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## GREAT BRITAIN BADLY IRRITATED.

### Press and People Saying Nasty Things Regarding Von Buelow's Scathing Snub of Chamberlain.

London, Jan. 9.—The stinging rebuke administered to Mr. Chamberlain, the British colonial secretary, by Chancellor von Buelow, in the reichstag at Berlin, yesterday, for the references in Mr. Chamberlain's speech at Edinburgh, October 25 last, to the conduct of the German army in the war with France, 1870-71, has caused intense and widespread irritation here, and has markedly increased the bitterness of the Anglo-German discord. The St. James Gazette, which calls Count von Buelow a "swaggering pharisee," says:

"His offensive speech has brought the growing irritation between the two countries into a dangerous sphere, and the kaiser's telegram of six years ago was not more disastrous to mutual good relations than the studied affront on a British statesman who is trusted by the country and through him, on the country itself. Our attitude of easy tolerance is no longer compatible with our dignity as a nation. Even if von Buelow had been the head of a Republican ministry dependent for its life on fickle popular opinion there would have been little excuse for his gross perversion of facts and breach of international comity."

The St. James Gazette concludes with the expression of belief that the journalical impertinence of the German press is profoundly distasteful to the kaiser, who is manfully striving to stem the torrent which is bearing his empire towards the Niagara of disaster" and warns Germany that "both eastward and westward of her there is a menace which holds her armed to the teeth in sleepless vigilance, and when the expected catastrophe in southeastern Europe leaves her alone between the upper and nether millstone she may bitterly regret the loss of the good will of this country which she is now flinging away with both hands."

"Von Buelow's words cannot fail to be hailed throughout Europe as a snub to Great Britain," says the Pall Mall Gazette, in an editorial headed, "The Robert Discourteous." The editorial expresses regret that the chancellor "in his anxiety not to be suspected of being a friend of England, has chosen to stimulate rather than soothe the anti-British spirit."

The Globe accuses von Buelow of "deliberately pandering to the lowest and most ill-informed elements of public opinion in Germany," adding: "It is inconceivable that the chancellor spoke thus without the approval of the kaiser."

The Globe then lectures Emperor William for "not checking the stream of foul lies and obscene caricatures in the German press." Referring to the forthcoming visit of the Prince of Wales to Germany, it says: "It is a poor beginning of hospitality on the kaiser's part to allow his chancellor to indulge in language intentionally offensive to the whole British empire."

The Westminster Gazette alone deprecates the regarding of Count Buelow's speech as a cause for further disturbing the relations between Great Britain and Germany.

Such comments as those quoted above, it is thought, may further inflame the public, already angered in consequence of the snub administered by Emperor William a few days ago in the North German Gazette. This paper is the chief mouthpiece of the government, and in it a note appeared saying that the statement in the English press that the German emperor had pressed the Prince of Wales to attend the birthday celebration was untrue and explaining that King Edward had suggested the visit and that Emperor William had sent the invitation.

Berlin, Jan. 9.—The Cologne Gazette, which says Chancellor von Buelow's speech in the reichstag yesterday was distinguished for its clearness and which suggests it was modelled after Mr. Chamberlain's own incisive manner of speaking, thinks that in the interest of good relations between the two countries the incident ought now to be regarded as closed.

During the course of the debate on the estimates in the reichstag today several members welcomed the occasion to express their personal concurrence in Chancellor von Buelow's views on Mr. Chamberlain's utterance. In behalf of the liberal people's party, Herr Richter endorsed the chancellor's rebuke. He said the incident served to demonstrate that in national questions all Germans are one.

"We know our army," added Herr Richter, "and we know what Mr. Chamberlain is like. But enough of him; we have more important things to attend to."

## GERMAN BUDGET SHOWS DEFICIT.

### Minister of Finance Sets Forth That the Teutonic Balance Sheet Is 70,000,000 Marks on the Wrong Side Of the Ledger.

Berlin, Jan. 9.—The minister of finance, Baron von Rheinbaben, in the lower house of the diet today presented the budget for 1902, in which the ordinary estimates show a deficit of 70,000,000 marks. This, however, the minister explained had been covered without special difficulty, thanks, primarily, to the imperishable services of the late finance minister, Dr. Miquel, whose wise foresight had collected a surplus which, at the end of 1900, amounted to 71,500,000 marks. Baron von Rheinbaben considers that it speaks well for the internal solidity of the state's finances that, despite the depression in trade during the past year, the demands of the exchequer were met without resort to extraordinary means. There seemed to him to be no occasion for pessimism.

