Vol. LXVII....No. 22,316. To-morrow, snow or rain; variable winds. NEW-YORK, SUNDAY, DECEMBER 22, 1907.—FIVE PARTS—FIFTY-EIGHT PAGES,

PRICE FIVE CENTS.

RECEIVERS ADMIT FACTS.

Reply to P. S. Engineer's Arraignment of Surface Equipment.

Details of the defects and worn-out equipment of cars in use by the surface system in this city were brought out yesterday when the report of A. W. McLimont, electrical engineer the Public Service Commission, on his re cent examination of the rolling stock was made public. This report constituted the sole argument of the commission for its order made ten days ago that every surface car must be put od repair. The receivers for the railway any did not attempt to controvert the report at the hearing yesterday. They sent a letter to the commission admitting that the

Conditions indicating absolute danger as well as multitudinous discomforts for the passengers ere shown in Mr. McLimont's report. Scarcely me car without several defects was noted. For all this he held the high officials responsible The only part of the entire system which he ound usually in good repair, with up-to-date ent in the hands of competent men.

ndition of the rolling stock was "deplorable."

In the car barns, though, he said, conditions were far different. There things were run, he declared, in slipshod fashion, repairs were made only to be repeated the next day, while the emcouraging and frequently unsanitary conditions.

Mr. McLimont and his assistant engineers examined 1,600 out of a total of 1,900 cars in e on the surface system. A summary shows 401 with flat wheels, 786 with rattling wheels, 1,006 with gear noises, 77 with brass noises, 192 with broken glass, 249 without headlights, and 105 cars classed as filthy.

#### DETAILS OF REPORT

The hearing on the commission's order was before Commissioner McCarroll. Mr. McLimont was the only witness. He said he had inspected two main power houses, eight sub-stations and fourteen car barns. In the report he said, in

In all directions I find the original design, material and apparatus have been proper and the best available, and that good results have been obtained both from the material purchased and

manner of installation The responsibility for the present objection-e operating conditions, also for the present ceriorated state of the installation, must be ced to the higher responsible heads rather

traced to the higher responsible heads rather than to incapable operating employes.

I find that in almost every case the chief of stations, carhouses and shops intrusted with the maintenance of the equipment are men who have been well tried in the service, and in many cases not only in New York but elsewhere, and if the proper results from them are not forthcoming, it is necessary to look to those to forthcoming it is necessary to look to those ther officials responsible for the inefficient licy and lack of proper method that seems prevail in the practical operation of this any's car equipment.

excuse—the recent fires hich they have been so unfortunate as to ex-rience—is not sufficient to account for the presred is not sumcient to account for the pres-indition of their equipment and ineffectual er in which they maintained the rolling. The inexcusably long time elapsing be-the burned car barns are rebuilt should revail, nor what they have lost through fires cause them to neglect the cars as seen the case. I find sufficient cars availin the carhouses for overhauling purposes, at with a competent and universal method orking in their shops they could perfectly maintain their rolling stock in a sightly, set and reliable condition.

nt and reliable condition. car body is sent through the paint shor and painted, then put out again without proper overhauling of the truck and motor equipment. There are from 30 to 50 per cent of the cars kept in each carbouse that are taken in every day for emergency repairs. This is excessive. for emergency repairs. he equipment were mai re maintained in condition. 2 per cent of the cars requiring emergency repairs would be correct. In many cases the same car has come in more than once the same day, and in several instances three times for different defects. The same report also indicates that there cannot be any proper method of inspection for the detection of faults, nor effort to remove them, as the same cars which have been examined twice show the same defect to exist a week after the first examinacondition, 2 per cent of the cars requiring emdefect to exist a week after the first examina-

My investigation leads to the conclusion that the rolling stock equipment, carhouse repair facilities and lack of an effective system of inspection, repair and maintenance departments are responsible for the undesirable service being given by the railway company, inasmuch as the rolling stock affects it.

Of one typical car the report says: "Truck frame cracked and sagging, seat guard rail broken, curtain cords broken, two ventilator glasses broken, running board weak, some of grab handles loose, glass in headlight broken, one lamp guard missing and others bent, truck rattled, rain gutters bent and some of stanch-'ons broken."

