

For Western New York—Partly cloudy to-night and Friday; probably showers in Western portion; fresh winds, mostly southerly.

If You Want to Rent or buy or sell a house let the public know it in the Times Want Column.

VOL. 63, NO. 55.

OSWEGO, N. Y., THURSDAY EVENING, APRIL 7, 1904

SIX DOLLARS PER YEAR

POPULATION OF UNITED STATES IS 79,900,389.

Figures Do not Include Alaska or Insular Possessions -- Report Given Out To-day by Census Bureau -- New York Leads States

WASHINGTON, April 7.—The Census Bureau to-day made public its estimates of the population of the United States in 1901, 1902 and 1903, based on the figures of the census for 1900, the increase between that census and the one for 1890, and other facts.

The estimates give the present population of the United States exclusive of Alaska and the insular possessions as 79,900,389, an increase of 8,905,814 over the census of 1900.

According to these estimates New York City is now a city of 3,761,189 inhabitants, Chicago is rapidly approaching the two million mark, having 1,873,880 inhabitants; Philadelphia has 1,367,716; St. Louis has just passed, and Boston has almost reached the 600,000 mark; Baltimore has 531,513; Cleveland is now a considerable distance ahead of Cincinnati, which cities have 414,960, and 385,984 respectively.

Buffalo has also considerably increased and its population being credited with 381,408 inhabitants. San Francisco and Pittsburgh are close competitors, the former having 365,919, and the latter 345,042.

Detroit, Milwaukee and New Orleans have just passed 300,000 and Washington is close to that figure.

Considered by States, New York, of course, leads in population, with more than seven and a half millions; Pennsylvania exceeds six and a half millions; and Illinois passed five millions; Texas is looping up with over three millions, having passed Missouri.

Only 22 States now have less than a million inhabitants, and 14 exceed two millions.

JAPS DISEMBARK ON YALU RIVER.

Transports Arrive To-day and Troops Are Rapidly Landing.

TOKIO, April 7.—Word was received to-day that Japanese transports have entered the estuary of the Yalu River and that troops are rapidly disembarking.

ST. PETERSBURG, April 7.—It is reported in a dispatch from Port Arthur that the iron clad Peresviet sighted the enemy off Kwang-Tung to-day.

Kwang-Tung is a peninsula in the extreme South of Manchuria and a short distance Northwest of Port Arthur.

Annual Supply Bill Passed. ALBANY, April 7.—The annual supply bill was passed by the Senate to-day.

Anti-Docking Bill Defeated. ALBANY, April 7.—The Senate defeated the Armstrong horse docking bill to-day by a vote of 18 yeas to 23 noes.

Rapid Transit Bills Passed. ALBANY, April 9.—The Senate to-day by a vote of 39 to five passed the three New York City Rapid Transit bills. Senators Grady, McCarren, Wagner, Townsend and McCabe voted in the negative.

STOCK MARKET. NEW YORK, April 7, 3 P. M.—The strength of the steel stocks was the feature and the whole market closed strong.

Real estate men say there will be a big demand for houses this spring. Tell what you want in a TIMES want ad.

515.00 Buffalo to St. Louis and Return Via Washak Railroad. Tickets on sale May 12. Good to return leaving St. Louis up to midnight of May 15. The Washak is the only line with its own rails from Buffalo to World's Fair Grounds, main entrance. These tickets good in our modern reclining chair cars free. Solid vestibule trains from Buffalo to St. Louis without change, at convenient hours. For full information, acquire of your local ticket agent and see that your tickets read via Washak from Buffalo, or write E. F. Kelley, General Agent, or James Cass, N. Y. S. P. A., 257 Main Street, Buffalo, N. Y. marcsmay10

NEW PARLOR CAR SERVICE. Now being operated on the New York Central trains, between Syracuse, Watertown and Messema Springs, will doubtless be taken advantage of by a great many people, who appreciate the same of comfort in traveling, especially when it can be secured at a mere nominal cost. d&wtm1

Job Printing at Times Office.

JOS. LA PRAIRIE DEAD.

Had Been a Resident of Fulton Forty Years—Belonged to Elks.