Referring to the Polish question, Baron von Rheinbaben reminded the Poles of the saying:

"Who sows the wind reaps the whirlwind," adding that they were now going to reap the whirlwind. Recent events had only served to strengthen the government's determination to increasingly stiffen the back of Germany. The funds available for this purpose had been satisfactorily augmented.

The former president and vice presidents of the lower house of the diet were re-elected by acclamation.

## SUTHERLAND WILL ENTER PROTEST

### To Appear Before Ways and Means Committee as Champion for Beet Sugar Industry—E. H. Parsons May be Given Rank of Captain.

[Special to the "News."]

Washington, D. C., Jan. 9.—Congressman Sutherland today introduced a bill to place Capt. E. H. Parsons, late of the quartermaster's department of the army, during the Spanish war on the retired list of the army with the rank of captain. Mr. Parsons was formerly United States marshal of Utah.

Mr. Sutherland had a conference with the California and Michigan beet sugar delegation of the House this morning in which they decided to stand together in preventing any change in duties on sugar.

Mr. Sutherland said that when he first came to Washington the sentiment was in favor of making no change in this direction but it now looks that there is to be a serious fight for a reduction in the tariff. The beet sugar delegation will do all in its power to keep the present tax in force. It will try to have, if any concessions are granted, the Cubans, to see that it will not do any serious injury to the beet sugar industry. Mr. Sutherland will appear before the ways and means committee next week to protest against any change.

A pension has been granted to Bernhard Richters, of Salt Lake, $6.

## INQUIRY INTO THE WALLA WRECK

San Francisco, Jan. 9.—The official investigation into the cause of the collision between the steamer Walla Walla and the French bark Max, off Cape Mendocino on the morning of Jan. 2 was commenced this morning in the federal building before O. E. Bolles and J. Pulger, local inspectors of boilers, steam and sail vessels. The first witness examined was Capt. Benoist of the Max, who submitted a written statement to the effect that at the time of the accident his mate Emil Ignace was on watch, that there was no fog and that there was a fairly strong wind from the south-southeast. About 3:40 a. m. the lookout reported the lights of a steamer on the starboard bow. The mate thereupon notified him and he went up on deck, and seeing the lights of Cape Mendocino and those of the steamer, the witness went into his cabin to dress. While he was so engaged the collision occurred. The lights of his vessel were burning brightly, both before and after the accident. Immediately after the Max struck the steamer, the name of which he did not learn until he spoke the steamer Columbia the next day, he rushed on deck and as the forepart of his ship was filling rapidly he was too busily engaged in issuing orders for the closing of the water tight compartments to pay any attention to the other vessel. He ordered a torch lighted, however, to let the steamer know where he was, but not seeing anything of the latter 15 minutes after the accident, he concluded that she had mad land, and proceeded. It had been impossible for him to turn about and look for the steamer, on account of the damage to his own vessel and the direction of the wind.

In conclusion he stated that he desired to enter a protest against the Walla Walla for having collided with his ship and that he wished to reserve all rights for damages against the author of the accident.

Through the medium of an interpreter, Capt. Benoist was closely interrogated as to the position of his ship by Capt. Hall of the Walla Walla, with the evident purpose of proving that the Max was off her course at the time of the accident, but the French master insisted that the Max never deviated from her course and that the Walla Walla deliberately attempted to cross her bows when it was already too late to do so

## WHY SALT LAKE HAD A 7-DAY FOG

### Section Director Murdoch of the Weather Bureau Writes a Special Article to the Deseret News Accounting for the Phenomenon—Due to an Area of "High" Pressure Remaining Stationary Over the Great Basin.

Owing to the fact that Salt Lake City has been enshrouded in fog for the past week and to the further fact that hundreds of people have been unable to account for the phenomenon the Deseret News today requested Section Director Murdoch, of the Utah Weather bureau to write an article upon it and he kindly did so as follows:

An examination of the daily weather map published by the United States weather bureau, will show that areas of high and low barometric pressure follow each other across the United States, moving in an easterly direction. The areas of low pressure are from 1,000 to 1,500 miles in diameter, and the "highs" somewhat greater in extent. The eastward transition is due to the general eastward drift of the atmosphere in the temperate zone. The average rate of movement is about 500 or 600 miles per day, the "lows" moving somewhat faster than the "highs." The air moves around the "low" from right to left and spirally inward toward the center, where it ascends. In a "high" nearly the opposite condition obtains. At the center the air is descending and flowing spirally outward from left to right.