### REPLY OF RECEIVERS.

In the letter to the commission regarding the preliminary order the receivers say in part:

It is, of course, most desirable that every car khould receive a thorough inspection, followed by such repairing as will put it in first class operating condition. The condition of the roll-ing stock when we took possession was deplor-able. The main cause of this was apparently the neglect of the company in prior years to keep it at all times in first class condition. Be-sides this, the weather conditions of 1996-07 were such as to cause more wear and tear than

for many previous years.

The most frequent causes of breakdown are those peculiarly incident to the operation of cars by the conduit electric system and differ from the troubles incident to the operation of surface cars by the overhead trolley system. A large percentage of breakdowns on the road is due to fallure of the contact plough, notwithstanding the fact that, as we are informed, the expert engineers employed by the company have been constantly working on the problem of finding some corrective ever since the conduit system was first introduced.

The severe winter of 1906-'07, therefore, greatly increased the demand for thorough overhauling and extensive repairs. In April, 1907, the 146th street car barn was destroyed by fire. This not only left the company without adequate storage facilities but also destroyed the main overhauling and repair shops, as well as from the troubles incident to the operation of

main overhauling and repair shops, as well as the electrical shops which were there located. Two subsequent fires, destroying two other barns, still further crippled the resources of the

The problem of expediting repair work so far as to bring the car equipment up to the standard of proper efficiency confronted us at the outset. It was plainly apparent that no comprehension and competent system of inspection and repair could be established and maintained unless proper facilities in the way of tion and repair could be established and maintained unless proper facilities in the way of shops and appliances were provided. Although the 145th street shops were destroyed in April, rebuilding had not been begun by the company. We contracted for such rebuilding shortly after our appointment and the work is well under way, but it will be some months before it is finished. Meanwhile the work of repair and maintenance has been vigorously pushed, although under great disadvantages, many of the cars having to be stored on the street, where they could not be properly inspected or repaired beyond what was sufficient to make them temporarily serviceable. The good results of such policy are shown by the records: The number of cars that were disabled on the road for the week ended December 9, 1907, was less than half the number disabled under similar conditions during the weeks just prior to the receivership.

It is our expectation to continue this policy

DEWEY'S WINES FOR HOLIDAY GIFTS.

B. T. Dewey & Sons Co., 135 Futton St., New York.

Cour days."

CALL CARS DEPLORABLE UNITED STATES ARMY SIGNAL CORPS OFFICIAL PHOTO OF DEPARTURE OF BATTLESHIP, FLEET FROM HAMPTON ROADS.



Taken with telephoto camera from top of Chamberlin Hotel. Nearest ship, the Minnesota, on right of signal pole, is about two and one-half miles from the camera. The Connecticut, shown between third and fourth ship from the right, has turned and is leading the

## DICTATORSHIPS ENDED. CRIES CLIQUE IN NAVY. CROWD SEES MAN DIE

#### Central American Treaty Expected Rear Admiral Melville Attacks De- Clerk Frozen to Death Under Pawto Stop Revolutions.

[From The Tribune Bureau. Washington, Dec. 21.-Central America has at last found and applied a remedy for the chief evil that has disturbed peace in that part of the American continent between Mexico and the canal zone-a cure which may end the worst political disease that saps the prosperity of several South American republics as well. The idea apparently grew out of President Roosevelt's timely reiteration of his "no third

The delegates to the Central American Peace Conference at their last session signed eight announced and which were thought to cover rather effectually the whole purpose of the gathering. This last treaty was added at the suggestion of Luis Anderson, Chief Secretary of State of Costa Rica and president of the conference. It is designed to insure internal as well as external peace to the five republics. It safeguards, as far as possible, the existing governments in each republic, prevents the much dreaded dictatorships, and sweeps away the none of the five signatory powers shall recognize either of the five republics whose ruler shall have gained the ascendancy as the result of a revolution or a forceful overthrow of the existing government, unless the new ruler is the selection of the whole people and is elected according to the constitution after all the required provisions have been carried out. This many ways. Most of the delegates have been seeing a remedy for the prevention of internal dissension, and they are convinced they have found it in Senor Anderson's proposal.

