

RUSS VICTORY AT PRZASNYSZ

German Reverse Declared to Be Ending in Almost a Rout.

ABANDON MEN AND GUNS IN RETREAT

German Hopes to Penetrate Russian Lines From North Declared by Petrograd to Have Been Shattered—Russians Again Advancing Towards East Prussia—Ambassador Bernstorff Not to Be Recalled.

Petrograd, March 1.—Semi-official announcement is made as follows: "Russian troops should be credited with the initiative of offensive movements north of Grodnow. Prisoners captured there are from the best corps of the German armies now on the eastern battle front.

German Hopes Shattered. The highest importance is attached by the Russian military authorities to the German defeat at Przasnysz. It is asserted by Russian staff officers that the German's hope of success during the operations of the last fortnight on the northern front was based upon their confidence to break the Russian line at this point.

Retreat Almost a Rout. The Russian assert that the German retreat is more precipitate and disorderly than any in this theater of the war. They declare the Germans have abandoned many light and heavy guns and have left behind many slightly wounded soldiers in their retreat.

The reported German plan for undertaking a siege of Grodnow will now appear to be venturing, with the Russians advancing along the left bank of the river Nieman toward East Prussia, and endangering the position of the German left flank. The claim is made here that all the German troops which recently crossed the Nieman have again been forced back to the other bank.

BERNSTORFF TO STAY.

Germany Not to Recall Present Ambassador to United States. New York, March 1.—Dr. Bernhard Dernberg, former German colonial minister, characterizes as untrue today a report that Count Von Bernstorff, the German ambassador to the United States, would be recalled and Baron Treutler, said to be with Emperor William, now at the battle front, would be sent to Washington.

"The report is part of a deliberate attempt of English agents to discredit prominent Germans in America," Dr. Dernberg said. "As far as I am concerned the whole story is untrue."

STRIKERS ORDERED TO WORK.

British Government Takes Hand in Labor Trouble at Engineering Works. London, March 1.—Many of the striking laborers at the Clyde engineering works resumed work today in accordance with instructions issued by the government. These labor troubles threatened to interfere seriously with the supply of equipment and war material for the troops in the field and the government took a hand in the settlement.

BRITAIN STILL CONFIDENT.

Asquith Says Government is Certain of Victory in Present War. London, March 1.—Speaking in the house of commons today, Premier Asquith made the declaration that at no time had the government been more confident than today that the allies would ultimately achieve victory.

STEAMER DACIA ARRESTED.

United States Ship Taken by French Cruiser and Held at Brest. Brest, via Paris, March 1.—The American steamer Dacia, formerly a Hamburg-American liner, which was captured last week by a French cruiser and brought into this port, has been towed from the roadstead into the Brest naval harbor.

A Test Case.

Washington, March 1.—While no official word had reached the state department Saturday night as to the seizure of the American steamer, Dacia,

it is known that no protest by this government is probable until a French prize court passes on the ship's status. This has been the policy in similar cases.

The voyage of the Dacia has been regarded as a test-case upon which final decision of belligerent countries might be based.

The steamer Dacia left Galveston for Rotterdam on Jan. 31, with 11,000 hales of cotton to be transhipped to Bremen. It was fully expressed at that time that the ship would be seized on her way to Rotterdam as Great Britain questioned the validity of New York transfer of the Dacia from German to American registry.

The Dacia touched at Norfolk on Feb. 11, and then proceeded on her way. The Dacia was formerly a Hamburg-American freight steamship which had been used before the war in trade between Bremen and New Orleans and other gulf ports.

ADmiral DEWA NOT ANNOYED. Denies Reports That He Was Refused Admittance to Private Car. Washington, March 1.—Secretary Bryan received today from Admiral Dewey, now in Chicago, a telegram saying there was no foundation for reports that he was subjected to annoyance while leaving New York.

BUSY WEEK AHEAD FOR CONGRESSMEN

Much Work to Be Disposed of Before Adjournment Thursday—Both Houses Take Up Conference Reports on Big Appropriation Bills.

Washington, March 1.—Congress today entered on the closing week of the session in a rush to wind up all business before final adjournment on Thursday. A large amount of work confronts the senate but in the house business is pretty well cleaned up. Both houses took up conference reports on the big appropriation bills.

RESERVE ARMY FOR U. S.

Army and Navy Men to Form Organization to Include Militiamen. New York, March 1.—Formal announcement was made here last night of the formation of an organization of first reserves, to be known as the American Legion, to be composed of former army, navy and militiamen, which will better insure the nation's preparedness in case of war.

Capt. Gordon Johnston, aide-de-camp to Maj. Gen. Leonard Wood, commanding the department of the east, made the announcement to the half of former army and navy men, who in an unofficial capacity, are acting with civilians in promoting the movement.

Captain Johnston said it is planned to establish within a short time a first reserve of between 250,000 and 300,000 men, in part of militia, or instant call in case of emergency. Major General Wood has already given the plan his unofficial endorsement and former President Roosevelt has written a letter approving the proposal.

GARRISON NOT INFORMED.

Washington, March 1.—Secretary Garrison said today that he was not informed of the proposed formation of an American reserve legion of 300,000 men, as announced in New York last night, except by news dispatches, but he would look into it at once.

Announcement of the plan was made by Capt. Gordon Johnston, aide de camp to Major General Leonard Wood, commanding the eastern department of the army, and it is said to have the unofficial endorsement of General Wood and other army and navy officers.

WAR TIES PRESIDENT WILSON.