In a general way the "low" brings cloudy, threatening or rainy weather and higher temperature; the "high," clearing skies and lower temperature. While these areas have an average daily velocity of from 500 to 600 miles, they occasionally remain stationary.

The unusually long period of dense fog in this vicinity is due to an area of high pressure remaining stationary over the Great Basin. On January 2, about .30 inch of rain fell over the northern portion of Utah. The ground was frozen and most of the rain became ice on its surface. On January 3 an area of high pressure moved in from the northwest and settled over the Great Basin. It brought clear skies and bright sunshine. The clear sky was a condition which favored rapid radiation of heat and a slight fall in temperature occurred; the bright sunshine caused rapid evaporation from the ice covered ground and the surface of the lake. The result of the drop in temperature and the increase in humidity was that the dew point was suddenly enshrouded by very dense fog at 2:15 p. m. of January 3.

The fog would have been of short duration had the "high" moved eastward with its usual speed. However, it has remained practically stationary and gradually lost in energy. Today, January 9, its western margin is still over us.

In an area of high pressure, as stated before, the air is descending. Descending air is continually meeting with greater compression, which increases its temperature. The increase of heat is practically prohibitive of cloud formation, and therefore the bright clear skies in an area of high pressure. But when a "high" continues stationary for some time, the downward movement becomes so slow that the loss of heat by radiation and conduction is greater than that gained by compression. The air therefore becomes colder with each foot of descent, a condition which is favorable for fog or the maintenance of one already formed. A fog of this character may extend upward 1,000 feet or more; above it s brght, clear sky and warm sunshine.

The present dense fog began on January 3 and has continued with slight interruptions until the present time, a period of seven days. The Weather bureau records for Salt Lake City, which began in 1874, do not show that dense fog has extended over a greater period than three consecutive days heretofore.

A uniform temperature would naturally be expected during a period with dense fog, but the uniformity in the present case has been remarkable. From 8 p. m. of January 3 to date, the highest temperature has been 30 degrees and the lowest 25, a range of 5 degrees; from 2 p. m. of January 4, to 11 a. m. of January 6, a period of 46 hours, the temperature ranged between 28 and 29 degrees.

## EX-CHAIRMAN FOULKS IS SUED

A. D. McGuire, a former employe of the Rio Grande Western Railway company, today commenced a damage suit for $10,127.50 and costs against James Hegney and John R. Foulks.

According to his complaint on Dec. 6 last the defendants obtained from Justice of the Peace Kroeger a warrant for McGuire's arrest on a charge of defrauding a boarding house keeper. Hegney is the proprietor of the Albany hotel, and procured the warrant against McGuire at the instigation of Foulks. The result was that McGuire was brought back from Grand Junction, Colo., on Dec. 7, and imprisoned in Salt Lake county jail for a day and a night. On Dec. 9 he was released on his own recognizance. He maintains that the charge upon which he was arrested was not only malicious, but without probable cause.

When his case was called before Justime Kroeger on Jan. 6, MaGuire was acquitted, neither of the defendants appearing to prosecute. As no further proceedings have been taken they seem to have abandoned the case.

Plaintiff alleges that the charge against him and his arrest were extensively published in the three daily papers of Salt Lake City, as he believes through the procurement of defendants. He claims it cost him $100 for attorney fees, and that his ticket to Kansas city, Mo., to which city he was traveling, was rendered void, also that he lost his situation with the Rio Grande Western Railway company, and he assesses his unjust disgrace and humiliation at $10,000, making a grand total of $10,127.50.

**Suit for Seat in Stock Exchange.**

V. P. Wells has commenced suit in the district court against L. H. Dunning and company to recover $702.24, the accrued value of one share of stock in the Salt Lake Stock and Mining exchange. Wells says that he deposited the stock as security for a promissory note for $165.80, executed to W. H. Irvine, who transferred the note to Dunning and company. Later, says Wells, Dunning and company sold the stock to McCornick & Co., whereby he considers that he was damaged in the sum of $800. Wells allows that he owes $97.76 on the note, but asks for judgment for the difference between that amount and $800.

**Telluride Co. Files Bonds.**

The Telluride Power company in its suit against John A. McConville and twelve other non-residents, has filed indemnifying bonds amounting to $150 and obtained authority from the district court to continue the erection of its poles and wires along highway No. 20. The company has agreed to pay whatever damages the court may order for its right of way over the disputed lands. The sureties to the bonds are W. S. McCornick and Josiah Barnett.

