### GRIGGS ON TAXATION.

### Thinks It Should Be Kept Out of Jersey Politics.

Paterson, Sept. 16 (Special).-Ex-Governor Griggs, when asked by The Tribune correspondent to-day what he thought of the way in which the Democratic State Convention at Trenton yesterday handled the subject of equal taxation

emocrats of New-Jersey, I supposed that their platform would declare for nothing less and the preliminary and final drafts of the State to see how much of the law of 1884 is Democratic platform the public have little conwe are able to express a definite opinion upon it. act of 1884 was drafted by Republicans, and its passage through the legislature was secured by Republican support against the opposition of the railroad companies and the more extreme Democrats. It has now stood substangarded by the railroads as a most serious and constitutional rights. He pointed out very justly that the Court of Errors and Appeals of the State had declared the law to be constitutional and to conform to the constitutional provision that property should be assessed for taxes under general laws and by uniform rules ac cording to its true value. That admission puts out of the discussion any contention that the Republican party is responsible for the enactment and maintenance of an unequal or uncor

"Mr. Hardin further admitted," Mr. Griggs n to say, "that the peculiar situation and character of railroad property required that should be valued for taxation by a separate and Preservation of Graves of Other ident board, and not by local assessors. That was one feature of the law of 1884, and the Democratic platform concedes that it was just and wise and ought not to be disturbed. Therefore, that subject is also taken out of the

"The act of 1884 cortains another innova tion, which was the imposition of a tax of one half of I per cent upon the value of railroad a source of revenue that has yielded taxpayers of the State. The Democratic platform concedes that this provision ought to reain undisturbed. The only remaining point of the railroads. The demand of their platform is that instead of being taxed as one complete nicipality, the separate slices valued by themlves, and the local tax rate imposed thereon

'My judgment has always been." Mr. Griggs tinued, "and still is, that this is a question conomic and scientific nature, and not in my wise a subject for political difference. The najority of experts on the subject of taxation has have written and reported upon the taxation of railroads take the view that they cannot affronds take the view that they cannot segregated into sections and taxed in parts, but ought, in order to do juste regarded as units and taxed as a This is especially true as to railroad it, rolling stock, etc., which has no local it cannot be said to be attached to or located in any particular taxing disis movable and changeable, and it is le with justice to say that one locality ed to tax it and not another. I behardin in his address took this view, platform as finally promulgated seems of one locality, and that the remainder the form of taxation which this particular locality secured by any change in the law. Still, if such a result is just and fair, it ought to be done without regard to local effect. But it cannot understand why a modification of a tax law which benefits only a small section of the State should be magnified into a so-called great political issue. Let the subject be investigated, the figures studied, and then let whatever seems wisest and best in the interest of all concerned be done. That is not likely to be done if the matter is approached from the standpoint of a political caucus. The commission now in existence charged with the investigation of this subject is composed of men of both parties capable of understanding and appreciating all the difficulties of the question, and I think the people can well await the result of their report and recommendations, and then leave it to the legislature. In a dispassionate and unprejudiced manner so to modify the law, if it requires modification, as to secure as nearly as possible equal justice both to the public and to the tax-payers."

### MORE MONEY FOR C. F. AND I.

## New Finance Plan To Be Submitted to Stock-

holders. Denver, Sept. 16.—The following notice to stock-holders of the Colorado Fuel and Iron Company was sent out to-day:

hoiders of the Colorado Fuel and Iron Company was sent out to-day:

The annual meeting of stockholders for election of directors and transaction of general business will be held in the Boston Building. Denver, on Monday, October II. at 2 p.m.

The stock transfer books will close on Tuesday, September 27, and remain closed until final adjournment of the meeting.

The properties lately sold by this company to stockholders and directors have now been conveyed to the Colorado Industrial Company. Which also purchased from the Wyoming Railway and from Company large deposits of iron ore in the State of Wyoming, and has arranged for the acquisition of over seven-eighths of the outstanding debentures of the Colorado Fuel and Iron Company. Issued under agreement with the Illinois Trust and Savings Bank. Certain directors of the Colorado Fuel and Iron Company are also interested in the Colorado Industrial Company.