In order that a President may not become a dictator and use his power to insure re-election year after year, it was agreed by the conference that all those countries whose constitutions do not already prohibit the unlimited reelection of a President should forthwith incorporate such articles as are necessary to put it beyond the possibility of a President to obtain which a President shall be allowed to serve, and the number of terms which he may have will be left to the discretion of each country, but it is agreed that there shall be some reasonable limit, in conformity with the American idea of a republican government. It is thought that the length of a term will be left as it is now in all the republics, four years in Costa Rica and five in each of the other countries.

A third clause was incorporated in the treaty, stipulating that none of the signatory powers shall take part in any revolutionary movement against the other powers. This clause was included mainly to safeguard the seven other treaties and to insure concerted endeavor on the part of every republic to stop a revolution in any of the others. The intention of the whole treaty is to conform as nearly as possible to the constitution of Costa Rica, that country for nearly fifty years having been singularly free from turmoil of any kind.

Among the delegates and the officials of the State Department there has arisen a feeling of confidence that the provisions which have been adopted by the conference will preserve Central American peace, and it is said that none of the republics will be willing to incur the displeasure of the United States and Mexico by being the first to break the agreement

### GOVERNOR HAS THE GRIP

#### Condition Not Serious-May Be Indoors Four Days.

Albany, Dec. 21.-Governor Hughes was obliged practically to give up work to-day on account of the grip. His physician, Dr. G. Z. Gorham, urged him to go to bed for a few days; he refused to do that, but remained at the executive mansion. He has cancelled his engagements in New York on Monday, which included the dinners of the New England Society and the Kentuckians.

The Governor began to feel ill yesterday, and went home in the afternoon with the characteristic temperature and general discomfort of the grip. Dr. Gorham described his case this morning as "a well developed case of grip."

The Governor attended this morning to his more pressing mail, but probably will not attempt anything else in the way of work until his condition improves. A serious feature of the matter is the fact that he has not yet begun to dictate the final draft of his annual message to the Legislature, and only ten days remain before the day when it must be delivered. Dr. Gorham said this afternoon:

"The Governor's condition is not serious. All there is to it is that he has the grip and will probably be confined to the house for three of

# partment's Bureau System.

[By Telegraph to The Tribune.] Philadelphia, Dec. 21 .- "Ton for ton and gun for gun, we have the best warships in the

Angered by an article that is to be published in the next issue of "McClure's Magazine," which charges improper construction of the crack fighting ships of the United States navy, Rear Admiral George W. Melville gave voice to this opinion.

"Don't read the article to me," he said this evening. "Just tell me what he says. You hardly need to do that, for I know about what it is anyhow. I have been listening to tales of the same sort for the last twenty-five years, modified only as time brings its changes in the

The various statements, together with the opinions of Admiral Luce and other admirals quoted anonymously, were recounted to him,

Luce is right. The whole trouble is, as he says, the bureau system of naval control. That is always the trouble and no good can ever come out of the navy so long as it is controlled by those bureaus for the twenty-five-year clique down there at Washington that wants to get the control of the navy into its own hands.

It is that infernal clique that wants to rule that infernal clique that wants to rule

or ruin the navy that has been making all the trouble, and those men will continue to make it until they take control of the navy out of the until they take control of the navy o hands of the President and his own hands of the President and his own advisers and have the placing of all the contracts for its civilians and the promotion of its officers by the litary or fighting naval contingent of the

ondition of affairs that now obtains in the army, and which was brought about by just such a clique in army circles. They want a general staff in the navy like the general staff in the army. They will do anything to discredit the present administration of the navy to accomplish that and complish that end.

Warships are the creation of human minds and hands and there is nothing of human construction that has not some defects. And then you must remember that the types of vessels built ten years ago are obsolete now. But I will make this general statement—and you cannot quote me too strongly in the making of it—that when the vessels of the last ten years have been turned over to the government they have embodied all the best ideas in naval construction that have been evolved anywhere in the world at the time they were turned over.

