New-York



Tribune.

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VISITING THE WRECK OF THE MAINE IN HAVANA HARBOR ON FEBRUARY 15.

PRICE THREE CENTS.

CALL IT INEFFECTIVE.

TARDY NAVAL WORK.

Causes and Comparisons Set Forth by Secretary Moody.

[BY TELEGRAPH TO THE TRIBUNE.] Washington, Feb. 22 .- The exclusive publication in The Tribune of February 14 of Read ... dmiral Bowles's official report on the progress of naval vessels now in construction, showing the extraordinary clemency enjoyed by delinquent contractors through remission of penalties, led to immediate action by President Roosevelt, whose attention had not hitherto been called to the abuses, and as one result the Secretary of the Navy, by the President's direction, has issued an authoritative statement for publication which opens as follows:

which opens as follows: The matter of the delay in the completion of vessels of the navy now under construction has been the subject of an interesting correspon-dence between the President and the Secretary of the Navy. Much comment has been caused by the fact that so many vessels have run over contract time, and by many months. Under date of February 14 the President called the matter to the attention of the Secretary of the Navy. The Secretary's reply, with the accom-panying statement by Admiral Bowles, chief constructor, covers the subject exhaustively, and shows that while through a number of causes the building of war vessels has been de-layed and the dates of their completion have been any will be considerably beyond the dates orig-inally set, naval construction in the United States is not materially behind the naval con-struction of England and Germany in the mat-ter of time. In his reply to the President Sec-retary Moody says: retary Moody says

Department, Washington, February 18, 1903.

sident. have the honor to acknowledge the receipt letter from Secretary Cortelyou under date uary 14, 1908, directing me to furnish you tion upon the subject of the delays in build-

of the navy. hary 6 I directed the Bureau of Con the report to me upon the ary 6 I directed the Bureau of Con-ind Repair to report to me upon the oct, and believe that the report made in with that direction on February 13 [the Tribune's dispatch giving the important this report] covers to a very consid-ent the information which you desire. y I have the honor to submit a copy of with this communication. I respectfully r attention especially to paragraph 12 wit, in which it is shown that the com-rdinarily made as to the speed of the of our own ships and those of foreign we been in some cases misleading, on the been in some cases misleading, on the fact that in England the ships are completed at the time of their delivery outract, while in point of fact much redone after that time to prepare the

er sea. her compliance with your direction, I in-y of a table showing the delays in each and the contract time of the ships under the contract time of the ships under

beyond the contract time of the sings unor truction. In reference to your inquiry as towhether or here is any way in which contractors can be lized for the delay occurring on government les of the say that the contracts for all naval-els contain clauses specifying the time in which resel shall be completed, and stipulating that ase this time is exceeded certain deductions be made from the contract price. For in-the case of the battleship Missouri, for h the contract period is thirty-two months, leduction or penalty specified is \$300 a day dur-the six months next succeeding the expiration he contract period, and for each and every day eding six months show a day. In the case of battleship Louisiana the contract period is -two months, and the penalty is the same as i above. The penalties for smaller vessels are really proportional to the contract price. the contract scatter in all cases provises that penalties shall not be enforced when they caused by the act of the government, or by or water, or any strike, or by circumstances in the control of the contractor. For several s, past every application of contractors for asion of time on contracts has been accom-department has, by granting the extensions, the debe penalties or deductions. reg leave to say further that some two months all directed that no further extensions of time d be permitted except upon my own personal onsibility to be every affer a careful ex-ation of the application for extension of time. all the reasons alleged for such extension. seems to me that it would be wise to allow publication of the report of Admital Bowles. set in the the del of public interest in this ct now, and the report is instructive. Unless should think it would be unwise to allow the to be made public I will seasonably have it I have the honor to be, very respectfully. WILLIAM H. MOODY, Secretary. eference to your inquiry as towhether

San Francisco, Feb. 22 .- According to a letter received by Mrs. P. T. Dickinson, of Alameda, aunt of Mrs. Ellen Gore, the American singer, who was killed last November in Paris by Russian Rydzinski, the Paris police have made away with valuable stones in Mrs. Gore's jewelry, worth \$5,000. There are also missing valuable articles from Mrs. Gore's rooms. An inventory of the articles sent to S. Mallet-Prevost, the executor of Mrs. Gore in New-York, shows plainly that the jewelry and other things were tampered with by the Paris police. Valuable rings, brooches and lockets were deprived of the precious stones that gave them their chief



Wittelsbach, the keel of which was laid on Sep-tember 30, 1899, and which was probably or-dered several months previous to that date, has not yet been placed in service. She recently ran aground' while on her trial, and is understood not be ready for regular service yet.

