



DIRT FLYING IN PANAMA

LABOR PROBLEM SOLVED.

Economical Completion of Canal in Seven Years Indicated.

Washington, Feb. 5.—Just as the President and Secretary Taft are engaged in the difficult task of determining the eligibility of the contractors who have submitted bids on the Panama Canal, there has arrived from the isthmus a report which is calculated to make them pause.

More than half a million yards of earth and rock were taken from Culebra cut during January, the official figures being 666,750 yards.

January now stands as the record month, with October next with only 525,835 yards to its credit.

Because they were in the height of the rainy season, November and December showed a considerable falling off, but that is past now, and the chief engineer is pushing the work with characteristic energy.

Already there is engaged on the isthmus a force of practically 25,000 men. The January report shows 15,604 employees carried on the "silver roll," 3,881 carried on the "gold roll" and 4,400 employed on the Panama Railway, so that 20,000 are actually employed at digging the canal.

There is every reason to believe that Mr. Stevens will be able to bring the average monthly excavation up to 1,000,000 yards from the Culebra cut, from which a total of 59,000,000 yards must be excavated.

The President was immensely pleased with the showing made in the report submitted to him to-day, which served to present with exceptional emphasis the advantage to be derived by dropping the contract scheme and permitting the chief engineer to continue the construction which he has so satisfactorily begun and which is already under almost full head.

The arrival of large numbers of Spanish and Italian laborers has solved the labor problem, which presented such great difficulties when the contract scheme was evolved.

Now there are laborers from those countries pouring into the canal zone at the rate of one thousand a month, and they make the most satisfactory sort of workmen, being more energetic, more contented, far more sanitary and more healthy than the Negroes.

To-morrow evening the ten days accorded W. J. Oliver to perfect his bid will expire, but it is by no means certain that an immediate decision will be reached by the President.

The Oliver and the MacArthur-Gillespie bids will be carefully considered, but present indications point strongly to the rejection of both and the construction of the canal by the government.

Chief Engineer Stevens directing the work, a course which would effect a saving to the government of \$7,000,000 over the lowest bid, and not less than \$12,500,000 over the MacArthur-Gillespie proposition.

CASTO SAVES SCHOONER.

Hero of Cherokee Wreck Again Risks Life in Storm.

Atlantic City, Feb. 5.—Captain Mark Casto, hero of the Cherokee, risked his life again to-day. A four-masted vessel, believed to be one of the Reading Railroad's steel barges, was sighted by the government lifesaving crew at the Atlantic City station, just before noon, drifting helplessly before the furious northeast gale, nearly four miles from shore.

No signs of life were visible aboard. The government lifesavers made no attempt to reach her. Captain Casto, knowing that these boats usually carry a crew of three men besides a captain and a cook, called his crew about him and asked for volunteers to go to the rescue.

Every man stepped forward, and the schooner Alberta cast off and made for the mouth of the inlet. Hundreds of persons on the boardwalk watched the little craft beat her way through the waves.

With the fourth attempt Casto got a line to the unknown ship. Those on shore saw sails raised on the strange craft, and, running before the storm, the vessel, with the Alberta alongside, disappeared down the coast at sunset.

Whether Casto found the crew aboard or not, he and his crew can claim rich salvage at the first port they reach.

Captain Casto was the first man rewarded by the Carnegie Hero Commission, and several of his present crew were similarly recompensed after the Cherokee wreck.

An unknown barge, light, was driven ashore early this morning near Ship's Bottom. There was no one aboard. The wreck was pounded to pieces within an hour.

A bark believed to have been the Charles Loring, which was run down recently by the steamship Seneca, came ashore at Barnegat Shoals and is breaking up. There was no sign of life aboard.

A CONSULAR AGENT KILLED.

American Official at Bona Falls Three Hundred Feet from Bridge.

Constantine, Algeria, Feb. 5.—Antoine Felix Garbo, the consular agent of the United States at Bona, met his death here last night upon his arrival from his post. Mr. Garbo was crossing the bridge which spans the river Rhumel, when he fell into the water, three hundred feet below. His body was recovered this morning.

MR. HIGGINS ABOUT THE SAME.

Suffered Considerably Early in the Day, but Improved at Night.