Now, what do the fighting officers of the navy know about the construction of a warship? Not a bit more than the driver of a carriage knows

a bit more than the driver of a carriage knows about the making of the carriage he can drive so well. You can't quote me too strongly in saying that the naval officers in that clique that inspires such articles as these could no more build a battleship than they could fly.

Let us consider the statement that the officers of the navy are too old. I maintain they are not; that the system of promoting officers by seniority that still obtains in the navy remains the best. Do you want to see our admiral, the nine senior rear admirals, ranking with a major general in the army, forget their duty to their ships and their country and devote all their time to the scramble for political preference in the hope of further honors? Do you want to see our naval captains, who rank with the colonels in the army, doing the same thing? That is what a general staff and the change in the control of the navy the clique is so anxiously striv-

### RETURN BY WAY OF SUEZ.

#### Admiral Evans's Belief Regarding Plans for Flect.

On Board U. S. S. Connecticut at Sea, Dec. 21 (via government wireless telegraph station at Key West).-Rear Admiral Evans to-day authorized the statement for publication that he personally believes that the Navy Department's present intentions are that the fleet shall return via the Suez route late next summer or fall.

### QUITS ASHEVILLE WHEN IT GOES DRY.

#### John A. Roebling Deeds \$500,000 Estate to Presbyterian Mission Board.

[By Telegraph to The Tribune.]
Asheville, N. C., Dec. 21.—John A. Roebling, son of Colonel Washington Roebling, of Brooklyn Bridge fame, owner of Beauxchenes, a \$500,-000 country estate on the St. Dunstan Road, between Asheville and Biltmore, has deeded over the entire property to the Home Mission Board of the Northern Presbyterian Church, and will return soon to his home in Trenton, N. J. Mr. Reebling says he is leaving Asheville because Asheville has gone for prohibition.

### PROVIDENCE HOME FOR SCIENCE CHURCH

[By Telegraph to The Tribune.]
Providence, Dec. 21.—The Providence branch of the Christian Science Church is to have one of the finest houses of worship in the city. It is to be in the fashionable East Side residential district, and will cost \$250,000. The Roman style of architecture will predominate.

Low excursion rates to Florida and South via SAVANNAH LINE. Tel. 3595 Spring.—Advt.

# tuxet Falls, R. I.

Providence, Dec. 21.-In full view of two hundred persons, who were powerless to extend aid Alfred Jackson, a young Providence clerk, was frozen to death while standing on a rock under the falls of the Pawtuxet River, in Pawtuxet, late this afternoon. Jackson, with two companions-L. P. Mathewson, of East Providence and Jackson's brother, Arthur-had been carried over the falls in a canoe. The other two young men were rescued with great difficulty and were removed to the Rhode Island Hospital in a critical condition from exposure.

The three young men in the canoe left the Pawtuxet Canoe Club house and paddled slowly downstream. When just above the falls they allowed the canoe to drift too near the edge and were carried over. All were thrown into the water. Alfred Jackson was able to reach a rock half submerged at the foot of the falls, and managed to grasp his brother. Alfred kept Arthur from drowning, although the water from the falls fell on them. Finally persons on shore threw life lines and rescued Arthur Jackson and Mathewson, who had floated downstream. Alfred Jackson, in the mean time, remained standfalls, and when the would-be rescuers threw a line to him, expecting to pull him to a place of safety, they found they were unable to move In the roar of the cataract his shouts of his legs had become caught under a rock of

some other object under water. Several ineffectual attempts were made to escue him in the next half hour, Jackson as at least, helpless. Dr. Clinton Westcott and Adelard Potvin attempted to reach the perishing man and almost lost their lives by a boat upsetting. Nothing further could be done, and a large crowd on a bridge near by was forced to stand idle and see Jackson freeze.

### CHRISTMAS GIFT \$350,000.

#### Crane Elevator Company's Employes Again Share in Profits.

[By Telegraph to The Tribune.] Chicago, Dec. 21.—The Crane Elevator Com pany, following its custom, will give its 5,000 employes 10 per cent of their salaries as a Christmas present. To do this the company will give its men \$350,000. Each employe of one year's standing is entitled to share in this distribution of the profits.