Simultaneously with the distribution of this official correspondence to-day there appeared the issue of a popular American scientific weekly for February 21, its first cover page being devoted to a remarkably attractive photograph of a great battleship launching which occurred on January 6 at the Vickers-Maxim yard in England, entitled "Chilian Battleship Libertad Launched Ten Months After Laying of Keel Plates," which furnishes a means of measuring the exhaustiveness of Admiral Bowles's report, and especially of Paragraph 12, the last annual report of the chief constructor of the United States Navy supplying the following official information in regard to two ships substantially the size of the Libertad:

MAINE-Keel laid February 15, 1899; launched July 27, 1901; elapsed time, thirty

MISSOURI-Keel laid February 27, 1900; launched December 28, 1901; time elapsed, twenty-two months.

PARIS POLICE ACCUSED. Stones from Mrs. Gore's Jewelry,

Worth \$5,000, Missing.

[BY TELEGRAPH TO THE TRIBUNE.]

JANITORS PROTEST. BRITISH ARMY REFORM. SWEATSHOP PETITIONS.

Opposition to Assail It Vigorously-The News of London.

(Special to The New-York Tribune by French Cable.) Copyright; 1903: By The Tribune Association.)

London, Feb. 23, 1 a. m .- Mr. Brodrick's much criticised and inept army corps scheme will be assailed from both sides of the House of Commons to-day. Mr. Beckett, Conservative Member for Whitby, will lead the assault from the Ministerialist side of the House by moving an amendment to the address regretting that the organization of Great Britain's land forces is unsuited to the needs of the nation. This amendment will have the support of a large number of Unionists, including Winston Churchill. They threaten to vote against Mr. Brodrick, but whether their courage will remain at the stick ing point is rather, doubtful. The War Secre tary is a first class fighting man, and his confidence in his scheme is described as being unshaken, but his ostrichlike attitude is hardly likely to mollify the anger of the malcontents Mr. Balfour saved the government over the London and Globe scandal, and much will depend on his attitude to-day. Should he make it clear that the ministers have a proper appreciation of the important question of national de fence he will succeed in winning over the malcontents who are now in the Opposition camp.

Hosts Marshalling to Fight Tenement Law Amendments.

The East Side campaign of protest against the proposed amendments to the Tenement House law goes on with undiminished ardor Yesterday an enthusiastic meeting of the Janitors' Society of New-York took place at the society's rooms, No. 103 Attorney-st. Addresses in Yiddish, German and English denouncing the amendments were delivered by I. Bashein, president of the society; Dr. David Blaustein, superintendent of the Educational Alliance; Henry Moskowitz, of the Downtown Ethical Culture Society; Dr. Radin, chaplain of the Jewish Prisons Missionary Society, and others. The following protest and resolutions were

unanimously carried:

unanimously carried: We, the Janitors' Society, do hereby protest against the proposed amendments of the Tenement House law. Inasmuch as we reside in the midst of the tene-ment house district of the city and know from experience the evil results of the old system of poor ventilation and sanitation, it is hereby Resolved. That the said amendments to the law are bad and should be fought; and Resolved. That the present law tends to improve the conditions of the East Side and the whole city; that it makes for better lighted and healthier houses and for purer homes; and Resolved. That we request our Mayor, Hon. Seth Low, to oppose the said amendments with his whole influence and power.

