



EASY TRANSVAAL TERMS.

PAYMENT AND LOAN.

Thirty Million Pounds Asked—Slow Work at Berlin.

(Special to The New York Tribune by French Cable.) London, Jan. 15.—Official confirmation has not yet been received of the reported arrangement whereby the Transvaal war contribution is fixed at £30,000,000, and whereby the imperial government guarantees a loan of another £30,000,000 to be expended on reproductive public works in the Transvaal and Orange River Colony.

There are signs of increasing impatience in England over the delay in raising the blockade of Venezuela. The moral drawn by the provincial press from the independent attitude of Italy in condemning the blockade and advocating Castro's cause is that England might have taken the same attitude if there had not been a hard and fast alliance with Germany.

Professor W. Smart read a most interesting paper on industrial trusts at a meeting of the Society of Arts last night. Trusts, he said, were the phenomena of economic progress. They were the elimination of the unnecessary person, the unnecessary process and the unnecessary thing in the production and distribution of goods.

England is in the grip of winter. North, south, east and west, the conditions are the same—biting winds, brisk weather, with a dash of frost and in some places enough ice to make skating safe.

At the City Orthopedic Hospital yesterday afternoon Dr. Lorenz gave a highly successful demonstration, in the presence of a large number of medical men, of his bloodless method of operating in cases of congenital hip disease.

The American steamer St. Louis is nearly four days overdue, and anxiety is expressed in shipping circles as to her safety.

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MRS. D. H. KIDDER ROBBED.

Wife of American Consul at Algiers Attacked by Footpads.

London, Jan. 14.—A dispatch to a news agency from Algiers says the wife of Daniel S. Kidder, the American Consul there, was assaulted by footpads in the street last night. She was knocked down and robbed of her purse and jewelry. The police are searching for Mrs. Kidder's assailants.

FOR THE PUBLIC GOOD. Three trains a day to Cincinnati, St. Louis and West, 12:55 p. m., 4:55 p. m., daily, 7:55 a. m., except Sunday, via Chesapeake and Ohio Ry.—Adv.



THE WATERFRONT YARDS OF THE NEW-JERSEY CENTRAL RAILROAD, ELIZABETHPORT, N. J. Where nearly twenty thousand tons of anthracite coal awaited unloading yesterday.

NO TIDINGS OF ST. LOUIS.

Friends of Her Passengers at American Line Office.

There were many inquiries yesterday at the office of the American Line by friends of passengers on the steamer St. Louis, which was due here Monday, and which had not been reported yesterday either at Nantucket or Fire Island.

The steamer sailed from the other side nearly a day late owing to a slow eastward passage. She has needed overhauling for some time, especially in the boiler room, and this has undoubtedly prevented her from developing full speed.

In view of the character of the St. Louis, there is no reason for apprehension that the passengers are in serious danger. She is in the regular lane used by the transatlantic liners, and would be likely to be sighted and reported by incoming steamers if anything serious had happened.

- On the steamer were 75 first cabin, 70 second cabin and 130 steerage passengers—275, all told. The first cabin passengers, according to a list received here yesterday, are as follows: Mrs. Robert Abbe and maid, W. P. Ahnell, Mrs. W. P. Ahnell, Mrs. Herbert A. Ahnell, Albert G. Bayler, Fritz Bergengien, Louis E. Bierne, Mrs. A. M. Bonnyne, C. W. Bonnyne, L. Bouquart, Mrs. Katherine Bradford, W. H. E. Brown, Mrs. Alice B. Chandler, Neville D. Cohen, John Adrian Hoese, Mrs. Hillman, Mrs. Milton and infant, Mr. J. J. Janson, Mr. Kahn, Arthur F. Kirby, George Kolb, Herbert Langford, Mrs. Herbert Langford, Miss Dorothy Langford, H. H. Leonard, Fred M. Leonard, A. P. Lloyd, Miss Louise Mabel, J. Magee, J. Manning, E. G. Meers, Frank A. Messenger, Mrs. Frank A. Messenger, Joseph de Alamyry's Mill, Mr. J. J. McNamery, Ralph Nichols.

BLOWN TO FRAGMENTS.

Twelve Dead in Powder Mill Explosion Near Nanaimo.

Nanaimo, B. C., Jan. 14.—A terrific explosion occurred at the Hamilton Powder Company's works, Departure Bay, this morning. George Simoffetta, James Furler and ten Chinamen were killed. Only one body, that of a Chinaman, was recovered. The others were absolutely blown to fragments.

