped. Lottie said nothing and waited.

Soon after her confidence was violated by the arrival of young West, the proprietor of the home of a family named Gardner, where he remained while arrangements were being perfected for his marriage to Miss Henshaw. The Gardner, where young West boarded, had a very attractive daughter named Laura, and the gossip soon noticed that the young people very very attentive to each other. Lottie heard of this and demanded an explanation from her lover.

In answer, she received a note from her lover in which he said that he had gone to Philadelphia to have a draft cashed, and that he would return that evening and claim her as his bride. That made the girl's heart light again, but in the evening she was doomed to disappointment, for her lover did not appear to redeem his promise and she has not seen him since.

It has leaked out, however, that Westly West has returned and has now gone away with Miss Gardner.

Miss Henshaw, when seen in regard to the matter, refused to talk. Friends of her family say, however, that a breach of promise suit will be instituted.

THE TREATY POSTPONED.

Brazilian Decree of November 20 to Go Into Effect Until May.

NEW YORK, Feb. 20.—The Brazilian consul-general, Senor Macedo, has received by the steamer Vigilancia official advice from the Brazilian Government postponing until May 1 the decree of November 21, 1891, which was to go into effect on January 1, 1892. This decree sets forth the conditions of the reciprocity treaty between the United States and Brazil and the manner in which merchandise is to be exported.

The postponement is due to the strenuous objections made by American exporters, who allege that the Brazilian Government requires too much information from exporters.

The decree requires that an exporter shall formulate in three blanks the list of articles to be shipped to Brazilian ports, faithfully containing names, marks, numbers, weight, kind, quality, quantity, origin and value of the merchandise, as well as the destination, and shall take it to the Brazilian consulate for legalization; and regarding articles of which Brazil is the principal or one of the principal consumers, the consul must verify most scrupulously the real cost of the production, and add thereto the inherent expenses and profits.

The chief objection raised by exporters is the declaration of the forwarder or owner of the merchandise. This declaration calls for the name of the forwarder, the date of purchase, the factory, warehouse, store or office where the goods were bought, the declaration of the price per quantity, local value and quality.

Actor Curtis' Trial.

San Francisco, Feb. 20.—The trial of M. E. Curtis, charged with the murder of Officer Grant, has been postponed until next Tuesday. On that day arguments will be presented. District Attorney Barker will make the opening argument and Foster for the defendant. Assistant District Attorney Hinkle will make the closing speech.

Minister Reid's Resignation.

WASHINGTON, Feb. 20.—The announcement in dispatches from Paris that Minister Reid had resigned and would return to this country was made in these dispatches two or three weeks ago upon the authority of a high officer in the State Department. When Mr. Reid was appointed it was understood that he did not intend to remain abroad during the entire term of the administration.

Dynamite at Coal Creek.

CHATTANOOGA, Tenn., Feb. 20.—Trouble is still brewing at Coal Creek. Dynamite bombs were hurled at the pickets but no damage was done. The attacking party was repulsed without much trouble by a squad in advance of the regular line. It is said that it was intended to make an attack with a bigger force, but that has now probably been abandoned.

Equalized the Score.

HAVANA, Feb. 20.—By virtue of his winning the twentieth game Steinitz again equalized the score in the chess match. He played the Zukertort opening winning handily after forty-one moves. The score: Steinitz, 8; Tschigorin, 8; draws, 4.

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ARRANGEMENTS OF PASSENGER TRAINS.