Ocean, N. Y., Feb. 5.—Dr. Hibbard was in communication by telephone to-night with Professor Theodore Schwab, who is in New York, and reported to him in detail the developments in ex-Governor Higgins' illness.

After listening to Dr. Hibbard's report, Professor Schwab said the patient suffered considerably early in the day, but improved to-night.

Dr. Hibbard announced this morning that the patient passed a fairly comfortable night, rather more restful than the night before.

SPECIAL TRAIN TO ATLANTIC CITY ACCOUNT LINCOLN'S BIRTHDAY.

will leave New York Saturday, February 9, via Pennsylvania Railroad at 12:30 p. m., with smoking buffet parlor smoking car, parlor cars and coaches. Other through trains to Atlantic City leave at 9:30 a. m., 5:30 p. m., week days, 7:30 a. m., Sundays.

Returning, special train will leave Atlantic City February 12, at 4:30 p. m., with a dining car.—Adv.

FLORIDA'S FAMOUS TRAINS.

2:30 P. M., 9:25 A. M. and 9:25 P. M. Unexcelled service via Penn. & Atlantic Coast Line R. R. Florida Information Bureau, B'way, cor. 30th St.—Adv.

TOUR TO NEW ORLEANS MARDI GRAS.

Leaves New York by special Pullman train February 8, via Pennsylvania Railroad. Rate, \$15, covers all necessary expenses, including seat on grandstand to view the passing pageants. No conveyance hotel accommodations.—Adv.

GREAT BEAR SPRING WATER.

"Its purity has made it famous."—Adv.

AFTER ALL, USHER'S THE SCOTCH.

That made the highball famous.—Adv.

THE LUXURIOUS SOUTHERN'S PALM LIMITED.

Florida—St. Augustine—Charleston—Summerville. N. Y. Offices, 271 & 1200 B'way.—Adv.

SEABOARD FLORIDA LIMITED—DAILY.

Electric lighted. Lv. N. Y. 12:30 noon. Ar. St. Aug. 2:30 p. m. Florida and Carolina resorts. Seaboard office, 1183 B'way or P. R. R. office.—Adv.

DUMPING THE SNOW FROM THE CITY STREETS, 29TH STREET AND NORTH RIVER.



WINTER ALL IN A LUMP.

SNOWFALL OF 11 INCHES.

Heaviest in 24 Hours Since 1894—City Traffic Clogged.

Not in many years has New York had to contend with a storm of the proportions of that which ended at noon yesterday. Starting in at noon on Monday, it grew in intensity in the evening until it seemed as if a young blizzard had descended on the town.

The snowfall for the twenty-four hours was eleven inches, which is the heaviest for a similar period since 1834. It is estimated that its removal will cost the city more than \$350,000. Between 6 and 10 o'clock last night one or two snow flurries started a rumor that the city was in for another storm.

The weather maker, however, said there was nothing in the rumor, and that clear and cold weather was expected.

People who lived in the city had a struggle to get to their business over the snow clogged transportation lines and through streets and walks piled with drifted snow.

Suburbanites had an even worse time, some of them being obliged to walk long distances in the snow and wait for trains which were anywhere from half an hour to an hour late.

Some of the roads took off some of their trains altogether. The service on the elevated and subway lines was fairly satisfactory, but that on the surface lines was wretched, not alone on account of the snow, but because of the delays incidental to the congestion of vehicular traffic on the tracks.

There was much suffering among the poor of the city, but the municipal lodging houses reported few lodgers, because most of the men they usually get were working on the snow removal. The charity organizations expect a flood of applications for aid to-day.

One death resulted from exposure to the storm. Edward Duffy, a Negro, of No. 93 Broome street, Newark, was found frozen to death at noon in a barn at No. 192 Prince street.

In the early morning hours a number of men were found unconscious at various points in the city, but their lives were saved by prompt removal to hospitals.

An unidentified man about forty years old slipped on the pavement in front of No. 212 East 23d street and died from a fracture of the skull before he could be removed to a hospital.

Joseph Goodwin, a bright-eyed, fourteen-year-old boy, found covered with snow in the Broadway entrance to the Flatiron Building, said his father, the porter of a lodging house, had taken him to Philadelphia and abandoned him there. He had made his way back alone, but had no home. He was sent to the Children's Society, which sheltered several other children found freezing in the streets.

