STRIKE DECLARED OFF.

John Wanamaker Proves Successful as an Arbitrator.

PHILADELPHIA, Dec. 24.—The great trolley strike is ended. This is final.

John Wanamaker brought about the settlement, succeeding where all others failed. He was aided in the work by members of the Christian league. The basis of settlement follows:

First—While the Union company will only treat with the workmen in its employ, it will allow them membership in any lawful organization.

Second—It will take up all grievances and give them full and fair consideration.

Third—It will, so far as it has vacant places, immediately put on the old men, and as fast as vacancies arise will give preference to any of the old men yet unemployed and endeavor to arrange the trips of the cars to favor the old men as far as possible without violating its contracts with the new men.

Gold Reserve Receding Steadily.

WASHINGTON, Dec. 24.—Telegrams from the subtreasury at New York which were received by the secretary of the treasury announce that $150,000 in gold was withdrawn by national banks, and $700,000 was paid out over the counter in exchange for legal tenders, making the total withdrawals for the day $949,000, which leaves the true amount of the gold reserve $67,507,946. No gold was withdrawn for export.

Manitoba Legislature Dissolved.

WINNIPEG, Dec. 24.—The Manitoba Legislature has been dissolved and election date announced. Polling takes place Jan. 15. The fight will be entirely over the separate school question, which has been agitating the country for some time past.

Wellknown German Lawyer Missing.

BERLIN, Dec. 24.—A sensation has been caused here by the fact that Dr. Fritz Friedmann, one of the best known lawyers here, is missing. There are rumors of a scandal in connection with the disappearance.

Captain Bassett Dead.

WASHINGTON, Dec. 19.—Captain Isaac Bassett, the venerable doorkeeper of the United States senate, is dead.

THE MARKETS.

New York Money Market.

NEW YORK, Dec. 24.

Money on call, 5@35 per cent. Last loan, 4. Closed, 4 bid.

Prime mercantile paper, 4½@5½ per cent.

Sterling exchange: Actual business in bankers' bills, $4.86¾ for demand and $4.80@4.80¾ for 60 days. Posted rates, $4.89½@4.90 and $4.92@4.90½.

Commercial bills, $4.85¾.

Silver certificates, 67c.

Bar silver, 68¾c.

Mexican, 53¾c.

Railroads: Pacific 6's of '95, 1.10.

Government bonds, new 4's, 1.17½.

New York Produce Market.

NEW YORK, Dec. 24.

FLOUR—City mills patent, $4.00@4.25; winter patents, $3.65@3.85; city mills clear, $3.9 @4.00; winter straits, $3.30@3.45; winter extras, $2.60@1.4 do low grades, $2.10@2.30; Minnesota patents, $4.35@4.50; Minnesota bakers', $3.75@3.90; spring low grades, $1.90@2.10; winter do, $2.10@2.30; spring extra, $1.90@2.00. Southern flour: Good to choice, do extra, $2.40 @$2.90.

RYE—State, 41½@41¾c; Jersey, 45@46c; carlots, 43@46c delivered boatloads, 44@45c bid delivered; No. 2, 42c elevator; No. 2 western, 42@45c boatloads, 42@46c; 48c to arrive.

RYE FLOUR—Superfine, $2.50@2.75; fancy, $2.75@ 3.00.

BUCKWHEAT—39½@40½c.

BUCKWHEAT FLOUR—$1.80 spot.

BARLEY MALT—Western, 49@55c; No. 2 Western, 58@60c; two-rowed, 35c; six-rowed do, 38@35c.

BARLEY—No. 2 Milwaukee, 50c to arrive; two-rowed state, good to choice, 40@40c; six-rowed state western, 49@50c to arrive; spot 46c; No. 2 west ern 50@55c ungraded western, 40@50c to arrive; Canada, 50c; western, 39@ 45c; feeding, 36@37.

WHEAT—Spot sales No. 2 red store and elevator, 67½c. f. o. b., 68½c; afloat, 67¾c; 68½c delivered; No. 1 northern, 65½c delivered; No. 1 hard, 65½c delivered; afloat, 69½. Options: No. 2 red Jan. closed at 68½c; Feb., 68½c; March, 66½c; May, 66½c; June, 64¾c; July 65c Dec., 64½.

