

BRIDGEWORKERS MEET AWFUL DEATH

TRAVELING CRANE BREAKS DOWN. Ten Men Were Killed and Five Badly Injured, Some of Whom May Not Recover.

By the breaking of the traveling crane or gill on the Pittsburg end of the new cantilever bridge being constructed over the Monongahela river by the Wabash railroad, ten men were killed and more than a half dozen injured. The accident happened at 8:30 o'clock Monday morning. That part of the bridge projecting over the river from the Water street side, is a total wreck.

The dead are: William Kempton, aged 28, home in New Jersey; Fred Saalinger, aged 39, North Homestead, Twenty-second ward; William Kightlinger, aged 25, Sheraton; George Wills, aged 49, 1439 Fifth avenue; Pittsburg; James McCleod, aged 32, Third street, Esplanade; Frank Dalby, aged 33, 17 East Robinson street, Allegheny; Clark L. Fleming, aged 37, 10 Point View avenue; Edward Morris, aged 26, Reed street, Pittsburg; James R. Campbell, aged 24, 1362 Allegheny avenue, Allegheny; Charles Simmons, aged 24, 955 North avenue, West, Allegheny.

The injured: Frank Hoover, aged 27, married, Race street, Allegheny, injured internally, recovery doubtful, at Homeopathic hospital; Adolph Vosburg, aged 34, married, Duquesne, left arm and left leg broken, at Homeopathic hospital; William Jay, aged 25, 754 Rebecca street, Allegheny, chest crushed, badly bruised over body, condition serious, at Allegheny General hospital; Thomas Shelley, aged 26, 1197 Penn avenue, knee sprained, at Allegheny General hospital; Aaron Fowler, aged 25, 2128 Ross street, left foot crushed, at Mercy hospital.

All of the men killed and injured were employed by the American Bridge Co., which is constructing the bridge. There was considerable difficulty encountered in identifying the dead and injured. Some had just gone to work, and the names of many more were not known by the foremen. The accident was witnessed by the structural workers on the other side of the river, and they at once stopped work and came across the bridge to help in removing the dead and injured. Lying immediately above the bridge was the United States snagboat R. A. Woodruff. Her crew heard the crash and within half a minute had half a dozen skiffs in the water.

Between 35 and 40 structural men were employed on the upper section of the new bridge. They had started to work at 8 o'clock. Some of the men were aloft at work on the top of the traveler, and clinging to the rigging under it, far above the water. Directly below, in the water, was a wooden barge, loaded with steel shapes and huge I-bars. They were being unloaded and placed in their permanent position in the huge structure. A load of about 10 tons of these bars was about to be hauled up. The gang in the barge had fastened the tackle to the lead and the signal was given to the engineer in charge of the hoisting engine, whose machine is located under the tower of the bridge on its deck. The ropes and cables tightened and the mass of steel began to swing clear from the barge and start upward. There was the usual number of idling, gazing at the work of the men, and these saw after the mass of metal had gone some distance that something was wrong. There was a halting and jerking movement to the lead, followed in an instant by a ripping and terrific crashing noise. The huge traveler was next seen to lurch forward and then collapse. The load of steel fell, and with it went much of the rigging, made of massive steel, and the huge mass fell and started helplessly in the water. The workmen on the traveler far above were carried down with it.

SUSPECTS CROSSING OCEAN.

Alleged Murderers of Ferguson to Be Brought Back for Trial.

Unless the plans of District Attorney Owen C. Underwood, of Washington, Superintendent of Detectives Thomas McQuade, of Pittsburg, and other officers on the case go wrong and justice miscarries, the murderers of Samuel T. Ferguson, the Wabash contractor, who was killed at West Middletown, Pa., on Friday, September 25, will be prisoners in the Washington county jail within a few weeks. Supt. McQuade stated that the murderers of Ferguson would be tried at the November session of the Washington county criminal court, and that he had sufficient evidence to convict them.

Milovar Kovrovick and Milovar Patrovick, the two Croats, who the detectives say are the men implicated, are now on their way to their native land and will be apprehended and placed under arrest on their arrival on the other side of the Atlantic.

SIXTEEN LABORERS KILLED.

Sections of a Work Train of the P. R. R. in Collision.