The sum to be given this Christmas exceeds by \$20,000 the record of any other year since the company inaugurated its profit sharing plan. In the eight years which have elapsed since the company adopted this policy it has paid its employes in gifts the sum of \$1,850,000.

Employes on the sick list or laid off temporarily because of slackness of work receive their share just the same.

#### WILLIAM H. RICE, MINSTREL, DEAD. Pneumonia Ends the Life of Well Known

# Philadelphia, Dec. 21.-William Henry Rice ne of the best known minstrels in the United

Female Impersonator.

States, died of pneumonia in a hospital here to-day, after an illness of two days. He was sixty-five years old. He was born in Philadelphia, and when a lad secured an engagement as a singer with Charlotte Cushman's company. A few years later he went on the stage as a blackface female impersonator, and travelled throughout this country and Europe,

He was connected with "Sam" Sanford's minstrels and Bryant's minstrels. His last appearance was at Dumont's Opera House in this city last season, when he appeared for fourteen weeks in impersonations of Sara Bernhardt and other actresses. He is survived by three sons engaged in mercantile business in New York.

# PRAYS BRYAN WILL BE PRESIDENT.

#### Invocation by Chaplain Cheered by Members of Oklahoma's House.

Guthrie, Okla., Dec. 21.-The presence of W. J. Bryan in. Guthrie to-day inspired the Chaplain of the House to pray that he might be the next President. Immediately after the prayer the House broke into a storm of applause that lasted several minutes. Speaker William H. Murray added emphasis to the prayer by putting it as a question to the body. Every Democrat present answered with a rousing aye.

Later the House met with the Senate to listen to a speech by Mr. Bryan. Previous to addressing the Legislature Mr. Bryan shook hands with several thousand persons at a reception.

FLORIDA'S FAMOUS TRAINS, 9:25 A. M. and 9:25 P. M. Unexcelled service via Penn. & Atlantic Coast Line R. R. Florida In-formation Bureau, B'way, cor. 30th St.—Advt.

### VOTE TO TIE UP CARS.

#### Philadelphia Street Railroad Employes Declare for Strike.

Philadelphia, Dec. 21.-The local union of the Amalgamated Association of Street and Electric Railway Employes decided at a meeting to-night that a strike of the motormen and conductors of the Philadelphia Rapid Transit Company would be called within forty-eight hours, unless

the company grants the demands of the men. The employes ask for higher wages and a readjustment of hours. Leaders of the union say it has a membership of thirty-five hundred among the six thousand employes of the com-

The meeting was attended by about five hun dred motormen and conductors, a sufficient number under the laws of the assocolation to declare a strike.

The question of a strike under a resolution adopted by the meeting is now in the hands of the national executive board of the Amalgamated Association. This board has already announced that if the meeting voted for a strike permission for a walk-out of the car men would

#### CARNEGIE GIVES \$50,000.

#### To Endow Reed Professorship at Bowdoin College.

Brunswick, Me., Dec. 21.-President William De Witt Hyde of Bowdoin College announced tonight that Andrew Carnegie had promised the college the sum of \$50,000 toward the \$200,000 which the institution must raise in order to secure the gift of \$50,000 from the General Education Board. The money from Mr. Carnegie will be given in the form of an endowment of a professorship of history and political science "in memory of his friend, that great and good man, Thomas B. Reed."

Of the sum of \$200,000 to be raised by the college before March 31, 1908, \$93,155 has already been secured, leaving \$56,845 still to be

#### A PHASE OF SEPARATION.

#### Deputies Pass Bill for Devolution of Church Property.

Paris, Dec. 21 .- After a debate covering sev eral weeks, the Chamber of Deputies to-day by a vote of 354 to 177 passed the bill providing for the devolution of Church property, escheating to state departments and communes under the separation law.

The feature of the close of the debate was the speech of Abbé Lemire, the Deputy from Hazebrouck, in which he said that he always had favored conciliation and attributed the deplorable condition in which the Church was placed by the separation law to ill advised friends of the Vatican, such as Deputies Piou and Comte de Mun, who, he said, desired to divorce Catholicism from republicanism.

