

obliged to plough their way through the snow to the St. George ferry. The trains of the Staten Island Rapid Transit Railroad ran at long intervals, and they were crowded to the gates, owing to the trolley cars being stopped. Many electric and telegraph wires were down on the island.

TROUBLE WITH TELEGRAPH LINES.
The Western Union and Postal Telegraph companies reported yesterday that they had had trouble with their wires since Monday morning. Wires covered with ice had broken under the weight, and were down in many places. The worst trouble was experienced in the South. The line of the Western Union at Charleston, N. C., runs west and crosses the hilly section that felt most heavily the storm of Monday and Tuesday. Only one wire was open to Jacksonville, the one that carries the Havana cable service, and it was almost hopelessly inadequate. Forces of linemen were rushed to the points where the most breaks occurred, and the company said they hoped most of their lines would be in normal condition by this morning. Business was taken throughout the day subject to delay.

All messages were nearly six hours late. Between this city and Philadelphia many wires were down. The Postal Telegraph reported their Southern lines crippled.

SLEIGHING AND SLEDDING.
Central Park and Riverside Drive were the favorite places of those who sought to take advantage of the snow and enjoy a sleigh ride. As early as 9 o'clock a few sleighs gathered in the park, but the first comers were subjected to the hard task of ploughing their way through the unbroken snow banks. In the afternoon the roads became frozen and there were good sleighing conditions. There were no more vehicles on wheels than on runners. The former evidently contained spectators who wished to see the sleighing. Many automobiles were in evidence. They were allowed to run through the deep places with ease. Children with sleds were numerous on the shoveled walks and paths. The ice was left where the snow had been removed, and the slippery surface delighted the children.

The slippery sidewalks and streets were responsible for many accidents. Several persons were taken to the hospitals with broken limbs and bruises. Horses had a hard day of it. Every available one in the livery stables was brought into use, and the demand was the greatest since years ago. Many trucks were required, and all the horse cars were equipped with four horses to a car. The latter animals were forced to drag the cars off the tracks in taking frozen switches, and they were kept standing in the cold for long periods. Many horses fell on the slippery pavement between the car tracks.

Commuter trains from the Grand Central Station to Mount Pleasant, to the Rochelle, Yonkers, White Plains and the Hudson River towns were from forty minutes to an hour late last night. The public lodging houses were crowded last night. At the Outdoor Poor Department fever applicants called yesterday than for several days. Superintendent Merwin said that he believed the houses were kept open to opportunity for earning money by shovelling snow. The thermometer gradually fell yesterday. At 4 a. m. it registered 30 degrees, and from then on it grew colder. This morning almost no snow is expected.

Several residents in West Forty-fourth-st. complained last night that some of the drivers who were supposed to cart the snow from Broadway to the river had dumped their loads in the side streets to increase their number of loads. Reports of delayed trains kept coming in late last night. At the Grand Central Station it was said that most of the local trains were running pretty well up to schedule, but that the through trains were hours behind time. At 10 o'clock last night the officials at the Grand Central Station gave out this report on their principal trains:

WIND WRECKS HOUSES.
Much Damage on Virginia Coast—Whole South Suffers.
Norfolk, Va., Feb. 17.—A terrible windstorm, carrying a huge wave with it, swept across Munden's Point, Va., last night, destroying several houses and the roundhouse of the Norfolk and Southern Railroad. Several persons narrowly escaped death. At high tide a wave came across the land between the ocean and Pamlico Sound, and washed away everything in its course. Several people living on the waterfront were compelled to wade through water up to their waists to escape from their homes, which were being washed away.

ADIRONDACK TRAINS BLOCKED.
Montreal Express Nine Hours Late—Intense Cold.