The tramway was torn up, and a length of steel rails twisted spirally around a tree, like a whipcord. James Preston, a nitro-glycerine maker, had a miraculous escape, and owed his life to his coolness. He was running his machinery, 4,000 feet from the explosion, when it occurred, and was thrown down. The window and a part of the wall were blown in, but he kept his machinery running in spite of the concussion, which almost stopped it, and never left his post, thus preventing a third explosion.

ANOTHER GUARD FOR MANCHURIA.

St. Petersburg, Jan. 14.—A flotilla of twenty-two steamers has been formed for the purpose of protecting the shipping trade on the Amoor River and its tributaries against Chinese pirates, and to watch the Manchurian bank of that stream. The steamers would also assist in the rapid concentration of troops in case of war.

THE EVERY-DAY TRAIN TO CALIFORNIA. The electric light "Overland Limited" leaves Chicago 8:30 P. M., via Chicago and North-Western, Union Pacific and Southern Pacific Railways. Offices: 461, 257 and 249 Broadway.—Adv.

PANAMA CANAL'S FATE.

LITTLE HOPE REMAINS.

President May Soon Announce Failure of Negotiations.

(BY TELEGRAPH TO THE TRIBUNE.) Washington, Jan. 14.—To the Colombian proposal to refer to The Hague the question of the amount of rental to be paid by the United States for the Panama Canal, which was exclusively announced in yesterday's Tribune, was also added the willingness to refer this matter to any arbitration commission of international standing.

The State Department, in explaining the impossibility of granting Colombia's demand for an annuity of \$650,000, points out that this sum, if capitalized, represents the interest on nearly \$22,000,000. If to this is added the \$40,000,000 to be paid the Panama Canal Company, and the \$10,000,000 bonus to go to Colombia, the amount is about \$70,000,000, but as the Canal Commission has declared that the Panama works were not worth \$80,000,000, including the franchise, the State Department regards this as coming too close to the commission's figure, and likely to be rejected by Congress.

Another serious blow to the prospects of the canal comes in the announcement that Señor Concha, the Colombian minister, who strenuously opposed the various concessions finally written into the proposed treaty, has reached Bogota and is in consultation with President Marroquin and the Colombian Cabinet. The opposition of this official is regarded as likely to militate against the acceptance of the terms of the United States, which were cabled to Bogota on January 3 and reached the Colombian capital almost at the same time that Minister Concha arrived there.

As indicating the position of the American representatives, it is interesting to note that the first offer of an annuity was less than \$50,000. Later this figure was increased to \$100,000. It is this offer that is now before the Colombian Government, and the reply to it is expected in a great measure, if not wholly, to decide the fate of the Panama Canal. The story has been revived to-day that the influence of the European legations at Bogota has been constantly hostile to the treaty and has exerted a certain amount of pressure indirectly. Be that as it may, the fact is becoming painfully evident that the future of the canal, so far as the Panama route is concerned, is almost hopeless.

GERMANY AND CANAL.

Not Seeking Control—American Construction Favored.

(By The Associated Press.) Berlin, Jan. 14.—The German Government has sent a note to the United States relative to the report that Germany is seeking to acquire Colombia's interests in the Panama Canal Company, affirming that the report is utterly baseless, and it is understood, expressing the opinion that Germany's commerce would be benefited by the construction of the canal by the United States.

Washington, Jan. 14.—It is learned at the State Department that Ambassador Tower has received from the German Foreign Office an unequivocal denial of the statement which found some currency a few days ago to the effect that the German Government was endeavoring to secure control of the Panama Canal franchise. The Ambassador's advice did not credit the German Government with any feeling for or against the canal enterprise, but it is gathered that the state of the public mind in Berlin, certainly in commercial circles, is favorable to American construction because of the benefits expected to accrue to German shipping engaged in trade on the Pacific and on the west coast of South America.

CZAR CONGRATULATES M. DE WITTE.

St. Petersburg, Jan. 14.—The Czar has addressed a receipt to Minister de Witte expressing his gratitude for M. de Witte's decade of successful work as Minister of Finance. The Czar says his confidence in M. de Witte's devotion to the throne and the empire has greatly lightened his own labor for the country's welfare. He compliments the minister highly upon his successful handling of the national finances and upon his instruction of the Czarevitch in the principles of political economy. In conclusion his majesty says: "I hope that the throne and the empire may long retain your valuable services at the head of the Finance Ministry. I remain ever your grateful well-wisher, NICHOLAS."

AN INTELLIGENT CRITIC can find no fault with the rapidity of schedule or the appointments of the Pennsylvania Special—the 24-hour train between New York and Chicago.—Adv.

CONGRESS TAKES DUTY OFF COAL

A RESOLUTION LOOKING TO SEIZURE OF MINES INTRODUCED.

Anthracite Permanently on the Free List—Duties on Other Coal Suspended for One Year.

