

PANAMA R. R. INQUIRY.

Vice-President Drake Says Canal Commissioners Kept Fees.

Washington, Feb. 20.—Testimony before the House Committee on Interstate and Foreign Commerce, which is investigating the affairs of the Panama railroad, to-day showed that notwithstanding the letter of Commissioner Grunsky to Chairman Hepburn, read to the committee Saturday, in which it was said that Mr. Grunsky had returned "unopened" his first fee envelope as a director of the road, he had afterward taken this same fee and all others accruing, amounting in all to \$250. This statement was made by Vice-President Drake, of the road. After saying in his letter that he had returned the first fee because he considered it was compensation in violation of the President's orders, Mr. Grunsky quoted the minutes of the Canal Commission meeting, held just after he had returned the fee, and which contain the statement of Admiral Walker that the President did not consider the fee "additional compensation" and that it was not in violation of his own order. Mr. Grunsky, however, did not explain in the letter that afterward he had taken the fee.

The United States could, as the owner of the Panama Railroad and a Steamship Line from Colon to New York, establish a line from San Francisco to Panama, and put every transcontinental railroad out of business. This was the conclusion of R. L. Walker, general traffic manager of the Panama line, after a general discussion of rates at the afternoon session of the committee. Mr. Mann had asked if it was not the opinion of the witness that the Pacific Mail Steamship Company, controlled by the Union and Southern Pacific railroads, was interested in keeping up the steamship rate between New York and San Francisco, and the above statement was in reply. Mr. Walker said it was not until the Panama Railroad Company had threatened to break with the Pacific Mail Steamship Company that it secured any considerable amount of through freight. Thirty-six thousand tons a year were wanted, and only twelve thousand tons were forthcoming. The result of the demand for more had brought the tonnage from San Francisco to New York up to thirty thousand last year. The through rate from New York to San Francisco, by way of the isthmus, he said, averaged \$12 a ton and from San Francisco to New York \$9.75 a ton. The difference in price was due to the difference in the class of goods shipped. The rate, he said, was based on the transcontinental railroad rate, and was 20 per cent less on carload lots and 20 per cent less on less than carload lots. He maintained that the railroad property would not be valuable to near the extent it was at present should the steamship line from New York to Colon be discontinued.

A statement showing fees paid to members of the Canal Commission for service as directors of the Panama railroad was filed with the committee by Mr. Drake. It also shows dividends received on stock of the road held by the commissioners. Admiral Walker received \$250 for attending ten board meetings and \$475 as dividend on ninety-five shares of stock. Commissioner Burr received \$250 for ten board meetings and a \$5 dividend on one share of stock. C. E. Grunsky received \$250 for meetings and a \$5 dividend; W. B. Parsons \$385 for meetings and a \$5 dividend; B. M. Harrod received \$123 for meetings and a \$5 dividend.

Mr. Drake took up the question of the proposed discontinuance of the steamship line operated in connection with the road and argued against it. He also spoke against moving the offices from New York to Colon. As an argument against surrendering the traffic agreement with the Pacific Mail Steamship Company, Mr. Drake said the business of the railroad in 1904 aggregated \$106,051, westbound business and \$67,000 on eastbound, the result of this contract. More than one-half of the road's earnings, he said, were derived from this source. To withdraw from the traffic agreement with the Pacific Mail, Mr. Drake maintained, would subject the Pacific Coast to the control of the transcontinental railroads. He suggested that when all the stock of the road was owned by the government it would not be necessary to maintain a board of directors, as the management of the road can be accomplished by a chief executive.

Mr. Drake filed with the committee a copy of a letter dated January 12, giving notice to the Pacific Mail Steamship Company that the traffic agreement between that company and the railroad should terminate on the expiration of the period of six months that this agreement had put in force the Pacific Mail Company last \$375,000. The officers of this company, he said, then stated that, should the traffic agreement be terminated, the Pacific Mail would cease to take Panama business. The action in giving notice by the directors of the contract was taken on the 12th, pursuant to a supplemental agreement between the road and the steamship line, allowing either party to terminate the contract on six months' notice if the stock of the road should be purchased by the United States. This, the letter says, is the ground for the termination of the agreement. There are two South American lines which will be put into this trade if the Pacific Mail abandons it, in the opinion of Mr. Drake.

In answer to Mr. Townsend, Mr. Drake said that Commissioner Hecker never attended a meeting of the board, but he had been elected a director, and his place had not been filled.

ACQUITTAL EXPECTED.

