

BUSY SESSION OF NEW CONGRESS.

Work Mapped Out for National Lawmakers.

PREVIOUS RECORDS TO BE BROKEN

Tariff and the Nicaragua Canal the Most Vital Problems—Purchase of Danish West Indies and Other Matters.

One week from today the wheels of the Fifty-seventh Congress will begin to revolve, and if the Republicans, who control both houses by safe majorities, enact one-half of the legislation mapped out, they will make a record. There is every indication that the coming Congress will be the busiest known for years, and the character of the measures it will be called upon to consider will be national rather than political.

With the exception of the tariff and legislation affecting Porto Rico, the Philippines, and Cuba, party lines will not be drawn very closely. The President in his message, which is now in the hands of the Public Printer, will deal with nearly every subject that was discussed by the Republican leaders in the last campaign.

From statements made by the Republican Senators and Representatives who have lately spoken with President Roosevelt, it is not difficult to state many of the questions the President will call to the attention of Congress.

For instance, Mr. Roosevelt will strongly recommend an appropriation for the construction of the Nicaragua Canal. This, of course, will involve the ratification of treaties with Nicaragua and Costa Rica for the acquisition of territory for the canal.

The Canal Treaty. Another important matter the Senate alone will have to deal with, will be the Hay-Pauncefote Treaty, abrogating the old Clayton-Bulwer Convention.

This new treaty eliminates the objections to the one which was rejected by the Senate last year. Another important treaty to be ratified is that for the acquisition of the Danish West Indies.

The pending reciprocity treaties which came over from the last Congress proceed to be productive of much debate, for the extreme protectionists profess to see in the adoption of reciprocity treaties the entering wedge to the door of free trade.

Important Legislation. Other matters of great importance which will require the serious attention of our national lawmakers are the Trans-Pacific cable, a seventy-million-dollar river and harbor bill, reduction of the war revenue taxes, revision of the tariff schedules, the Chinese exclusion question, amendments to our immigration laws with the view of keeping out anarchists, the establishment of a Department of Commerce with special functions with reference to trusts, amendments to the Interstate Commerce law, an investigation of the war with Spain on the navy side, and a special investigation probably on the Sampson-Schley controversy, an omnibus public building bill, penny postage, a bill to promote the efficiency of the Revenue Marine Service, and a ship subsidy bill.

All this, it must be remembered, will be in addition to the regular legislation for the conduct of the Government. The above work, which is already mapped out, will keep Congress in session until far into the next summer.

OLD MURDER STORY REVIVED. Richardson Mystery at Savannah, Mo., May Be Cleared Up.

ST. JOSEPH, Mo., Nov. 25.—On the night of December 21, 1899, there was a mysterious murder at Savannah, Mo. W. Richardson, a wealthy merchant, was killed in his wife's bedroom at Savannah. The whole case has been revived by Prosecuting Attorney Booher, who has filed information charging Stewart Fife, the son of Mr. Richardson's business partner, Thomas Fife, with the killing. Young Fife has not been arrested because he has not been found, but there is a large reward offered for the apprehension of Mr. Richardson's murderer, and it is believed the accused will be arrested before many months.

Mr. Fife left Savannah early in June and it is said, only his relatives there know where he may be found. It is in Europe, but another statement has been made by one of his friends, who says he has received letters from young Fife, and that he is in New York. Others say he is in Chicago, while still others declare he is in San Francisco.

While suspicion fell on young Fife from the first, two grand juries failed to indict him. The evidence is all circumstantial, for no one, unless Mrs. Richardson, saw the deed committed. Mrs. Adele F. Richardson has been indicted for the murder of her husband, and her trial is planned to take place at Plattsburg early in January. Few believe she will be convicted, but nearly everybody familiar with the case is said to believe she knows who killed Mr. Richardson.

Prosecuting Attorney Booher, believing the evidence he has found against young Fife is sufficient to secure a conviction may abandon the trial of Mrs. Richardson.