CORN—Spot sales of No. 2, 38½c elevator, 36c delivered; f. o. b. afloat, 34½c; No. 3, 35½c; No. 2 white, 40c afloat, steamer mixed 38½c elevator; 37½c delivered; yellow, 36c delivered; elevator, 38c; do, 37½@38½c f. o. b afloat; 47½@48½c elevator; ungraded mixed, 43½@45½c f o b afloat No. 2 afloat 34½c; steamer yellow, 35c; white, 39c. Options: Jan. closed at 3 ½c; May, 34½c; Dec., 33½c.

OATS—Spot sales No. 2, 26c; No. 2 delivered, 24c; No. 2, 23½c; No. 2 white, 34½c; No. 3 white, 33½c; track white western, 34½@ 38c; track white state, 35@38½c; track mixed western, 27@34c; track white, 35@38c. Options: Jan. closed at 30½c; Feb. 29½c; March, 30½c; May, 24½c; Dec., 24c.

HAY—Shipping, 75@80c; good to choice, 90@ 95c.

PORK—Old mess, $9.50@9.75; family, $9.50@ 10.00; short clear, $10.50@12.00; extra prime, $10.00@10.50.

BUTTER—Western dairy, 11@16c; do creamery, 17@25c; do factory, 10@14c; elgins, 26c; imitation creamery, 15@21c; state dairy, 16@ 23c; do creamery, 19@24c.

CHEESE—State large, 7½@10c; small, 7½@ 10½c; part skims, 3½@6c; full skims, 2@3c.

EGGS—State and Pennsylvania, 29@30c; western fresh, 20@21½c; ice-house, 16½@19c; southern, 20@21c.

POTATOES—Long Island, $1.60; sweets, $3.00 @4.00; Jersey, 75@85c; New York, 75c@$1.00; Maine, $1.00@1.12; Bermuda, $3.00@4.00; North Carolina, $1.50@2.00; Charleston and Norfolk, $1.50@2.00; Virginia rose, $1.50@2.00.

Buffalo Provision Market.

BUFFALO, Dec. 24.

WHEAT—No. 1 hard, old, 69½c; do new, 64½c. Winter wheat: No. 2 red, 71c.

CORN—No. 2 yellow, 41c; No. 2 corn, 39½c; No. 4 yellow, 39½c.

OATS—No. 2 white, 30c; No. 2 mixed, 28c.

RYE—No. 2, 46c; No. 2, 45c.

BARLEY—Fancy western, 48c; No. 2, 45c.

FLOUR—Spring wheat, best patent per bbl., $3.50@3.65; low grades, $1.50@1.75; winter wheat, best family, $3.25@3.50; graham, $2.75@ 3.00.

BUTTER—State creamery, 21@26c; western do, 18@26c.

CHEESE—Fancy full cream, 10½@11c; choice do, 9½@10½c; light skims, 7@7½c; skims, 5@ 6c.

EGGS—State, 24@25c; Canada and western, 19@20c.

East Buffalo Live Stock Market.

EAST BUFFALO, Dec. 24.

CATTLE—Extra export steers, $3.85@4.25; good do, $3.65@3.75; choice heavy butchers', $3.40@3.60; light handy do, $3.15@3.30; cowsand heifers, extra, $3.25@3.65; calves, heavy fat, $3.25@3.50; veals, $4.50@7.75.

SHEEP AND LAMBS—Choice to extra wethers, $3.00@3.25; good to choice sheep, $2.50@ 2.75; common to fair, $1.90; choice to extra spring lambs, $4.40@4.50; common to fair, $3.40@3.75.

HOGS—Heavy, $3.50@——; medium and mixed, $3.50@——; Yorkers, $3.50@——; pigs, $3.75@3.80.

Buffalo Hay Market.

BUFFALO, Dec. 24.

No. 1 timothy, per ton, $18.00@——; No. 2 do, $16.00@16.00 baled hay, $15.00@17.00; loose [illegible]

WIMAN A FREE MAN.

Court of Appeals Affirms the Reversal of His Conviction.

ALBANY, Dec. 20.—The court of appeals has handed down a decision in the case of Erastus Wiman, charged by his late partners in the Mercantile Agency, R. G. Dun & Co., with forgery. The court sustains the opinion of the general term of the supreme court reversing the judgment of conviction and sentence of five and a half years, and Mr. Wiman is a free man.