Sixteen men were killed and 35 seriously injured by a collision Saturday between two sections of a work train near the Washington crossing of the Belvidere division of the Pennsylvania railroad, nine miles from Trenton, N. J. Among the killed were James Brown, Bert Burroughs, Jas. Harrier, Giovanni Bangillo, Saverio Chiappino, Francesco Poccia, Giuseppe Lucidi and Giuseppe Santino. All were railway laborers.

Two Large Failures.

The Maryland Trust Company, and the Union Trust Company of Baltimore, have both failed. The Maryland Trust Company is one of the most important financial institutions in the South. The total liabilities of the two companies exceed \$10,000,000.

EXTRA SESSION CALLED.

President Sets the Date for Meeting November 9th.

The President has issued the following proclamation:

Whereas, By the resolution of the Senate of March 19, 1902, the approval by Congress of the reciprocal commercial convention between the United States and the Republic of Cuba, signed at Havana on December 11, 1902, is necessary before the said convention shall take effect; and

Whereas, It is important to the public interests of the United States that the said convention shall become operative as nearly as may be.

Now, therefore, I Theodore Roosevelt, President of the United States of America, by virtue of the power vested in me by the constitution, do hereby proclaim and declare that an extraordinary session of both houses of the Congress of the United States at their respective chambers in the city of Washington on the 9th day of November next at 12 o'clock noon, to the end that they may consider and determine whether the approval of the Congress shall be given to the said convention.

A NEW WORLD'S RECORD.

Crecoerus Trots a Mile in 1:59.34, Beating Lou Dillon.

At Wichita, Kan., Crecoerus broke the world's trotting record for a mile, going the distance in 1:59.34, beating the previous record held by Lou Dillon and Major Delmar by a quarter of a second. The day was ideal and the track could not have been better. Mr. Crecoerus worked the horse out before the final test in 2:15, and then sent him for the record. He broke when he first started for the word, but on the next attempt was sent off, going the first quarter in 30 seconds flat. There was a cheer when he reached the half in 59.34 seconds, and when the three-quarters was passed in 1:30 the cheer became an uproar. Just before he reached the wire Crecoerus broke, and it is believed lost fully three-quarters of a second. He caught himself and flashed under the wire in 1:59.34. No wind shield was used. Crecoerus was paced by Mike the Tramp.

THREE BANKS CLOSED.

Cashiers Confess They Were the Cause in Each Case.

J. E. Lohmer, cashier of the Princeton (W.Va.) State bank, has confessed to having embezzled \$69,000 of the bank's funds by forgery. The bank has been closed and he has been turned over to the sheriff. He said that he had dropped the stolen money in grain speculation. As he was the largest stockholder in the Monteddo bank, that has also been closed.

The Mapleton (Minn.) State bank was closed because of the disappearance of Alfred Buck, the assistant cashier. He left a letter saying that his shortage with the bank was \$18,700, and that he had used \$9,000 of the money of his father, Judge Buck.

A NARROW ESCAPE.

Train Saved from Plunging into the Potomac River.

The Chesapeake and Ohio passenger train which left Washington City at 11:22 o'clock Sunday night for Cincinnati, met with a serious accident on the Long bridge which spans the Potomac river and connects Washington with the Virginia shore. About one-half of a mile from the Washington end of the bridge is a draw 150 feet in length. As the train was passing over this draw, the northern half of it gave way and precipitated the tender and a dead baggage car immediately following it into the water. A huge girder, which formed part of the draw, fortunately jammed up against the mail car following the dead baggage car and helped to keep it and the remaining cars of the train from going into the river. No one was killed, but Fireman John Woods, of Charlotte, N. C., received a severe gash in the face.

FROM THE NATIONAL CAPITAL.

Colonel W. L. Alexander, acting commissioner general, in his annual report says many of the difficulties in supplying the army in the Philippines have been overcome and troops there are now regularly supplied with fresh meats and vegetables.

Edward H. Strobel has been appointed confidential adviser to the King of Siam and will leave for his new post of duty in about a week. He was formerly third assistant secretary of state, and also was minister of Ecuador and Chile.

The comptroller of the currency approved the following Pittsburg National bank as reserve agents: The Second National of the Pleasant Unity National Bank of Pleasant Unity, Pa.; the Farmers Deposit National for the First National of West Middlesex, Pa. Secretary Moody received the report of the board of construction on the designs for the 12,000-ton battleships Idaho and Mississippi. Rear Admiral Bradford, chief of the bureau of equipment, made a minority report in favor of 18 knots speed. The approved plans call for 17 knots.