Mr. Richardson carried a heavy life insurance, and that is involved in the case. Mrs. Richardson has employed the best lawyers to defend her, and has been assisted by John D. Richardson, of Chicago, a brother of her husband.

SEEKS AUTOMOBILE LAURELS. Robert Shaw and Party to Tour 5,000 Miles Abroad.

CHICAGO, Nov. 25.—Seeking new worlds to conquer, new records to add to his already long list, and new cups to place in his large collection, Robert Shaw, of this city, in company with his wife, his brother, Walden M. Shaw, and his wife, and his chauffeur, Joseph Yigore, will leave Chicago Wednesday to make a tour of southern Europe and northern Africa in a new automobile which is now being constructed for him in Paris.

The tour will cover more than 3,000 miles, and the party will pass through all the countries of the Mediterranean district. The trip will end next spring, when Mr. Shaw will return to Paris to witness the great automobile races. The trip is one of pleasure, but some efforts will be made to eclipse records and win laurels for clever driving.

The party will leave New York Saturday for France and will proceed to Paris. There they will find the new automobile waiting for them. It is larger than the one in which Mr. Shaw and his wife traveled from New York city to Chicago some time ago, breaking the long-distance record. The new automobile will be capable of making eighty-five miles an hour, but it is not a racer.

CASTORIA For Infants and Children. The Kind You Have Always Bought

SALE OF LAND IN PHILIPPINES.

Recommendations of the Taft Commission on the Subject.

It is understood that the Philippine Commission, in its report just received by the Secretary of War, recommends the repeal of that part of the law which prohibits the sale, lease or other disposition of public lands in the Philippines or the timber thereon or the mining rights therein; and that more latitude be given in the matter of granting franchises.

These restrictions were placed in the Army Appropriation bill a year ago for the purpose of facilitating its passage and in order to conciliate Senator Hoar. While the purpose of the legislation was to prevent a wholesale grabbing of public lands and franchises by adventurous Americans on the ground and by large corporations, the practical operations of the law, according to the testimony of army officers and others, have been unfortunate in retarding the development of the islands through the introduction of outside capital.

The Philippine Commission is of the opinion that, under proper restrictions, which would prevent the islands from becoming the property of the big trusts and development companies, provision should be made for the sale and lease of public lands. Complete privatization of the islands, in the Commission's opinion, can be materially advanced by confirming the natives in their squatter rights, and by providing for internal improvements through the granting of limited franchises.

As it is now, not a stick of timber, for building purposes even, can be cut on the public lands of the islands. As there are 60,000,000 acres of timber and arable land in the islands, occupied by about 400,000 natives as squatters, there is no reason to believe that their rights would not be preserved under a modification of the present law.

Senators and Representatives who have visited the Philippines during the past summer have had their attention directed to this matter, and it is believed, endorse the recommendations of the Commission.

THE GOVERNMENT AT ST. LOUIS. Description of the Proposed United States Fair Building.

It has been definitely settled that the United States Government Building at the Louisiana Purchase Exposition will occupy the most easterly site of the several large exhibit buildings. It will stand on an eminence sixty feet above the water level of the grand lagoon, and will command a view of the main transverse avenue of the exposition, but since the west frontage of the building will be marked by great colonnades on the Corinthian order, the appropriation for this building is \$25,000, but since the sketch has been finished by the architect the Government board has declared that the space afforded by the structure is insufficient, and an effort will be made to make the building larger, without materially altering the design. The site affords ample space for the proposed increase of size.

The building is from designs by J. Knox Taylor, Supervising Architect of the Treasury. He has introduced in the plan a central feature which gives well-balanced and effective facade. The style of architecture conforms happily with that adopted for the other exhibit buildings.

The site is a high, level, well-drained, and is a little more than two acres, being 400x250 feet. Back of the main structure is to be a large building, which the United States Fish Commission exhibit.

THE SNOWDEN MURDER TRIAL. Case Set for Hearing in Criminal Court No. 2, December 9.