**Flood Case Settled.**

In the case of B. Flood vs J. A. Hartman et al Judge Hall today found judgment for the plaintiff in accordance to stipulation. The decree entered today is in favor of the defendants, D. C., Clarar A. and John A. Donovan, cancelling their mortgage to the plaintiff, and declaring that each of said parties be taxed his own costs.

**Peter Johnson Estate.**

The order to show cause and the administrator's answer in the matter of the estate of Peter Johnson, deceased, on the cuestion of why a certificate, representing 37 shares of water stock in the South Jordan Canal company was appraised at no value, is being heard by Judge Hall today. A petition filed by John Johnson, one of the minor heirs, places a value of $700 on the water stock in question. The administrator, Joseph Oberndorfer, denies that the water stock ever was the property of the estate, and as such was erroneously inventoried.

Attorney Ray Van Cott represents John Johnson's interest, and Arnold and Mitchell the administrator.

Within a year another phase of this case was decided by Judge Stewart, who ruled that a deed by which Peter Johnson conveyed all his property to his wife was valued. It was said that Johnson never intended his wife to control any of the property but wanted it to go to his son John Johnson and a son of his wife's by a former marriage but who was not born till two weeks after her marriage to him.

**Bingham Property Case.**

In the case of Robert K. Smith vs Michael Gibbons et al Judge Stewart granted Attorney N. J. Sheckell leave to file an amended answer. Attorney J. W. Bowdle for the plaintiff excepted and the forenon was occupied in arguments.

## RAILROAD MEN PLACED ON RACK

Kansas City, Mo., Jan. 9.—The Inter-State commerce committee whose members arrived on an early train from Chicago, began its investigation of eastbound grain rates from Kansas City this forenoon. The investigation will, it is believed, be confined to looking into the charge that freight rates on grain and grain products from western points to the Atlantic seaboard are being cut in violation of the tariffs.

W. P. Trickett, head of the Kansas City Transportation bureau, the first witness said the arbitrary proportional and differential grain rates as they obtain on goods shipped from Kansas City east place Kansas City at a disadvantage. He said that the through grain lines, which were the Santa Fe, Missouri Pacific and Rock Island each had special grain representatives in the person of certain grain firms and that these firms could afford to pay a higher rate than other grain men, as they undoubtedly receive concessions from the railroads. Such a system, he said, had been in vogue since about 1896 and it had destroyed competition. This he attempted to show by saying that in 1895 the Kansas City, market handled 51.4 per cent of the Kansas wheat crop, while in 1896 it had handled but 25.4 per cent despite the fact that the 1896 crop was the larger of the two. The receipts had decreased since the operation of the larger firms on the through lines. Their operations became apparent after the establishment of proportional grain rates on all lines except the Union Pacific.

J. A. Robinson of Hall and Robinson, grain commission merchants, which firm Mr. Trickett had testified was the representative here of the Missouri Pacific railroad, was questioned closely as to the records of business between his firm and the Missouri Pacific railway, but would not admit that there were any such records available. While other firms than his had elevators along the line of the Missouri Pacific he admitted that they did not do an export business and said that his firm experienced practically no competition from them. His firm had never, he declared, received money for rebates or as a concession from the railroad or from any other source, directly or indirectly during the past three years. His firm, he said, held a definite and not an elastic rate with the Missouri Pacific.

Mr. Robinson admitted, however, that W. C. Stith, freight traffic manager of the Missouri Pacific, made him a private rate on export grain to New Orleans from 3 to 5 cents lower than the published export tariff.

Oliver Denton, a grain commission merchant of Leavenworth, Kansas, would not admit that he was the country representative of the Missouri Pacific. His firm, he said, had never received money rebates and other concessions from the railroad, directly or indirectly.

Fres Hoose, local representative of Richardson & Company of Chicago, was the next witness. Mr. Trickett had testified that this firm was the representative of the Santa Fe railway and Mr. Hoose was asked if there were a fact. He declared he did not know or have any intimation of any arrangement by which his firm received any special advantage or concession from that railway, he admitted that if two million bushels of grain handled by his firm in Kansas City during the past year, the Santa Fe received all but 250,000 bushels. But this was simply because the Santa Fe ran through a better grain country.

**NOMINATIONS CONFIRMED.**

**Shaw, Secretary of Treasury; Payne, Postmaster General.**

Washington, Jan. 9.—The Senate in executive session today confirmed the nomination of L. M. Shaw to be secretary of the treasury and of Hon. Henry C. Payne to be postmaster-general.