It is now proposed to bring all the properties together under the control of the Colorado Fuel and Iron Company, and to furnish that company with what is believed to be ample working capital.

For all these purposes and by order of the board of directors, there will be brought before the meeting a proposition to amend the articles of incorporation of the Colorado Fuel and Iron Company so as to increase the capital stock of the colorado increase the capital stock and nart of the bonds of the Colorado industrial Company, so as to increase the capital stock and nart of the bonds of the Colorado industrial Company, to issue \$2,00,000 par value of its capital stock, and to guarantee the mortgage bonds of the findustrial company to an aggregate amount of \$15,000,000.

#### FIGHTING FRANCHISE TAXES.

Albany, Sept. 16 .- The State Board of Tax Con heard protests to-day against valuation of special franchises in the cities of Albany, Yon kers, Mount Vernon and New-Rochelle. The cor porations represented were the Hudson River Pow er and Transmission Company, the Albany Home Telephone Company, the New-York Interurban Water Company, the New-England Telegraph Com pany, the Westchester Lighting Company, the Mu-nicipal Gas Company and the United Traction Com-pany, of Albany; the New-York Central, New-York and Putnam and Tivoli Hollow railroads.

ENTERPRISE OF "THE BOSTON POST." Sept. 16 .- "The Boston Sunday Post" has made a new departure in Sunday publishers, beginning September 18, will present a publishers, teginning September 18, will present a complete magazine free to every reader of "The Roston Sunday Post." The Sunday magazine is just what its name implies, a magazine of about the same size as "Collier's Weekly." The cover for the magazine next Sunday is lithographed in six tinis. The contributors to the Sunday magazine include the leading writers and best Hustrators in the world. It is another tribute to the en erprise and booming qualities of The Boston Sunday Post.

### TRAINS CRASH ON CURVE. ARMY AND NAVY NEWS.

#### Stalled Elevated Cars Were in Plain Sight-Four Hurt.

In broad daylight and after having had an unobstructed view of a train stalled ahead of him just beyond the curve from Third-ave. into Thirty-eighth-st., on the Bay Ridge elevated line of the Brooklyn Rapid Transit Company, John Phillips, the motorman of a following train, sengers were thrown in heaps and confusion was general for a few minutes.

After the excitement had been allayed it was learned that many had been bruised and a few cut by flying glass, but nobody was seriously injured. Four persons were treated by Ambulance Surgeon Eastman.

According to a statement made by the company, the first train had stopped just after rounding the high curve, because something had gone wrong with the motor. An electrician was examining the mechanism and a brakeman was waving a red flag some ways in the rear of his train. Patrolman Taylor, who was in the front car of this train, says that the stalled train could be seen for some distance from the place. He observed it, and noticed the brakeman waving the red flag. He was accordingly astonished and alarmed when the motorman, after slowing up to round the curve, apparently made no further effort to stop the train. Taylor pulled the emergency cord, but it seemed to have no effect.

#### HEARING ON DRAKE PARK.

# Patriots Urged.

At the hearing, yesterday, before the Board of Estimate and Apportionment, on the proposed Jo-seph Rodman Drake Park, at Hunt's Point Road, Eastern Boulevard and Whittier-st., The Bronx. Richard Watson Gilder, James Grant Wilson and Frederick W. Jackson. After James L. Wells and Charles La Rue had urged the adoption of the plan it was referred to Chief Engineer Lewis for a re-port. Mr. Wells, in speaking of the project, said

The quaint little cemetery is less than half an cre in area. There are but few places, however, of such limited extent about which cluster, so many interesting and instructive historical remniscences of the Colonial and Revolutionary periniscences.

parents. It surely must have been an oversight in making the final maps of this part of 'The Bronx to designate as a public place or park the land on the southerly side of the old Hunt's Point Road, where rest the remains of Bill, the colored pilot of the ill fated British frigate Hussar, and of the slaves of the Colonists, while no provision was made to preserve the graves of the noble patriots who did so much to make freedom to all the fundamental principle of our Republic.