William Snowden, colored, will be put on trial in Criminal Court No. 2 on December 9, before Justice Barnard, for the murder of Florence Marshall, also colored, on June 20 last. It is not expected that at that time the Benne trial will have been concluded, and as a result this will be the first time in several years that two murder cases have been in progress at the same time in the criminal branches of the Supreme Court of the District of Columbia.

The Marshall girl, whom Snowden is indicted for having murdered, was killed in a street brawl in the northwestern part of the city. At the time it occurred Snowden was engaged in a war of words with a colored woman named Mary Davis. The woman, according to the testimony given at the trial, was leaning out of the second-story window and Snowden was in the street. The woman defied Snowden to enter the house. He pulled a pistol and a woman named Benne, who was above his head, while he was doing this the woman was discharged and the Marshall girl, who was only about fifteen years of age, was standing near by, was shot and immediately killed.

Snowden was arrested and the matter was investigated by the Coroner. The jury of inquisition, however, did not hold Snowden responsible for the death of the girl. He was afterward arrested, and the circumstances attending the shooting were placed before the grand jury, which returned an indictment against him for murder. When arraigned Snowden pleaded not guilty to the charge, and claims that the killing was purely accidental.

At the trial the Government will be represented by Assistant United States Attorneys Thomas C. Taylor and Peyton Gordon.

MRS. LAMB MUST PAY TAX. Decision on Validity of a Certificate Rendered by Attorney Duval.

The validity of a tax certificate transferred to a subsequent purchaser of the property represented, is the subject of an opinion submitted to the District Commissioners by their Attorney, Andrew B. Duval. In this opinion, the Attorney takes issue with the District Assessor, and advises the Commissioners not to cancel the tax which was claimed as erroneously omitted from the certificate. It appears that there was a default in the payment of the general taxes on lot 212, of Brown's subdivision of Mount Pleasant, for the year 1898. The following April the property was advertised and sold for taxes at the annual sale. Malcolm Huffy made application for and received a tax certificate, upon which no mention was made of the tax sale of the previous April.

The property was conveyed to Mrs. Lillian Lamb by deed recorded April 9 of the present year.

A few weeks ago Mr. Huffy, acting as attorney for Mrs. Lamb, made application for the cancellation of the tax and the annulling of the tax sale on the ground of the issue of the certificate above referred to. As an additional reason for action Mr. Huffy in his application called attention to the order of the Commissioners which requires the notice of tax sale shall be placed on every tax certificate issued.

H. H. Darnelle, the Assessor, in his report upon the application, took the ground that the omission was an error in his office, and that the claim for cancellation should be allowed.

Mr. Duval, in reviewing the case, called attention to the fact that the written report of the Collector of Taxes, filed in the office of the Recorder of Deeds, showed the tax sale of 1898, and he says that this was a lien against the property.

It is quite generally expected that Congress will this winter authorize the construction of the Nicaragua Canal and that the great waterway will cost about \$189,000,000. This estimate provides for two great harbors—one at Greytown, on the Atlantic or Caribbean end of the canal, and the other at Brito, on the Pacific end—for a canal of eight locks, and for an enormous dam at Conchuda, on the San Juan River, several miles above the mouth of the San Carlos River.

The Greytown harbor and entrance to the canal will cost \$2,196,850, and the Brito harbor and entrance will cost \$1,569,470. The Greytown harbor half a century ago had a depth of fifty feet of water. It is now only a little better than a lagoon, with half the depth, and lighters bearing cargoes from ships anchored in the offing have to cross a bar that carries less than six feet of water.

As the canal should have a depth of thirty-five feet, it is necessary that the harbor and entrance should have the same. It is proposed to have harbors at each end of the canal, protected by jetties 3,500 feet long. These jetties will be constructed of loose stone and will be six feet above the water. The entrance will be 500 feet wide and of 35 feet depth.

Much dredging will be necessary at Greytown and at Brito. The sand movement at Brito will be less than at Greytown and the cost of maintenance will be far less. Within the harbors there will be a turning basin of 1,500 feet. It will be impossible for the Government to use the Greytown lagoon for the location of machinery or material for the prosecution of the work on the canal. It will be necessary to do much railroad building.