**Tried to Rob St. Louis Bank.**

St. Louis, Jan. 9.—Night Watchman David Paulin, of the Southern Illinois National bank at East St. Louis, Ill., reported this morning that an attempt was made last night to enter the bank and that he fired through the door and drove the robbers away.

I. N. Hughes, who is under arrest charged with complicity in the robbery of the National Stock Yards bank Monday night, still declares he is innocent of the charge. He insists he was at home sick at the time.

The total loss by the robbery is now estimated at $10,000 by President Knox, of the Stock Yards National bank.

## MINERAL OUTPUT OF UNITED STATES

Washington, Jan. 9.—The value of the mineral products of the United States in 1900 exceeded for the first time the billion dollar mark, according to the geological survey report on mineral resources which has just been issued The exact figures were $1,067,603,636, as compared with $971,900,894 in 1899, a gain of $95,702,712, or 9.85 per cent. Iron and coal alone yielded more than half of the grand total, their combined value being over $566,000,000. The statistical summary of the production of the various minerals already has been published. Of the total iron output of 27,553,161 long tons, the Lake Superior region, embracing mines in Michigan, Wisconsin and Minnesota produced its maximum output of 20,564,238 long tons. The Mesabe range in Minnesota alone produced 8,158,450 long tons or 30 per cent of the total domestic product.

The total value at the mines of the 27,553,161 long tons produced in 1900, was $66,590,504 as compared with $34,999,077 in 1899, a gain of 90.26 per cent. The average price was $2.42 per long ton, as compared with $1.43 per ton in 1899, a gain of 0.4 per cent. The lowest price per ton was 82 cents in Texas, where convict labor is an element in mining. The highest price was $3.71 in Colorado. Of 19,059,393 long tons shipped from the Lake Superior region in 1900, only 498,087 tons went by rail. Over 2,700,000 long tons went to furnaces at Chicago and in Michigan and Wisconsin, and over 15,700,000 tons went to lower lake ports, of which the three ports of Ashtabula, Cleveland and Conneaut in Ohio receive more than 9,500,000 tons.

The report shows that pig iron production in 1900 increased 1.24 per cent in tonnage and over six per cent in value over the record breaking year of 1899. The total steel production was a decrease of over 450,000 long tons from 1899.

The most important gains in gold production were in the Seward peninsula of Alaska, the Cripple Creek district of Colorado and in Arizona. The yield for the year was valued at $79,171,000, a gain of $8,117,600 over 1899.

The silver output was of the commercial value of $35,741,140. The report notes great activity for the year in old and new copper properties. In 1899 the production of coal in the United States exceeded for the first time that of Great Britain; in 1900 the lead over Great Britain was much increased thus fixing the United States firmly in the first place among the world's producers. Next to this the most interesting feature of the production of 1900 was the marked increase in value compared with the increase in tonnage. The production in 1900 was 269,981,827 short tons, valued at $306,891,364, the increase over 1899 being more than 16,000,000 in amount and more than $50,000,000 in value. The strike in the anthracite region cut short its output by probably 5,000,000 long tons and cost the miners something over $10,000,000 in wages and the strike in the Cumberland region decreased Maryland's production about 700,000 tons as compared with 1899. The advance in value of bituminous coal was unprecedented. The average price per ton having risen from 80 cents in 1899 to 1.04 in 1900. The exports of coal in 1900 amounted to only a little over three per cent of the total product and the imports were still smaller.

Fully 95 per cent of the total coke production in 1900 of 20,533,248 short tons, an increase of 864,779 tons over 1899 was taken from the Apalachian fields.

The crude petroleum production exceeded all records, a large increase being especially noted in West Virginia, California, Ohio, Indiana and Texas. The Texas development was chiefly in 1901. Over 91 per cent of the total production came from the Apalachian and Lima, and Indiana fields. The indications for 1907 are for a largely increased output of petroleum over 1900.

**IN THE SENATE.**

**Minor Business Transacted and Adjournment Taken Until Monday.**

Washington, Jan. 9.—As soon as the Senate met today on motion of Mr. Hale, of Maine, the Senate agreed that when it adjourns today it be until Monday next.

Mr. Cockrell of Missouri, reported from the committee on military affairs the results of the Heistand inquiry that was conducted under the Pettigrew resolution of the last session. No action was taken on the report.

A House bill appropriating $10,000 for furnishing transcripts of records of the general land office was passed.

At 12.40 the Senate went into executive session and at 1.50 adjourned until Monday.