The conviction of Mr. Wiman under Judge Ingraham a year ago last summer, when he was sentenced to Sing Sing for

ERASTUS WIMAN.

five and a half years, was reversed by the supreme court at its general term last February, and it was against this decision that the district attorney of New York appealed.

The points involved related mainly to what constitutes a partnership by participation in profits, and as there are thousands of business establishments who have employes thus compensated, the case excited wide attention aside from the prominence and public service of Mr. Wiman.

The defense of Mr. Wiman was that he was erroneously convicted of the crime of forgery. The alleged errors justifying this view were:

First—In the erroneous theory of the law applicable to forgery upon which the case was tried and submitted to the jury.

Second—In the erroneous rulings in the admission and rejection of evidence by the trial judge.

Third—In the judge's charge to the jury and his refusal to charge as requested.

In form the indictment was for forgery, but the trial abundantly discloses that the defendant was tried and convicted, not for forgery, but for overdrawing his account with R. G. Dun & Co.

FATAL COLLIERY EXPLOSION.

Lives of Twenty-nine Men Lost at Dayton, Tenn.

NASHVILLE, Dec. 21.—A special from Chattanooga says: Twenty-four miners lost their lives in the Nelson mine, entry No. 10, near Dayton, Tenn., by an explosion of fire damp.

The explosion was succeeded by a terrific crash which indicated that the roof of the passage through which they had entered had fallen in. No avenue of escape was left and there is no possibility that any of the men will be found alive.

The mine is the property of the Dayton Coal and Iron company, three miles from the town of Dayton, and reached by a spur track.

BLOWN UP AT SEA.

Terrible Fate Overtakes the German Ship Athena.

PHILADELPHIA, Dec. 18.—The German ship Athena, from New York for Bremen was lost at sea on Sunday, Dec. 15, together with the captain and 18 men who were part of a crew of 29 men, the first mate, second mate and four seamen being picked up by the British steamer bound for this port.

The awful accident was due to an explosion of the ship's cargo of naptha and nitroglycerine. The explosion occurred while the Athena was lying in a helpless condition at sea off Cape May, N. J.

Ocean Disaster Costs 15 Lives.

NEW YORK, Dec. 24.—A dispatch from Caracas states that the steamship Nansemond, Captain Lakay, from Curaçao for Maracaibo, was in collision (probably on Dec. 17) with the Spanish steamship Mexico, near the island of Aruba. The Nansemond sank and is a total loss. Captain Lakay and 14 persons were drowned. Thirty-five lives were saved by the tug Augusta. The Mexico, Captain Curel, plies between New York, Havana and Mexican ports.

Minister Young Reaches Tegucigalpa.

TEGUCIGALPA, Honduras, Dec. 24.—United States Minister P. M. B. Young arrived here under instructions from his government to arrange certain matters pending between the two governments. He was accorded a distinguished reception by the government and by the American citizens here.

Five Killed; Several Injured.

NEW YORK, Dec. 19.—Five men were killed and six injured by the explosion of a steam pipe on the American line steamship St. Paul, while the vessel lay at her dock at the foot of Fulton street.

Authorized to Begin Business.

WASHINGTON, Dec. 24.—The comptroller of the currency has authorized the Merchants' and Manufacturers' National bank of Columbus, O., to begin business; capital, $500,000.

He Dodged the Drill.

An English army officer tells an amusing story of an incident that occurred at Maidstone many years ago, in the time of the old cavalry depot. On a certain very foggy night there was a complete silence, broken only by the voices of the sentries who, at regular intervals, passed the usual word down the line. The officer who was on just at the usual watch was passing, and this was what he heard: First sentry, "No. 1, and all's well!" Then there was silence for a minute, and a voice called into the darkness, "No. 3, and all's well, and No. 2's asleep!" Before No. 4 could take up the thread of the proceedings a voice in which more than a suspicion of slumber remained cried hurriedly, "No. 2, and all's well, and No. 3's a liar!"

Humboldt had a broad, well fed, intellectual countenance that showed a love for the good things of life.

IN THE EVENT OF A WAR

Speculations as to the Field of Conflict.

THE FIRST POINT OF ATTACK.

Importance of Halifax to Great Britain. Relative Strength of the Two Powers in Case of a Conflict on the Sea—Comparisons of the Two Naval Forces—Views of Army and Navy Officers.