Orders have been issued to the gunboat Machias, now at Fort Sald, to proceed to Naples, where she will receive Mr. Skinner, the American Consul at Marselles, and the party which is to accompany him to Abyssinia, where he goes to negotiate a trade treaty with King Menelik.

COLLISION FATAL TO FOUR.

Postal Clerk and Three Railway Hands Killed on Southern Railroad.

A head-on collision occurred on the Southern railway between Keyville and Meheron, Va. Four trainmen were instantly killed and five injured. The dead were: M. E. Williams, postal clerk; L. S. Dillon, flagman; Daniel Pincham, fireman; E. H. Atwell, engineer. The injured are: W. D. Rudd, conductor, and Mrs. Rudd; J. D. Tyler, baggage master; Charles Farmer, engineer; W. J. Jackson, fireman.

SHIP BUILDING COMPANY SECRETS

LARGE RAKEOFFS FOR INSIDERS.

Subsidiary Plants Bought Up at Big Prices Without Investigation of Their Real Value.

Disclosure after disclosure of the peculiar workings of the Shipbuilding Company by which the insiders got immense rakeoffs in cash or securities was made at the proceedings to have a receiver appointed. It was shown that in addition to everything else that has heretofore been brought out, Charles M. Schwab got \$500,000 in securities as "promotion profits." Of this he gave \$50,000 in bonds to John W. Gates.

To Max Pam, Mr. Schwab's confidential advisor and attorney, it was shown, was voted in December last a salary of \$18,000 a year as Chairman of the Executive Board of the company, with the proviso that the salary was to be retroactive and begin from the first of the previous September.

It was shown that Mr. Nixon told the directors that if Schwab's and Pam's plan to tie up \$2,300,000 of the Bethlehem Steel Company's earnings were carried out it would lead to the wrecking of the shipbuilding company. The resolution was put through and later, when Mr. Nixon tried to hold directors' meetings, he was unsuccessful because no quorum could be had.

When he spoke of this to Mr. Schwab the latter frankly asserted that he had told the directors to keep away, thus rendering meetings impossible. It was shown that for the Canada Manufacturing Company, a concern which once made car wheels and later experimented with motor cycles, the shipbuilding company paid the enormous sum of \$1,100,000 in cash and securities. Why such a concern was acquired by a shipbuilding company was not explained.

Much time was taken up with an unsuccessful effort to get at the history of a mysterious check for \$250,000 found at the Trust Company of the Republic. It was drawn to "Lewis Nixon or ourselves" on the same day the checks were made out for the payment of the \$9,000,000 cash given to the vendors for their plants and property. Nixon swore that he had never seen the check before, and knew nothing of its history and the destination of the amount of money for which it was drawn, and the only explanation offered was that it had been made out by mistake, and had simply been put through the banks by the Trust Company of the Republic.

ALASKA BOUNDARY DECISION.

Majority of Commission Favors Case of the United States.

A draft of the decision reached by the Alaska boundary commissioners was signed by a majority of the commission, Messrs. Aylesworth and Jette-Canadian commissioners, refused to sign. The decision grants all the American contentions with the exception of the one relating to the Portland canal. The signatories were Lord Chief Justice Alverstone, Senator Lodge, Senator Turner and Secretary Root, the American commissioners. They constitute a majority and insured finality.

Messrs. Aylesworth and Jette carried their outspoken disapproval of the decision to the point of refusing to sign even that section of the decision giving the Portland canal to Canada, and they emphasized their attitude by walking out of the cabinet room in the foreign office before the signatures of the others had been affixed to the historic document.

The award relating to the Portland canal gives the United States two islands, Kanangahunut and Sitklan, commanding the entrance of the Portland channel and the ocean passage to Fort Simpson and destroying the strategic value of Wales and Pagar Islands, which are given to Canada.

The mountain line adopted as the boundary lies far from the coast as to give the United States substantially all the territory in dispute. The line completely clears all the bays and inlets and means of access to the sea, giving the United States a complete land barrier between Canada and the sea, from the Portland canal to Mount St. Elias.