### ARREST IN HUSH CASE.

# Prominent Politician of Bribery.

Mrs. Kate Kiernan, who refused her address, but who is said to live at No. 1,649 First-ave., was arraigned in the Tombs police court yesterday on a harge of compounding a felony. Magistrate Mayo held her in \$1,000 bail for examination. Paul Krotel. Deputy Assistant District Attorney, told the court that he had ordered the arrest of the woman with-out a warrant. He said he had evidence that the woman's lawyer had an agreement, signed by a ominent politician, promising to pay her \$150 for preventing the appearance in court of Tesse Conaty, sixteen years old, of No. 1,075 Myrtle-ave., Brook-

Jacob Strobel, twenty-one years old, and James Geraghty, twenty-three years old, both of No. 9 Chambers-st. The girl failed to appear in court, and after several adjournments the two men were discharged by Magistrate Pool on September 9.

The girl alleged that four men had enticed her nto a room at No. 13 Chambers-st., the Foley club, and that while three held her, the fourth assaulted her. After the case had been adjourned twice the girl was paroled in Mrs. Kiernan's custody. When the case next came up, the girl failed to appear. A bench warrant was issued for her arrest, but she ould not be found.

Later Detective Sergeant Hahn found the Conaty girl at No. 501 East Fifty-fifth-st. She was arrested on a charge of being a suspicious person, and suspected of aiding in compounding a felony. She was taken to the Elizabeth-st. police station and locked up for the night.

### WOULD NOT TRUST MINISTERS.

#### Judge Clancy, of Montana, Delivers a Tirade Against Preachers.

Butte, Monf., Sept. 16.—Judge William Clancy, of the District Court of Silver Bow, this county, who became known; through his decision in the Amalgamated-Heinze litigation, awarding to Heinze the

Minnie Healy Mine, is again before the public eye

in an announcement, made to-day, that he does not trust ministers of the Gospel The statement was made in the case of the estate of James Touhy, wherein an order for a sale was sought. The estate has been administered by Father Cyril Pauwelyn for a number of years, but Judge Clancy declared that the administrator must furnish a bond, as he (the Court) had seen these ministers of the Gospel before and had had ex-periences with them. The tirade of the judge was

#### bitter one. CELEBRATE ANTIETAM ANNIVERSARY.

The anniversary of the battle of Antietam will be elebrated in Prospect Park, Brooklyn, under the auspices of the War Veterans and Sons Association, auspices of the War Veterans and Sons Association, at 2:30 o'clock this afternoon. Among the speakers at the music stand will be Park Commissioner Kennedy, the Rev. Dr. James M. Farrar, Joseph W. Kay, General Horatio C. King and James R. Howe. A nussical programme will be rendered by the 23d Regiment Band. After the speaking several veteran organizations, the American Volunteer Cadets and other corps will take part in a review drill will be the reviewing officer.

[FROM THE TRIBUNE BUREAU.] Washington, September 16.
PHILIPPINE GARRISONS. - The priliminary plan has been prepared for the assignment of troops to duty in the Philippines in 1905. The regi-

ments destined for duty at the island garrisons are the 21st. 6th, 19th, 5th and 16th regiments of infantry. These regiments will sail, respectively, for Manila about January 1, March 1, April 1, May 1

pay officers of the navy who have been under in-vestigation as to their financial liability on acin the New-York navy pay office will not be tried was sentenced to Sing Sing for five years, it was

ARMY FULL DRESS TO STAY .- Army officers

served during the manœuvres, in Virginia have reported that they discharged their duties and paid all the militia commands promptly. There was no

direction of the President, Brigadier General Francis Moore has been relieved from duty as ommandant of the School of Application for Cavalry and Field Artillery at Fort Riley, Kansas, and ordered to San Francisco to assume command of the Department of California, relieving Major General Arthur MacArthur, who will retain command however, of the Pacific Division. No one has yet been selected to command the School of Application at Fort Riley.

ORDERS, ISSUED .- The following army and navy orders have been issued: ARMY

Retirement of Captain THEODORE STERNBERG, quarfrement of Major JOHN BIGELOW, jr., 8th Cavalry, after over thirty-one years' service, announced.