Prosecution in Swayne Trial Rests Its Case.

Washington, Feb. 20.—The prosecution in the Swayne impeachment trial rested its case to-day and ex-Senator Higgins began the opening argument for the defense. In the opinion of many Senators the managers on the part of the House have made a weak case, and some of the members of the upper chamber frankly declare that had counsel for Judges Swayne made no reply, it would have been for the judgment of the Senate, the vote for acquittal would have included 70 per cent of the Senators. Comment is heard in some quarters to the effect that it is fortunate that the Federal Constitution does not provide for the removal of members of the judiciary "by address," as is, for instance, the case in Massachusetts. Under the constitution of that State by a two-thirds vote of the Senate the Governor may be requested to remove a judge, such removal being made without the participation of charges or necessary implication of guilt on the part of the judge so removed. In fact, this method of removal has been invoked where a judge has been incapable of duty. As there is no such provision under the constitution of the United States, and the Senate can only impeach or acquit, it seems to be almost a foregone conclusion that the verdict of the Senate in the present case will be acquittal. Senators feel that nothing which means "a high crime" or even "misdemeanor" in advance of the presentation of the defense, which presumably will be a vigorous one, of the grounds for milder criticism of the defendant. It is hoped that the impeachment proceedings can be finally disposed of this week.

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HOUSE PASSES NAVY BILL.

TWO BATTLESHIPS IN IT. Increase of Marine Corps Defeated —Baker Makes Another Scene.

Washington, Feb. 20.—The House today, after a long session, passed the Naval Appropriation bill, carrying \$99,914,359. The provision for two battleships was retained. Both the majority and minority were divided over the proposition, at least over forty members of the latter going over to the Republicans, while about an equal number of Republicans voted in opposition. Several important changes in the bill were made. The proposed increase of twelve hundred men and officers for the marine corps was stricken out, as was also the provision authorizing the construction of a collier somewhere else than at the Mare Island Navy Yard. In order to do the work better an item of \$175,000 was inserted for the proper equipment of the Mare Island yard.

Several times in the debate the assassination of Grand Duke Sergius was referred to, the subject being brought up by Mr. Baker, of New York, who attacked President Roosevelt for sending a message of condolence to Russia expressing the sentiment that the American government and people viewed the act with abhorrence. The people, he declared, did view with abhorrence the massacre in St. Petersburg on January 22, but the President had not seen fit to send a message of condolence on that occasion.

He was answered by Mr. Grosvenor, of Ohio, who took the ground that, regardless of the character of the grand duke or Russia's policy toward her subjects, the President, in sending the message, had done exactly what civilization recognized as his duty. The climax came later in the day, when Mr. Baker read a resolution on the subject which he introduced, and which in effect was a reiteration of the resolution that his object in introducing it was because it had been suggested that in that event a motion would be made to expel him. Rushing down the aisle and waving the resolution in his hand, he deposited it in the box and defied any one to make a motion to expel him. "Make it now!" he shouted. "Expel! Expel! Expel! I tell you, introduce your motion to expel!"

A spirited discussion, which resulted in no action, arose over the ability of the Midvale Steel Company to fulfill its contract with the government in the matter of armor plate deliveries. In the course of which Mr. Morrill, of Pennsylvania, made a vigorous speech in behalf of the Midvale company.

When the bill was reported to the House from the committee of the whole, Mr. Foster moved to recommit it, at the same time demanding the previous question. Mr. Bartlett, of Georgia, was on his feet at once and asserted that Mr. Foster's action was a trick to prevent a vote on the battleships. Mr. Wadsworth, of New York, sought an adjournment, but his motion was voted down, and the House proceeded to the previous question. The Speaker proceeded to count, and then inquired if any member had not voted on the previous question. "I did not," said Mr. Robinson.

"Then you are one and I am two, and that makes a quorum," replied the Speaker, his remark attracting the attention of the House. A further motion by Mr. Wadsworth to adjourn was defeated, and then the motion to recommit was voted down and the bill was passed without division.

OKLAHOMA OR NOTHING.

Senate Leaders Firmly Insist on One New State.