By a practically unanimous vote both houses of Congress yesterday passed the bill suspending the duties on coal for one year. An amendment was added in the Senate and concurred in by the House placing anthracite on the free list.

Mr. Jenkins, chairman of the House Judiciary Committee, introduced a resolution looking to the seizure and operation of the coal mines by the government. In the Senate Mr. Tillman spoke on the coal question, blaming the administration for the shortage.

CONGRESS ACTS QUICKLY.

Resolution Looking to Government Control Offered in the House.

Washington, Jan. 14.—Mr. Jenkins, the chairman of the Judiciary Committee of the House, introduced the following resolution to-day: Resolved, That the Committee on the Judiciary be and is hereby directed to investigate and report to this House with all convenient speed the opinion of that committee as to the power of Congress to declare that a necessity has arisen for taking possession of all coal, coal beds and coal mines in the United States, and all lines of transportation, agencies, instruments and vehicles of commerce necessary for the transportation of coal; and that, if in the opinion of that committee the power exists, and a necessity for the exercise of such power has arisen, the committee forthwith report to this House a bill declaring the necessity, providing fully and in detail the occasions, modes, conditions and agencies for said appropriation, that will fully and completely exhaust the power of Congress in that regard.

The resolution was referred to the Committee on Rules, which consists of the Speaker, Messrs. Grosvenor and Dalzell, Republicans, and Richardson and Underwood, Democrats. IN THE HOUSE. Only Five Votes Against the Coal Bill—Senate Amendment Adopted.

Washington, Jan. 14.—The attendance in the House galleries to-day was an evidence of the general interest in the proceedings which were to take place on the bill providing for suspending the duties on foreign coal for a year. The attendance of members was unusually large, and the leaders on both sides were in their places. After the transaction of some preliminary business, Mr. Grosvenor, of Ohio, from the Committee on Rules, presented a resolution supplemental to that adopted yesterday, directing the Committee on Merchant Marine and Fisheries to investigate the coal situation. The resolution authorized sub-committees of the committee to take testimony. It was adopted.

Mr. Dalzell, of Pennsylvania, from the Committee on Rules, then presented the special rule for consideration of the coal rebate bill. It provided for immediate consideration of the bill, with one hour's debate, at the end of which time the previous question should be considered and ordered without intervening motion. Twenty minutes on a side were allowed on the rule. Mr. Dalzell, after reviewing the history of the present duty on coal, said the pending bill needed no defence. It was designed to relieve the existing distress. Nevertheless, he did not believe it would accomplish its purpose. He did not believe it would increase the importation of coal by a single pound.

WHERE RELIEF WILL COME.

St. Paul, Minn., Jan. 14.—James J. Hill, president of the Great Northern Railway Company, when asked for an opinion as to the prospect of relief from a fuel famine by the importation of Canadian coal if the proposed bill passed Congress, said: "With duties on Canadian coal abolished a large amount of Nova Scotia and Cape Breton coal will reach New-England, and will relieve the pressure on Pennsylvania and West Virginia mines."

WANT DUTY ABOLISHED.

St. Paul, Minn., Jan. 14.—The Senate concurrent resolution calling for the abolishment of the present tariff duty on coal, and requesting the Minnesota Congress delegation to work for such abolishment, was adopted by the House to-day.

THE DETROIT AND CHICAGO LIMITED leaves Grand Central Station 4:00 P. M., arriving Chicago 3:30 next day. 24-hour train via New York Central and Michigan Central.—Adv.

TONS STALLED, 21,450.

TWO BOATS LOADING.

Five Hundred Cars in Elizabethport N. J. C. Yards Alone.

The statement in yesterday's Tribune that thousands of tons of anthracite coal were awaiting delivery to retail dealers at the docks of the New-Jersey Central Railroad at Elizabethport, N. J., was verified in detail yesterday by a Tribune reporter, who took a photograph of the yards practically blockaded by loaded cars. He counted nearly four hundred cars in the yards, and found more than one hundred additional ones on main tracks leading into the yards waiting to be taken in by drill engines. Some of these cars were old fashioned, with a capacity of only forty thousand pounds each, while a few others had a capacity of sixty thousand, and by far the larger number, including all the new steel cars, had a stated capacity of eighty thousand pounds each. Averaging the five hundred at sixty thousand pounds would make the total coal in Elizabethport at the hour of the reporter's visit fifteen thousand tons.

