

DEMOCRATS DEFEND MORMONS

TWO OF THEM TESTIFY IN THE SMOOT CASE.

The Democrats That Senator Dubois's Campaign Against the Mormons Was to Further His Own Political Ends by Parker Sacrificed for Gov. Helfried.

WASHINGTON, Jan. 12.—Political conditions in Idaho and the alleged interference of the Mormon Church were considered today at the Smoot hearing before the Senate Committee on Privileges and Elections. Four witnesses subpoenaed by the defense were examined. They testified that the Mormon Church did not dominate the politics of Idaho nor influence the votes of the Mormon people as a body. The range of the testimony was very wide, admitting hearsay, inference, political argument and newspaper editorials. The general trend of the testimony was to the effect that Senator Dubois and his faction began an anti-polygamy campaign in Idaho last year as a political expedient, and were defeated because of the desire of the people, both Gentile and Mormon, to let the Mormon question alone.

F. H. Holsinger was the first witness for the defense. He lives in Pocatello, Blaine county, Idaho, and practices law. He is a Democrat and an Episcopalian.

The witness was asked regarding the adoption of the anti-polygamy plank in the Democratic State convention of 1904. He said he was one of the sub-committee of five which drafted the so-called Mormon plank. The convention voted to strike the plank from the platform.

A plank was finally adopted, proposed by Senator Dubois, by a vote of 187 to 107. Under the unit rule many delegates were voted in favor of the resolution who were personally opposed to it.

Gentle Democrats, said the witness, were strongly opposed to injecting into Idaho politics the Mormon question. They declared the move was made for personal ends. All forms of accounts, the public condemnation of the move was shown, the witness declared, by the result at the election, when the Democrats were badly snowed under.

Mr. Van Cott—Have you ever seen any evidence of the interference of the Mormon Church in politics in Idaho? A. I have not.

Mr. Taylor cross-examined Mr. Holsinger.

Q. How many polygamists in Idaho? A. I have heard of twenty or thirty families.

Inquiry developed the fact that the first plank presented to the convention contained the word "adultery," and to this Mr. Holsinger made a minority report, opposing its adoption as an article of faith for the Mormon people. If there had not been a vigorous effort to push through an anti-Mormon plank through personal motives, Mr. Holsinger said, he believed the Mormons themselves would have voted for the plank against adultery and polygamy.

Q. Were 90 per cent. of the Democrats of Idaho opposed to this plank? A. I think so.

Q. Then why did they adopt it? A. The northern part of Idaho controlled the convention, and they were from a part of the State where they don't know anything about the Mormon counties or the Mormon people.

Frank Martin, a lawyer of Boise, Idaho, was called. He has lived in Idaho since 1888. He is a Gentle and a Democrat, and has been active in politics.

The agitation against the Mormons as to polygamy was led by Senator Dubois, said Mr. Martin. The Mormons said they would not oppose the anti-polygamy plank, but also included the denunciation of the crime of adultery so as to apply to non-Mormons. This change was made, but it failed to meet the approval of the Mormons, who by that time declared that they were convinced that the agitation was for personal motives and not for the purification of morals in Idaho, and that the "church interference" clause was intended to lead to the disfranchisement of the Mormons. They regarded this as a scheme of Senator Dubois to deprive them of suffrage in order that he might be reelected United States Senator.

The Democratic State chairman, witness said, told the leaders that he did not want the national issues raised, but only the Mormon issue. "People are tired of tariff," he said. "They want to hear about Mormonism." The campaign was waged entirely on the Mormon issue, Senator Dubois said. Mr. Clay, the Democratic candidate for Congress, and other Democratic leaders made Mormonism the issue of the campaign.