In the event of war with England what would happen? It has been stated that the war would be carried on in Venezuelan territory. Such would hardly be the case. The most effective course for the United States would be the immediate invasion of Canada.

Halifax, where Great Britain's chief naval station in North America is located, would be the first point of attack. There is not much doubt that the two forts which protect that station would strike their colors after a few hours' bombardment by some of our big battleships.

With Halifax in our power, the immense naval stores which it contains, seized and appropriated to our own use, and the 14 acres of dockyard closed to British ships, a severe blow would be dealt to the enemy.

The next move would be to throw a strong military force over the border. Our regular army could be vastly increased by the addition of the national guard and a formidable force put in possession of the country. This, it is probable, would soon bring England to her senses, and Uncle Sam could dictate his own terms.

When it comes to a question of sea fighting, we would be placed at a disadvantage.

But suppose we did attempt to drive the English out of Venezuela, see in what a position we would find ourselves.

We would load our regular army on board the American liners, which, as part of the naval reserve, would at once be pressed into service. Such other vessels as could be found would be seized and used as troopships. When our standing army of 27,000 men was afloat, our entire naval force would probably be mobilized to convey the troopships down the Atlantic, across the gulf of Mexico and the Caribbean sea to the shores of Venezuela.

Great Britain would send out her big battleships to prevent us from landing troops. Then would follow sea fights which would be the most terrible history has ever recorded.

In the event of a combat for supremacy on the sea it must be confessed that the outlook is not very promising for Uncle Sam. Naval men say frankly that we are not prepared to fight a nation like England on the sea.

Although the following facts concerning the comparative naval strength of the two nations may sound discouraging, it must be remembered that England has other troubles that engage her attention, and that she would not dare to leave all her other colonies unprotected. She has many

PRESIDENT CRESPO OF VENEZUELA.

enemies, and the complications which might arise were war to be declared between England and this country would probably be favorable to us.

Here are two tables which show at a glance how insignificant is our naval force beside that of England. The tables show that where we have but 181 fighting ships of all kinds England has 564, and that where we have but 938 guns, England has 6,790 guns. Not all these guns however, could be trained on the United States fleet at once, and our entire naval force could be collected to meet all the ships that England could send into our waters.

The Naval Forces Compared.

NAVAL STRENGTH OF THE UNITED STATES.

Class of vessels.	No.	No. of guns.
Armored vessels	15	159
Unarmored cruisers, gunboats and battleships	95	497
Wooden and iron ships, unarmored	12	33
Torpedo boats	6	34
Other vessels, including small steamers, tugs, schoolships and condemned ships	53	—
Totals	181	938

ENGLAND'S NAVAL STRENGTH.

Class of vessels.	No.	No. of guns.
Armored ships	62	1,000
Unarmored ships	140	1,010
Armored gunboats	1	14
Unarmored gunboats	70	167
Dispatch vessels	4	20
Training ships, storeships, tugs, transports, etc	32	115
Torpedo boats	255	—
Twin-screw torpedo boat guard, etc	8	4,470

Great Britain, every naval officer in the navy knows, has powerful military stations within a few days' sail of Los Guayras, and her supplies at those points are almost inexhaustible. No comparison between the fighting forces of the two countries on the seas can be made without its becoming vividly apparent that, as at present constituted, the American navy would be hardly a match for the British fleets now in the Atlantic between Halifax and Venezuela.

The files of the naval intelligence office show that while there are no battleships attached to the fleet the cruisers are numerable, and most of them are as good as some of our best. As fighting machines of their class they are the equal of vessels of the Raleigh and Cincinnati type, but there are no vessels at the station comparable with either the New York or Columbia.

The British channel fleet, however, is understood to be now well mobilized and in excellent condition and was prepared for active service some weeks ago, presumably for duty in the Mediterranean in event of further trouble in Turkey.

While Great Britain could muster powerful fleets and thousands of [illegible] in [illegible]

SENOR JOSE ANDRADE.

[Venezuelan minister to the United States.]

a formidable military garrison, but is also a superbly equipped naval station, with all the appurtenances necessary for the care and repair of warships. Three great forts guard on each side the narrow entrance to its harbor, about two miles from the ocean. Submarine mines, torpedo outfits and all the paraphernalia of defense are in place and ready for immediate action. Of late the island has been used as a station where insubordinate troops and those whose services at home have not been satisfactory have been exiled for three or four years. The famous troops which gave the military authorities attached to the queen's household three years ago so much annoyance were sent there, but afterward were transferred to St. Thomas, 90 miles distant, on account of the unhealthy conditions.