## INQUIRY INTO CAUSE OF WRECK

### District Attorney Takes Up Matter Of N. Y. Central Collision.

### PUNISHMENT IS IN STORE.

**No Matter Who is Responsible for Loss of Life, Justice is to be Meted Out.**

New York, Jan. 9.—Thomas P. Murphy of New Rochelle, whose legs were broken, and who was badly hurt internally in yesterday's tunnel wreck in this city, passed a quiet night in Bellevue hospital. His left leg, which was badly crushed, will probably be amputated today.

Albert Wadley, a florist of this city, with a home in New Rochelle, who had both legs broken, and who suffered internal injuries, was improving today.

At the Grand Central station it was said today that as the district attorney had commenced an investigation to determine the cause of and responsibility for the wreck, the railroad officials had definitely postponed their investigation and would present all facts in their possession to the county prosecutor.

Another investigation will probably be made by President Cantor, of the borough of Manhattan. Mr. Cantor said today:

"I will confer with the corporation counsel regarding my authority over tunnels exclusively used by railroads. I am not fully satisfied as to my power in this matter. As there are investigations being made by the district attorney, the coroner and the state commissioner of railroads, I thought it best to find out my authority before I attempted an investigation of my own.

"My opinion is that if electricity had been used by the railroad, the accident would not have happened.

"I visited the scene of the wreck at 9:30 last night. I watched the trains passing through the tunnel. The volumes of smoke from the locomotives filled the tunnel so that it was impossible to discern the lights."

District Attorney Jerome said he wished his investigation to be as thorough as possible and that he would confer with Coroner Scholer to that end.

"It is possible," said Mr. Jerome, "that the engineer only was at fault. It is also possible that the railroad company did not provide the engineer with the devices known to the knowledge of men in railroad affairs. If there was a duty imposed upon any person, did that person do it? If he did not no matter who he is, he shall be punished."

In New Rochelle, where all but one of the dead live, business was almost entirely suspended today. Of those hurt twenty-nine lived in New Rochelle and numbers of their relatives spent the night in or near the hospitals. Today several of the bodies of the dead were taken to New Rochelle. The town was in mourning and many persons who had suffered loss and offered sympathy and assistance.

**MINE STILL CAVING.**

**Problematical Whether Entombed Miners at Negaune Can be Rescued.**

Negaunee, Mich., Jan. 9.—The surface of the Negaunee mine is still caving in, going direct to the drift where the bodies of the workmen are covered. The blacksmith shop west of the opening went down late last night and from present indications the dry house west of the opening will go down. It is now problematical when the bodies of the buried miners will be recovered as with water pouring in and the surface giving way the work cannot be carried on with any degree of safety.

**NO TROUBLE ANTICIPATED.**

**Navy Department Confident as to Outcome of Vicksburg Affair.**

Washington, Jan. 9.—Although without any fruther communication from Niu Chwang respecting the trouble between the sailors of the Vicksburg and the Russian soldiers, the navy department officials are confident that there will be no serious outcome. They have been very much hampered in communicating with the Vicksburg by their failure to secure the use of the telegraph lines connecting Niu Chwang with the cable system of China. Undoubtedly if this telegraph could be used by the United States agents and officers, the last possibility of further trouble surely might be averted. As it is the Vicksburg must remain where she is for the winter, being icebound, and for the same reason it is impossible to send another ship from the Asiatic squadron to take her place. There is no intention of withdrawing United States representation at Niu Chwang, which is a treaty port belonging to China, at which American interests are as important as any port in northern China.

**MORE PLUMS.**

**President Sends a Number of Nominations to the Senate.**

Washington, Jan. 9.—The President today sent the following nominations to the Senate:

Secretary of the territory of Oklahoma—Wm. Grimes, Oklahoma.

Indian agent, Sac and Fox agency, Oklahoma—Ross Guffin, Missouri.

Register of land offices—Robert C. Sanborn at Minot, N. D.

Receiver of public moneys—Isiah T. Montgomery, Mississippi, at Jackson, Miss. Albert E. Ross, North Dakota, at St. Michael, Alaska.

War—Artillery, second lieutenants, Nathan J. Shelton, at large; Samuel C. Cardwell, Kentucky.

**Parcels Post to Bolivia.**

Washington, Jan. 9.—The President today signed the parcels post agreement recently arranged between the United States and Bolivia.