Mr. Martin said he was surprised so many Mormon Democrats had supported the Democratic ticket, as the issue of the campaign presented. He has heard that the Democratic leaders were trying to get votes for Helfried, the Democratic candidate for Governor at that time, by urging the aid of Senator Dubois at the time of the election of Judge Parker, a man who decided the election of Helfried and would vote for Roosevelt, but advocated the election of Helfried for Governor, and would round with Senator Dubois, a ladies from the State and Mr. Webster, spoke in the State and also advocated the election of Roosevelt and Helfried. Many old time Republican newspapers objected to this sacrifice of Judge Parker.

On cross-examination Mr. Martin admitted that he had never publicly protested against the sacrifice of Judge Parker.

James H. Brady of Pocatello, Idaho, was called. He is a Gentle and a Democrat, and was sworn. He said he had taken some interest in politics. He is a Gentle and attends the Congress at Boise. He is chairman of the Republican State Central committee, and had active charge of the campaign. He has 100 and 14,000 Mormon voters out of the 72,000 in Idaho. The main reason for the large Republican vote in Idaho was that the people believed in Republican principles.

"It was not an anti-polygamy fight, but an anti-Mormon fight," he said. "There was no reason for bringing up this question more than at any time since 1894. The business men and the farmers made an aggressive campaign in party lines on the Republican side, and the Democratic side waged the fight absolutely and wholly in party lines. The people in both Gentile and Mormon counties settled the question. The Democratic leaders in my judgment did all in their power to drive the Mormon vote into our camp, and of course I welcomed it. I did not get as many Mormon votes in the southern counties as I expected. Many Mormon Democrats were more loyal to their party than I expected."

Mr. Brady produced a photographic copy of Senator Dubois's famous letter in which he is said to have declared in effect that "all Mormons are criminals." Mr. Brady said he had circulated 10,000 copies of the letter among the Idaho Mormons.

Judge Parker was sacrificed at every opportunity for the sake of the State. Mr. Brady said Mr. Helfried was a Republican, and the Democrats were making a religious fight against the Mormons, and reminded them of the old A. F. J. movement. The result of the election was a Republican majority in Idaho county, which had always been Democratic.

J. W. N. Whitton of Provo, Utah, was called. Mr. Whitton is a Gentle, a lawyer and a Congregationalist by marriage. "That is in my heart," he explained, "I am a member." He went to Utah in 1889, and has lived in Provo ever since. He was judge in the State at that time. Senator Smoot lives at Provo. Judge Whitton told of Smoot's early activity as a Republican. He said that the Mormons stood as a unit politically and the Gentiles the same. Later they split into party lines largely after the fashion of other communities.

Judge Whitton went into a narrative of early conditions in Utah, and had gotten down to 1890 when the committee adjourned until to-morrow.

MORTON ON RATES AND REBATES.

The Secretary of the Navy Gives His Personal Views in "Outlook."

WASHINGTON, Jan. 12.—An article by Paul Morton, Secretary of the Navy, on railway rates, rebates and discriminations will be printed in the Outlook to-morrow. Mr. Morton will say in part:

"In no sense must my views be considered the views of the Administration, and in no way should it be interpreted that they are to be pressed upon members of Congress.

"I believe that one of three things is sure to take place in the conduct of our railway systems:

"First—Legalization of pools—the right of the railroads to make enforceable contracts between themselves as to division of earnings, so that they can resist the temptation of big shippers and be assured of a fair share of the business moving at stable rates, which shall apply alike to all patrons.

"Second—The further unification of ownership, whereby delivery in time of the entire railway ownership of the country in the hands of a few individuals or one syndicate.

"Third—Government ownership, the worst of the three evils, if such they may be called. Government ownership of railroads would be the beginning of industrial autocracy, and would be created to especially consider and expedite all questions of interstate commerce so far as the transportation of the country is concerned, it being understood that this central court should have power to adjudicate in all such cases except those involving constitutional questions, and the findings of this court in interstate matters to be final.

Secretary Morton would urge strict punishment for railroads or steamboat lines engaged in interstate commerce which by any device paid rebates, commissions, or any other favored treatment, and the punishment should be as severe as shippers or commission agents seeking or receiving them.