NOV. 15, 1901. Passenger trains will leave Shenandoah for Port Henry Junction, Mauch Chunk, Lehigh Valley, White Hall, Catawago, Schuylkill, Berks, Delaware, New York, Philadelphia, Hazleton, Weatherly, Quakake Junction, Delmar and Malaga City at 5:47, 7:05, 8:23 a. m., 12:35, 2:55, 4:15, 5:35, 6:55 p. m. For Hazleton, Wilkes-Barre, White Haven, Pottsville, Lehigh Valley, Quakake Junction, Schuylkill, Berks, Delaware, New York, Philadelphia, Mauch Chunk, Lehigh Valley, White Hall, Catawago, Schuylkill, Berks, Delaware, New York, Philadelphia, Hazleton, Weatherly, Quakake Junction, Delmar and Malaga City at 5:47, 7:05, 8:23 a. m., 12:35, 2:55, 4:15, 5:35, 6:55 p. m. For Lehigh Valley and Trearton, 5:08 a. m. For Philadelphia, 12:35, 2:55, 4:15, 5:35, 6:55 p. m. For Auburn, Ithaca, Geneva and Lyons, 10:41 a. m., 6:30 p. m. For Lehigh Valley, Leighton and Beaver Meadow, 7:40, 8:58 a. m., 12:12, 3:32 p. m. For Andover, Hazleton, Stockton and Lehigh Valley, 7:40, 8:58, 10:41 a. m., 12:32, 3:30, 6:30 p. m. For Scranton, 5:47, 7:05, 8:23 a. m., 4:30, 6:30 p. m. For Hazleton, Judd, Drifton and Freedland, 5:47, 7:05, 8:23 a. m., 12:32, 3:30, 6:30 p. m. For Ashland, Grandville and Lost Creek, 4:27, 7:45, 9:02, 10:19 a. m., 4:05, 4:10, 6:30, 8:55, 9:14 p. m. For Raven Run, Conrath, Mount Carmel, Schuylkill, 8:52, 10:19 a. m., 1:40, 4:40, 8:06 p. m. For York, 12:35, 2:55, 4:15, 5:35, 6:55 p. m. For York, 12:35, 2:55, 4:15, 5:35, 6:55 p. m. For York, 12:35, 2:55, 4:15, 5:35, 6:55 p. m. For York, 12:35, 2:55, 4:15, 5:35, 6:55 p. m. For York, 12:35, 2:55, 4:15, 5:35, 6:55 p. m. For York, 12:35, 2:55, 4:15, 5:35, 6:55 p. m.

SUNDAY TRAINS.

Trains leave for Ashland, Grandville and Lost Creek at 11:25 a. m., 2:45 p. m. For York, 12:35, 2:55, 4:15, 5:35, 6:55 p. m. For York, 12:35, 2:55, 4:15, 5:35, 6:55 p. m. For York, 12:35, 2:55, 4:15, 5:35, 6:55 p. m. For York, 12:35, 2:55, 4:15, 5:35, 6:55 p. m. For York, 12:35, 2:55, 4:15, 5:35, 6:55 p. m. For York, 12:35, 2:55, 4:15, 5:35, 6:55 p. m. For York, 12:35, 2:55, 4:15, 5:35, 6:55 p. m. For York, 12:35, 2:55, 4:15, 5:35, 6:55 p. m. For York, 12:35, 2:55, 4:15, 5:35, 6:55 p. m. For York, 12:35, 2:55, 4:15, 5:35, 6:55 p. m. For York, 12:35, 2:55, 4:15, 5:35, 6:55 p. m.

PHILADELPHIA AND READING R. R.

Trains leave for Philadelphia and Reading at 6:00 a. m., 8:30 a. m., 11:00 a. m., 1:30 p. m., 4:00 p. m., 6:30 p. m. For Philadelphia, 6:00 a. m., 8:30 a. m., 11:00 a. m., 1:30 p. m., 4:00 p. m., 6:30 p. m. For Reading, 6:00 a. m., 8:30 a. m., 11:00 a. m., 1:30 p. m., 4:00 p. m., 6:30 p. m. For Philadelphia, 6:00 a. m., 8:30 a. m., 11:00 a. m., 1:30 p. m., 4:00 p. m., 6:30 p. m. For Reading, 6:00 a. m., 8:30 a. m., 11:00 a. m., 1:30 p. m., 4:00 p. m., 6:30 p. m. For Philadelphia, 6:00 a. m., 8:30 a. m., 11:00 a. m., 1:30 p. m., 4:00 p. m., 6:30 p. m. For Reading, 6:00 a. m., 8:30 a. m., 11:00 a. m., 1:30 p. m., 4:00 p. m., 6:30 p. m.

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