One article of the new bill, which raised the bitterest opposition of the Right party, limits the suits for recovery of pious foundations, such as masses for the repose of the souls of the dead, to direct lineal descendants. Where there are only collateral heirs, the bill provides that such foundations shall go to public charities.

## RAINES LAW MEN SHOT.

#### Seriously Wounded by Italian, his visit being the issue of an order to the Caught After Chase.

Wellsville, N. Y., Dec. 21.-Michael Dardano and Albert J. Mantico, Raines law inspectors, were shot at Belfast to-day by an Italian. Dardano has a bullet in his spine and probably will die. Mantico was shot in the neck. Although badly wounded he will recover. An Italian known as "Little Pete," employed as a baker in Docilio's boarding house and bakery, is under arrest on an open charge pending the result of the inspectors' wounds.

The trouble began on Friday night, when District Attorney Rice caused the arrest of Docilio on a charge of selling liquor without a license. The evidence against him was secured by Dardano and Mantico, and the feeling against them in the Italian settlement was bitter. Many threats were heard last night, but the inspectors kept out of sight until this morning, when they decided to leave town. While waiting at the station for a train "Little Pete" opened fire on them. After dropping both his men the Italian ran up the Buffalo & Susquehanna Railroad tracks toward Buffalo. Officer Grant Cole secured a handcar and started in pursuit. He was fast overhauling the fugitive, when the latter took to the highway, while Cole continued the chase on foot for half an hour and finally captured his man after a desperate struggle.

### RICH S. I. MAN ASPHYXIATED.

#### William Bostwick Thought to Have Turned on Gas by Accident.

William Bostwick, one of the oldest and vealthiest residents of Staten Island, was found dead from gas asphyxiation in his home, Grymes Hill, yesterday morning. His family and the authorities are convinced that Mr. Bostwick came to his death through accident and did not intend to commit suicide. The door of his room was wide open and the lower connection of double gas fixture was opened half way. Members of his family think that he got up in the night to shut off the gas from a small stove in the room and struck the lower jet by accident.

Mr. Bostwick was born at Livingston, N. Y., seventy-three years ago. He studied civil engineering at Manhattan College and soon built up a large business in Staten Island. He was considered an expert and was frequently engaged by the Corporation Counsel's office. He was a member of the Masonic order.

He leaves two sons and a daughter. One of his sons is C. Livingston Bostwick, the present County Clerk of Richmond.

### EXPELLED FOR AHEARN VOTE.

#### Alderman Hatton Ousted by 14th Assembly District Republican Club.

Alderman Patrick J. Hatton was expelled from the 14th Assembly District Republican Club at a meeting last night, because he voted for the reelection of Mr. Ahearn at the meeting of the Board of Aldermen on Thursday. There was a large attendance at the meeting,

which was held in the clubhouse at No. 234 Eas 31st street, and, following a speech by John J. Shea, the leader, many got up and insisted that the Re publican Alderman from the district be expelled. The

LOW'S ATAR OF MYOSOTIS VIOLET. The new old perfume. Riker's Drug Stores -- Advt.

# MR. TAFT HAS BUSY DAY

#### RECEIVES MANY CALLERS.

#### Not Talking Politics, but May Make a Statement Later.

Washington, Dec. 21.-Secretary Taft's first

day at his desk since he returned to the United

States was a busy one from beginning to end He had a great number of callers, most of them officials of the War Department, but there were reasonably be connected with that department Such, for instance, was Joseph L. Bristow, of Kansas, at one time Fourth Assistant Postmas ter General, but now active in Kansas politics Maryland; ex-Senator Marion Butler, of North Carolina, and Justices Harlan and Day, of the Supreme Court of the United States. Senators Fulton, of Oregon: McCreary, of Kentucky, and Long, of Kansas, and Representatives Sc Kansas, and Douglas, of Ohio, also saw the Sec retary. If they talked politics, however, and some of them said that they did, notably Mr. Bristow, the Secretary himself was not to be newspaper men who wished to talk to him about it later. In fact, he said to them plainly that the theme was a forbidden one at this moment but that if a proper occasion arose in the future he would be glad to make a full statement on the subject. That answer covered all tions as to his plans for the immediate future such as the probability of his going to Ohio to take part in the contest over the early primaries He said, however, that he had authorized his private secretary to accept an invitation to at Boston, and address that body on the night of December 30. The topic is to be the Philippine tariff, and might in one sense be regarded as political in its relation to the American tariff, though Secretary Taft will endeavor to have the projected removal of duties on Philippine