[BY TELEGRAPH TO THE TRIBUNE.]
Saranac Lake, N. Y., Feb. 17.—The heaviest snow of the winter fell last night and early this morning in this section of the Adirondacks. It cleared off soon after sunrise, and then became intensely cold. At noon it was only 16 degrees above zero, and at 8 o'clock it only 8 degrees below. There is much snow on the mountains and in the valleys. This was in the centre of Saranac Lake village. It was much colder in the outskirts, in some places being 20 degrees below. There is every indication now that this will be the record night of the winter for cold.

THE SEMINOLE STILL ICEBOUND.
Fishing Schooners Not Rescued—Immense Floes Reported.
St. John's, N. F., Feb. 17.—The unprecedented severe weather continues in these latitudes. The United States revenue cutter Seminole, which started for the Bay of Islands to attempt to cut out the icebound American fishing schooners, is still herself icebound in Channel Harbor, and the prospect of her continuing the voyage is more than ever. The mail steamer Bruce is fifty-four hours out trying to cross from Channel to Sydney, a distance of only ninety miles. She is still unreported, and it is feared she has been caught in the floes. The steamer Regulus, which arrived here this morning from Sydney, reports having met with immense bodies of ice in the Gulf of St. Lawrence. The train service across Newfoundland has been virtually abandoned. Trains are blocked in fifteen feet of snow, and it is not known when they will escape.

WARM WEATHER IN AUSTRALIA.
Vancouver, B. C., Feb. 17.—A dispatch from Australia says that a heat wave has struck Australia and is burning up the vegetation in the pastoral districts, and undoing the advantage derived from the recent rains.

BOSTON SHIP OWNERS ANXIOUS.
The Storm Delays Steamers and Other Vessels—Tugs Watching.

BOTTLE BABIES.
Bottle babies are so likely to get thin. What can be done? More milk, condensed milk, watered milk, household mixtures—try them all. Then try a little Scott's Emulsion in the bottle. It does for babies what it does for old folks—gives new, firm flesh and strong life. You'll be pleased with the result. It takes only a little milk to make baby fat.

FROZEN AS HE STOOD BY POST.
Peabody, Mass., Feb. 17.—Standing by a telephone pole, Thomas Harrington was found half frozen yesterday. The man was almost dead from exposure. Restoratives were of no avail, and death came after his arrival at the hospital. It is thought that Harrington was returning from a fishing trip in the river near by, when he was overcome by the storm. He was about fifty-three years of age and was unmarried.



MAP SHOWING THE AREA AND SEVERITY OF THE COLD WAVE YESTERDAY.

INTENSE COLD WEST.
Much Suffering Among Poor—Trains Late and Wires Down.
Chicago, Feb. 17.—Intense cold, the most severe of the winter, prevailed to-day throughout the middle West, the temperature ranging from 1 degree above zero to 24 below at West Superior, Wis. Here it was 10 above. Official records at other centres were: St. Louis, 6; Indianapolis, 8; Milwaukee, 10; Columbus, 2; Kansas City, 9; Des Moines, 9; St. Paul, 20; Omaha, 10; and Topeka, 12. In the South the coldest weather of the season was reported. Relief committees everywhere were taxed to the limit in relieving the suffering of the poor. Unprotected live stock throughout the country. Trolley lines in various cities were badly crippled, and both suburban and through trains on the railroads were delayed—many suburban trains being abandoned. Telegraph and telephone service were seriously crippled, the contraction of the wires causing them to break, and for a time this city was practically cut off from communication with the outside world.

St. Louis, Feb. 17.—All trains except short run accommodations were from two to six hours late this morning, and the Vandalia and Chicago and Alton reported many poles down along their tracks as a result of the storms. The telegraph companies have had a hard time keeping communication open. Because of the lack of fuel at the City Hospital, the lives of seven hundred patients, some of whom are at the point of death, are endangered by the cold. An insufficient supply of coal at the Courthouse resulted in the closing of the offices there to-day. There seems to be plenty of coal in the city, but, owing to the contraction of the streets, it is extremely hard to deliver.