At Port Johnson, the coalyards on the east shore of Newark Bay, in Bayonne, there were by actual count fifty-five cars loaded with hard coal, which, counted in the same way, probably contained 1,650 tons more, and on the Lehigh Valley tracks at Greenville sixty more were seen, adding 1,800 tons. There were about one hundred cars more at Port Liberty, near Communipaw, and on the tracks adjacent, which added approximately three thousand tons, making 21,450 tons on and along the line of the New-Jersey Central Railroad from Elizabethport to Jersey City, inclusive. The reporter was told that at Port Reading and at Perth Amboy and South Amboy there were also many cars laden with anthracite awaiting transfer to New-York. The reporter could see only two vessels taking on coal, and was told that there were no others.

Two explanations of this inactivity were offered in Elizabethport. One was that the retail dealers here and in Brooklyn were taking coal for delivery by the railroad in such quantities only as they could readily sell at from \$12 to \$15 a ton. It was said that these dealers did not want coal for retail at lower prices. The assertion of the retailers that they could not get bargains for transferring the coal except at exorbitant rates and in insufficient numbers was untrue, it was declared. "Go to the Erie Basin, the Harlem River and the inlets at Jersey City and Hoboken and look at the hundreds of canalboats and barges tied up for the winter, while their idle crews are spending their earnings of last summer," said the reporter's informant. "Do you suppose these men would not fall over each other to accept a chance to earn summer rates in the harbor about New-York? Some people may swallow that yarn, but I don't. It's worse than fishy. It's like one man entertaining another with an interesting story while an accomplice is rifling the victim's pockets."

"If I had the capital, coal would soon sell in New-York at \$7.50 a ton or less," said another man. "The New-York Dock Company has miles of railroad tracks along the waterfront of Brooklyn, and there are many piers in New-York where cars can be run from floats to accessible places on shore. Instead of transferring coal to barges, I should transfer the cars on floats directly to these points, unload them there and retail the coal on the spot."

The second explanation of the accumulation of coal was a game to stifle competition. As stated in The Tribune's report yesterday, they have a contract compelling the coal roads to carry all the coal the independents offer. The independents are at liberty to sell their coal to dealers at any price they can obtain, while the coal roads sell the product of their mines on board at their various ports at a uniform rate of \$5 a ton for all domestic sizes. It is said that the coal held up at Elizabethport is independent coal, and that so long as it is kept there the New-Jersey Central road cannot use the cars to bring the product of its own mines to the seaboard to deliver to retail dealers at \$5 a ton.

It is said that the independent coal is held at \$8 and \$10, and that \$5 coal is practically shut off in this way. An old coal dealer to whom this story was told said it looked very plausible, but that, as the coal roads charge demurrage for the detention of their cars, the profits of the high priced coal were, after all, indirectly divided with the carrying roads by the independent operators.

Retail coal merchants in Elizabethport are delivering coal without limit at \$6.25 to \$6.75 a ton in the bin, about the same as before the strike.

The Long Island Railroad has, it is reported, provided coal for all its employees in every part of the island at \$5.50 a ton delivered. All have received a liberal allowance for the winter at that price.

George F. Baer said before he returned to Philadelphia yesterday that the railway companies could not compel the individual coal operators to sell at the companies' prices. Moral suasion had been tried in vain, he said, and the companies could not force down the price in New-York by reducing the amount of independent operators' coal carried to the city. He added: "If we could reduce the shipments of individual coal and did, we could not very well increase the shipments of a railroad coal without depriving other points of it. It is a question if the individual operators would ship to those other points, the facilities for disposal of large cargoes being much greater at New-York. They might very well refuse to ship at all unless permitted to ship here. The distress at points where neither the companies' coal nor that of the individuals would be shipped can be imagined. We have to ship to these line stations, and that is the reason we cannot increase our shipments to New-York."

W. G. Besler, general manager of the New-Jersey Central Railroad, said yesterday that one cause of the accumulation of loaded cars at the shipping ports was the storm of Sunday, which soaked the coal thoroughly. Then the freezing cold converted every carload of coal into a hard mass.

"It is impossible to unload the coal from the cars without thawing it out," Mr. Besler said. "We have had to resort to an unusual method to get the coal out of the cars. Locomotives are run up to the cars, and are used to inject steam into the coal to thaw it out. Perforated iron pipes are driven down into the frozen mass of coal in a car, and then connected with the locomotive boiler, so that steam can be injected. It has been found to be impossible to break up the coal in the cars except by the thawing method. Most of the cars are dumped from the bottom, but when the coal is in a frozen mass it stays in the car after the dumper is opened. The impossibility of unloading coal quickly at the shipping ports has caused an accumulation of loaded cars at the ports, and several trains of cars have been stalled on switches because there is no room for them in the yards. We are going to use all our energies to hasten the unloading of the cars and clear the blockade. We are appointing—Adv."

USHER'S SCOTCH. First created the popularity of Scotch Whisky. It is the standard of excellence to-day.—Adv.