Some of the friends of the commission in the present Interstate Commerce Commission in substantially its present form. Let it go on making investigations and findings. If it found a rate unreasonable let it order such rates as it deems reasonable, and if railroads did not make them effective in thirty days then the entire matter could be referred to a central court of transportation of, say, three or five members, to be created to especially consider and expedite all questions of interstate commerce so far as the transportation of the country is concerned, it being understood that this central court should have power to adjudicate in all such cases except those involving constitutional questions, and the findings of this court in interstate matters to be final.

Secretary Morton would urge strict punishment for railroads or steamboat lines engaged in interstate commerce which by any device paid rebates, commissions, or any other favored treatment, and the punishment should be as severe as shippers or commission agents seeking or receiving them.

Some of the friends of the commission in the present Interstate Commerce Commission in substantially its present form. Let it go on making investigations and findings. If it found a rate unreasonable let it order such rates as it deems reasonable, and if railroads did not make them effective in thirty days then the entire matter could be referred to a central court of transportation of, say, three or five members, to be created to especially consider and expedite all questions of interstate commerce so far as the transportation of the country is concerned, it being understood that this central court should have power to adjudicate in all such cases except those involving constitutional questions, and the findings of this court in interstate matters to be final.

Secretary Morton would urge strict punishment for railroads or steamboat lines engaged in interstate commerce which by any device paid rebates, commissions, or any other favored treatment, and the punishment should be as severe as shippers or commission agents seeking or receiving them.

Some of the friends of the commission in the present Interstate Commerce Commission in substantially its present form. Let it go on making investigations and findings. If it found a rate unreasonable let it order such rates as it deems reasonable, and if railroads did not make them effective in thirty days then the entire matter could be referred to a central court of transportation of, say, three or five members, to be created to especially consider and expedite all questions of interstate commerce so far as the transportation of the country is concerned, it being understood that this central court should have power to adjudicate in all such cases except those involving constitutional questions, and the findings of this court in interstate matters to be final.

Secretary Morton would urge strict punishment for railroads or steamboat lines engaged in interstate commerce which by any device paid rebates, commissions, or any other favored treatment, and the punishment should be as severe as shippers or commission agents seeking or receiving them.

Some of the friends of the commission in the present Interstate Commerce Commission in substantially its present form. Let it go on making investigations and findings. If it found a rate unreasonable let it order such rates as it deems reasonable, and if railroads did not make them effective in thirty days then the entire matter could be referred to a central court of transportation of, say, three or five members, to be created to especially consider and expedite all questions of interstate commerce so far as the transportation of the country is concerned, it being understood that this central court should have power to adjudicate in all such cases except those involving constitutional questions, and the findings of this court in interstate matters to be final.

Secretary Morton would urge strict punishment for railroads or steamboat lines engaged in interstate commerce which by any device paid rebates, commissions, or any other favored treatment, and the punishment should be as severe as shippers or commission agents seeking or receiving them.

Some of the friends of the commission in the present Interstate Commerce Commission in substantially its present form. Let it go on making investigations and findings. If it found a rate unreasonable let it order such rates as it deems reasonable, and if railroads did not make them effective in thirty days then the entire matter could be referred to a central court of transportation of, say, three or five members, to be created to especially consider and expedite all questions of interstate commerce so far as the transportation of the country is concerned, it being understood that this central court should have power to adjudicate in all such cases except those involving constitutional questions, and the findings of this court in interstate matters to be final.

Secretary Morton would urge strict punishment for railroads or steamboat lines engaged in interstate commerce which by any device paid rebates, commissions, or any other favored treatment, and the punishment should be as severe as shippers or commission agents seeking or receiving them.