Omaha, Feb. 17.—Extremely cold weather continued last night and this morning, the temperature again reaching 10 below zero. Trains from the West are generally late, some being several hours behind their schedule. The zero was in general throughout the State. The eastern half of Iowa and the Dakotas. A slowly rising temperature is predicted.

Denver, Feb. 17.—The most severe snow and wind storm experienced in years prevails in South Park, on the Gunnison and Leadville branches of the Colorado and Southern Railroad. The Leadville branch is snowbound between Como and Breckenridge, a distance of thirty miles. Passenger trains are stalled in the drifts between these points, and engines sent to their rescue became fastened in the huge piles of snow and are helpless. Unprotected live stock throughout the Park is reported as suffering terribly, and the probability is that serious losses in sheep and cattle will be sustained by owners whose herds were not sheltered.

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BOSTON SHIP OWNERS ANXIOUS.
The Storm Delays Steamers and Other Vessels—Tugs Watching.
Boston, Feb. 17.—The northeast snowstorm which began here yesterday, and which was unexpectedly moderate on land, assumed such proportions during the night that it was easily classed as the worst of the winter. Shipping was effectively tied up. Several vessels which left port last night were supposed to have experienced a hard night. The Eastern Steamship Company's Portland steamer, Governor Dingley, is thought to have put into Gloucester Harbor, as a steamer that had come sighted through the haze at anchor. Tugs have gone to look for her.

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TO ACT ON CANAL TREATY

Continued from first page.
morning, February 18, immediately after the conclusion of the morning business, to ratify the Panama Canal treaty. In a brief speech he dwelt on the fact that the option of the United States on the rights and franchises of the Panama Canal Company expires on March 4. He said that other interests and other nations might desire to control so important an enterprise, and it was possible that this government would not be able to renew the option at so low a figure as \$40,000,000. As only two weeks of the session remain, and there was determined upon limited opposition to the treaty, it was absolutely necessary that no further time should be lost in getting down to serious work on the treaty.

WANT A VOTE ON STATEHOOD.
Several friends of the Statehood bill expressed the opinion that the chief purpose of the motion was to sidetrack that measure. Speeches based on this apprehension were made by Senators Quay, Elkins, Gallinger and Foraker. They declared their adherence to the treaty, and said they agreed fully with all that had been said as to the necessity for early ratification, but they thought the proper way to reach a vote was first to take a vote on the Statehood bill. "By pursuing that course," said Senator Quay, "you can get the only obstacle to consideration of the treaty out of the way, and get it out of the way by legitimate means." He called attention to the prolongation of the debate, which, he said, all knew was far beyond the necessities of the case, and urged that a day should be named for a vote on the Statehood proposition.

All supporters of Statehood spoke in the same strain, charging determined opposition to the expression of the will of the majority, and dissenting from the opinion expressed by Senator Allison that the steering committee should determine the order of business. They also united in their opposition to considering Senator Cullom's proposition as a motion. Republican caucuses in the Senate, they said, always are in the nature of conferences and are not necessarily binding except as Senators may consider themselves under obligation to follow the majority of their party. They were emphatic on this point, some of them going to the extent of declaring that they would not be bound if the question should be pressed to a vote.

Replies were made by Senators Hoar, Hanna, Lodge, Aldrich and others, in which much stress was laid on the necessity of securing the ratification of the treaty, and on the fact that there was no intention to displace the Statehood bill as the unfinished legislative business. Senator Hoar made an argument to prove that the executive business of the Senate occupies a different plane from legislative business, and that courtesy toward other nations demands that treaties should have preference at the hands of the Senate. This view was accepted generally, and was the idea acted upon. Some of those present afterward commented on it as likely to form a new departure and an important precedent in the Senate.