Around the head of the Lynn canal the line follows the watershed, somewhat in accordance with the present provisional boundary.

The decision of the Alaska boundary arbitration commission in favor of the United States has caused intense anger and disappointment in Canada. In the House of Commons Saturday Mr. Gourley, a Nova Scotian member, said: "All that the United States has got to do is to make a claim for Canada and it will get it by boatfulness and dishonest effort. The last two generations of Englishmen were degenerate and cowards. They have no leader since Pitt died. Thank God, Chamberlain is galvanizing them and putting new blood into them." Mr. Ross protested against speaking about Englishmen in this way, and Mr. Gourley retorted that they went around with bladders on, unfit to drive sheep across the country.

John G. Elliott, marshal of Flushing, O., was killed in a fight among negro laborers, four of whom were wounded.

Dan Patch Smashed Pacing Record.

The third day of the harness racing at the Memphis Trotting Association track was made memorable by a magnificent performance of Dan Patch in a trial against time. The handsome son of Joe Patchen made the mile in 1:56.4, clipping three-fourths of a second from the world's record of 1:57, held by Prince Albert, and lowered his own record by 2 1/2 seconds. The mile was paced without a wind shield and at the finish Dan Patch seemed as fresh and vigorous as at the start.

LATEST NEWS NOTES.

Albert Jensen pounded Josie Johnson, aged 19, to death with the butt of his revolver at Roseau, Minn., and then shot himself dead.

S. E. Moss owner and editor of the Indianapolis "Evening Sentinel," fell from a third floor window of the newspaper building and was killed. The French bark Conestable Richemont, was wrecked on French Frigate shoals, in the North Pacific, and two boats, with 14 of the crew, are missing.

Harvard again won the Intercollegiate Golf Association on the Garden City Golf Club's links, beating Princeton by a score of 214 to 214 1/2 points.

Governor Odell, of New York, signed a warrant of extradition on the requisition of the Governor of Pennsylvania, in the case of Elijah Billings, wanted in Erie, Pa., for larceny.

The Bank of Chatsworth, Ill., a private institution, has closed its doors. J. E. Brown is president. It had a paid-up capital of \$25,000, and deposits of \$295,000.

The Marconi system of wireless telegraphy was inaugurated between Pekin and the coast. Several Chinese officials attended the sending of the first message.

The passenger and freight car repair shops of the Pittsburg and Western railroad on Kibbuck street, Allegheny, were totally destroyed by fire. A loss of between \$25,000 and \$30,000 was estimated.

The trial of James S. Tillman, who was charged with the murder of N. G. Gonzalez, editor of the State, in Columbia, S. C., on January 15 last, ended in an acquittal. The jury was out for 20 hours.

In Butte, Mont., the number of men thrown out of work by the shutdown of the Amalgamated Copper Company's mines is 6,500 and there are about 9,000 more in the same position throughout the State.

Stockholders of the Illinois Central railroad authorized an issue of \$20,000,000 bonds for the purpose of refunding the indebtedness of the company and paying for the construction and improvement and maintenance of its lines of road.

The agitation for a whipping post in the District of Columbia has been renewed. Judge Ivory Kimball, of the police court, believes the whipping posts should be again set up in the Capitol district for the punishment of husbands who beat and maim their wives.

A Russo-Armenian has been condemned to 10 years' hard labor at Moscow for the assassination of a Russo-Armenian banker named Jangaroff, who failed to contribute 15,000 roubles to the Armenian national fund, according to a promise made by him when he was kidnaped in the Caucasus.

Simultaneously with the unveiling of the equestrian statue of Gen. William T. Sherman at Washington, United States Minister Swenson, by direction of the state department, placed a wreath with the Danish and Copenhagen Cemeteries, of Carl Rohl-Smith, the Danish American sculptor who designed the monument.

PITTSBURG BANKS FAIL.

The Federal and First National of Allegheny Close Their Doors.

Directors of the Federal National Bank of Pittsburg gave up their struggle to prevent depletion of funds by excited depositors at midnight Tuesday, called in United States Bank Examiner John B. Cunningham shortly after and announced that the bank would not open for business Wednesday morning. It was organized two years ago with a capital of \$2,000,000 and \$400,000 surplus. The First National of Allegheny, the stock of which had been bought by the Federal, was also closed on the day after.