Some of the friends of the commission in the present Interstate Commerce Commission in substantially its present form. Let it go on making investigations and findings. If it found a rate unreasonable let it order such rates as it deems reasonable, and if railroads did not make them effective in thirty days then the entire matter could be referred to a central court of transportation of, say, three or five members, to be created to especially consider and expedite all questions of interstate commerce so far as the transportation of the country is concerned, it being understood that this central court should have power to adjudicate in all such cases except those involving constitutional questions, and the findings of this court in interstate matters to be final.

Secretary Morton would urge strict punishment for railroads or steamboat lines engaged in interstate commerce which by any device paid rebates, commissions, or any other favored treatment, and the punishment should be as severe as shippers or commission agents seeking or receiving them.

Some of the friends of the commission in the present Interstate Commerce Commission in substantially its present form. Let it go on making investigations and findings. If it found a rate unreasonable let it order such rates as it deems reasonable, and if railroads did not make them effective in thirty days then the entire matter could be referred to a central court of transportation of, say, three or five members, to be created to especially consider and expedite all questions of interstate commerce so far as the transportation of the country is concerned, it being understood that this central court should have power to adjudicate in all such cases except those involving constitutional questions, and the findings of this court in interstate matters to be final.

Secretary Morton would urge strict punishment for railroads or steamboat lines engaged in interstate commerce which by any device paid rebates, commissions, or any other favored treatment, and the punishment should be as severe as shippers or commission agents seeking or receiving them.

Some of the friends of the commission in the present Interstate Commerce Commission in substantially its present form. Let it go on making investigations and findings. If it found a rate unreasonable let it order such rates as it deems reasonable, and if railroads did not make them effective in thirty days then the entire matter could be referred to a central court of transportation of, say, three or five members, to be created to especially consider and expedite all questions of interstate commerce so far as the transportation of the country is concerned, it being understood that this central court should have power to adjudicate in all such cases except those involving constitutional questions, and the findings of this court in interstate matters to be final.

Secretary Morton would urge strict punishment for railroads or steamboat lines engaged in interstate commerce which by any device paid rebates, commissions, or any other favored treatment, and the punishment should be as severe as shippers or commission agents seeking or receiving them.

Some of the friends of the commission in the present Interstate Commerce Commission in substantially its present form. Let it go on making investigations and findings. If it found a rate unreasonable let it order such rates as it deems reasonable, and if railroads did not make them effective in thirty days then the entire matter could be referred to a central court of transportation of, say, three or five members, to be created to especially consider and expedite all questions of interstate commerce so far as the transportation of the country is concerned, it being understood that this central court should have power to adjudicate in all such cases except those involving constitutional questions, and the findings of this court in interstate matters to be final.

Secretary Morton would urge strict punishment for railroads or steamboat lines engaged in interstate commerce which by any device paid rebates, commissions, or any other favored treatment, and the punishment should be as severe as shippers or commission agents seeking or receiving them.

Some of the friends of the commission in the present Interstate Commerce Commission in substantially its present form. Let it go on making investigations and findings. If it found a rate unreasonable let it order such rates as it deems reasonable, and if railroads did not make them effective in thirty days then the entire matter could be referred to a central court of transportation of, say, three or five members, to be created to especially consider and expedite all questions of interstate commerce so far as the transportation of the country is concerned, it being understood that this central court should have power to adjudicate in all such cases except those involving constitutional questions, and the findings of this court in interstate matters to be final.

Secretary Morton would urge strict punishment for railroads or steamboat lines engaged in interstate commerce which by any device paid rebates, commissions, or any other favored treatment, and the punishment should be as severe as shippers or commission agents seeking or receiving them.

Some of the friends of the commission in the present Interstate Commerce Commission in substantially its present form. Let it go on making investigations and findings. If it found a rate unreasonable let it order such rates as it deems reasonable, and if railroads did not make them effective in thirty days then the entire matter could be referred to a central court of transportation of, say, three or five members, to be created to especially consider and expedite all questions of interstate commerce so far as the transportation of the country is concerned, it being understood that this central court should have power to adjudicate in all such cases except those involving constitutional questions, and the findings of this court in interstate matters to be final.

