

SAN CARLOS OPENS FIRE

German Excuse For the Bombardment of San Carlos, Venezuela—Tried to Seize the Lagoon.

Its Occupation Necessary, Officials Assert, in Order to Make Blockade of Maracaibo.

Foreign Secretary, in Reichstag, Expresses Hope That Difficulty Will Be Settled Shortly.

Berlin, Jan. 24.—The first official report of the bombardment of Fort San Carlos arrived in the shape of a dispatch from the commander of the Falke, dated Willemstad, Island of Curacao, Jan. 22, saying he had received information from Maracaibo that Fort San Carlos had been shelled and set on fire by the Vineta and Panther and had ultimately been destroyed.

The Lokal Anzeiger says it has received information to the effect that Commodore Scheder reports that Fort San Carlos fired on the Panther first, as the cruiser was feeling her way into the inner harbor.

In the reichstag Foreign Secretary von Richthofen expressed the hope that the Venezuelan difficulties would soon be settled. He said:

"The negotiations at Washington, it is hoped, will show an early result, rendering it possible to raise the blockade. So long as the blockade exists, however, respect for it must be enforced. The action against Maracaibo was undertaken for this purpose."

The correspondent of the Associated Press has received written replies from the chief of the foreign office to the following questions:

First—Why did the ships bombard San Carlos?

Answer—Official news regarding the Panther's reasons for forcing the entrance of the lagoon of Maracaibo has not yet been received. So far as the situation can be understood from here the seizure of the lagoon was necessary to an effective blockade of the harbor of Maracaibo. Otherwise it would have been possible to convey all sorts of merchandise over the adjacent Colombian frontier, particularly arms and provisions across the lagoon to Maracaibo, and thence inland, thus rendering the blockade completely futile. Apparently Fort San Carlos tried to prevent the entrance of the Panther into the lagoon and it must have been, therefore, necessary to silence it.

Second—Why did the German ships alone take part in the bombardment?

Answer—The fact that only German ships took part in the bombardment is obviously explained. Maracaibo harbor lies in the western part of the coast line, which was being blockaded by the German forces.

MUCH IRRITATION FELT.

Washington Officials Consider Bombardment Needless.

Washington, Jan. 24.—Notwithstanding the irritation felt here in government circles at what is regarded as the purely needless and revengeful bombardment of the Venezuelan forts by the German warships the conclusion at the present time is that this incident will not prevent Mr. Bowen from successfully carrying out his mission of peace. The utterances of Count von Buelow in the German reichstag are regarded here as conveying the intimation that the German warships are acting by direct orders from their home government with the purpose of avenging themselves for the repulse of the Panther in its first attack upon the forts. However this may be the United States government cannot see any excuse for entering into this quarrel between Germany and Venezuela. It is again emphatically stated that when the United States exercised its good offices to the extent of bringing the allies and the Venezuelan government into negotiations it exhausted its proper functions in that direction and could do no more.

Mr. Bowen is again declared to be not the representative of the United States but of Venezuela, and the state department is very careful to preserve the appearance of independence on Mr. Bowen's part by declining to receive any reports from him or even encouraging his visits.

RESULT OF BOMBARDMENT.

Dozen Venezuelan Soldiers Killed and Many Wounded.

Maracaibo, Jan. 24.—The results of the shelling of Fort San Carlos by the German warships, which was continued Thursday, are twelve dead and fifteen wounded Venezuelan soldiers. The walls of the fort are terribly battered, and there are many evidences of the fierce encounter.

It is estimated by the commandant, General Bello, that the German ships fired more than 1,500 shells at Fort San Carlos.

CITIZENS CALLED TO ARMS.

President of the State of Maracaibo Issues a Decree.

Maracaibo, Venezuela, Jan. 24.—President Aranguren of the state of Maracaibo has, by a decree just published, called to arms all citizens from sixteen to sixty years of age belonging to the militia in order to resist the possible landing of German forces at Lake Maracaibo. About 500 men immediately answered the call.

NEW CANAL TREATY.