**REVOLUTION IN PARAGUAY.**

**President Aceval of that Republic Said to be Prisoner.**

Buenos Ayres, Jan. 9.—(Via Galveston).—It is reported here that a revolution has broken out in Paraguay. President Aceval, of that republic, is said to be a prisoner.

According to the private dispatch received in New York Wednesday, January 8, from Hanagua, Nicaragua, a revolt recently occurred at Bogota, capital of Colombia. President Marroquin was said to have been made a prisoner.

## GENERAL DEBATE ON CANAL BILL.

### Mr. Cannon of Illinois Clashes With Mr. Hepburn in the House During Today's Session.

Washington, Jan. 9.—In anticipation of a vote on the Nicaragua canal bill today, there was a large attendance on the floor when the House met. Under the order made yesterday, debate was to close at 2 o'clock when the bill was to be read for amendment under the five minute rule. Mr. Adamson of Georgie, the first speaker today, urged the passage of the Hepburn bill without amendment. He argued that the time had come for action and that equivocation now could only result in delaying the commencemnt of the canal.

If the Panama company had an offer to make which we would accept, he said, there would be time enough to take advantage of it when the bill was pending in the Senate or later in conference.

Mr. Wooten, of Texas, also argued that the bill should be passed without amendment. If the Morris amendment were adopted, he said, the canal would become a constitutional project surrounded by doubts and difficulties which might doom it to final failure owing to the international political complications. He declared it was rather a strange coincidence that those who wanted to amend the bill had in he past opposed the passage of any bill. He regarded the Morris amendment as a modern Trojan horse.

Mr. Wooten said he did not favor an amendment to fortify the canal. He believed such an amendment savored more of spurious sentiment than sound and salutary sense. He favored a neutral canal.

At this point, upon the request of Mr. Davis of Florida, the time for general debate was extended until 2.30 p. m.

Mr. Sparkman of Florida spoke in favor of the Hepburn bill.

CANNON TAKES FLOOR.

Mr. Cannon of Illinois, chairman of the appropriations committee, then took the floor. His remarks were given close attention. The building of this canal, he said, was a business proposition and should be considered from a business standpoint. Gentlemen talked about the proposed canal having been agitated for 400 years and used that as an argument why members of Congress should fall over each other to vote for the pending bill. Personally he had favored a canal for years, but because he had not been willing to proceed without information and against fixed treaty laws he had been called hard names. Mr. Cannon at this point clashed sharply with Mr. Hepburn, who is in charge of the bill.

Mr. Cannon criticised the Iowan for withholding his speech from the record and Mr. Hepburn characterized Mr. Cannon's criticism as "querulous and for an improper purpose," stated that he had only exceeded a privilege customarily exercised by members. But he offered then and there to give Mr. Cannon the speech and sent it over to him by a page.

Mr. Cannon declared that in his recollection a member presenting a great measure to undertake a work that would last for centuries had never pursued such a course. He declared it was no decent parliamentary procedure and when Mr. Hepburn made some quick reply he observed amid laughter that if the gentleman from Iowa were only as straightforward as he was "dip of tongue" he would be a better legislator.

CRITICIZES PROMOTERS.

Mr. Cannon discussing the language of the bill said that under its "artful language" full power was given not only to pay Nicaragua and Costa Rica and the Maritime Canal company their demands, but also the American and Nicaraguan speculators who owned property along the route. He criticised the undue haste of the promoters of the Nicaragua canal. He wanted to see the protocol that had been recently negotiated. He objected to the provision that contracts could be made for the whole work.

Mr. Cannon said it was doubtful if war taxes could be removed if the government was committed to such a gigantic enterprise. He said he would vote for the Morris amendment, and if that failed would move to recommit, so the bill could be amended.

Mr. Dearmond of Missouri favored the leaving of the question of routes to the President. With alternative authority he could make better terms. The bill as presented was not mature. Was the army engineer corps or a gigantic syndicate to build the canal?

At 2 o'clock Mr. Hepburn took the floor to close the general debate. He replied chiefly to the criticisms of Mr. Cannon and drew frequent applause and laughter as he loosed his shafts of sarcasm at the chairman of the appropriation committee.

Mr. Hepburn said Mr. Cannon posed as a business man, yet he wanted to pay $40,000,000 for something the commission said was worth $27,000,000. He stated that it was rumored the bill would have been rough sleding in another body, but he said the moral effect of passing the bill by almost unanimous vote in the House would be material.

General debate on the bill closed at 2.45 p. m. and then the bill was read for amendment under the five minute rule.

The Shackelford amendment was defeated 102 to 170.