Low, to oppose the said whole influence and power. It was a crowded meeting of the Janitors

The Radicals are, however, determined to stick Society last night. Ebon-locked women janitors

other interests to pass this legislation. Unless they learn from the great mass of the people in New-York that the proposed changes in the law are not wanted and are strongly disapproved of they are apt to believe that the representations of the per-sons interested in the bills reflect the real senti-ment in New York. in New-York

The handbills which are being extensively circulated run thus:

Protect yourselves and your children from the ttacks of those landlords and speculators who are hreatening to give your homes less light, less air, threatening to give your homes less light, less air, bad plumbing! Profest against all bills that take away any of the protections to life and health that the present

the protections to hite and health that the present Tenement House law gives. You can help by writing at once to Governor Odell, Albany, N. Y.; the Hon. Horace White, Senate Chamber, Albany, N. Y.; the Hon. Jean L. Burnett, Assembly Chamber, Albany, N. Y., and to your own Assemblyman and Senator at Albany, and telling them that all such bills are bad and you are against them.

It was learned yesterday that three thousand of the petitions already received in opposition to the amendments have come exclusively from the sweat shops of the East Side. The following significant communication was received yester-

significant communication was received yester-day by the East Side Civic Club: "I appreciate your action in defending the Tenement House law, and I have signed the pétition attached hereto. I am the owner of a tenement house (No. — East ——st.), and I am against the Marshall bill."

A PUZZLING DEMAND.

Immediate Payment for Germany Refused.

Washington, Feb. 22 .- The German Government, through its representative here, Baron Speck von Sternburg, has made a request for the immediate payment of the f5,500 which it was stipulated in the protocol signed on February

MR. NEWCORN'S BILL. Admit Futility of Railroad Measure

-A New One.

Trenton, Feb. 22 (Special) .- The bill providing for a State Railroad Commission, introduced by Assemblyman Newcorn, of Union County, is on of those things which somewhere have been aptly described as an apology for their own existence It fails utterly to comprehend the importance of the subject upon which it proposes to legislate or the significance of the reform which it is necessary to promulgate. To such an extent are these and other criticisms of the bill nov pending in the House of Assembly prevalent that its utter futility is conceded not only by those who realize the great importance of the appointment of a State Railroad Commission duly qualified and empowered, but by that class of individuals who gather in the chambers and the corridors of the State House whose single excuse for being there is to convey to the cor porations or interests by which they are ployed the importance of their services, to whom the introduction of bills affecting railroads in any way is especial meat. The more railroad bills introduced, significant or insignificant, the better are they enabled to impress their usefulness on their employers. They know intuitively that no bill in such a form could become a law, and that therefore their occupa tion is in no danger of being restricted by the appointment of a State Railroad Commis under its provisions. If this bill should be seriously pushed they would fight it, of course, and equally of course take unto themselves the credit of defeating it, when in truth the bill would fail naturally. A bill which does not command the respect and support of public opinion is in no danger of becoming a law where great interests are at stake which it fails absolutely to com prehend and would be as ineffectual to aid.

A glance at Mr. Newcorn's bill shows that it requires the appointment by the Governor of a ommission of four persons, "who must be either disinterested railroad experts or practical railroad men." This requirement practically as sumes that the Governor is incompetent to choose the members of the commission, and restricts him to the selection from a class, and does not enable him, as such a law should, to name upon the commission such men as h might and naturally would be disposed to select from all classes, his one object being to obtain the best men for the duties involved, no matter what their profession, occupation or calling might be.

Another curious, not to say striking, provision of Mr. Newcorn's bill is that the commission shall "perform such other duties as may from time to time be delegated to said commissi legislative authority." A State Railroad Commission thus equipped, or. rather, unprovided, with authority would be about as effective to meet its obligations to the public as a handcar would be to haul a limited express from New-York to Chicago

The want of appreciation of the character and province of such a railboad commission as is needed to be useful and practical is shown by the provision of the bill which fixes the annual salary of the commissioners at "\$1,500 each." In New-York State the required character and ability of the commission is such that the salary is fixed at \$8,000 a year, and while New-Jersey might not deem it wise to place the services of a commission at so high a value, it must be clear to everybody that the services of the kind of men required for the duties imposed could not be obtained for a petty \$1,500 a year.

THE BILL'S OMISSIONS.

The omissions in the Newcorn bill are even more conspicuous than its failure to m

MR. BRODRICK'S SCHEME.