Rear Admiral C. J. TRAIN, commissioned utenant Commander A. A. ACKERMAN. Naval War College, to Ordnance Departm yard, Washington.

Lieutenant Commander R. M. HUGHES, detached Naval War College to the Hancock. Lieutenant Commander J. L. SMITH, detached the Han-cock; await orders.

MOVEMENTS OF NAVAL VESSELS. - The fol the Navy Department:

ARRIVED. per 15—The Florida at Norfolk; the Minneapolis, Columbia and the Prairie at Meneusha Right; Hartford, at Hampion Roads; the Pontiac, at Typort; the Peorla and the Shawnee, at Wood's SAILED.

The Montgomery placed out of commission, 15th inst. navy yard, League Island.

### MUMMY, LOST, STRAYED OR STOLEN.

#### Chilian Tells Sheriff of Chicago He Is Coming in Search of It. (BY TELEGRAPH TO THE TRIBUNE.

Chicago, Sept. 16.-Sheriff Barrett has been asked R. Docckal, of Coronel, Chill, to make a search a mummified man. The mummy is known as la Famosa Momia de Chuquicamata." Following is the letter:

To the Sheriff of Chicago. III.

Dear Sir: May I trouble you for a favor? Will you kindly let me know if there is in your city a party exhibiting a petrified mummy, of which inclosed please find a photographic copy? I am on my way to the States in search of it.

With thanks. Respectfully yours.
(Signed).

R. DOCCKAL.

An addressed envelope was inclosed with the Krotel Says Prisoner Accuses smelting and Refining Company of New-York.

### PRELATES MAY TESTIFY FOR BIONDI.

#### His Counsel Says Many Will Defend Artistic Value of "Saturnalia." Regarding the suit of Ernesto Blondi, the sculp

for \$200,000 damages against the trustees of the Metropolitan Museum of Art for failure to fulfil their contract with him to exhibit his group, "Saturnalia," his counsel, Gilbert R. Hawes, said last evening to a Tribune reporter

last evening to a Tribune reporter:

We shall take the testimony of Cardinal Satolii and the Archbishop of Rome on this controversy. And they will be glad to testify to the artistic merit of Biondl's work and their astonishment that those who pretend to be connoisseurs in art could say it was immoral. We shall apply to the Supreme Court for a commission to take testimony in Paris, Berlin, Rome and all other art centres in Europe to pass judgment on the "Saturnalia."

The trustees have placed themselves in a very awkward position. The bond which they gave to the United States government in a penalty of \$18,200 was conditioned on the public exhibition of the "Saturnalia" by the museum. As the museum has failed to make this public exhibition of the group the bond is forfeited.

#### CONSULATE'S TERRITORY CHANGED. Washington, Sept. 16.-In view of the relations of

the Manchester Ship Canal and the trade of Manchester with the United States, and the desira-bility of placing the towns along and near the canal in association with the American Consulate at Manchester, the Department of State has redefined the area within the supervision of the Manchester Consul. It will now extend from Flash, a spot a few miles below Buston, to St. Bees, in Cumberland; eastward as far as Woodhead, and westward to the mouth of the canal at Eastham. The towns which will be included in the new area and were not included in the old consular area are Barrow-in-Furness, Fleetwood, Biackpool, Lytham, Preston, Southport, Wigan, Ormskirk, St. Helens, Warrington, Runcorn, Widnes and Northwich. The towns of consequenwhich are included in the old area and are now ex-cluded from the jurisdiction of the American Con-sulate in Manchester are Coine, Todmorden and Congleton.

### EYE-BARS FOR ANOTHER BRIDGE.

Undaunted by the act of the Municipal Art Comdission in rejecting his plans, calling for eye-bar cables on the new Manhattan bridge, it was re ported yesterday that ex-Commissioner Lindenthal is preparing plans whereby the bridge to be built across Hell Gate by the Pennsylvania Railroad will hang from eye-bars. In speaking of his reasons for substituting wire cables Bridge Commissioner Rest said last night:

1 considered the eye-par cable bridge absolutely unfit for the purpose. There is no eye-par on earth that would stand the test required of it for a bridge of such magnitude as Bridge No. 3. Thus far, none that we have tested have stood it, while the wire steel cable has stood the test at both ends. All this I reported to the Art Commission, and they at once rejected the eye-par plans. They then accepted the wire cable by a vote of seven to one.