Amount of Annuity the Only Change in Document.

Washington, Jan. 24.—The Panama canal treaty, signed Thursday afternoon, is the same treaty that was drawn up by this government several months ago with the single exception of the item of annuity to be paid to Colombia for the use of the right of way for the canal. The amount of the annuity is a compromise between the \$100,000 offered by Secretary Hay and the \$650,000 demanded by Colombia. The latter's price was fixed upon what are asserted to be the present returns from the Panama Railroad company, port dues, etc., which she had no desire to see diminished. The amount fixed in the treaty by way of compromise, though not stated by the officials and persons who have had to do with the perfection of the treaty, is admitted to have been arrived at from a calculation of the exact receipts at present from traffic across the isthmus and therefore is regarded as only fair to Colombia. At the same time, though the amount is larger than was at first offered, it is thought by officials that the senate undoubtedly will accept the figure named when it is made clear that to offer less would be to deprive Colombia of income she now is actually receiving.

All other points than this one of money compensation remain as they stood in the original draft of the treaty, and are completely satisfactory to the United States government.

The United States will have control of the canal practically in perpetuity, as required by the Spooner act; this result having been attained by the adoption of a plan for a lease for 100 years, renewable at the pleasure of the United States, and Colombia having nothing to say about the extension. The matters of police and judicial control are settled by a scheme of joint action, although it especially is assured that no citizen of the United States will be tried by any other than his own courts. Control of the waters of the ports of Colon and Panama is vested in the United States just as far as may be necessary for the complete operation of the canal.

The president transmitted the canal treaty to the senate late in the afternoon. The annuity named in the treaty to be paid to Colombia is \$250,000.

WORK OF COAL COMMISSION.

Independent Operators of Upper Fields Call Witnesses.

Philadelphia, Jan. 24.—The independent operators of the upper coal fields began calling witnesses during the day before the coal strike commission. There are about thirty of these companies before the commission. The first witness called was Howell Harris of Scranton, a mining engineer employed at the National colliery of the William Connell Coal company. He has observed mining in the bituminous fields and said that work in the anthracite regions is heavier than in the soft coal country, but the cramped position in which the soft coal miner must work in the bituminous districts is more tiring on the miner. The witness said social surroundings are better in the hard coal fields than in the bituminous regions. The Connell company, he said, has no black list.

He said the discipline of the men since the advent of the union is not good. There is no restriction of the output of coal on the part of the company, he said, but on the other hand the company can handle more coal than the men will mine. There was no violence at the company's property during the strike because no attempt was made to mine coal.

George O. Thomas, inside foreman of the Clear Spring Coal company of Pittston, was the next witness. He told of the lack of discipline in his company's mines since the organization of the men. He thought the car system of paying the men was the better.

David W. Evans of the Stevens Coal company of West Pittston did not approve of the law requiring a man to have two years' experience in anthracite mining before he can get a certificate as a miner. It prevented good miners from coming to this country and he termed it class legislation.

Chairman Gray said it was protection to American labor.

BYSTANDERS WOUNDED.

New York Men Fight a Duel in the Streets.

New York, Jan. 24.—Two unknown men fought a duel in sight of Oak street police station in this city, but, both being bad shots, escaped unscathed. There were two victims of their bullets, however, a boy and a girl. The boy, Willie McLaughlin, was shot in the body and perhaps fatally wounded. The girl, fourteen years of age, received a wound in the leg. After emptying their revolvers the men escaped.

BY MEDICAL ADVICE.

King Oscar to Temporarily Lay Aside His Duties.

Stockholm, Jan. 24.—King Oscar has decided to temporarily intrust the government of the country to the crown prince, Gustaf, who will take over the regency next week. This action of the king is taken as a result of medical advice. He has abandoned his projected visit to Norway.

Mother and Child Perish.

Antigo, Wis., Jan. 24.—Mrs. W. Knute and her youngest child of Elcho, near here, are dead from the effects of burns sustained while escaping from their home which was burned to the ground. Another child escaped with only a few burns.