Admiral Bowles in his report, which is long and comprehensive and intended to be exhaustive of the subject, says the delays in construction may, in general, be attributed to one or more of seven causes which, in brief, are as follows:

First-Inadequate plans; due to the great haste in preparing plans in order to get the ships under contract as soon as possible after Conserventione theory. This is now over Congress authorizes them. This is now over by the demand of Congress that plans hall be completed before it authorizes ships. Second—Changes in the disposition of arm

armament, or in the details of the designs after the award of the contract; simply a corol-Third-Delays in delivery of armor and ord-

nce; due to the development of improved but tedious processes, long controversies over prices and the limited capacity of armor plants.

Fourth-Delays due to government inspection, It being claimed that the inspection given to United States war vessels and their material is mplete than that given by any other

Fifth-Delays due to slowness of delivery of steel and other structural materials by subcon-tractors, which is attributed to the phenomenal demand since 1898 throughout the world for cinary commercial grades of structural mate rial, which taxes the capacity of manufacturers, who are therefore reluctant to furnish the very high grade products demanded for naval work, the higher quality being not only difficult to make, but less profitable.

Sixth-Delays due to inadequate facilities or insufficient ability in the contractors' technical staff: the blame in this case being laid on a construction of the law compelling an award to the lowest responsible bidder, and to the policy of so awarding contracts as to encourage small plants to enlarge their facilities; also, in part, to the unsatisfied demand throughout the country for skilled technical assistants.

Seventh-Delays due to an inadequate supply of skilled workmen; resulting from the with-drawai from the merchant service for the auxilthe replacing of which created a shipbuilding boom, only now falling of "owing to the prob-able failure of the Subsidy bill."

Paragraph 12 of the report, to which Secretary Moody in his letter above invites the President's attention. directly follows this enumeration of causes, and is reproduced here complete:

In the above the bureau has considered the causes of delay, and has also mentioned in part the steps which it has taken, in so far as work under its cognizance is concerved, to diminish such delays. Notwithstanding all the diffi-culties which have been mentioned and the state of the art in this country, the bureau is of the opinion that the period actually occupied from the time orders are given to build a vessel until the time that ship is ready for commis-sion in actual service compares not unfavorably In the above the bureau has considered the until the time that ship is ready for commis-sion in actual service compares not unfavorably with the best results obtained in foreign coun-tries, namely, England and Germany. The greater apparent speed of ship construction in England is due to the fact that time is usually reckoned from the time the keel is laid until delivery of a contract built ship. Such vessels are delivered in a very incomplete condition, and are afterward subjected to their trials and Rupplied with their guns and mountings and a large amount of their equipage at the govern-ment dock yards. The actual time from the date of contract to the date of first commissioning of the English battleship Russell (to be commis sloned this month) is four years and one month, and that is the time which should be compared with the period of construction usually given for our vessels, which averages for the ten battle-ships already completed four years and eight months. In the German navy the battleship months.

THE MAN OF JUDGMENT

Appreciates the service rendered by the Pennsyl-vania Limited. He demands the best and gets it on this train.-Advt.

ALONG THE HISTORIC HUDSON RIVER

value. Mrs. Dickinson said: value. Mrs. Dickinson said. Not a stone was left in any of my niece's jewelry when it was shipped from the Ameri-can consulate to New-York. The Paris police officials, who did everything to blacken Mrs. Gore's character, are responsible for this. A rare sapphire in one ring was as large as a ten-cent piece. This stone, surrounded by dia-monds, was worth \$2,500. Another diamond ring was bought at Tiffany's for \$275. The total value of the stones abstracted will reach \$5,000. I shall write to Mr. Prevost and ascer-tain what steps can be taken to recover the tain what steps can be taken to recover the value of those jewels.

MUSKRATS FLOOD TOWN. Undermine a Dam, Turning Water

From Two Reservoirs Loose.