SUNDAY SERVICES AT VARIOUS CHURCHES. The Tribune publishes each Saturday announcements of the various churches, with name of prenches and topic of sermon. Consult these advertisements to-day under heading of "Religious Notices."

### SCHLEY'S DEFENCE.

### His Own Review of the Santiago Controversy.

story of his thirty-five years' service in the Ameriwere stirring, among them the admiral's search for

inal defence. In combating the court of inquiry's

As to the difficulties of coaling at sea and the

Discussing the retrogade movement the author says:

The information, or non-information, from the scouts; taken with the strong possibility of the truth of the Jamalca bulletins; taken with the possibilities that the Santiago telegrams of the presence of the Spanish might well be ruses to draw the Flying Squadron from its objective; taken with the implied doubts in the orders of the commander in chief; taken with the uncertainty of Mr. Long's information and the known fact that Sampson's fleet was at Cay Francis, in the Bahama Channel to the east of Havana, suggested the move to the westward at 950 p. m. on the night of May 25, with the purpose in view of blocking the passage to the westward to bar any effort of the enemy to reach Havana by a dash through the Yucatan Passage in Samson's rear.

The dispatch of May 27, from the commander of the Flying Squadron to the Secretary, "Much to be regretted, cannot obey orders of the department; forced to proceed for coal to key West, by way of the Yucatan Passage; cannot ascertain anything respecting enemy, positive, stc.," did not reach the department until May 28, on the evening of which day the squadron was before Santlago blockading. The weather having moderated and the sea having smoothed down permitted coal to be taken on board to equalize the steaming efficiency of two or three of the vessels, enabling them to continue with the squadron.

Everybody knows, now, that the enemy was in Santlago Harbor; and everybody knows as well that, whether the Flying Squadron had proceeded forty miles or four hundred miles, it could have got back in time, as it did, for it is now known that the Spanish squadron could not leave the harbor on account of the lack of facilities for getting coal and water and other needed supplies, and making necessary repairs that were hardly within the capacity of the port.

The outcry about this movement to the westward was not thought of until all the facts were subsequently known about Cervera's division. It was not dreamed of while every one was

The reconnoissance of May 31 against the San-

tiago batteries is thus dealt with:

The reconnoissance of May 31 against the Santiago batteries is thus dealt with:

The reconnoissance, at whatever range, settled definitely and for the first time two vital points—first, that Cervera's fleet was in Santiago, and, second, that the fortifications had some good long range guns well placed and capable of injuring the ships on the blockading lines whenever the enemy desired to become aggressive. It was a perfectly well known method in military operations to ascertain the location of batteries and to test their strength from the moment when gunpowder and guns became known in warfare. Why a commander should be brought under censure for our risking his ships or the lives of his men in such operations, when the purpose to be reached could be accomplished without doing either, is another of the anomalies of this incident.

On June 1 Admiral Sampson arrived off Santiago and, in the call made upon him, the entire situation was explained. The Colon was nointed out, and he was thanked for his telegram of congratulation upon the Flying Squadron's success in locating and blockading Cervera's fleet. No complaint was made of the blockade as found, no fault was expressed with the operations as reported, and no manifestations of disapproval in any form were suggested by Admiral Sampson at that time. The situation of the Colon had not changed on the morning when the New-York arrived, for her logbook records that she did not shift her position until 10:23 a, m. The fact that the commander in chief took no further action that day against the batteries or against the Colon, then in plain sight and remaining so for several hours after his arrival, must be construed to mean that he was fully satisfied with the situation as found and as explained. Any theory that he was not satisfied must involve censure for failing, with the better opportunity an augmented squadron permitted, to repair a situation of which he had disapproved.

