

A MODEST MAN IS CAPT. JACK.

CIRCUMSTANCES FORCE HIM TO TELL OF HIS OWN EXPLOITS.

Punched London Caddy and Shot a Villainous Count Who Was Pursuing a Woman—Set Upon by Twenty Keepers in French Jail—Then Porter to Rescue.

The stowaway Maria Teresa which arrived yesterday brought back to his native land a man who tells a tale of wondrous valor. He had to tell the story about himself because there was no one to tell for him and the story was too good to remain untold.

Capt. Jack told his tale to the reporters at the pier yesterday. He is an imposing-looking person about 4 feet 11 inches tall and weighs about 250 pounds in his winter overcoat.

He told the reporters that after the war with Spain his fighting nature was not satisfied, so he went to England and enlisted in Page's Horse of the Imperial Yeomanry.

But, said to relate, never reached the front. He was ordered to go to a fight with a caddy because the latter called him a "dam Yankee" or something like that.

The fighting blood asserted itself and he says that he passed the caddy good and hard bats and ended in jail. He did not state the physical proportions of the caddy.

This escapade resulted in his discharge from the service. Then, he says, he went to Naples, where he became acquainted with Sam Strong, a wealthy mine owner and his wife. Jack stopped at the same hotel as the Strong party.

The captain says that one night Mrs. Strong told him that she had been insulted by a man who tried to force his way into her room.

Jack says that he found the man, demanded an apology or blood, and wounds followed. To quote the captain, "I found that then took place was the Count Casseleardo, but that didn't make any difference."

"You meddling Yankee," he hissed, and down in his pockets he went and pulled a gun. Before he could get into action I had my gun out and dropped him in his tracks.

My bullet went through his lungs and he did not live very long. Well, of course, I had to skip, and I went to France, where I was arrested.

He says that while in jail there he was treated shamefully and once was set upon and almost killed by about twenty keepers because he objected to his food.

At this point he showed the reporters the scars which, he said, resulted from this confinement.

Jack says that he was tried and sentenced to serve ten years, but he got word to Ambassador Porter, who finally procured his freedom on condition that he would leave the country at once.

The State Department at Washington must have a complete corps of record keepers, for there was nothing known there about the intervention of Ambassador Porter.

The captain says that then he worked his way to Bremen, where he secured his passage home by working his way as mail clerk. He was dressed yesterday as a bad man from the West, where he says he lived for a time.

The captain referred his hearers to ex-Police Captain Westervelt if they wanted to know any more about his character. Mr. Westervelt knows him.

He says that Jack is more amusing than a show and insinuated that he became acquainted with Jack while he was connected with the Police Department.

Detective William Money also knows Jack, whom he met while doing work for the department. He became greatly interested in the story of the caddy and he told some interesting tales.

He said that he thought Jack had been in trouble with the police because he was somewhat lax in the payment of his bills. Money says that he has followed Jack's career for several years and that he never heard of any dead counts or fights with English cabbies.

Evidently Money does not know all about the career of the Captain.

ADMIRAL SCHLEY'S TRIP SOUTH.

He Gets an Enthusiastic Reception in Savannah.

SAVANNAH, Ga., Jan. 10.—Admiral and Mrs. W. S. Schley arrived in Savannah this afternoon on a visit of ten days to Gen. and Mrs. W. W. Gordon. At the station the visitors were met by a large crowd and the reception accorded was very enthusiastic.

The Chatham Artillery, the most famous volunteer organization in the South, saluted the Admiral with seventeen guns.

Mayor Myers and the Aldermanic committee met the Admiral at the train and presented to him an address of congratulatory nature, which was read by the Mayor.

This evening next week the Admiral and his wife will be entertained at dinner at the home of a relative of their own name, where all the guests will be invited and all will be related to Admiral Schley and Mrs. Gordon were together in Porto Rico.

JACKSON, Miss., Jan. 10.—Senator Evans of Harrison county introduced the following resolution in the Legislature today and it was unanimously adopted.

Resolved, That the House of Representatives do pass a resolution of censure against the late Governor of this State, who was removed from office by the Legislature.

The resolution was introduced by the following members: Messrs. Evans, Harrison, and Jones.

It was adopted by a vote of 100 yeas and 10 nays.

RISE WANTS THE FUNDS HELD.

New Moves in Consolidated Railway Lighting Company Trouble.

Among the developments yesterday in the disturbed condition of affairs involving the Consolidated Railway Lighting and Refrigerating Company was the filing by President Isaac L. Rice, who has defied the resolution of the Board of Directors requesting his resignation, of a protest with the Manhattan Security and Trust Company against the removal from that institution of any of the securities of the Refrigerating company; a meeting of the directors, at which they conferred with Henry B. Johnson, counsel for the company, and authorized him to take action and the entering at that meeting of a protest by Mr. Rice against the Board of Directors, which was read by the latter.

After it was declared adopted, Henry B. Johnson of Halsted, Minn., who is the number that strenuously opposed Mr. Hill's indorsement, moved a reconsideration. He was ruled out of order and vigorous protests. Later another motion was made by O. H. Larson of Nelson county, N. D., to reconsider the Hill plank of the resolution.

This was adopted, and a motion that the Hill plank be expunged was tabled. A question has been raised as to whether President Hill has been indorsed or not. No motion to reconsider was adopted and the motion to expunge was lost.

Some of the opponents declared in the corridors after that the Hill part of the resolutions had been prepared in St. Paul and forwarded here for adoption.