The first National Bank of Allegheny was organized in January, 1864, and has a capital stock of \$350,000, a surplus of \$100,000 and undivided profits of \$34,871.80.

FOUR KILLED.

Locomotive on West Virginia Central Railroad Explodes.

Four persons were killed outright and three injured by the explosion of West Virginia Central engine No. 9, in the Elk run yards. The killed are: William Little, engineer; Henry Collett, fireman; John Harper, machinist; Mrs. Kate N. Rabbett.

The injured: Pieter Camarate, a stone cutter, arm broken and head cut by flying pieces; George Dougherty, brakeman, badly shaken up; Mrs. Virginia Boyd, sister of Mrs. Rabbett, hip and shoulder badly bruised.

The engine had been in the shops for repairs and was taken out just after noon to be tested. It had shifted the private car Graceland and gone up the track a few hundred yards, when a terrific explosion rent the air, tearing the engine into atoms.

Prisoner Walked Away.

Albert E. Bell, the mail pouch thief and forger, who was brought to Philadelphia from Denver by Deputy United States Marshal G. H. Baker and Alva Davis, eluded his guards and is now at liberty. When the train reached the Pennsylvania railroad station Davis and Bell went to the toilet apartment of the Pullman car and while the deputy marshal was performing his duties the prisoner calmly walked to the platform of the car, mingled with the crowd of passengers and disappeared.

Mutiny on Board French Ship.

The steamer Mariposa, from Tahiti, brings advice that the French bark Sully, from China to Valparaiso, put into Papeete, September 9 with a mutinous crew. The crew claimed their provisions were poor and insufficient. The captain of the Sully has been held and the vessel detained by the French authorities.

The relatives of the pope state that his holiness has made it understood at recent audiences that he wishes to abandon the ascension of the vatican and go about the streets of Rome.

WRECKED UPON PACIFIC COAST.

STRUCK A REEF IN DENSE FOG.

Small Boats Capized—Some of Crew Reached Shore After Suffering Great Hardships.

The steamer South Portland, which sailed from Portland, Ore., last Sunday, loaded with wheat for San Francisco, struck on Blanco reef during a heavy fog. The vessel carried a crew of 22 and 14 passengers. Of these the following reached shore: James McIntyre, captain; John Reimer, a sailor of San Francisco; Emanuel Pusomines, chief cook; William L. Wilson, Jr., of Baltimore; L. Baker, Alameda, Cal.; Guy Bent, a boy of 12 years, of Nova Scotia; Albert Bailey of North Dakota, passenger; Charles Bruce, first officer; James Ward, chief engineer; E. P. Pizzotto, second assistant engineer; John McKown, oiler; J. Driscoll, oiler; W. Hughes, fireman; W. Robertson, fireman; James Atwood, seaman; H. Webber, engineer; C. Johnson, seaman. Charles Huson, the first engineer, died of exposure as they were taking him off the life raft. Fourteen persons are yet missing and are probably lost. The South Portland struck bow on, going at a speed of about seven knots. Immediately she began to settle astern and shortly after all off the reef and began to sink. Captain McIntyre, seeing there was no hope of saving the ship, speedily had the boats lowered. One of the boats loaded with part of the crew and some of the passengers capsized as soon as it cleared the ships side and when last seen was floating away in the fog without a living soul on board.

The captain's boat with about 18 on board succeeded in clearing, but was also capsized and only seven were able to get back to the boat. They consisted of Captain James McIntyre, John Reimer, Emanuel Pusomines, W. L. Wilson, L. Baker, Guy Bent and Albert Bailey. They reached Port Oxford at night. A life boat on which the following embarked succeeded in reaching shore: Charles Bruce, first officer; James Ward, chief engineer; John McKown, oiler; J. Driscoll, oiler; W. Hughes, fireman; W. Robertson, fireman; James Atwood, seaman; H. Webber, engineer; Charles Huson, the first assistant engineer. The survivors suffered much from exposure and Captain McIntyre is confined to his bed.

CARRIE DISTURBS ELIJAH.

Kansas Woman Tries to Catch Carrie Dowie in Public Meeting.