[BY TELEGRAPH TO THE TRIBUNE.] Derby, Conn., Feb. 22 .- The undermining of the dam of a large reservoir of the Shelton right of requisition of troops when necessary, Water Company by muskrats let loose early this and power to act without referring to the Porte morning a flood which carried away the dam of a lower reservoir, and, sweeping through Shelton, did damage there aggregating \$50,000. No lives were lost, but there were many narrow

escape The lower reservoir is a quarter of a mile from Shelton and two hundred feet above the gendarmery under European instructors. town. From it a body of water thirty feet high and sixty feet wide descended through one of the principal streets of the town, gullying it out to a depth of from twenty to forty feet. A bridge carrying the railroad tracks of the Connecticut Railway and Lighting Company was swept into the Shelton Canal and the Housatonic River with fifty yards of rails and the highway, which was washed out o a depth of thirty feet, Scores of houses and barns were damaged. Wflbur Warren was asleep on the first floor of a house directly in the path of the torrent. He had barely time to escape upstairs, struggling up to his neck in water, when the wall of his room was carried away and his bed swept into the river. Mrs. Walter Nichols succeeded in getting her six children upstairs just before the lower rooms of her house, where they slept. were flooded with six feet of water. The barn of Charles P. Nettleton was carried away. Many carriages and sleighs were carried away and scores of telegraph and telephone poles were snapped. The rush of water put out the fires in several large factories along the canal and filled the canal with gravel and rocks.

The upper reservoir is two miles back of Shelton. B. N. Beard, who lives near it, sent the alarm into town over the telephone and was cut off while talking by the carrying away of the telephone poles.

Pulmonary Consumption can be cured in its in-cipiency with Dr. D. Jayne's Expectorant. Of that there is no doubt: indeed, numbers of per-sons testify to having been cured by this remedy after the disease had reached an advanced stage. IT HEALS THE LUNGS.—Advt.

HOME-OFFICE-CLUB ON THE RAIL run the tracks of the New York Central. You can enjoy the beauties of the American Rhine if you avel by the Central. Rate 2 cents per mile.—Advt.

to their guns, and will be satisfied with nothing in red worsted shawls or imitation furs, short of Mr. Brodrick's retirement from office. janitors with bristling mustaches and fiercely The ministerial whips are sorely exercised over forking chin tufts, bewhiskered and olive the smallness of the government majorities in skinned Hebrews in plush skull caps, made a the House of Commons last week. The balance picturesque and enthusiastic audience. of parties at the present moment gives the government an advantage of 126, but the whips experience difficulty in getting the men together. There have been four divisions in all on the address since the session began, and the majorities ranged from fifty-one to thirty-eight. In view of the threatened defection of a number of the facilities contemplated by the introduction Unionists of the rank and file on the army debate to-day, urgent summonses have been issued to the supporters of the government to be in their places when the livision bell rings. Mr. Balfour is undoubtedly anxious, as he fully realizes that under the conditions which prevailed last week the transfer, of a score of Unionist votes would place the government in the minority.

The Austrian and Russian ambassadors or Saturday presented identical notes to the Porte on the reform question in Macedonia. The Constantinople correspondent of "The Daily Telegraph" says the reforms suggested contain nothing objectionable to the Sultan or the government, and make no distinction of religion or race. They include the nomination by the Sultan of an inspector general for a fixed term of three years, with extensive powers and the or the Palace. The scheme provides for the better collection of taxes, and for the proceeds to be paid into specially created branches of the Ottoman Bank for distribution to the proper departments and the regular payment of officials; also for the reorganization of the police and

The Cunard compary is reported to be finding great difficulty in getting shipbuilders to undertake the construction of the new liners, owing to the clause in the proposed contracts that the builders shall guarantee the new vessels to have a speed of twenty-five knots an hour for twelve

Londoners are very proud of their police force which they consider the finest in the world, and they are always pleased when foreign police offices send representatives to see how vehicular traffic is controlled in London's busy streets, Captain Piper, Deputy Commissioner of the New-York police, who was a witness of the King's procession to Parliament last week, was asked before his departure for Paris to state how the conduct of London street traffic compared with that of New-York. He replied:

"Better; much better. Where we need reform is at the busiest centres. At such places the traffic moved 25 per cent quicker in London than in New-York, because of the English regulation that between 10 o'clock in the morning and 6 in the evening carters were not allowed to back up to the sidewalk in busy places and load or unload or make any delivery of coal, casks or heavy freight. This is what we have got to come to, and it is one of the changes which, it seems to me, will have to be very radical." I. N. F.

SOUTHERN'S PALM LIMITED NEW YORK AND ST. AUGUSTINE.