Through trains from both the east and the West got into the Grand Central station and Jersey City from an hour to six hours late in the morning, but there was an improvement in the afternoon. The streetcar lines were also better working order at night, and the home-going crowds moved steadily, if slowly.

In addition to the cost of snow removal, the storm will cost the business interests of the city, including the transportation lines, hundreds of thousands of dollars.

The Street Cleaning Department had to tackle one of the biggest jobs of snow removal it has had in many years. Accurate records kept since 1902 showed that the snowfall, which was nearly eleven inches, was the largest single fall in that period.

The storm most nearly reaching that figure was on December 16 and 17, 1902, when 9.9 inches of snow fell. On January 24, 1905, there was a fall of 9.5 inches. Twenty days before that there had been a fall of 7.5 inches, and the records show several storms of a trifle over 7 inches. Both C. S. Dunphy and Mr. Charles Worth, his assistant, who have been connected with the snow removal bureau for many years, said that in their recollection they never had a bigger snowfall to cope with.

The snow contractors were ordered to start on the snow removal at 6 o'clock yesterday morning. Two hours later they reported that they had 2,600 men and 250 carts at work. Many of the drivers when they found the snow so deep took their carts off the job, but came back later in the day. By evening there were 4,000 men and 2,500 carts at work. Street Cleaning Commissioner Craven said there had been little difficulty in getting men, but that he thought the truckmen had been too prosperous to seek snow trucking jobs.

Commissioner Craven said he was satisfied with the first day's work. Although it had been impossible to get any single street into good condition, considerable piling had been done in Broadway, Wall street, Third avenue, the Bowery, Sixth avenue, 42d street, Madison avenue, Columbus avenue and some of the other principal streets.

Commissioner Craven said it would be hard to tell just how long it would take to clean the 195 miles of streets that are on the snow schedule, as so many factors entered into the problem. He added, however, that the department will have made a good showing by Sunday.

The last storm, which was six inches, cost the city \$132,000. At that time a thaw intervened and cleaned some of the streets before the contractors got around to them, so that only 135 miles of the schedule were handled by the contractors. If the entire schedule is handled by the contractors this time, it will cost the city between \$350,000 and \$375,000.

Deputy Commissioner Heilly was on duty all day.

(Continued on fourth page.)

TWO STEAMERS IN PERIL.

Vessels in Distress Off Halifax—Sea Prevents Aid.

Halifax, Feb. 5.—Two unknown ocean steamships, one of which is known to be disabled and the other is thought to be, are anchored to-night in a dangerous position at Ketch Harbor, a few miles west of this city, and the lives of those on board are in peril. The ships are less than a quarter of a mile off shore and within a hundred yards of the breakers. A tremendous sea is running, and the spray from the surf has been dashing over the vessels, freezing as it falls. The steamers have fired several guns and are sending up rockets, but on account of the terrific sea no aid could be given the vessels to-night.

CASTRO NEAR DEATH.

High Official in Caracas Reports President Sinking.

A cable dispatch was received in this city yesterday from a high government official in Caracas saying that the condition of President Castro of Venezuela had assumed a more alarming phase and that he was expected to die within twenty-four hours.

The message came by way of Curacao, and was dated February 4 (Monday). It is probable that the dispatch was taken there from Caracas for transmission to New York.

President Castro is at Acacuto, a seaside resort near La Guayra. Where he has been under the treatment of his physicians since December. His affliction is known to be of a serious nature, and several times he has been close to death.

EL MOCHO SAILS FOR NEW YORK.

Panama, Feb. 5.—General José Manuel Hernandez, known in Venezuela as "El Mocho," will leave the isthmus to-morrow for New York. It is reported that he goes north in connection with the revolutionary movement in Venezuela, and that he has received encouraging letters from his friends in that country.

YOUNG BOXER DIES.

John Mason, Injured in Friendly Bout, Succumbs to Blow.

John Mason, the young bank clerk who was injured in a boxing bout at one of the monthly entertainments of the St. Bartholomew Church Club on January 23, died at 9:30 p. m. last night at St. Francis Hospital, where he had been removed from his home at No. 664 East 135th street. The young man's father, Richard P. Mason, an official of the Metropolitan Life Insurance Company, was with him when he died. Mr. Mason said last night that he thought his son's death was due to the injury he received from falling to the floor and not to the blow from the fist of Adam Brown, of No. 401 East 20th street, who was his opponent at the time. He said he did not blame any one.