FULTON, April 6.—The death of Joseph La Prairie, aged 70 years, occurred this evening after a week's illness. Mr. La Prairie had been a resident of this city for about forty years and was the senior member of the Hquordum La Prairie & O'Brien and was a member of the Oswego lodge of Elks. He is survived by his widow.

Mr. LaPrairie formerly resided in Oswego and many friends will be pained to learn of his death. His funeral will be held Sunday afternoon and many Elks will attend. A meeting will be held to-morrow night to take action in his death.

BISHOP FOWLER OBJECTED. Declined to Administer Sacrament at Conference as Individual Cups Were Furnished.

MANCHESTER, N. H., April 7.—Bishop Charles H. Fowler, D. D., of Buffalo declined to administer the Sacrament of the Lord's Supper at the opening session of the New Hampshire Methodist Conference here yesterday, because individual communion cups had been furnished.

To these the Bishop took marked objection, and as no other cups were available immediately, the sacrament was not administered. The services probably will be held later.

PLEA FOR "OPEN" BOATS ON LAKES.

Labor Unions Bitterly Denounced by Lumber Carriers' Association in Session at Detroit.

DETROIT, April 7.—The regular monthly meeting of the board of managers of the Lumber Carriers' Association is being held at the Normandy Hotel. Their talk is exceeding bitter against the labor unions who have set up a scale of wages and conditions of labor and are demanding the owners pay it if they want to secure men to man their boats.

When asked whether the matter of season contracts with the unions would be taken up at the meeting, one of the members said: "Not till we can help it and there are some other matters there is nothing in sight for this season; the shipment will be far below what it was last year, and last year was anything but a good season."

"I am in favor of making the boats 'open shops' and allowing any man who wishes to sail on the boats as long as he is capable of performing the duties required of him," and those who were in the group voiced the same sentiment.

The probability is that the labor question will not be taken up at the meeting to-day, but that it will be carried over until May 1st.

"If we are compelled to pay the scale of wages imposed by the unions we might as well let the boats remain at the docks until the unions are more considerate to the class of boats enrolled in the Lumber Carriers' Association," said one member, and his opinion was seconded by the others.

Since the contractors with the longshoremen at Ashland no attempt has been made to settle the loading scale at upper lake ports. The association wants the scale fixed at 50 cents per hour and 60. Last season it was 55.

BACKBONE OF STRIKE BROKEN.

Coal Dealers of Rochester Expect Men to Return to Work before Week is Out.

ROCHESTER, April 7.—Four hundred loads of hard coal and over fifty loads of soft coal were drawn from the Lehigh Valley and the Pennsylvania yards Tuesday. More trains were in use yesterday and the quantity drawn will be greatly increased. Dealers are confident that the backbone of the strike is broken and that many of the men will be returning to work before the end of the week. Four union men returned to work yesterday.

It is reported that the strikers are making a special effort to prevent the delivery of soft coal as it is largely drawn to factories in which there has been strikes and lockouts. It would seem that their efforts in this direction have so far proven ineffective.

Although the union interests maintain a careful silence, information was given out from a reliable source yesterday to the effect that the stationary engineers held a meeting Tuesday night and voted to engage in a sympathy strike.

SWAYNE IMPEACHMENT.

Case Put Over until Next December—Action Opeus Way for Early Adjournment of Congress.

WASHINGTON, April 7.—An agreement has been reached among the House leaders, by virtue of which the matter of impeachment proceedings against Judge Swayne, of Florida, will go over till next December. The House of Representatives, however, will offer the resolution to that effect in the House to-day. It is expected that it will be adopted without debate, thus clearing the way for an adjournment of the present session of Congress within two or three weeks.

OSWEGO BOYS IN SUBWAY FIRE.

John Griffin's Arms Were Burned to the Elbows.

MR. MEADE ESCAPES.

Was in the Subway with Leavitt without Injury — Griffin Former West Known Resident of First Ward—Injured Men Taken to Neighboring Hospital.

John Griffin and Clarkson Meade, two well known former Oswegoians, were in the big fire in the New York subway yesterday. Mr. Griffin was badly burned but Mr. Meade escaped injury.