COL. LYNCH MUST DIE

Death Sentence Given Commander of Irish Brigade in the Boer War.

High Treason.

Lord Chief Justice Decides That Prisoner's Naturalization Was on a Flimsy Pretext

And Did Not Excuse His Subsequent Acts—Jury Returns a Verdict of Guilty.

London, Jan. 24.—Colonel Arthur Lynch, member of parliament for Galway, on trial for treason because he fought on the Boer side in the South African war, has been found guilty and sentenced to death.

When the trial of Colonel Lynch was resumed counsel for the defense began summing up. There was no attempt to deny that Colonel Lynch supported the Boers, but counsel contended that his naturalization was in no way prompted by treasonable intent and was solely for the advantage he would thus secure for journalistic purposes. Subsequently the defendant actively supported the Boer cause in the belief that he was a naturalized burgher.

Replying for the prosecution the solicitor general, Sir Howard Carson, maintained that Colonel Lynch joined the Boer army as a discontented Irishman, "thereby committing a most cowardly and most serious act of treason."

His naturalization, continued the solicitor general, was only a flimsy pretext. Counsel then proceeded to detail the prisoner's alleged acts of adherence to his country's enemies.

Naturalization No Excuse.

The lord chief justice summed up very briefly. He said that if in war time a British subject joined the king's enemies, whatever his purpose, he was guilty of an unlawful act. Naturalization during war time afforded no excuse whatever for subsequent acts.

The jury, after having been out half an hour, returned a verdict of guilty. When asked if he had anything to say why he should not be sentenced to death Colonel Lynch replied:

"Thank you, I will say nothing." The sentence of death was passed on each of the four counts in the indictment.

The prisoner then bowed to the court and was removed in custody.

Lynch throughout bore himself with unflinching composure. He walked out steadily between the jailers and past the bench where his wife and other relatives were seated. Mrs. Lynch has been given permission to see her husband.

Although formally sentenced to be hanged Lynch's sentence will no doubt be commuted.

RESULT OF RECENT TROUBLE.

President of the Prussian Reichstag Resigns.

Berlin, Jan. 24.—Count von Ballestrom has resigned the presidency of the reichstag in consequence of disapproval of his attitude during the attempt, Jan. 20, of Herr Vollmer, Socialist, to raise a debate in the house on the charges brought against the late Herr Krupp and on Emperor William's telegrams and speeches on the subject. The president at the time declined to permit the discussion on the ground that it was out of order to discuss a private person while debating the budget. His remarks called forth violent protests from the Socialists, who asserted that he was violating the rights of the reichstag.

ANXIOUS ABOUT STEAMERS.

Fear That Coal Carriers From England May Be Lost.

Boston, Jan. 24.—Anxiety in view of heavy weather on the Atlantic, is being felt for some of the foreign steamers now on their way here with coal from British ports. The British steamer Farnham left the Tyne Dec. 22 and was reported off the Deal two days later. The British steamer Clematis sailed from Newcastle, Eng., Dec. 30, and the Hazelmoor left Cardiff Jan. 1, the Morocco left Jan. 2 and six other steamers left coal ports on Jan. 3. None of them have yet been sighted.

GOVERNMENT DEFAUDED.

Two Roumanian Officials Placed Under Arrest.

Bucharest, Jan. 24.—Two high officials of the ministry of the finance have been arrested on the charge of defrauding the government out of several hundred thousand francs, through the drawings of government bonds. Two local bankers are accused of complicity in the frauds. One of them has been arrested and the other has disappeared.

Revenue Officers Seize Butter.

St. Louis, Jan. 23.—United States revenue officers have within the past few days seized practically all the butter stored at the various city institutions. The butter seized is of an inferior grade, known as "process" or "renovated" butter. None of the tubs in which it was originally delivered bear the required revenue label, which had, it is believed, been removed for purposes of substitution.

BRIBERY INVESTIGATION.

Congressman Lessler Gives Details of Alleged Attempt.

Washington, Jan. 24.—The house committee on naval affairs has begun the investigation of the charges made by Representative Lessler to the committee that he had been approached with an offer of money to influence his vote in the committee. Chairman Foss first called Representative Lessler, who was sworn.