Washington, Feb. 20.—"Oklahoma or nothing" is the verdict of the Senate leaders, and there is a possibility that nothing may be gained as a result of the long Statehood fight of this session. To accomplish the admission of Oklahoma, including, of course, Indian Territory, the House will have to recede from its position of insistence on the Statehood bill which passed that body and Democratic Senators must refrain from filibustering. The Republican members of the Senate have reached what amounts to an agreement on the single State basis, and, irrespective of the perils of the conference committee, no other end can be attained. The admission of Oklahoma would be peculiarly agreeable as it would, in their estimation, dispose of the question of Statehood for Arizona and New Mexico. Oklahoma would become a State. There is, however, a possibility that certain Democratic Senators may persist in discussing the personnel of the conference committee so long as to defeat the bill as a little filibustering means certain loss of any measure at this late hour in the session.

DIES AFTER OPERATION.

Dr. E. R. Houghton Was Sufferer from Appendicitis.

Dr. Elihu Russell Houghton died early Sunday at his home, No. 167 West 51st-st., following an operation for appendicitis on last Tuesday. Dr. Houghton was born in 1864, in Jersey City, N. J. He was the son of Elihu Reed and Mrs. Louise Seydewitz. He was educated at Hancu and in France and Germany, and later received the degrees of B. A. and M. A. from Amherst. Dr. Houghton was married to Mrs. Mary Louise Phillips Houghton, and three sons, Seymour Phillips, Augustus Sherrill and Russell Leroux Houghton.

REPUBLICAN CLUB AT INAUGURATION.

President Louis Stern will march at the head of more than two hundred members of the Republican Club at the Roosevelt inauguration parade. The club delegation will have the right of line in the civic column. The delegation will leave here on Friday, March 3, at 12:30 p. m., over the Pennsylvania. Special parlor and dining cars have been reserved.

EXPANSION OF MOODY ENTERPRISES.

The business of the Moody Publishing Company, publishers of "Moody's Manual," etc., and its allied company, the Bureau of Corporation Statistics, has shown such growth and development during the last year that an enlarged corporation has been formed, called the Moody Corporation, to consolidate and further develop these enterprises and to establish a general plant of such capacity for the future as to enable the company to meet the increasing demands of the public. The new corporation will be organized on the 1st of March, and its headquarters will be in New York City. The company is now constructing a model building of large dimensions, the exclusive use of its printing plant, and the great end of the present year will represent an investment of over \$50,000. The company has branches in Boston, Chicago and Pittsburgh, and during the present year will establish a London branch. On May 1 its present offices will be vacated and it will occupy a much larger suite in the same building (German-American, No. 33 Nassau-st.), occupying the entire west wing on the 11th floor. The monthly magazine, now in preparation, will be the publication of an original, entitled "P. Affairs."

STANDARD OIL INQUIRY.

President Confers with Garfield and Campbell.

Washington, Feb. 20.—President Roosevelt had a conference this afternoon with Commissioner Garfield over the investigation of the Standard Oil Company's operations and methods in Kansas. It was the President's second conference of the day with the Standard Oil Company as the theme of discussion, for in the forenoon Representative Campbell, of Kansas, the author of the House resolution, which is the basis of the investigation at the White House, and went carefully over the conditions which have aroused the people in his State. Just what his bureau is now doing Mr. Garfield would not say, but it is understood that agents from his office are already in the Kansas field collecting data, and the commissioner may decide to make a trip to the State to superintend the work in person.

"The Standard Oil Company is preparing to fight the government with all the resources at its command," said Representative Campbell, after his talk with the President. As soon as they learned that the House had ordered an investigation of their methods, the managers of the big concern called their best men and ordered them to get ready to buy again. I suppose that they found or borrowed some money somewhere. Anyway, they got hold of enough to resume the purchase of the commodity. When they shut down buying a week or so before that they did so, they said, because they were short of money. The Standard Oil Company can always find enough money when they need it. They found it by getting ready to buy again and then they started by local capital there. As soon as the small concern had got on its feet and was reaching out for a little of the trade adjacent to its refinery the Standard shipped oil in there and proceeded to undersell. They finally got the price down to 4 cents a gallon throughout the territory which it ever has controlled. Outside of that territory, however, the price was 11 or 12 cents, as it had been before the war began. That is an illustration of the way the Standard Oil Company crushes out competition. I do not believe that the public at large really has any complaint to make against the monopoly. Oil is a great deal cheaper than it ever was before. Outside of that territory, however, the price was 11 or 12 cents, as it had been before the war began. That is an illustration of the way the Standard Oil Company crushes out competition. I do not believe that the public at large really has any complaint to make against the monopoly. Oil is a great deal cheaper than it ever was before. Outside of that territory, however, the price was 11 or 12 cents, as it had been before the war began. That is an illustration of the way the Standard Oil Company crushes out competition. 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