NEW FORK AND SL. AUGUSTINE. Via Penna. R. R., Southern Ry, and Florida East Coast Line. Leave New York daily, except Sunday. 12:49 Noon. The only line operating Club, Dinng. Compartment, Drawing and Stateroom. Sleeping. Library and Observation cars to Florida. Two other fast trains, N. Y. offices, 271 and 1,155 Broadway .- Advt.

Mr. Moskowitz began his speech by reviewing the arguments advanced by those legislators who favor a relaxation of the Tenement House law in regard to Brooklyn, because it is not so crowded as Manhattan. He maintained that the normal increase of the population in Manhattan, of rapid trasnit and the numerous bridges course of erection would inevitably in mean an ever increasing influx into Brooklyn and other boroughs. The argument of those legislators, if for only this one reason, was, he declared, thus proved untenable and absurd. Continuing, and speaking as an actual resident of many East Side tenements, he mentioned the trachoma, pallor and general sickliness that are so characteristic of the tenement house children, and which doctors laid directly at the door of those conditions which the amendments sought to revive. He also spoke of the soliciting to be witnessed in the tenements before the introduction of the present law, soliciting which was imitated in all innocence by the little children

who saw it in the halls. Why did tenement children dislike their homes? he asked. Why was there that tragedy of the East Side, that separation of father and child? Why were there so many pickpockets among the dwellers on the East Side? Why the numerous East Side saloons, cafés and never empty prisons? Did not an uncongenial, dirty, airless, unlit, unsanitary, fetid home go far toward furnishing an answer to all their questions? The proposed amendments to the Tenement House law cut at the very roots of religion, decency, order, health and social purity. The East Side was not so ignorant as politicians might think. Let the politicians realize that they were elected by the people, and that the people were aroused and would tolerate no tampering with the law, and the amendments would be defeated.

At a meeting of the People's Institute held last evening at Cooper Union, at which over nineteen hundred persons were present, Charles Sprague Smith, the director of the institute, moved a resolution against any change of the present Tenement House law. The resolution was carried by a rising vote.

Similar resolutions have been passed by Justice Lodge of the Order B'nai B'rith, by the Council of Jewish Women, the Thomas Davidson Society and many other organizations in this city. A mass meeting of protest and petition under the joint auspices of the Civic Committee of the Union Club and the Era Club will take place at No. 184 Eldridge-st. on Thursday, and numerous other meetings have been planned.

The Association of Neighborhood Workers, representing fifty societies who work and live in the tenement districts of Manhattan and Brooklyn, has sent out pamphlets and handbills calling attention to the attempts that are being blank at him. made at Albany to destroy or emasculate the present Tenement House law. The pamphlets contain a digest of the nine amendments introduced, and explain just what these signify. They say in part:

The members of the legislature are being strongly importuned by the building interests and by many

13 should be paid within thirty days from that public requirement date, as a preliminary to the raising of the blockade against Venezuelan ports and the agreement to send the question of preferential treatment of the blockading nations to The Hague for determination. The request was declined, but Germany's representative was informed that, as provided in the protocol, the money would be paid to the German representative at Caracas thirty days from February 13, which would be on March 15. The reason that

which would be on March 15. The reason that animated the German Government in making the request is not disclosed here. The French Ambassador, M. Jusserand; the Spanish Minister, Señor Ojeda, and the Bel-gian Minister, Baron Moncheur, called on Mr. Bowen to-day in regard to the protocols that are in preparation for the settlement of the claims of the citizens of their countries against Venezuela. Rough drafts of these instruments are already on their way by mail to the Euro-pean governments interested, but there are cer-tain provisions regarding them about which the enyoys desired information. The protocols are expected to reach their destinations the latter part of this week, and pending their arrival no final steps for their joint signature can be final steps for their joint signature can be

BELGIUM SATISFIED.

taken.

Claimants to Receive \$2,500,000 After Anglo-German Payments.

London, Feb. 23 .- The correspondent of "The Standard" at Brussels telegraphs that the protocol between Belgium and Venezuela will be signed this week. Belgium, says the correspondent, has obtained full satisfaction. The Belgian claimants will receive \$2,500,000 after the Anglo-German claims have been paid.

SHOT DOWN AS HE RAN.

North Carolina Lawyer Murders Minister's Son.