Secretary Morton would urge strict punishment for railroads or steamboat lines engaged in interstate commerce which by any device paid rebates, commissions, or any other favored treatment, and the punishment should be as severe as shippers or commission agents seeking or receiving them.

Some of the friends of the commission in the present Interstate Commerce Commission in substantially its present form. Let it go on making investigations and findings. If it found a rate unreasonable let it order such rates as it deems reasonable, and if railroads did not make them effective in thirty days then the entire matter could be referred to a central court of transportation of, say, three or five members, to be created to especially consider and expedite all questions of interstate commerce so far as the transportation of the country is concerned, it being understood that this central court should have power to adjudicate in all such cases except those involving constitutional questions, and the findings of this court in interstate matters to be final.

Secretary Morton would urge strict punishment for railroads or steamboat lines engaged in interstate commerce which by any device paid rebates, commissions, or any other favored treatment, and the punishment should be as severe as shippers or commission agents seeking or receiving them.

TIFFANY & CO.

Pottery and Glass Department

Continued China Sale

At greatly reduced prices to facilitate removal, Minton, Doulton, Cauldon, Crown Derby and Coalport plates and cups and saucers

Also fish and game sets decorated by Mussill, Wilson, Hart and Wright

Union Square New York

NEW RATE LAWS NOT NEEDED

STANDS WITH ROOSEVELT.

Mr. Burkett, Soon to Be Nebraska's Senator, Favors Railroad Regulation.

OMAHA, Neb., Jan. 12.—Congressman Elmer Burkett has signified his intentions of standing by President Roosevelt's efforts to regulate railroad rates. He is elected Nebraska's Senator from Nebraska.

After a silence of three months on this subject, Mr. Burkett last night sent the Speaker of the Nebraska Legislature the following telegram, which he asked to have read before the joint assembly to-day:

"I am advised by wire of the action of the Nebraska House to-day. Please say to them for me that I stand squarely with the President and I endorse his message for regulation of railroad rates.

Burkett's telegram was called forth by the action of the House, which yesterday voted to amend the bill to regulate rates of the Nebraska House to-day. Please say to them for me that I stand squarely with the President and I endorse his message for regulation of railroad rates.

Burkett's telegram was called forth by the action of the House, which yesterday voted to amend the bill to regulate rates of the Nebraska House to-day. Please say to them for me that I stand squarely with the President and I endorse his message for regulation of railroad rates.

Burkett's telegram was called forth by the action of the House, which yesterday voted to amend the bill to regulate rates of the Nebraska House to-day. Please say to them for me that I stand squarely with the President and I endorse his message for regulation of railroad rates.

Burkett's telegram was called forth by the action of the House, which yesterday voted to amend the bill to regulate rates of the Nebraska House to-day. Please say to them for me that I stand squarely with the President and I endorse his message for regulation of railroad rates.

Burkett's telegram was called forth by the action of the House, which yesterday voted to amend the bill to regulate rates of the Nebraska House to-day. Please say to them for me that I stand squarely with the President and I endorse his message for regulation of railroad rates.

Burkett's telegram was called forth by the action of the House, which yesterday voted to amend the bill to regulate rates of the Nebraska House to-day. Please say to them for me that I stand squarely with the President and I endorse his message for regulation of railroad rates.

Burkett's telegram was called forth by the action of the House, which yesterday voted to amend the bill to regulate rates of the Nebraska House to-day. Please say to them for me that I stand squarely with the President and I endorse his message for regulation of railroad rates.

Burkett's telegram was called forth by the action of the House, which yesterday voted to amend the bill to regulate rates of the Nebraska House to-day. Please say to them for me that I stand squarely with the President and I endorse his message for regulation of railroad rates.