The New York Evening Post says of the accident: "A blast and a puff of smoke from the rapid transit subway under Broadway, at Fulton Street, at nine o'clock this morning started a fire among the timbers that protect the tunnel diggers while at work. Fifty workmen clambered hastily to the street and escaped without injury. The firemen put out the blaze in masterful fashion, but in the twenty-odd minutes it took them to do this the flames ate into cable conduits crossing Broadway at Fulton Street, and destroyed most of the telegraph and ticker communication between the section lying South of City Hall to Rector Street and the rest of the city. They cut off a large part of the city telephone service, all wire service of the Postal and Western Union Telegraph Companies in the neighborhood and many other offices, including hundreds of brokers' offices, and stopped long distance conversations by telephone with stations lying between Buffalo, Boston, New Haven, and New York.

The fire started in the great mass of electric cables beneath the wooden flooring of the subway at the Southwest corner of Fulton Street and Broadway. At this point the cables enter a conduit which extends Southward along the West curb of Broadway. Long lines of these cables, each of which contains a great many wires so encased for convenience in handling, come down from the North for divergence throughout the financial district. An even greater number are Northbound cables, some of them trunk lines to New England and Canada.

This mass of cables runs close beneath the roadway flooring, and two electricians, John Griffin, of No. 12 East One Hundred and Thirty-second Street, and John MacKinnon, his helper, of No. 78 East One Hundred and Twenty-seventh Street, were sitting in slings working among them. Griffin was splicing telephone cables, and for the purpose was using melted paraffin, which is a necessary agent in the operation. In the midst of this work this paraffin, which must be kept very hot, blazed up, and set fire to the cable wrappings, and the woodwork. Within a few minutes a wide area of the under side of the Broadway flooring was ablaze.

What caused the paraffin to ignite has not yet been made clear. MacKinnon and Griffin were painfully burned, and were taken to a neighboring drug store, where their burns were dressed by Dr. Gould of the Hudson Street Hospital. Griffin's arms were burned to the elbows, MacKinnon's left hand slope was burned.

There were about forty men at work in the tunnel when the fire started, and they ran like deer for the ladders leading upward on the Northwest corner of Fulton Street and Broadway. No one was injured in the strike.

Griffin is an Oswego boy and well known here. His home is in this city in the First Ward. For some months he has been employed on cable work by the New York Telephone Company. Another Oswego boy in the subway at the time of the fire had a narrow escape from injury. He is Clarkson Meade, a son of the late pastor of Christ Church. He is employed by the Deacon Contracting Company which has the sub-contract for the lower Broadway section of the rapid transit road.

BRILLIANT WEDDING.

H. J. Peebles and Miss Edna Proudfoot Were United in Marriage Last Evening.

The marriage of Hubert J. Peebles, one of Oswego's leading business men, and Miss Edna Proudfoot occurred last evening at the home of Mrs. Charles Judson No. 172 West Fifth Street. The ceremony was performed by the Rev. Charles N. Thorp, pastor of the Congregational Church, as the bridal couple stood in front of a bank of flowers. They were preceded to this place from another room by Masters D. E. Judson, of Utica, and Benjamin Peebles, of Oswego, a son of the groom each bearing ribbons. The bride was beautifully gowned and carried a bouquet of bridal roses. She was attended by Miss Priscilla Chamberlain, of Utica, as bridesmaid and Frank Williams, of this city, attended the groom. The parlors were beautifully trimmed with smilax and cut flowers and presented a very handsome appearance. Schilling's orchestra was in attendance and played a wedding march as the bridal couple walked to the floral bank in front of which they were wed. A fine musical program was also rendered by the orchestra. After the ceremony the bridal couple received the congratulations of many invited guests and left at 9:15 P. M. for an extended wedding trip to Washington and Baltimore.

The bride is a highly esteemed young woman and for many years made her home in this city with Mrs. D. E. Judson. The latter now resides at Utica. Mr. Peebles has been in the clothing business here for several years and is regarded as one of the city's substantial and progressive merchants. Among those present at the wedding from out of town were Mr. and Mrs. George Miller and son, Oriskany Falls; Mr. Nye, Mrs. F. G. Chamberlain and Mrs. D. H. Judson of Utica.