On the question of command at Santiago on July Admiral Schley writes;

At about 8:45 a. m. of July 3, 1898, the flag orderly of the Brooklyn reported that a signal had been made from the New-York to "Disregard movements of the commander in chief," and that the flag-ship had gone eastward at high speed; also, that the Massachusetts had withdrawn from the block-ade during the middle watch 42 to 4 a. m.), and had gone eastward. Where either ship had gone, or for what purpose, had not been youchsafed to

The Brooklyn's turning manceuvre in the battle

This extract indicates the admiral's view of

About the incident of the unsent telegram

cabled home, with the added information that the commander in chief was at the time with the Colon, but would transmit details later, on his arrival.

With this idea in view Flag Lieutenant James H. Sears was sent to the cable station, at Siboney, with a telegram to that end. His instructions were that if no message from the admiral announcing the victory had been sent hie was to send the one he bore; but if such message had already been sent he was to return without sending the one intrusted to him.

When Lieutenant Sears returned he brought back the above telegram and reported that he had met Lieutenant Staunton on the beach with a telegram from the commander in chief, and had accompanied him to the cable station, at Siboney, and that, under the writer's instructions, he had not sent the one intrusted to him.

When Mr. Staunton read the telegram, which was afterward so much criticised, Mr. Sears suggested a correction in the time of the Colon's surrender, which occurred at 1:15 p. m., instead of 2 p. m., as was named in this dispatch. Sears also suggested that Ellis, the only man killed in the American squadron in the action, ought to be mentioned, but these suggestions were ignored.

Commodore Watson, impressed alike with the commander of the second squadron, felt that the victory was of such magniture and importance to the nation that he ought to transmit, as he did earlier in the day, a telegram.

In explanation of his personal relations at that time with Admiral Sampson, the author says:

In that same spirit of generous fairness to share the honors and glories of that great victory with all who helped to achieve it, no matter how little in degree, the telegram which follows was trans-mitted the afternoon of that day, through Admiral Sampson, to the Secretary of the Navy:

Sampson, to the Secretary of the Naty:

"Flagship Brooklyn,

"Off Santlago, Cuba, July 10, 1838.

"Feel some mortification that the newspaper accounts of July 6 have attributed victory on July 3 almost entirely to me. Victory was secured by the force under command commander in chief,

for his signature, escaped his attention.

#### HORSE IMPRISONS SAVOY ACTRESSES

#### Truck Company Called on to Extricate Cuby, Who Blocked Dressing Room.

The members of Truck Company No. 24 were called on last night to extricate Cuby, the poor of orse which gladdens nightly the hearts of the Wiggs children in the cabbage patch on the sta private gangplank down into the pit which leads

#### WILL GET ALL THE LAW ALLOWS,

#### Governor of Georgia Determined That States boro Lynchers Shall Be Punished

Augusta, Ga., Sept. 16 .- A dispatch to "The Herald" says that Governor Terrell not only is letermined that the military officers in co lynching of Cato and Reed by the any true bills against the lynchers, he will send Attorney General Hart to Stateshore to conduct the prosecution at the trial, and that everything will be done to vindicate the law so flagrantly violated.

be left unturned to bring the guilty parties to the bar of justice, and that the sentences imposed upon them will be the fullest the law permits.

### THEY SAW THAT HE LEFT TOWN.

#### Citizens of Broken Bow, Neb., Resented Return of Eloping Minister. Broken Bow, Neb., Sept. 16.—The Rev. S. P.

Morris, minister of this city, who deserted his wife and children several months ago and eloped with the wife of Dr. Day, a leading physician he turned to this city yesterday and was met with outstretched hands by Dr. Day. Mrs. Day returned nome several days ago and was forgiven by her husband, and it is supposed that it was through her intercession that her husband was led to forgive

Last night a mob formed and prepared to tar and feather the minister and ride him out of town on a rail, but was finally dispersed by officers. This handed him a ticket to Omaha and saw to it that he left here on the first train.

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## HIGHEST ON RECORD

## All Previous Presidential Campaigns Outdone

The Sales of the DAILY and SUNDAY TRIBUNE During August, 1904, Exceeded by

13 7 %

the Highest Previous August in Its History.

The Sales for August, 1904, Were 53% More Than in August, 1902.

HIGHEST ON RECORD