Dr. Riegelman, Coroner Schwanncke's physician, will perform an autopsy this morning at the hospital. Brown will be brought before Coroner Schwanncke to-day. Thomas Shortell, the referee of the bout, and Alfred G. Harvey, physical instructor of the St. Bartholomew Church Club, are under bail charged with aiding in a private prizefight. Brown is held in bail.

PARALYZED, ALMOST DIES FROM COLD.

Farmer, Living Alone, Suddenly Stricken and Is Nearly Frozen Before He Gets Aid.

(By Telegraph to The Tribune.) Tariffville, Conn., Feb. 5.—Cornelius O'Meara, a farmer of this place, while suffering from paralysis, was nearly frozen to death at his home because of his inability to summon aid. He finally succeeded, however, in obtaining assistance, and is now lying in a serious condition at St. Francis Hospital, in Hartford.

O'Meara was in his barn alone on Thursday morning when stricken with an acute attack of the disease, which paralyzed his feet and legs. The temperature was at zero mark. O'Meara succeeded in reaching his home, but could do nothing further. The fire went out, and he was slowly freezing to death. Sunday morning, although suffering terribly, he crawled to the barn and finally harnessed his horse, got into the wagon and drove to a neighbor, who took him to the hospital. It is feared that his legs will have to be amputated.

ARBITRATION DOUBTFUL.

Nicaragua and Honduras Have Not Accepted Court's Findings.

San Salvador, Feb. 5.—Although the court of arbitration now in session here has agreed upon disbarring the Honduran and Nicaraguan armies on the frontiers of these two countries, the governments of Honduras and Nicaragua have not yet accepted the finding of the court to this end.

The employees of the railroads of Salvador have gone on strike for an increase in wages, and traffic has been suspended since yesterday.

TRENTON, N. J., FEB. 5.—FRANK OBADIAH BRIGGS WAS ELECTED UNITED STATES SENATOR BY THE NEW JERSEY LEGISLATURE THIS AFTERNOON, TO SUCCEED JOHN F. DRYDEN, FOR A TERM OF SIX YEARS, FROM

BRIGGS MADE SENATOR.

WINS FIGHT IN CAUCUS.

Colby and Ackerman Bolt Jersey Joint Conference.

(By Telegraph to The Tribune.) Trenton, N. J., Feb. 5.—Frank Obadiah Briggs was elected United States Senator by the New Jersey Legislature this afternoon, to succeed John F. Dryden, for a term of six years, from

March 4, 1907. Only one ballot was taken in the joint session, which resulted as follows: Briggs, Republican, 41; Martine, Democrat, 35; Griggs, Republican, 1 and Pitney, Republican, 1.

There were three absentees, Assemblymen Buck, Republican, and Auf Der Heide and Eppinger, Democrats. Buck became sick last night, and it was feared at one time he had appendicitis. He could not be removed from his hotel. The Democratic absentees were detained at home.

Colby voted for Justice Pitney and Ackerman for ex-Governor Griggs.

Everybody was busy all night and right up until the joint meeting started at 3:30 o'clock this afternoon. A great effort was made at one time to block Briggs's election, but it was futile.

Colby and Ackerman tried to sidetrack Briggs, but they were unsuccessful. They held a conference as late as 3 o'clock this morning with Senators Bradley, Minch, Avis and Robbins, and finally got Bradley to agree to run. It is understood that Senator Colby plucked through the snowstorm from the Hotel Sterling to the Governor's apartments opposite the State House at 4 o'clock this morning and obtained Mr. Stokes's approval of Bradley's candidacy.

As soon as the city was astir this morning, after a brief sleep, David Baird announced that he was out of the race and that his followers could vote as they pleased. Then the Bradley movement began to grow. There were all sorts of rumors about as to the size of his boom, and they kept right up until the caucus met, at 11 o'clock.

The caucus was to have started at 9 o'clock, but the Senate chamber, where it was held, was deserted for an hour and a half after the scheduled time.