## FATAL TRIP TO SEE SWEETHEART

### Tragic Termination of the Career of James O. Woolwine, the Young Railroad Man Who Was Hurt in Yesterday's Wreck.

As announced in a special to the "News" from Ogden today, James O. Woolwine, the young railroad man who was hurt in the wreck at Roy station on the Rio Grande Western yesterday, died in the hospital this morning. It transpires that his death is a peculiarly sad one.

It appears that yesterday was the first time he attempted to make a regular run to Ogden; and he did that by changing off with some of the other boys on the road. His run was between here and Helper. But there was an unusual attraction for him at Ogden. The magnet that drew him there was a Miss Zina Budge, a beautiful young woman to whom he was to have been wedded seventeen days later. On he would see her yesterday morning. She was very happy over his prospective coming and awaited his arrival with all the anticipation of a bride-to-be.

He was late, but she thought little of that, knowing that delays are a part of the lives of railroad men. After a time she heard from him, and then went to the hospital to see him. The meeting was a very sorrowful one, but they both bravely faced the invader, death, as he gradually pressed his claims for the life of the stalwart young lover, until six o'clock this morning when his light went out forever in mortality.

The deceased came to Utah from Virginia two or three years ago, and thither his remains will be forwarded for burial. He recently resided in Salt Lake and is well spoken of.

## MARCELLUS HARTLEY DEAD

### Millionaire New Yorker Interested in Many Companies, Dies Suddenly.

New York, Jan. 8.—Marcellus Hartley, director in some of the largest corporations in New York, and whose fortune is estimated among the largest in the city, died almost instantly from heart disease this afternoon at a meeting of the American Surety company. Mr. Hartley was apparently well when he entered the board room. Just as Chairman Johnson called the meeting to order Mr. Hartley was seen to collapse. He was placed upon a sofa and medical aid summoned, but he expired in a few minutes.

Mr. Hartley was 74 years old. He was a member of the gun firm of Hartley & Graham, president and director of the Bridgeport Gun Implement company, the Remington Arms company, and the Union Metallic Cartridge company; vice president and director of the Western National bank; director of the American District Telegraph company, Audit company of New York, Equitable Life Assurance company of the United States, Fifth Avenue Trust company, German-American bank, Lincoln National bank, Manhattan Railway company, Mercantile Trust company, Westinghouse Electrical company, and trustee of the American Deposit and Loan company.

Mr. Hartley was known to a number of Salt Lakers having been interested in mines in this western country for several years.

## ABOUT THUNDER MOUNTAIN

### Treasurer Hall of the P. & I. N. Talks Of It.

What is claimed to be the first really official map of the Thunder Mountain district, was brought into this city today by Treasurer Hall of the Pacific & Idaho Northern road. Mr. Hall stopped at the Knutsford ere returning north today, and in conversation remarked that notwithstanding the claims made that other sections of the state as having the most accessible entrances into the much talked of district, it remained for the P. & I. N. company to show that they had after all the most feasible approaches to Thunder Mountain. Producing the map, Mr. Hall pointed out that from Council, the terminus of the railroad towards the north, there was a good wagon road eighty-five miles to Warren; and from thence to Thunder Mountain it is forty-six miles with two summits to cross, a total of 131 miles. Mr. Hall said, "This route is traveled by all going into the country prior to the first of June, and is open thirty to forty days earlier than other trails. By using cut off trails, the total distance is reduced to ninety-two miles."

Mr. Hall expressed doubt about the Short Line building into the district from Mackay. Said He, "The Thunder Mountain mines are a free milling proposition, so that no ore is hauled out, and the precious metals are carried out in bullion which requires very little carriage facilities. So it would not pay the Short Line people to build unless there was an enormous population up there, which does not yet exist." Mr. Hall said his company had not decided whether to build to the Seven Devils from Council or to go directly north through the big timber tracts, or to take a third route that was open to them.

## LATE LOCALS.

The body of the late W. G. Jackson will not leave the city on its long journ- will not leave the city on its long eastern journey before Saturday at the earliest. No arrangements will be made until the arrival of Mr. George Mason from Chicago. Mr. Mason was expected to reach the city this morning but will be a day later. It is possible that the body of the young news- Cannon and rew frequent applause home in Omaha.

A dozen or more prominent Iowa people will return to their homes with the conviction that the Tabernacle organ is the greatest instrument they ever heard. The fact is that is just what they said. They had the privilege of listening to it for a period of three-quaters of an hour last evening, with Prof. McClellan at the keys.