EUROPE'S INTEREST IN THE CANAL.
Other Senators referred to Europe's interest in the canal, and Mr. Foraker said that an eminent engineer officer had assured him that no less than four great European powers were looking with jealous eyes on our movements on the isthmus and would be glad to displace us there. He said that no Senator could surpass him in conviction as to the necessity of ratifying the canal treaty, but at the same time he repeated his indignation to have any other measure interfere with consideration of the Statehood bill.

After a further exchange of views, in which some sharp remarks were made as to the desirability and possibility of securing a vote on the Statehood bill, the Senators on both sides adopted a more conciliatory tone toward one another. The friends of the treaty consented not to press the motion as such, and the Statehood advocates yielded one by one. Senator Quay being the last to give in. Consequently, when adjournment was reached it was announced that after the routine business of the Senate had been disposed of, the matter should go into executive session; that none of the Republicans should oppose the motion, and that consideration of the treaty should continue until it was disposed of.

ACCEPTS PANAMA OFFER.
Attorney General Knox Gives Notice to the French Canal Company.

Washington, Feb. 17.—The government has formally accepted the offer of the Panama Canal Company to sell to the United States the canal property and all the company's rights therein for \$40,000,000, subject only to the ratification of the pending treaty with Colombia. The effect of this acceptance will be to extend the life of the option held by the government beyond March 4 and until the treaty now before the Senate has been ratified by both countries in interest.

Following is the text of the cable dispatch sent to President Bo, at Paris, to-day, by Attorney General Knox:

WANT FIVE COMMISSIONERS.
Enlargement of State Railroad Board Interests Governor.
[BY TELEGRAPH TO THE TRIBUNE.]
Albany, Feb. 17.—Governor Odell had a talk in private for an hour this morning with W. L. King, F. W. Woodward and S. C. Mead, of the Merchants' Association of New-York, relative to rapid transit problems in New-York City and the service rendered the travelling public in that city by the streetcar companies and the elevated railway companies.

SNOW CAUSED FREIGHT WRECK.
Hoosic Falls, N. Y., Feb. 17.—This section was visited by a blizzardlike storm last night which completely paralyzed trolley traffic between Bennington and this place. The storm caused a freight wreck between two trains at 9 o'clock this morning near Hoosic Junction. Harry C. Tuttle, of Hoosic Falls, and W. J. McManus, of Bennington, were the only persons injured. A caboose and three cars were wrecked and several others derailed.

APPOINTMENTS BY THE MAYOR.
Mayor Low last night announced the following appointments: To the board of managers of the Brooklyn Disiplinary Training School for Boys, Mayor Robert John T. Nelson and Ephraim Hyde; trustees of Queens Borough Library, John A. Loope, J. B. McFarlane, Alfred Schlesinger and Dr. R. S. McCarren.

NEWSPAPER PUBLISHERS MEET.
The annual conference of the American Newspaper Publishers' Association began yesterday at the Waldorf, and will continue for three days. A resolution was passed yesterday increasing the capital stock from \$1,000 to \$2,000, to admit additional papers.

TO CURE A COLD IN ONE DAY.
Take Laxative Bromo-Quinine Tablets. This signature is on every box, 25c.

THREAT OF INDICTMENT

R. C. Vanderbilt's Lawyers Seek to Have His Deposition Taken.

No step was taken by District Attorney Jerome yesterday to have Reginald C. Vanderbilt and other men indicted for failure to obey subpoenas to appear as witnesses in the case of David W. Buckley, Canfield's manager, whose trial is to begin next Monday in the Criminal Branch of the Supreme Court. It was learned that lawyers representing Mr. Vanderbilt were trying to arrange to have his deposition taken and used in the Buckley trial without compelling the young man to appear in the courtroom for examination as a witness. Mr. Vanderbilt was in Newport, and it was believed that he intended to remain there and ignore the subpoena, declaring that the subpoena had not been served on him legally in this State.