A railroad must be built for about 100 miles in order to do the work at all. This will cost, it is estimated, \$7,575,000. This is understood to be exclusive of equipment. A branch of this road will also have to be run from the main line to the proposed great Conchuda dam.

DETAILS OF PLANS FOR THE CANAL.

THE ESTIMATED COST \$189,000,000.

Two Great Harbors, One at Each Terminus of the Nicaragua Waterway Provided for—Congress Likely to Act.

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This dam will be one of the features of the canal. The canal, as is well known, passes through Lake Nicaragua. This lake, when forming a natural portion of the canal, at the same time presents a difficult problem. It is 100 miles long and 45 miles wide, and it discharges into the Caribbean Sea through the San Juan River, near Greytown.

East of the lake the San Carlos River empties into the San Juan. Both are very large streams. The San Carlos alone discharges 100,000 cubic feet of water per second, and this may at times reach 200,000 per second. Through 21 1/2 miles of the lake there must be dredging to give the required depth of 35 feet and to make a channel 300 feet wide. This will cost \$7,575,000.

There is a variation in the level of Lake Nicaragua of at least thirteen feet. At times it is as high as 119 and at times as low as 97 feet. It will be necessary to check this fluctuation by means of a dam on the San Juan River.

The search for the site of this dam was one of the most difficult tasks to the engineers. The dam, when completed, will be a dam and site had since been found to represent at least \$11,000,000.

In its preliminary report the Commission decided to build a dam just above the point where the San Carlos debouches into the San Juan. This dam changed all the early estimates of the Commission. It was necessary to put this dam west of the mouth of the San Carlos in order that it should not be made to hold the combined floods of these two great rivers.

This dam, including the sluices and machinery, is to cost not to exceed \$4,917,600. There is also to be a auxiliary waste way, including sluices and approach channels to the dam, which will cost \$2,045,222. The lifts of the various locks will vary from about 19 feet to 40 feet.

From lock No. 1 to lock No. 2 there is a stretch of canal nearly eleven miles long. The cost of this section will be very nearly \$1,000,000 a mile. It will include the lock known as No. 2. Then comes another stretch of nearly seventeen miles, to the third lock, and the cost increases to nearly \$1,250,000 a mile. There then begins quite a rise in the land, and the next two sections are rather short. The first of these, to lock No. 4, is only two and three-quarter miles farther on. A little less than five and one-half miles further the canal enters the San Juan river, above the San Juan dam, at Conchuda.

Heretofore the canal has followed a course to the north of the river. Now for a distance of about fifty miles the river is made to flow from the head of the canal. This portion of the route is known as the San Juan River section. The river must be dredged and made navigable, and the cost will be less than \$500,000 a mile.

Across Lake Nicaragua. Leaving the river the course will next be across Lake Nicaragua. For fifty and one-half miles the traffic of the future will go through the lake. The low cost is one of the things that makes it possible for the United States to construct the canal by this route. It is estimated at a little more than \$12,500 per mile.

Nine miles beyond the lake the plans of the Commission bring the canal to lock No. 5. There a very extensive work has to be done. The excavation becomes very heavy as the divide beyond the lake is climbed, and it has been found necessary to construct enormous receiving basins to construct the Rio Grande, Las Lajas, and Chocoma rivers. The expenditure at this point will be more than \$24,500,000. The course follows the valley of the Rio Grande to the end.

To lock No. 6 is only about a mile. The excavation and the lock will cost about \$7,500,000. To lock No. 7 the distance is less than two miles, and the work will swell the cost \$7,000,000 more.

The next step is to lock No. 8, and the last, two miles and one-half, which will cost nearly \$5,000,000. This lock will bring the ship to the time of the water of Brito and into salt water, practically to the end of the canal.

In the preliminary report the Commission placed the length of the canal at 156.3 miles. In this final report the length is given at 183.65. Of this length 72.78 miles will be of the canal and the remainder will be lake and river.

RIVAL OF GATHMANN GUN.