Carrie Nation appeared at the Madison Square hall Tuesday night, got a seat well down toward the platform, and in the middle of Dowie's ranting and vilification against his critics, the eccentric little woman from Kansas arose and cried out that she wanted to ask the "prophet" some questions. The shout went up that she was Carrie Nation. Yells came from the crowd that she should be heard. Dowie pleaded with her to resume her seat. He told her that he respected her infinitely, and all right, and again begged her to sit down. Then came a yell and "Let's hear Carrie Nation." "I will not," shouted Dowie. "This is my meeting, not hers."

Trice again Mrs. Nation asked Dowie for an opportunity to ask pointed questions about himself and his claims. He ordered his guards to make her take her seat, but when the end of Dowie's address came he lifted his hand to pass a benediction. Carrie sprang to her feet again. While Dowie raged, the seerite slasher of Kansas found herself surrounded by a thousand or more persons, all of them cheering, and as she passed out of the hall all but one of the Zionists and perhaps a few hundred others started to follow her.

DEMANDS REFUSED.

Pennsylvania Railroad Company Will Not Increase Wages.

W. W. Atterbury, general manager of the Pennsylvania railroad, replied to the demands made upon the company by employees through the Brotherhood of Railway Trainmen. Every demand which involved any increase in operating expenses was refused by the company. On the other points concessions were made where it seemed to the company that the demands were justified. The chief demand of the trainmen was for a reduction of the work day of yardmen from 12 to 11 hours. To grant it, the company contended, would be virtually to increase the pay of trainmen employed in the yards, and that would entail an increase in operating cost.

WAIVED EXTRADITION.

Swindlers Arrested in Canada Will Return Voluntarily.

R. J. Edelson, Joseph H. Edelson, Robert Edelson and Mrs. E. J. Edelson of Chicago, arrested in Montreal, Canada, on a charge of defrauding their creditors in Chicago of about \$29,000, have consented to waive extradition proceedings and will return to Chicago. They have given up all that remains of the cash they brought into Canada, \$13,545. Fourteen hundred dollars had been paid by the quartet for a bakery in the North End of the city, and \$1,000 had been expended in purchasing a half interest in a real estate agency.

\$100,000,000 FOR THE NAVY.

Congress Will Be Asked to Exceed Last Year's Appropriation.

At the forthcoming session congress will be asked to appropriate more than \$100,000,000 for the navy, a sum far in excess of that asked for in any previous year. Last year the department asked for \$79,000,000, but it has been agreed that the navy must be built up and in this the President, the secretary of the navy and the house committee on naval affairs are unanimous.

REVIEW OF TRADE.

Business Fairly Satisfactory, but Abnormal Activity Has Received a Check.

R. G. Dun & Co.'s "Weekly Review of Trade" says: Numerous labor controversies have appeared, and more furnaces and mills have closed, the tendency being to operate only the plants provided with the most modern equipment. There is no anxiety regarding legislation at the special session of Congress, and, despite the curtailment of activity in many manufacturing lines, a heavy volume of business is being transacted. Flour mills at Minneapolis have fully resumed, and a big season's cut is contemplated at the advancing season and at many points the weather is not calculated to maintain buying of wearing apparel at retail. Gross earnings of the railways thus far reported for October surpass last year's by 6.2 per cent.

Another general reduction in quotations of pig iron has occurred, notwithstanding the restriction of output, and a movement is on foot to further reduce production unless business improves. New orders are few and limited to immediate requirements, which is also true of finished steel. Not only have additional contracts failed to be offered, but cancellations of old orders are reported.

A little encouragement was given to the textile industry by the placing of moderate orders for brown sheetings to be exported, but this Chinese business is of a special nature and not a revival of regular trade for the East. Otherwise the cotton goods market is without feature. As to woollens and worsteds a slight increase in orders is noted. Closing manufacturers are not seeking woolen goods, and there is still a pressure to sell worsteds that makes prices irregular. Silks are weak and inactive. Large contracts have been placed for spring shipment of shoes and prices are somewhat firmer on a few lines, while others are steady and firm in tone. Heavy hemlock soft leather is strong, but other grades decline in response to the general weakness of domestic hides.

Failures for the week numbered 279 in the United States, compared with 239 last year, and in Canada 26, against 22 a year ago.

CAMPAIGN OF RETRENCHMENT.

All Work on Main Line of Pennsylvania Will Stop by November 10.