Grangers Held Reunion. There was held at Grange Hall Southwest Oswego yesterday afternoon one of the finest entertainments ever seen in this section it being the 17th annual campfire and reunion of John Stevenson Post G. A. S. No. 609. The Post officers and the women folks had done an immense amount of work in preparing a great dinner and program for the occasion. G. P. Mattison having been the original mustering officer, made the principal address. The Rev. Mr. Fairbanks delivered a very interesting talk and Commander O. H. Barker and the different ladies who took part were all cheered heartily. It is a matter of record that Post Stevenson never yet scored a failure.

THREE KILLED BY FALLING WALLS.

Three Firemen Badly Hurt in Fire Which Destroys York Carriage Factory in New York.

YORK, Pa., April 7.—Three firemen were killed and three badly injured here by the collapse of one of the walls of the York carriage factory, which was destroyed by fire this morning.

The flames were subdued after a fight of five hours. The damage is estimated this morning at \$250,000.

Steamer Arrivals. NEW YORK, April 7.—Arrived: Teutonic, from Liverpool; Georgic, from Liverpool; Slaterdyk from Rotterdam.

Bowling Games. NEW YORK, April 7.—The opening games of the National Bowling League were played last night at Quads palace alleys, Brooklyn, the Brooklyn team taking 6 out of 7 from Pittsburg.

ERIE, Pa., April 7.—Koster and Stahl Brodt of this city defeated Anson and Woodbury of Chicago in the National League series on the blue ribbon alleys last night. Dan Koster ruled 289 in the sixth game.

Actress Judith Berlebe Dead. BUFFALO, April 7.—Judith Berlebe, the actress, wife of Edward Marshall, of New York, the well known war correspondent, died here this morning of acute anæmia.

Languor and weakness, due to the depleted condition of the blood, are overcome by Hood's Sarsaparilla, the great vitalizer.

Send your Job Printing to the Times Job Printing Department.

MANY PERISH IN RAILROAD WRECKS.

Nine Killed and Many Injured in Remarkable Series of Disasters in Different Localities — general Collisions Caused By Dense Fog.

TRAFFIC SUSPENDED.

Strike on Panama Railroad in Full Swing but No Violence Reported.

WASHINGTON, April 7.—Rear Admiral Glass, in command of the naval forces at Panama cables the Navy Department as follows in regard to the strike on the Isthmus railroad: "PANAMA, April 7.—Freight traffic on the railroad is suspended on account of strike. All is quiet. No violence feared. Authorities here are prepared to maintain order. Naval interference is unnecessary, and is not contemplated. (Signed.) GLASS.

EIGHT-HOUR BILL RECEIVES SETBACK.

WASHINGTON, April 7.—Advocates of action at this session on the eight-hour bill received a setback before the House Committee on Labor to-day. By a vote of six to three the committee decided to refer the subject to the Secretary of Commerce and Labor who is to investigate what the effect of the proposed legislation will be. The resolution to this effect was ordered by Mr. Vreeland of New York and adopted, because the temper of the committee was evidently against a favorable report on the bill at this time.

Jap Spies Captured. LONDON, April 7.—A Chee Foo dispatch to the Times says that the Russians captured two Japanese spies at Niu Chwang on Tuesday. The Japanese had plans of the new fortifications on their persons.

Jap Merchants Murdered. SEOUL, Korea, April 7.—The Japanese legation here states that three Japanese merchants have been murdered as the result of disorders in Chung Chong province, Southern Korea.

Reinforcements for Japs. SEOUL, Korea, April 7.—An American missionary who has returned here from the North of Korea, reports that transports had appeared off Hailju, fifty miles North of Chomulipo. These transports are supposed to contain a second Japanese army destined for Nyoungnampho, at the mouth of the Yalu River.

WIRE FLASHES

Baltimore.—John D. Rockefeller has given \$500,000 to the John Hopkins Hospital.

Boston.—An arrest is expected by the police in the Mabel Page murder case within 24 hours.

Glasgow.—The municipality to-day agreed to send a deputation and exhibits to the St. Louis exposition.

Ogdensburg.—Miss Mary J. Lambert, Chief Supervisor of the St. Lawrence State Hospital, died suddenly of heart trouble while visiting at Armprior, Ont.

Chicago.—The end of the world in ninety years has been predicted by D. John Robertson at the Evangelic services at the First Presbyterian Church in Austin.