When the members entered the caucus it was found that Senator Ackerman would not go in. Buck was sick, and Haines, of Middlesex, was detained by the storm at his home, in South Amboy. He telegraphed that he would come as soon as he could.

The caucus had been in progress only a little while when Crowther, of Middlesex, paid his respects to Senator Colby in vigorous language. He said, in brief, that unless the Essex representative could run things as he pleased he would not play. He charged that if Colby could have been elected Speaker two years ago he would not have made the disturbance he did in the party.

Colby then bolted the caucus and did not return. That was getting the votes for Briggs down to forty-one if he captured the caucus.

Then a recess was taken until 1:30 o'clock, actual time, the clocks having been stopped at 11:56 o'clock.

While the Republicans went to luncheon the Democrats held a conference, and decided to vote as a body for James E. Martine, the third man in the race so far on the Democratic side up to this time. Morris, of Sussex, a Martine man, not supposing his candidate would be agreed upon, presented the name of ex-Mayor Frank S. Katzenbach of Trenton.

When the Republicans came back to caucus, Bradley said that he withdrew in favor of Briggs, and everything looked sunny until Fiske, of Bergen, bolted after a consultation with Ackerman and Colby. That left only forty men in the caucus.

It was decided, however, to go into joint meeting after taking a caucus vote and rely on the count of the legislature.

(Continued on fourth page.)

THAW'S QUEER ACTION IN CAR.

Q.—I call your attention to an occurrence in 1905 and ask you if you will state the time of any occurrence where your attention was particularly directed to Harry K. Thaw? A.—During the summer of 1905 I was on a stretcher.

Q.—Where was the occurrence? A.—On a surface car on the Sixth avenue line, Pittsburg.

Q.—State what the occurrence was? A.—I was a passenger on that car at about 9 o'clock in the evening. Mr. Thaw came in, and in the front of our car we had a large door with a window in it, and on either side of the window were two small windows with blinds. Mr. Thaw came into the car, walked forward and without any purpose volunteered to sit by this blind. The conductor came forward, pulled it down. He emotionally jumped up and threw up the blind, and they got into a tussle.

Q.—Did you observe him when he came into the car? A.—Yes.

Q.—What was his manner at that time? A.—Yes.

Q.—Did you observe Mr. Thaw after he had sat down again in the car? A.—Yes.

Q.—What was his manner at that time? A.—Yes.

Q.—State whether, in your judgment, the action you have described was rational or irrational.

The witness, after considerable objection to the form of the question, answered, "Irrational."

Mr. Gleason then put a long hypothetical question, embracing the alleged actions of Thaw on the car in Pittsburg and on the roof garden on June 25, and asked Dr. Wiley if he believed Thaw mentally responsible under those circumstances. Mr. Jerome offered strenuous objections and there was argument between counsel and the court until the difficulty was straightened, when Dr. Wiley replied: "I can give my opinion that that man is insane."

Mr. Gleason continued:

Q.—Now, doctor, upon the question of insanity, I desire to ask you, as an expert, whether the question of heredity is an important factor? A.—It is.

Q.—Will you define what you mean by the question of what is meant by the question of hereditary insanity, and in what direction proof of hereditary insanity is important? A.—Hereditary insanity, to my medical mind, implies a legacy of unsoundness, unisex state of the brain and of the functions of the brain.

Q.—In referring, doctor, to the question of hereditary insanity would you, as an expert, regard the insanity of relatives of the defendant—not necessarily in the ascending line, but relatives who trace their descent from a common ancestry of the defendant—would you regard that as an important factor in arriving at a decision on the question of insanity? A.—I would.

Mr. Jerome began his cross-examination quietly, but as he warmed to his work he fired questions at Dr. Wiley until the flustered witness was apparently denuded of ideas.

JEROME BECOMES SARCASTIC.

Mr. Jerome, in the course of the examination, called Dr. Wiley an expert, to which the witness took exception. After a little while the witness concluded after all that he was an expert, and for the rest of his cross-examination the District Attorney, with a tinge of sarcasm, frequently began his questions by saying, "Now, as a scientific expert." In these questions Mr. Jerome asked:

Q.—Do you think you are an expert on insanity? A.—I believe I am fairly competent to judge.

Q.—Then you do not think you are an expert?

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