Plans to Test the Fifteen-Inch Pneumatic Weapon.

NEW YORK, Nov. 25.—A most interesting test is to be made at the Hilton Head proving grounds of the Government on December 2 of the new 15-inch dynamite gun made by the Pneumatic Torpedo and Construction Company, and but just finished. Since the Gathmann gun was tested against armor plate at Sandy Hook it has become a rival of the pneumatic gun for the firing of high explosives.

The makers of the new gun to be tested at Hilton Head are confident that they have a weapon which is superior to the poor, and that it will prove beyond a doubt its superiority over every competitor. The new gun is a direct descendant of the 2-inch brass tube which Mr. Helford, of Ohio, set up at Fort Hamilton twenty years or more ago, through which projectiles were propelled by compressed air.

The new weapon was one-quarter of an inch thick and twenty-eight feet long. The new gun is fifty feet long, fifteen inches bore, and weighs fifty tons. It throws a projectile ten feet long, which contains 500 pounds of nitroglycerin or another of the high explosives.

Between the guns of the Gathmann type and those of the pneumatic type apparently the solution of the problem of sending forth in aerial torpedoes such enormous charges of dynamite or its like without the use of any fuse or any other battleship attached. Between the two systems is an irreconcilable difference.

The pneumatic type of gun takes the successive high charges of dynamite and provides it with a shell of metal to carry it to its destination, a fuse to explode it, and then launches the deadly bolt through the projectile in the manner of a rifle without subjecting it to any shock which would tend to explode it. The faults developed with these guns so far have been such that the pneumatic type of gun must have an air compressing plant to supply them with "ammunition."

In the Gathmann type the projectile is sent forth by the direct action of powder behind it. To prevent this shock from detonating the bursting charge in the shell the explosives used for the shells have the joints of the explosive which are its sensitivity greatly. Finally to explode the shell there has to be provided an elaborate fuse which may or may not work.

It is to be expected that the pneumatic type always a question whether the charge of modified explosive will be detonated except in part.

Greater ranges, greater force of impact and greater accuracy of fire have been obtained under this system, and the whole apparatus is more simple than that of the Gathmann type.

It is to be expected that the pneumatic gun has now reached a stage where in range, accuracy and rapidity of fire it can equal the rival of the Gathmann type. The tests will be made at Hilton Head. Upon the result of the tests depends whether the Government accepts the new big gun which it will have to pay about \$100,000.

The builders of the gun assert confidence that they will be able to show its rival's best performance. The tests will be made at Hilton Head. Upon the result of the tests depends whether the Government accepts the new big gun which it will have to pay about \$100,000.

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PURE TOBACCO NEVER HARMED ANYONE.

The Universal Tobacco Co. begs to call the attention of gentlemen to their high class Cigarettes which they are just placing in the best shops in Washington.

Pall Mall Ibis Silko  
Cork Tips, Egyptian,  
25c the box. 20c the box. 10c the box.

All high class, of different blends and

Absolutely Pure

MUCH DEPENDS ON SHIP SUBSIDY BILL

BIG STEAMSHIP TRUST REPORTED

Its Consumption Dependent Upon the Action of Congress—Rumors Heard in Wall Street—Attitude of British Liners.

NEW YORK, Nov. 25.—It is openly asserted in financial circles here that a great American steamship trust has been formed, dependent on the passage of the Ship Subsidy Bill. That a combination of British vessel interests will follow, is said to be equally sure. In brief, there may be two steamship trusts, each the rival of the other.

Rumors of combines-to-be, followed by denials and fresh rumors, have followed one another in rapid succession for more than a year.

It was said that J. Pierpont Morgan had purchased the White Star Line. Denial followed on the heels of the report. Then in succession Mr. Morgan was credited with the purchase of the American, the Red Star, and the Atlantic Transport Lines. It was even declared to be his intention to buy the Cunard Line.

All of these reports were absolutely denied by the agents of the lines mentioned, and it was impossible to get the slightest trace of the source of the rumors.