Burkett's telegram was called forth by the action of the House, which yesterday voted to amend the bill to regulate rates of the Nebraska House to-day. Please say to them for me that I stand squarely with the President and I endorse his message for regulation of railroad rates.

Burkett's telegram was called forth by the action of the House, which yesterday voted to amend the bill to regulate rates of the Nebraska House to-day. Please say to them for me that I stand squarely with the President and I endorse his message for regulation of railroad rates.

Burkett's telegram was called forth by the action of the House, which yesterday voted to amend the bill to regulate rates of the Nebraska House to-day. Please say to them for me that I stand squarely with the President and I endorse his message for regulation of railroad rates.

Burkett's telegram was called forth by the action of the House, which yesterday voted to amend the bill to regulate rates of the Nebraska House to-day. Please say to them for me that I stand squarely with the President and I endorse his message for regulation of railroad rates.

Burkett's telegram was called forth by the action of the House, which yesterday voted to amend the bill to regulate rates of the Nebraska House to-day. Please say to them for me that I stand squarely with the President and I endorse his message for regulation of railroad rates.

Burkett's telegram was called forth by the action of the House, which yesterday voted to amend the bill to regulate rates of the Nebraska House to-day. Please say to them for me that I stand squarely with the President and I endorse his message for regulation of railroad rates.

Burkett's telegram was called forth by the action of the House, which yesterday voted to amend the bill to regulate rates of the Nebraska House to-day. Please say to them for me that I stand squarely with the President and I endorse his message for regulation of railroad rates.

Burkett's telegram was called forth by the action of the House, which yesterday voted to amend the bill to regulate rates of the Nebraska House to-day. Please say to them for me that I stand squarely with the President and I endorse his message for regulation of railroad rates.

Burkett's telegram was called forth by the action of the House, which yesterday voted to amend the bill to regulate rates of the Nebraska House to-day. Please say to them for me that I stand squarely with the President and I endorse his message for regulation of railroad rates.

Burkett's telegram was called forth by the action of the House, which yesterday voted to amend the bill to regulate rates of the Nebraska House to-day. Please say to them for me that I stand squarely with the President and I endorse his message for regulation of railroad rates.

Burkett's telegram was called forth by the action of the House, which yesterday voted to amend the bill to regulate rates of the Nebraska House to-day. Please say to them for me that I stand squarely with the President and I endorse his message for regulation of railroad rates.

Burkett's telegram was called forth by the action of the House, which yesterday voted to amend the bill to regulate rates of the Nebraska House to-day. Please say to them for me that I stand squarely with the President and I endorse his message for regulation of railroad rates.

Burkett's telegram was called forth by the action of the House, which yesterday voted to amend the bill to regulate rates of the Nebraska House to-day. Please say to them for me that I stand squarely with the President and I endorse his message for regulation of railroad rates.

Burkett's telegram was called forth by the action of the House, which yesterday voted to amend the bill to regulate rates of the Nebraska House to-day. Please say to them for me that I stand squarely with the President and I endorse his message for regulation of railroad rates.

Burkett's telegram was called forth by the action of the House, which yesterday voted to amend the bill to regulate rates of the Nebraska House to-day. Please say to them for me that I stand squarely with the President and I endorse his message for regulation of railroad rates.

CONTINENTAL FIRE INSURANCE COMPANY,

HOME OFFICE: CONTINENTAL BUILDING, 44-46-48 CEDAR ST., N. Y. WESTERN DEPT.: 280 LA SALLE ST., CHICAGO, ILLS.

FIFTY-SECOND ANNUAL STATEMENT, JANUARY 1st, 1905.

ASSETS.

Table with 2 columns: Asset Category and Amount. Includes State, Municipal, Railroad, Bonds and Stocks (\$11,874,865), Real Estate (1,113,000), Loans on Bond and Mortgage (28,900), Premiums in course of collection (866,740), Interest, Dividends and Rents accrued (95,205), Cash on deposit and in offices (764,442).

LIABILITIES.