Mr. Taylor of the committee questioned Mr. Lessler, who stated that he was opposed to the building of more submarine torpedo boats.

Mr. Lessler identified Philip Doblin and told of a conversation he had had with him.

Mr. Lessler said Mr. Doblin came to him one morning and asked if the Holland submarine boat proposition would again come before the house.

"I said I supposed so. He asked if I was still opposed to it and I said I was."

Mr. Lessler testified that Doblin said he had been sent for by Mr. Quigg, and Mr. Quigg had told him there was \$5,000 in it if he (Lessler) could be brought to the other side.

Mr. Lessler said he said there must be no further talk on that proposition. Mr. Lessler then said that Doblin suggested that Mr. Quigg was a man of prominence and influence, and if that I wanted to come back here I would be aiding myself by doing him this favor."

Lessler Meets Quigg.

Mr. Lessler then told of a conversation he said he had with Mr. Quigg at the latter's office, 100 Broadway, New York.

He then said that before the opening of congress or during the holiday recess Mr. Quigg telephoned that he wanted to see him.

"I told him to come over, and he came to my office within an hour."

Mr. Lessler said that he then told Mr. Quigg that there should be no question of money.

In answer to questions he said Mr. Quigg had not mentioned torpedo boats but added:

"I had no other business with Mr. Quigg and inferred that it was on this account that he came to see me."

Mr. Lessler told of a conversation he had with John McCullagh, superintendent of elections in New York, at his hotel in Washington. Mr. McCullagh, he said, told him that there were men in New York who could re-elect him or defeat him and that they wanted him to support the measure.

Mr. Lessler said he told Mr. McCullagh that he would not do it.

EXPLOSION IN TUNNEL.

Two Men Killed and Four Seriously Injured at Pittsburgh.

Pittsburgh, Jan. 24.—Two men were killed and four seriously injured in the eastern end of the Wabash tunnel, South Side, by an explosion of dynamite, due, it is said, to some one turning on the electrical current without receiving the proper signal. The dead are Frank Taylor, night foreman, and Harry Florence, day foreman.

Blasts had been prepared by the night crew in the eastern end of the heading and Day Foreman Florence had gone in with Night Foreman Taylor to see what had been done.

With the foremen were four workmen. As the party was going toward the charges of dynamite some one up at the top of the shaft turned on the electrical current without notification and when Taylor, who carried the wires, inserted them into the charge of dynamite, the explosion followed.

Thomas Harry, one of the injured, died after his removal to the hospital. Mrs. Taylor, wife of one of the men killed, has been in delicate health for several months. When notified of her husband's death, she collapsed. Her physician says she will die.

FOR INFRINGEMENT OF PATENT.

Marconi to Sue the United States Government.

Boston, Jan. 24.—A special dispatch to the Advertiser from Wellfleet, Mass., says:

Before leaving this place for New York Mr. Marconi dropped a hint of serious complications for the United States government.

It appears that he has already negotiated with the United States concerning the right to use a system of wireless telegraphy over this entire country. The terms were considered by the president and were finally rejected as too high. For nearly a year experiments have been made in Washington and many officers think they have an invention which will equal Marconi's. The Italian inventor knows of this and intends to stand up for what he believes his rights in the matters.

"This thing is to be settled in the courts. I do not care to say much about it now, but I will say that an action will be brought for an infringement of the patent," he said positively.

GOT AWAY WITH \$6,000.

Bank Safe at Somerton, O., Blown by Robbers.

Bellaire, O., Jan. 24.—At Somerton, west of here, robbers forced an entrance into the City bank and blew the safe. They got away with \$6,000. The robbers broke open James Gray's barn, stole a rig and escaped.

Two More Bluejackets Dead.

San Juan, P. R., Jan. 24.—Alex Newton Dasset of Durham, N. C., and James Garfield Patterson of Pittsburgh, landmen of the battleship Massachusetts, who were injured by the explosion Jan. 16 of the powder charge of an eight-inch gun, died in the military hospital here during the night.