THE BEST IS THE CHEAPEST. Patronize the new parlor cars now running between Messema Springs, Watertown and Syracuse, and enjoy solid comfort. spr&ddwiny1

Special Rates to California. \$50.00 Round Trip. Special personally conducted trains through to San Francisco and Los Angeles via the Chicago, Union Pacific & Northwestern Lines, leave Chicago and various points East, April 26th and 27th. Stopovers at Denver, Colorado Springs and Salt Lake City. Solid trips at a minimum of expense. \$50 round trip from Chicago; correspondingly low rates from all points. No extra charge for travel on special trains. Tickets are also good on The Overland Limited, solid through daily trains, less than three days to the Coast, over the only double track between Chicago and the Missouri River, and via the direct transcontinental route. Two trains daily. Choice of routes returning. Write for illustrations of special trains and other detailed information, to H. E. Loucks, Jr., 801 Main Street, Buffalo, N. Y. spr&ddwiny1

Explosion of Petard at Barcelona Thought to Indicate Plot.

MADRID, April 7.—An official dispatch received here from Barcelona says that as King Alfonso was leaving the building in which the labor exhibition is being held, an explosion of a petard was heard. At first some excitement was caused as it was believed an attempt had been made on King Alfonso's life. When matters quieted down it was found that two persons had been injured. A man thought to know something of the cause of the explosion was placed under arrest.

The dispatch adds that the popular reception granted the King was, contrary to expectations, most enthusiastic.

LONDON, April 7.—The Spanish embassy here has no word of the reported explosion at Barcelona, in which King Alfonso's life was endangered. Reuters' Telegram Company marks their dispatch official but the embassy doubts its authenticity.

New Negotiations Delay kept off. VIENNA, April 7.—According to dispatches received to-day, rumors of diplomatic relations between Turkey and Bulgaria no longer appear imminent. Negotiations will continue between the two countries on the basis of fresh propositions made by Turkey.

It's the little colic that grow into big colic; the big colic that end in consumption and death. Watch the little colic.—Dr. Wood's Norway Pine Syrup.

CHICAGO, April 7.—Three Nebraska Indians were killed tonight, 23 were injured, three seriously, and an engineer and fireman slightly hurt in a rear end collision on the Chicago & Northwestern Railway, at the suburb of Melrose Park early this morning.

Train No. 6 from Omaha on the Galena division, 20 minutes late, arrived at Melrose Park at 7:35 o'clock where it was stopped by block signals. The fog was very dense. Behind it came train No. 10, the last mail, whose engineer did not see the express ahead. The engine ploughing its way into the rear coach in which the Indians bound Eastward to Washington, were riding. The coach was completely demolished.

Fatal Collision at Baltimore. BALTIMORE, Md., April 7.—At 11:40 this morning the Baltimore & Ohio passenger train for Philadelphia drawn by engine 523 smashed into the switch engine in the tunnel at Huntington Avenue and Charles Street. Engineer Joe Donnelly of the passenger train, was crushed to death. Several passengers were injured.

Two Killed, Several Injured. PARKERSBURG, W. Va., April 7.—A head-on collision occurred at 2 o'clock this morning in a tunnel near West Union, sixty miles East of here. The Westbound H. & O. Express No. 1, met a fast freight near the end of the tunnel, both trains running at full speed. Thomas Ford of Grafton, conductor of the freight train, was killed outright. Thomas Pennington, the engineer of the freight, was fatally injured, and died soon after. Two other trainmen and several passengers were badly hurt.

Fog Causes Fatal Wreck at Sandusky SANDUSKY, O., April 7.—Two freight trains met head-on, on the Lake Side & Marblehead railroad, at seven o'clock this morning and Engineer Fred Doan and brakeman William Pokey were killed. Brakeman John Brady, engineer, James Cullen and brakeman George Ward were injured, the former fatally.

The accident occurred a few yards East of Lake Side depot. Both trains were moving very rapidly and in the dense fog neither engineer saw the other until it was too late.

Engineer Killed. CLARKSBURG, W. Va., April 7.—A Southbound freight engine on the West Virginia and Pittsburgh division of the Baltimore & Ohio Railway jumped the track at Lynch's tunnel this morning and Patrick Duff, the engineer was killed.

ATTEMPT ON LIFE OF KING ALFONSO?

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