District Attorney Jerome has declined to entertain proposals for depositions, except in the case of W. A. H. Stafford, who was anxious to go to Florida, on account of the illness of his son. In Mr. Stafford's case, however, counsel for Buckley would not consent to the use of such a deposition without opportunity to cross-examine the witness, saying the defence was not concerned about the hardship of keeping the witness within the jurisdiction. Mr. Jerome is determined to have the testimony of Mr. Vanderbilt, if it can be procured, and he may go to the length of causing the indictment of Mr. Vanderbilt and asking to have him brought to this city in extradition proceedings, if he is satisfied that there was a legal service of the subpoena on Mr. Vanderbilt. Conviction on such an indictment for contempt of court would carry as a possible penalty a fine of \$500 or imprisonment for a year, or both.

Among other witnesses who are wanted to testify in the Buckley trial are H. Archibald Pell, H. K. Vingt, Clarence Luce, Mortimer L. Schiff, Lawrence Waterbury, Edward Wassermann, Canfield's broker, who was stopped by a subpoena when about to go to Europe, and Jesse Lewisohn, who refused to testify about Canfield in the secret investigation and whose contempt case is now before the Appellate Division of the Supreme Court. Mr. Pell, who was at Lakewood yesterday, said a subpoena had never been served on him in the Buckley case. Mr. Jerome declined last evening to talk about the case, saying he did not wish to give to the defence any information in advance of the trial. He declared, however, that the prosecution was ready for the trial.

IN REGARD TO THE BUCKLIN TRIAL.
To the Editor of The Tribune:
Sir: In the account of the proceedings in the Supreme Court in the case of the People against David Buckley published in the papers this morning, I ask you in fairness not only to Mr. Buckley, but to his country, to kindly make this correction. I am quoted as saying that "I did not care what inconvenience the witnesses for the prosecution were obliged to suffer." It is absolutely untrue. On the contrary, the proposition to examine witnesses by commission was made to the District Attorney last week, and the same was suggested in open court yesterday. On both occasions the district attorney's office refused to accede to this request. Yesterday afternoon Mr. Sanford telephoned our office and asked that Mr. Stafford's testimony be taken in this way. I told him that we had no authority to consent to anything in the absence of Mr. Delahunty, who was then occupied at a reference. I further said to Mr. Sanford that we had no interest in keeping Mr. Stafford in New-York, and that the matter rested wholly with the District Attorney's office. It has always been my endeavor to be courteous and considerate to every person and at all times. I therefore beg that you will not publish this public letter. FORBES J. HENNESSY.
New-York City, Feb. 17, 1903.

RAID BY FEDERAL OFFICERS.
Jersey Corporation Charged with Using Mails to Defraud.

Chicago, Feb. 17.—A raid was made to-day by government officers on the office of the Nicaragua Company, in the Exchange Building, Frank N. Bittinger, Henry A. Burnham and Orin N. Vincent were arrested. The prisoners were taken before United States Commissioner Foxworth and charged with fraudulent use of the mails. The hearing was continued ten days. Bittinger's bond was placed at \$5,000 and those of his associates at \$500 each. The Nicaragua Company was in incorporated under the laws of New-Jersey in 1900. Its home office until last July was at Dayton, Ohio. Many persons are said to have been swindled before the concern moved to Chicago. The object of the company, as announced in circulars, was to plant kamans, cocoa, pineapples and rubber near Paria Lagoon, Nicaragua. Products of the plantations were to be sold in this country, and great profits were promised. In June, 1900, \$300,000 worth of stock was offered for public subscription. Of this amount \$75,000 was said to have been sold within two weeks.

GRAND JURY TO PROBE WRECK.
Committee Appointed to Examine the Minutes of Coroner's Inquest at Plainfield.

Elizabeth, Feb. 17.—In accordance with special instructions, the Union County Grand Jury this morning took up the matter of the railroad collision on t. New-Jersey Central Railroad at Grace-Land. County Prosecutor English submitted to the grand jury the testimony taken at the coroner's inquest held in Plainfield.