THE RESULT OF A PANIC

Three Women Dead and Half a Dozen Injured in New York City—Fire in Adjoining Building.

Five Hundred Employees of Cigar Factory Makes a Rush to Escape—Three Women Killed.

Occupants of the Burning Structure Take Things Cool and Escape in Safety.

New York, Jan. 24.—Three women were killed and five women and one man severely injured in a panic in Leopold Miller & Sons' cigar factory on Crosby street as a result of a fire in an adjoining building. The dead are: Jennie Hessing, twenty-five years; Fannie Kerstberg, twenty-two years; Mrs. Mary Sparbara, twenty-five years.

The flames from the burning building beat against the walls of the cigar factory, causing a panic among the 500 men, women and boys at work. There was a wild rush for the fire escapes at the front and rear ends of the building, in which the weaker were crushed and trampled by the stronger. The men did not hesitate to push the women aside and when they reached the second story, instead of waiting for ladders to be raised, pushed the women off to the ground, about fifteen feet, and leaped themselves. In this way many women were more or less injured. The worst scenes, however, were on the stairways by which crowds of the panic stricken employees tried to escape from the building. The men shrieked as if mad and, knocking the women down, trampled them under foot. At the third story there was a blockade and had it not been for the timely arrival of the police the death list would have been much longer. The officers, climbing over the heads of the crowd, reached the third story and succeeded, by pushing the men aside, in making a passage-way for the women. Other policemen and the fire department soon arrived and when the building had been cleared the bodies of the three dead were found.

Mrs. Balletti, who was at first erroneously reported among the killed, received injuries which may result fatally. The two hundred employees of the New Idea Pattern company, in whose factory the fire started, got out in safety, although several were more or less burned. Employees of other firms in the building left the building in order and then helped in rescuing the women from the cigar factory.

SEVEN COACHES DERAILED.

Illinois Central's New Orleans Special Wrecked.

Memphis, Tenn., Jan. 24.—The Illinois Central New Orleans special from Memphis for New Orleans, which left this city at 12:15 a. m., was derailed and badly wrecked by an open switch at a lumber company's side track in an industrial suburb of the southern part of the city.

Five of the seven cars were derailed and overturned and the locomotive was badly smashed. Not a single passenger was injured and none of the train crew were killed outright, although the engineer and fireman were fatally injured and three other members of the train crew are seriously hurt.

The switch at the siding was open, although the switch lamp showed a clear track. It is believed that it was deliberately opened and the lamp set with the white light showing by wreckers for the purpose of derailing. The engine collided with a number of heavy loaded box cars on the side track and the entire forward section of the train left the track. The mail car was badly crushed and the combination buffet and baggage car was cut squarely in half. One of the Pullman sleepers was thrown at right angles to the track but remained in an upright position.

There were about sixty-five passengers on the train.

The engineer and fireman were caught in the ruins of the engine and are badly scalded and burned. Both will die.

DECLARES IT A NUISANCE.

Action Against Owners of New York's Flatiron Building.

New York, Jan. 24.—An action is to be brought in the courts here to declare the eighteen-story structure occupying the "V" formed by the crossing of Broadway and Fifth avenue at Twenty-third street, and known as the Flatiron building, be declared a public and private nuisance. The complainant is the occupant of a store on Broadway opposite the high building, whose plate glass windows have been broken twice by the wind during the past three months. In his complaint he holds the building responsible for the antics of the wind, the currents striking the structure and being deflected to the street and against his windows. Among the witnesses will be experts on air currents, architects and people who in passing have been roughly handled by the wind, some being thrown to the sidewalk. Mr. Vincent also asks damages for losses on stock and for loss on business, alleging that people avoid the vicinity since the building was erected and the wind commenced its pranks.

ANTI-TRUST BILL READY.

Submitted to Full Committee by Subcommittee.