A conference lasting about two hours was held at the White House to-night between President Roosevelt and Secretary Taft, at the close of which the Secretary said his visit was for the purpose of continuing the discr had with the President last night and to-day He also said he was seeking from the President all the information possible regarding what had happened in his absence. Mr. Taft an nounced that after his conference here to-mor row with his campaign manager, Arthur I Vorys, of Ohio, at which the political situation generally will be discussed, he will go to Cincinnati on business connected with the settle ment of his mother's estate.

Colonel Goethals, chief engineer of the Pan ama Canal; ex-Senator J. C. S. Blackburn, a ember of the Canal Commission, in charge of the civil administration of the zone, and R. R. Rogers, the law officer of the commission, talked The Secretary has yet to submit to Congres his annual report, one of the most important chapters of which will deal with canal con truction. He desires to make a visit to the isthmus to get the information he needs at first hand. Indeed, he was urged to make this visit especially by Commissioner Blackburn, but wing to the accumulation of business h not promise to make the trip before next summer. Meanwhile he received such information as he desired relative to canal work from the called on him to-day.

Secretary Taft went to the White House and he situation in Goldfield, Nev., the result of commander of the Department of California providing for the formal execution of the deion of the President announced in his telegram to Governor Sparks yesterday, to withdraw the regular troops from Goldfield on Monday.

### TAFT AND CANNON MEET.

#### But There Was No Clash of Presidential Booms.

[From The Tribune Bureau.] Washington, Dec. 21 .- When Secretary Taft and Speaker Cannon met at the White House to-day the crowd of callers waiting in the anteroom of the President's office held their breaths with excitement. The coming together of two such prominent Presidential booms must be productive of something sensational on the spot, they argued, and they craned their necks and, strained their ears for indications of the expected shock of impact. But if there was a shock it was such a gentle one that no windows were shattered and no doors were jarred from their hinges. Once in a while a shout of laughter came from the direction of the President's office, and now and then some Senator or Representative would arrive and join the crowd in that corner of the building where the Executive and his visitors were apparently having such a merry half hour. When the owners of the Presidential booms emerged from the Presi-

dent's office, arm in arm, both were laughing heartily. "Here's the man you want to see," cried Speaker Cannon. "I just came up to give the President a cane I found down on the Isthmus of Panama, and haven't a bit of news. I might give you a think story, but I won't, for here is the think story man right here, himself."

The Speaker pushed Secretary Taft forward and fled out of the door. "I have no news that I haven't already told." said the Secretary, with a laugh, as he stood at bay and shook hands with a score of newspaper men, Congressmen and miscellaneous visitors. "I'm feeling first class. Say, I want

to know what you weigh now," he said to a

friend who for several years has run him a clos race in the contest for pounds. "I weigh less than three hundred, Mr. Secre-

tary. "So do I," replied Mr. Taft, "but I won't say just how much less than three hundred. But I'm feeling first class and am ready to pitch into all kinds of work. No, I haven't a thing to say about politics. I'll talk as long as you want me to on Philippine subjects. Or you might ask me something about the War Department. Most of the day the Secretary was busy shak-

him on his safe return from his trip and to wish him well on his "Presidential campaign." "Thanks, ever so much," he replied to these well wishers, "I haven't a thing to say about that just now."

ing hands with callers who came to congratulate

### W. H. GARLAND COMMITS SUICIDE.

[sBy Telegraph to The Tribune.]

Little Rock, Ark., Dec. 21.—W. H. Garland, youngest son of A. H. Garland, Attorney General under President Cleveland and United States Senator, committed suicide in the Hotel Marion this morning with cocaine. He wrote a book entitled His wife obtained a diverce from him in Chicago He proved an unsuccessful burglar and served a year in the workhouse. Miss Garland, his only sister, committed suicide/twelve years ago.