STREET MUSIC BUSIES ALDERMEN.
They Discuss Organ Grinders and Refer Mayor's Message.

The regulation of the street piano players and organ grinders occupied a good deal of the time of the aldermen yesterday. The Mayor's message came in for a share of the time, but that was referred before the clerk got far along. Aldermen Meyers, McCall, Tibbetts and Stewart took part in the discussion about the street pianos. An amendment was offered by Alderman Tibbetts making the hours between which street instruments might be played in the streets from 7 a. m. to 10 p. m., and a substitute by Alderman Meyers, was ordered referred back to the committee. A resolution offered by Alderman Parson, of the Finance Committee, authorizing the Board of Education to expend a sum not exceeding \$200 on a warrant as often as considered necessary was passed. A number of resolutions permitting the widening of streets in The Bronx were also passed.

MINISTER SLIPS AND BREAKS LEG.
The Rev. J. F. W. Kitzmeyer Falls While Trying to Close Buildings.

While walking on the back porch of his home at No. 83 Teasdale Place, in The Bronx, last night the Rev. J. F. W. Kitzmeyer, pastor of the Bethany Lutheran Church, in Teasdale Place, near One-hundred-and-sixty-third-st., slipped and fell, breaking his right leg. The Rev. Mr. Kitzmeyer had gone out on the porch to close the blinds on a rear window, when he suddenly slipped and fell heavily to the ground. His son heard him fall and carried the minister into the house. He was afterward removed in an ambulance to the Lebanon Hospital.

MANY HOTELKEEPERS ARRAIGNED.
Long Branch, Feb. 17 (Special).—Over twenty persons were arraigned before Justice Healey this afternoon as a result of the crusade started a few weeks ago by the Monmouth County Law and Order League. Two grand juries, still in session, a week ago returned thirty-nine indictments. All of them, it is said, with two or three exceptions, are against Long Branch people who figured in Dr. Plank's crusade. There still remain another batch of arraignments, and they will probably come up to-morrow. All of the hotelkeepers pleaded not guilty before Justice Healey. This afternoon, gave bail, and a date in most cases was set for a hearing.

The Spring Styles of
KNOX HATS
READY TO-DAY
AT
452 Fifth Avenue,
212 BROADWAY, Corner Fulton St.;
184 FIFTH AVE., (Fifth Ave. Hotel);
340 FULTON ST., BROOKLYN;
187-189 STATE ST., CHICAGO,
AND THROUGH OUR AGENTS
EVERYWHERE
Correct in Shape and Finish.
None Genuine Without Trade Mark.

Oriental Rugs
at a
Sacrifice.
Antique Anatolia Mats
at 1.75.
Modern and Antique
Shirvan, Mosul & Guendjez Rugs,
sizes from 3 1/2 x 5 1/2 to 4 x 8 ft.
at 10.00 to 14.00 each.
Antique Persian Rugs,
slightly imperfect, sizes about
5 x 9 ft., at 20.00.
Antique Anatolia Rugs,
average 3 1/2 x 5 1/2 ft.,
at 15.00 & 18.00 each.
Heavy Silky Kazak Rugs,
average 4 x 7 1/2 ft.,
16.00, 18.00 & 20.00 each.
Turkish, Persian
and
India Carpets,
sizes range from 6 x 9 to
12 1/2 x 16 ft., greatly reduced,
25.00 to 95.00.
A. A. Vantine & Co.
Broadway & 18th St.

LEMAIRE ET PARIS
It is quality that has made the name Lemaire famous. See that the name, spelled L-E-M-A-I-R-E (as above), is on the end and around the eye piece of every Opera and Field Glass you buy; otherwise you will buy worthless imitations.
For sale by all responsible dealers.

Radway's Pills
Apollinaris
"The Queen of Table Waters."
A GOOD START
January Gain
17%
The net sales of The Daily Tribune were 17 per cent. more in January, 1903, than they were in the same month of 1902.