Steamship men now look with blue eyes upon the examination of the records of the trust which flash before them. They know that the truth will not be known until the Ship Subsidy bill has either been passed or killed.

Morgan Will Wait. Thus far they are sure of but one thing. That is that J. Pierpont Morgan has the great Leyland line and also an interest in the Atlantic Transport line, which owns some of the largest freight-carriers entering this port. They feel sure that the great financier, who now controls more than 7,000,000 tons of trans-Atlantic vessels, is reaching out for still more tonnage.

It stands to reason, they think, that the British lines will combine against the powerful organization of Mr. Morgan.

As if to confirm the report that Morgan desires more ships, came the report Saturday that the White Star, Leyland, Atlantic Transport, and Dominion lines had been secured by American capital and combined to afford a semi-weekly service between Liverpool and Portland, Me., in connection with the Grand Trunk Railway.

Another rumor had it that the combination was to take in connecting railway lines at Montreal and New York, operating two lines of steamships between these points and Liverpool.

To ascertain how interested the steamship men are over these rumors of steamship deals, it is only necessary to make a round of the steamship offices. They are equally chary of opinions. It is almost impossible to induce a single man to talk in quotation marks unless it is to deny a specific rumor regarding his own line.

Said one who has watched the situation: "It does not require an acute mind to discern that Mr. Morgan, when his combination is systematized and in actual running order, will control a vast amount of the trans-Atlantic traffic. He has some of the biggest freighters out of this port. He can establish a service that will eat into the British carriers' interests enormously."

"The British lines must combine on freight and agree on prices, just as they agreed on passenger traffic. There is no other way. Precisely how this will be brought about it is impossible to say now."

As to the Subsidy Bill. "The Americans are waiting to hear from that Ship Subsidy bill, and if you knew the inside facts you would, doubtless, be surprised at the vastness of the interests depending on the passage of the bill. That tremendous pressure will be brought to bear upon the future attitude of the American and, following along the line, on the future actions of the American depends the course to be taken by the British. There you have the matter summed up."

"Of one thing you may be sure—on the American side there will be a ship trust. On the British there will of necessity be, at least, if not a pooling of interests, a general offensive and defensive agreement."

THE DALE CASE SIDE ISSUE. Accused Mother's Companion to Have a Hearing Tonight.

NEW YORK, Nov. 25.—The examination of Albert Waller, the young Hollander for whom Mrs. Elizabeth Howe Dale, charged with the murder of her child, Emmeline, has such a strong attachment, upon the charge of offending public morals, will take place at 8 o'clock tonight before Recorder Stanton in Hoboken.

The hour set for the examination was chosen for two reasons; in the first place, it was thought best to select a time when no other case would come up for a hearing and the examination upon the complaint against Waller, which is drawn under part 2, section 51, of the New Jersey statutes, could be gone into exhaustively; secondly, Recorder Stanton chose the evening hour so that the usual curious crowd which appeared in the morning in the court would not be present.

Whether or not the Hoboken police will seek to have Waller held on a more serious charge will probably develop at his examination tonight.

It was expected that Detective Louis Weintal, who arrested both Mrs. Dale and Waller, would go on to Philadelphia to conduct an investigation in the Quaker City and also make a search of his lodgings there to find any letters which might prove valuable clues in the case.

It is not now believed that Henry S. Dale, the husband of the woman charged with the atrocious crime of feeding her child with arsenic, is in the city. "There is little likelihood," it is said, "that he will confront the man who is charged with having broken up his home. Police Captain Hays, and Assistant Prosecutor Vickers, who refer to Mr. Dale as an absolutely essential witness for the State, declare that their latest information is that he is in Chicago."

While one reason after another is advanced for the postponement of the trial into the death of the Dale child, which is now set for Friday night, the delay cannot be properly attributed to Mr. Dale's deferring his coming to this city, as he cannot be expected to give any testimony bearing upon the death of the child, however strong a motive he may reveal to the police for the commission of the alleged murder.

The reason for the delay in holding the inquest is probably because the chemical