Table with 2 columns: Liability Category and Amount. Includes Capital (\$1,000,000), Reserve for unearned premiums on policies in force (5,993,813), Reserve for losses in process of adjustment (410,545), Reserve for Commissions, Taxes and all other claims (173,133), Reserve for Contingencies (300,000).

Total Liabilities, \$7,786,491.

NET SURPLUS, \$6,756,661.

Total Assets, \$14,543,152.

The CONTINENTAL offers, without increase of rate, the safest fire insurance obtainable; it has a Net Surplus of \$6,756,661. above every claim; it limits its liability in locations subject to conflagrations; and for the further protection of its policy holders it has complied with the New York Safety Fund Law.

CHICAGO 1871, BOSTON 1872, BALTIMORE 1904, CONFLAGRATION LOSSES PROMPTLY PAID IN FULL.

OFFICERS: HENRY EVANS, President. EDWARD LANNING, Vice-President. J. E. LOONEY, Secretary. C. R. TUTTLE, Asst. Secretary. J. A. SWINWORTH, Asst. Secretary.

DIRECTORS: WILLIAM L. ANDREWS, GEORGE E. KLINE, CHARLES A. MOORE, WILLIAM G. BAKER, H. H. LAMFORT, ALEXANDER E. ORR, CLARENCE W. BOWEN, EDWARD LANNING, F. P. OLCOTT, HENRY EVANS, WILLIAM G. LOW, CYRUS PRICK, RICHARD A. MCKIM, JOHN L. RIKER, THORNBURGH HOLLISTER, WILLIAM H. MCINTYRE, JOHN L. RIKER, AMELIUS B. HULL, F. C. MOORE, ELIHU ROOT.

FINANCE COMMITTEE: Under whose supervision the funds of the Company are invested. ALEXANDER E. ORR, Chairman. JOHN P. BAKER, F. P. OLCOTT, GEO. L. RIKER, WM. A. RHEAD.

FRIDAY and SATURDAY SPECIALS. All 3 Stores. 2750 SHIRTS that were \$1 to \$1.50. Men's Fancy stiff and plaited bosoms in black and white effects and quiet gray—a very unusual bargain. We took all the manufacturers had on hand at the end of the season, and they are fine, new goods, made for particular men. Cuffs attached and detached, sizes 13 1/2 to 20.

12000 pairs of SOCKS 75c 17c. One of the big importers moved the first of the year. We helped him by taking these. Instead of asking 25 to 50c. for them, the regular prices, we prefer to sell them out quickly at 17c. or 3 pair for 50c. Plain Black of different weights, Blacks with split foot, Blacks with solid white feet; and all they had left of last year's Fancy Lisle and Balbriggan half hose.

1100 SUSPENDERS. Left over from the handsome Fancy Silk Suspenders with white calfskin ends that we sold during the Holidays at 50c. a pair. Special price to close them out quickly, 25c.

SMITH, GRAY & CO. Broadway at Fulton St. at Flatbush Av. Broadway at Bedford Av. B 17 1/2

ART SALES AND EXHIBITIONS. ART SALES AND EXHIBITIONS. THIS FRIDAY EVENING, AT 8:15 O'CLOCK. In the Grand Ballroom of the Waldorf-Astoria, WILL BE SOLD AT AUCTION High Class Paintings BY THE GREAT FOREIGN ARTISTS. Beautiful, Charming Subjects and Portraits and Studies of Fair Women. "Court of Beauty," "The Most Beautiful and Charming Pictures Ever Offered in This City." THE PAINTINGS WILL BE ON VIEW AT THE Fifth Avenue Art Galleries, 366, 368 Fifth Ave. (near 34th St.). UNTIL TIME OF SALE AT THE WALDORF-ASTORIA. By Order of Mr. Eugene F. ... of Paris. Mr. JAMES P. SILO will conduct the sale.