In his speech, Mr. Hill, after talking of the relations of the railroad to the grain grower, said: "At the present time we hear much about the community of interests between the railroad and the grain grower, and now that the only community of interests that does or ever can exist is the community of interests between the producer of tonnage and the carrier. The man on the farm, in the forest and in the mine must get his labor and his lands with a profit or he will cease to labor and have nothing to sell. The railroad is dependent for their existence on the products of the lands served by their lines. It has no other source of income. Individuals may come and go, but the land, the country, its resources, and the railroads will be here permanently, and they will either prosper together or be poor together."

"While it is necessary for the railroads that the farmers, the lumbermen and the miners shall be prosperous, it is equally necessary that the railroads shall prosper. Much is said about combination between railroads and that the country for its prosperity must have the continuance of competition. The law of the survival of the fittest must inevitably end such competition by the extinction of the weaker. It is the stronger. This has already been done in the East to the extent that throughout all of New England, the hundreds of original railroads have been consolidated into three or four, and the people are better off than ever before."

Twenty-five years ago it was supposed that competition was necessary to reduce rates. I think we have shown in the North that without competition rates have been reduced faster than anywhere else in this country. To-day the farmers can ship their grain from the Red River Valley to the Gulf of Mexico in less than a week. The average cost of our railway, including terminals, shops, elevators, etc., is about \$25,000 per mile. Now it is \$100,000. In the fifteen counties depending almost entirely for their transportation upon the Great Northern Railway, there are 1,000,000 acres of land. If the building of the railway and what has followed it has added \$10 an acre to the value of the land, it is worth \$100,000,000 more than it would have been without the railway and you have the benefit of this advance. I am glad that it is yours and that I want to see you to enjoy your old age in comfort and to make those who follow after you good and worthy citizens of your State.

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ROW OVER RAILROAD MERGER.

HILL TALKS TO NORTH DAKOTA GRAIN AND STOCK GROWERS.

Resolution Indorsing His Plan Adopted. Then Reconsidered and Left Uncertain—He Tells Them That Competition Is Not Necessary to Reduce Rates.

FARGO, N. D., Jan. 10.—The features of today's session of the Tri-State Grain and Stock Growers' Convention were a speech by James J. Hill and a discussion of a resolution indorsing his plan of merger for the Northwest roads. It required the use of the house to get the resolution passed, but it went through on a ruling of the Chair.

After it was declared adopted, Henry B. Johnson of Halsted, Minn., who is the number that strenuously opposed Mr. Hill's indorsement, moved a reconsideration. He was ruled out of order and vigorous protests. Later another motion was made by O. H. Larson of Nelson county, N. D., to reconsider the Hill plank of the resolution.

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N.Y. CENTRAL AND THE RUTLAND.

No Absorption Yet—Rutland's Entrance to Quebec.

MONTREAL, Jan. 10.—Dr. Seward Webb, who is in the city to-day, confirmed the statement that the Rutland Railroad had control of the South Shore, Quebec, Southern and other Quebec roads, with the object of getting an entrance to Quebec, and that it was also interested in the Montreal-Longueueil Bridge project. It was perfectly true, he said, that he controlled the Rutland, and he saw no reason why Senator Clement should retire from the Presidency. The South Shore and Quebec Southern, he thought, would give the Rutland a very fine entrance to Quebec, and he was endeavoring to consolidate them all under one corporation.

Dr. Bingham of Burlington, who was with Dr. Webb, denied that the New York Central was about to absorb the Rutland. It is true, he said, that Dr. Webb had promised the New York Central people the first option on the road, but at present there was nothing further.

NO DAMAGES TO PASS HOLDERS. Supreme Court of Indiana Sustains the Railroad's Exemption Clause.

INDIANAPOLIS, Jan. 10.—The Indiana Supreme Court held to-day, in an opinion written by Judge Baker, that passengers riding on free passes cannot recover damages for personal injuries if they accept the company's contract.

The court's opinion is that holders of passes voluntarily separate themselves from the general public who use the trains. The decision does not apply to stock drovers' passes, issued in connection with bills of lading.

They (holders of gratuitous passes) are creatures of favor. They voluntarily separate themselves from the general public. The reasons why it is held that the railroad is not liable to them are, first, that a public duty wholly fails for railroad companies are not permitted to transport the ordinary public gratuitously.

Not only is no principle of public policy violated by denying the holder of a free pass the right to recover for injuries, but there is sound public policy in holding him to it. The expenses of operating railroads are borne by the general public, that is, by those who pay for their transportation. It is a burden on the general public that they increase the burden, or, at least, postpone the burden, by their existence.

If the pass holders, in addition, were allowed to recover judgments for personal injuries by disallowing the agreements they would be making a positive increase of disbursements on the part of the railroad, and it would be borne ultimately by the general public.

RAILROAD PASSES STAY. Lake Shore and Pennsylvania Roads Have Issued Them for 1902.

CHICAGO, Jan. 10.—Presidents of Western railroads received telegrams from the Lake Shore and Pennsylvania roads to-day, announcing that "exchange" passes, annual and trip, would be issued for 1902. The Presidents of the Western lines did not hesitate to accept the invitation of the Eastern lines.

All expressed the belief that it will be a few days until official announcement comes that the roads in the trunk line territory have decided not to maintain the anti-pass agreement.

MISSOURI PACIFIC WITHDRAWS FROM AGREEMENT. The Missouri Pacific Railroad management has announced its withdrawal from participation in freight tariff agreements with the Twin Falls and other down territory roads.

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