Washington, Jan. 24.—Up to noon the committee on judiciary had not completed the reading of the anti-trust bill reported to it by the subcommittee. So far as the reading progressed, however, no changes had been made. The features of the bill follow:

Corporations are to be amenable to the interstate commerce commission, placing before that tribunal all details of their organization and earnings. Penalties are provided for false returns, and the commission is to have full power to probe the transactions of the corporations.

Rebates by carriers are prohibited and railroads are barred from carrying trust made goods when such trusts are under the ban of the commission.

Such ban comprises refusal on the part of the commission to allow the output of offending corporations right of transportation or participation in interstate commerce.

All federal courts are to be given the necessary jurisdiction as auxiliary tribunals to the interstate commerce commission.

LACKS CONFIRMATION.

Rumored the Transport Dix is Lost With All on Board.

Seattle, Wash., Jan. 24.—An unconfirmed rumor is current among shipping men to the effect that the transport Dix had gone down this side of Yokohama with all on board. No details were given of the wreck and it was impossible to locate any credible origin of the story. The Dix sailed from this port Dec. 31, bound for Manila, via Nagasaki, with a heavy cargo. Captain Hopkins was in command of the transport, with Captain Theodore Sternberg, U. S. A., in charge of the vessel. The Dix was acquired by the government during the war with Spain and is one of the largest freighters owned by the United States.

MINNEAPOLIS MEN BACK OF IT.

Proposal to Build a Big Mill at Buffalo, N. Y.

Buffalo, N. Y., Jan. 24.—A number of Minneapolis capitalists, including some interested in the Washburn-Crosby company, have purchased from the Buffalo Elevating company the site of the Dakota elevator, which was burned two years ago.

It is the intention of the new owners to erect an electric flouring mill with a larger capacity than the combined flouring mills of Buffalo.

The purchase price was \$200,000 and the deal was negotiated for the Minneapolis business men by Frank T. Henry, the Buffalo manager of the Washburn-Crosby company.

ON THE DIVORCE QUESTION.

Episcopal Bishop Commends Attitude of Catholic Church.

New York, Jan. 24.—Bishop Burgess of the Protestant Episcopal diocese of Long Island made an address at the annual dinner of the Church club, in which he commended the attitude of the Roman Catholic church on the divorce question. The bishop said in part:

"The Roman Catholic church has stood like a bulwark against divorce. It has stood for the inviolability of the marriage tie and the unity of the home. Because of that it is in the world today one of the greatest forces for progress and for Christianity."

GREAT WESTERN WRECK.

Three Persons Killed in Accident at Freeport, Ill.

Chicago, Jan. 24.—Information has been received by officials of the Chicago Great Western railroad that the passenger train which left Chicago for St. Paul at 6:30 p. m. struck a broken rail at a point just east of South Freeport and jumped the track.

The engineer and fireman and a passenger were killed and fifteen or twenty passengers injured.

Flames attacked the wreck, endangering the lives of the passengers. The dead are: W. H. H. Day, lumberman, Minneapolis; William Sheridan, engineer, Chicago; John Sandusky, fireman.

ENGINEER AND FIREMAN DEAD.

Missouri Pacific Passenger Train Wrecked.

Wichita, Kan., Jan. 24.—The Missouri Pacific passenger train was wrecked at 2 a. m. while entering the yards at Yates Center. A coal train, which had taken the switch, was too long and one car had been left on the main track. The engineer, J. Grover Nettles of Eldorado, Kan., and Fireman Richard Dillenbecker of Eldorado were killed and Mail Clerk Walter S. Nessinger is reported seriously hurt.

Asks Long Leave of Absence.

Washington, Jan. 24.—Secretary Root has received a cablegram from Governor Taft, at Manila, requesting a six months leave of absence from Commissioner Ide, dated from Feb. 17. Commissioner Ide is in ill health. The request will be granted.

To Investigate a Merger.

St. Paul, Jan. 24.—Representative Yoerg of Ramsey county has introduced in the house a resolution providing for a committee of five to investigate the alleged violation of the law forbidding the consolidation of parallel and competing lines of railway in the state, in the combination of the St. Paul and Duluth and the Northern Pacific.