THE SWAYNE IMPEACHMENT. MR. PALMER CALLS UP THE ARTICLES IN THE HOUSE. Mr. Littlefield Stirs Up the Members by Reading an Interview With Lamar of Florida in Which He Intimated That Swayne Might Be Assassinated.

WASHINGTON, Jan. 12.—Judge Swayne's impeachment case to-day reached the stage of discussion in the House of Representatives upon the merits of the charges made against him by the special committee appointed to formulate them and the facts upon which they are based.

According to the notice he gave on Tuesday, Mr. Palmer (Rep., Pa.), after the reading of the journal to-day, called up the articles of impeachment against Charles Swayne, Judge of the Federal Court for the Northern District of Florida, proposed by the Committee on the Judiciary, and they were read in extenso at the clerk's desk.

Mr. Palmer reiterated the history of the proceedings in the case subsequent to the adoption of the resolution reported by the Committee on the Judiciary declaring that Judge Swayne should be impeached for high crimes and misdemeanors.

Discussing the case presented by the articles of impeachment, Mr. Palmer said the question was: "For what offenses may a Judge be impeached?"

All cases that had been brought to the attention of the Senate and which had been impeached only for such offenses as were in the nature of a crime, or which involved the exercise of the function of his office.

The five points made against Judge Swayne by Mr. Palmer were these: First—That he had no legal residence within his district.

Second—That he imposed unlawful punishment upon attorneys in his court for alleged contempt; also, upon a bank president for assault upon an officer of the House.

Third—That he unlawfully used the property of a bankrupt railroad corporation for the payment of his personal debts without making compensation therefor.

Fourth—That he made false certificates regarding the cost of traveling expenses of his family.

Fifth—That he made false certificates regarding the cost of traveling expenses of his family.

Mr. Littlefield consumed all but a few minutes of the remainder of the session, which was extended to 3:30 o'clock in an exhaustive analysis of the facts disclosed by the record, and by the papers and documents in the case not in the record, but which he had secured from the reporter, with the conclusion that they would not satisfy the Senate beyond a reasonable doubt of the charges relating to residence, the use without compensation of the property of a bankrupt railroad corporation in his court, and of the matters of unlawful punishment for contempt of court. As to the charge of obtaining money from the Treasury on false certificates, in which he had joined with the majority of the committee, Mr. Littlefield said he should withhold a decision regarding his final action for future consideration of evidence on the subject not contained in the record, but which he had secured from the reporter, and we all know, he added, "despite the declaration of the gentleman from Pennsylvania, that Judge Swayne's practice had been followed by other Judges."

Responding at some length and with much feeling, and amid numerous interruptions, Mr. Littlefield concurred in the substantial accuracy of the report, but denied that he had intended to convey the idea that Judge Swayne was in danger.

"I told the reporter," continued Mr. Lamar, "that if the proceedings culminated in nothing it would be because the House of Representatives did not understand the conditions in Florida and Judge Swayne's relation to the people as I understood them; that I would speak out as utterly corrupt and tyrannical, and I repeat it upon this floor, and I intended to repeat it in my speech on the merits of this case, that if nothing appealed to Judge Swayne, neither law nor humanity, in his own lawless career, then I would speak out as utterly corrupt and tyrannical and I repeat that statement."

"I grieve and profoundly regret," said Mr. Littlefield, "that any man should justify assassination or use language that tended to incite to murder."

Mr. Littlefield said that he had suffered at his hands. I repeat that statement."

"I grieve and profoundly regret," said Mr. Littlefield, "that any man should justify assassination or use language that tended to incite to murder."

Mr. Littlefield said that he had suffered at his hands. I repeat that statement."

"I grieve and profoundly regret," said Mr. Littlefield, "that any man should justify assassination or use language that tended to incite to murder."

Mr. Littlefield said that he had suffered at his hands. I repeat that statement."

"I grieve and profoundly regret," said Mr. Littlefield, "that any man should justify assassination or use language that tended to incite to murder."