Raleigh, N. C., Feb. 22.-Ernest Haywood, son of the late Dr. E. B. Haywood, grandson of the late State Treasurer John Haywood, and one of the leading lawyers in this city, yesterday afternoon shot and killed Ludlow Skinner, a grandson of the late Mr. Ludlow, of New-York, and a son of the Rev. Dr. Thomas E. Skinner, of this city, one of the best known Baptists in the South. The shooting was done in Fayettevillest., in front of the courthouse, and was seen by

at least a hundred persons. at least a hundred persons. Haywood was arrested and taken to his law office, where, guarded by deputies, he spent two hours in consultation with his attorneys. He was then taken to the courthouse, where Magistrate Marcom bail for murder. m committed him to jail without

The testimony before Justice Marcom devel-The testimony before Justice Marcom devel-oped the fact that earlier in the day Skinner called at Haywood's office. When he came out he started for the postoffice. In the mean time Haywood went to the courthouse. As he re-turned and was near the middle steps of the postoffice, he saw Skinner on the sidewalk and could him. called him.

blank at him. He missed and Skinner turned and ran. When Skinner reached the car track Haywood fired again and Skinner sank to the ground. He was taken into a drug store ground. He was taken into a drug store and died in a few minutes. Later the body was removed to his home

' It is said that the tragedy grew out of a re ported secret marriage in the family of one of the men.

CALIFORNIA IN FOUR DAYS

LOW RATE WASHINGTON TOURS Via Pennsylvania Railroad March 5 and 19. April 6 and 23 and May 14. \$14.50 for the round trip. Con-sult Tourist Agent, 263 Fifth-ave., New-York.-Advt.

mentioned here, inasmuch as another railroad commission bill will be introduced into the House of Assembly within a few days. This bill is now being prepared by Assemblyman George Cook, of Bergen County, and will be modelled largely upon what is known as the Johnson bill, which was introduced by Senator Johnson, of the same county in 1898, although the New-York, Massachusetts and Connecticut railroad commission laws will be drawn upon. In the preparation of his bill, Mr. Johnson, who is known as one of the ablest lawyers in the State, exercised the greatest care and scrutiny. He not only adopted the best provisions of the New-York, Connecticut and Massachusetts laws, but he consulted with ex-Attorney General Griggs, Charles L. Corbin, William H. Corbin and other eminent counsel. Speaking of the matter yesterday, Mr. Griggs said that Mr. Johnson was thoroughly capable of drawing a railroad commission act without consulting with anybody, and that he regarded the bill which Mr. Johnson presented in 1898 as one of the best that could be presented to the legislature at that time. This bill also received the approval of other able members of the New-Jersey bar and citizens of the highest personal and business character. Mr. Cook's bill will closely follow in a general way the lines of the Johnson bill, with, of course, such changes as have been made necessary by the lapse of time and the different existing conditions. A feature in which Mr. Cook's bill will differ from the Johnson bill is that it will confer absolutely upon the Governor the power of appointment, and no suggestion will be made by it as to what profession or calling the commissioners shall be selected from. This is as it should be, and will meet the popular desire in the construction of the con sion. A part of the Johnson bill which probably will be retained by Mr. Cook is the one which provides that it shall be the duty of the commissioners to keep themselves informed of the progress and character of the railroad work done pursuant to any order made by them under the authority conferred by the act, and to have a general oversight of the same, and, as the work progresses, to make such changes and modifications in the plans and methods of construction or alteration as may be necessary, after giving all parties an opportunity to be heard thereon; and in case a dispute shall arise in the progress of the work as to the meaning and intent of the plans and specifications adopted by the commissioners and incorporated in their order, the decision of the commissioners shall be final and binding on all parties. The method of taxing and assessing the cost of improvements and changes in railroad construction will be stated in Mr. Cook's bill, as will all other matters which are pertinent to the protection of both the public and the railroads,

THE NEED OF A COMMISSION.

In the light of recent events it would seem to be unnecessary to urge by argument or illustration the need of a State railroad commission for New-Jersey. The recent terrible accident on the New-Jersey Central Railroad at Westfield, which caused to be reiterated the previous pub-

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THE MARKET'S BEST

Is presented by the menus of the Pennsyivania, Raiiroad dining cars. Service unexcelled. Much appreciated by travellers.-Advt.