President A. J. Cassatt, of the Pennsylvania railroad, has begun a campaign of retrenchment. Improvements amounting between \$5,000,000 and \$8,000,000 on the main line between Allentown and Philadelphia are to cease by November 10. One reason given for the order is the labor troubles, which restrict production at the mills, and in turn causing a falling off of traffic on the railroads. Another reason for the shutting down of the work is that it is almost impossible to get the material for all work that cannot be done this year, will be taken over in 1904. The construction and equipment account for next year is being prepared. Upward of \$29,000,000 has been estimated as the sum required. All work which is now under way and which is to be stopped will be incorporated in the estimates for next year and they will have the preference.

THOUSANDS LAID OFF.

Company Makes Move to Avert Threatened Trouble.

Foretelling action on the part of the 14,000 trainmen on its lines east of Pittsburg in case of a point-blank refusal to comply with the demands of the Brotherhood of Railway Trainmen, the Pennsylvania railroad has laid off thousands of employes and more will follow. Not less than 6,500 and probably 7,500, will be discharged or suspended. By laying off men the railroad will cut down its monthly pay roll between \$350,000 and \$400,000. The statement is frankly made by high officers of the railroad that the demands of the trainmen cannot be granted.

BUSINESS BRIEFS.

All the mills at Minneapolis advanced four to five cents per barrel on Saturday, and they are all way back on their orders; it is not likely that they will be caught up before the first of December. Pittsburg dealers are nearly all short of spring wheat patents, and will not be able to fill their orders fully for some time to come.

The Lackawanna Steel Company has successfully inaugurated work in the Bessemer department of its new plant at Buffalo.

The coal companies of the Pennsylvania Railroad Company will, after January 1, 1904, do away with middlemen and sell directly to the coal trade.

The Fischer Foundry & Machine Company, of Pittsburg, which has recently completed and put in operation a fine new plant along the Pittsburg & Lake Erie railroad below McKees Rocks, has purchased its business by the purchase of a plant in Cincinnati, O., known as the Wals Punch & Shear Works. The plant was owned and operated by C. C. Wals, of Cincinnati, and the Pittsburg company intends to enlarge it.

According to the department of agriculture the yield of wheat in the three Northwestern States this year averaged 13 1/2 bushels to the acre.

A skiff containing five Hungarian laborers was swept over the Springdale dam at Colfax station, Pa., and four of them were drowned.

Schooner Sank in Storm.

The schooner Dione, with a cargo of codfish, from Pogo for Oporto, was sunk off the New Foundland grand banks. One man of the crew was swept overboard and lost. The three remaining men launched the small boat and after rowing for 36 hours managed to make a landing.

RED TAPE IN GERMANY.

An Unpleasant Experience with the Police of Berlin.

The other day I had the experience of changing houses in Germany, writes a correspondent of the London Sketch. It is an experience I can heartily recommend to those who are desirous of becoming more intimately acquainted with the perfected complications of German police methods. Before removing from my old flat I spent half an hour reporting my impending departure to the authorities. First, I had to write out particulars of my various Christian names (which, unfortunately, happen to be many), of my age, place of birth, nationality, religion, and of my number in the registry of the income tax commissioners. Although the police had long been in possession of these particulars, which I had communicated to them on at least twenty previous occasions, it was necessary for me to make three fair copies of them and of similar details relating to my family. Then came the servants, whose places of nativity, ages, religions and other marks of identity had to be recorded with equal precision an equal number of times. When I had finished I gathered the documents into a bundle and despatched them to the police by the concierge. My family, my belongings, and my servants arrived in due course in the new dwelling, and as soon as my writing room had been placed in order, I sat down to narrate afresh the story of their birth, profession, religion, nationality and taxation number. After the requisite number of copies had been filled up and signed by my landlord I had them hastily conveyed to the police bureau. The officer on duty refused, however, to accept them except on production of a copy of the same details, stamped and authenticated by the police of my former parish. With this copy I had, unfortunately, omitted to provide myself. I dutifully despatched an express messenger to my evacuated dwelling to repair the omission, and imagined that I had now brought my negotiations with the police to a successful conclusion.

Alas! I was mistaken, for three days later the postman delivered a couple of important looking documents, of which one related to myself and family and another to the affairs of the housekeeper, who comes under a different set of police regulations to those obtaining in the case of ordinary servants. I