St. Thomas, until St. Lucia became Great Britain's station of great importance in the West Indies, was her main military point and contains a garrison still of several thousand well organized and equipped men. Hundreds of officers are understood to be stationed there, ready to be dispatched to St. Lucia in event of trouble.

This country, on the other hand, has not a single possession in the islands where refuge for ships or supplies could be received. Great Britain, naval officers and experts on warfare at the war department say, has realized that if she ever got in trouble with the United States the way would be carried on on this side of the ocean, and that without standing stations, repair shops and supply depots no successful hostilities could be pursued. They point to Halifax, Bermuda and St. Lucia as well as to St. Thomas and Kingston as the network of stations on the east coast of the United States and to Vancouver on the west, where there is one of the finest naval stations in the world.

These stations are not only powerfully garrisoned, but have every facility for docking and repairing warships. The total number of British soldiers they carry is not known, but an officer of the army believes that they would not fall far short of the entire standing strength of the United States army. In observing the power of Great Britain near our own coast, and the facility with which she could land thousands of men from St. Lucia, officers of the military service do not take into consideration the resources she would bring into play at home. They predict that, should the United States determine to undertake the conquestion of the land in dispute, her channel fleet alone would be required to land as many soldiers in Venezuela as she might deem proper and at the same time prevent the United States from landing a single man ashore. Her policy, naval strategists declare, would be to intercept any fleet of warships we might send for the purpose of giving aid to Venezuela, and, if need be, the navy would have to [illegible]

The Condition of Our Ships.

The present available fighting strength of our navy could not be materially increased under three months, with shipyards working night and day. The best part of the navy is now at sea and most of the ships on foreign stations, and of the real fighting class there are but three hundred [illegible]

[illegible]

[illegible] Of the [illegible] there are about 36 available [illegible] consisting of ships of the class of [illegible] leigh, Cincinnati, Yorktown and [illegible] There also belong to the [illegible] ships. The rest of the squadron [illegible] ing stations on the water [illegible] impossible to make a number of [illegible] purposes. The Yorktown under consideration numbers 19 altogether.

Inadequate Coast Defenses.

Our coast defenses are inadequate, but the coast towns are not so [illegible] some of them are equipped with the best of our new guns. Under pressure [illegible] small gun factory, most [illegible] and the army gun [illegible] could do wonders if urged to speedy work and would furnish in a few months many batteries of powerful guns.

For manning the defenses and for supporting any undertaking by bodies of troops there would be that part of our regular army of 25,000 men that could be spared from its present duties and the national guard. Reliance would not be placed in these troops if the menace from England were very serious. The regular army would offer to its officers who seek fame and advancement the opportunity to win both by entering the volunteer service as organizers. If all the men of military age could be considered as available to swell a volunteer army, it would be possible to put in the field several millions of men if the emergency became so great as to demand the enrollment of every able person who could carry a musket.

The danger from attack by British battleships is not regarded as great. The coaling capacity and sailing [illegible] their ships are small, and they [illegible] ly do much more than steam from port to port. They could not make New York without [illegible] their fuel supply, filling [illegible] worse than, perhaps, at the great [illegible] be expected to do their best [illegible] work. An advantage would be [illegible] by our warships which would [illegible] the power of the [illegible] defense and would at all events [illegible] a day's spilling of their [illegible].

The Fear the Army Would Take.

The fear the army would [illegible] problematical war has been [illegible] the war department, where it is [illegible] mitted that our military [illegible] fled, crippled or incompetent. It is [illegible] at army headquarters that the [illegible] never in better condition than at present. It could be easily [illegible] troops and the use of the [illegible] be adjusted, however, [illegible] Gilmore to [illegible] [illegible]

[illegible]

General Miles [illegible] and campaigning is [illegible] youth, activity, experience and [illegible] combine to make him a [illegible] any operations by land.

Many of the war department officers are of the opinion that the navy [illegible] is less likely to a military [illegible] count of the [illegible] population of Venezuela [illegible] Rico and [illegible]

"The invasion [illegible] mission [illegible] there [illegible] [illegible] Gilmore [illegible] [illegible] [illegible]