May Be Unable to Go to San Francisco Exposition. Washington, March 1.—President Wilson told callers today the European situation was demanding so much of his attention that he was doubtful if he would be able to leave Washington this spring, even to make his proposed visit to the San Francisco exposition.

AGED SOLON RESIDENT DEAD.

Solon, March 1.—Mrs. Lydia Ulrich, aged 92 years, mother of George Ulrich, prominent in banking circles of Solon, died at the home of her son, Sunday. Mrs. Ulrich came to this country from Bohemia in 1854.

ALLIED FLEET HAS BIG TASK

British Public Warned Not to Expect Constantinople's Fall Soon.

SHIPS PENETRATE STRAITS 15 MILES

Turks Preparing to Move Seat of Government to Broussa, Asiatic Turkey—Warships of Allies Must Face Strongest Forts on Dardanelles Before Reaching Capital—Best of British Ships Engaged in Undertaking.

London, March 1.—The flags of Great Britain and France now are flying at the entrance of the Dardanelles.

While it would appear to be a fact that the allied fleet has reached Chanak, fifteen miles from the entrance, the British press warns the public not to expect the immediate fall of Constantinople. Nevertheless the operations of the allied warships against the sea defenses of Constantinople are creating a tremendous stir in the near east.

Broussa, in Asiatic Turkey, has been selected by the Turks as their new capital in case it becomes necessary to evacuate Constantinople. The Germans in Turkey, it is declared, wanted the Turks to move to Adrianople, in European Turkey, but the Turks would have none of this and started shipping their archives to Broussa.

INTEREST IN THE FIGHTING ON THE EASTERN BATTLE FRONT HAS BEEN DEFLECTED

Interest in the fighting on the eastern battle front has been deflected from the moment from the Carpathians to northern Poland, where the Russians are making a desperate effort to regain lost ground. Consequently the stubborn struggle continues on the line from Zbor to the Narow, where Grand Duke Nicholas has yet to establish his ascendancy.

Vienna reports a violent engagement in Bokovina without saying about the outcome, while Petrograd claims to have checked the Austro-German advance in this region.

FIERCE ENCOUNTERS IN WEST

In the west interest is centering in the fighting in the Champagne region, where fierce attacks and counter attacks have marked the operations of the last week. Berlin claims to have checked the nerve French advance, while Paris claims the French have been successful in making progress and repulsing the German counter attacks.

Paris claims also the capture of 2,000 yards of trenches to the west and northwest of Beausjour.

Practically all discussion of the diplomatic situation has been suspended in the expectation of the statement Premier Asquith is to make in parliament this afternoon on the steps which the allies probably will take to meet the menace of the German blockade.

Allies Face Hardest Snag. The allied fleet is of momentous importance to the allies. The opening of the straits would release the Russian grain which the allies want and would give Russia war material which she herself can not produce, while it would be certain to have a marked effect on the future policy of the Balkan states.

The allies, however, do not anticipate that their success in the Dardanelles undertaking will be immediate, for they are now facing the hardest part of the problem, having the strongest forts ahead of them, although the guns of these forts have not the range of the guns of the larger ships, particularly the fifteen-inch guns of the Queen Elizabeth.

The fact that the Queen Elizabeth is in commission suggests that her four sister ships, all of which were laid down within a few weeks of one another, are either in the fighting line or ready to join it.

GREATEST SHIPS AFOAT.

These five ships are considered the greatest fighting machines in the world, and besides being heavily armed are almost as fast as battle cruisers.

Although their speed is given as twenty-five knots, the Queen Elizabeth made twenty-eight in her trials, and she may exceed that.

King George returned to the palace last evening after a visit to some of the warships of the grand fleet.

ANOTHER RATE COMPLAINT.

Mid-West Shippers Protest Against Rates Southeast. Washington, March 1.—Complaint was filed with the interstate commerce commission today by eight commercial organizations in Ohio and Michigan against the Cincinnati, Hamilton & Dayton and other roads charging discrimination in rates for the transportation of commodities from Chicago, Milwaukee, Davenport, Iowa, and points in

Britain to Cut Off All Food to Germany

London, March 1.—The establishment of a virtual blockade of hostile countries is Great Britain's reply to attacks on British shipping it was announced today by Premier Asquith in a momentous speech.

The plans of the allies to regulate shipping from and to ports of hostile nations contemplates the commodities of every kind reaching or leaving those ports without, however, endangering vessels or crews of neutral countries. They have no intention of confiscating ships or cargoes which are detained unless they are liable to confiscation under normal conditions of war.

ACCUSES GERMANY.

The premier revealed these measures of reprisals to parliament and the nation on introducing the third and fourth votes for credit to meet the expenses of the war. These are respectively \$185,000,000 to balance the expenditures of the current fiscal year, making total cost of eight months of war \$1,510,000,000, and another vote of \$1,250,000,000 for the first installment for the year opening April 1.

Referring to the German naval campaign against British shipping, Premier Asquith declared that Germany had violated all the conventions intended for the mitigation of the war. He said that further steps, the premier said, by organizing "an under-sea campaign of piracy and pillage."

NOT TIME FOR PEACE TALK.

Germany, he declared, was not blockading and could never blockade British shores. Mentioning what he termed "whispering peace," he declared it was not time to talk peace until "the purposes of the allies were accomplished or were in sight."

"Germany has driven her opponents to adopt retaliatory measures in the case of commodities of every kind from reaching or leaving Germany," said Premier Asquith. "The proposed measures of reprisals will be enforced with observance of the strict dictates of humanity, but the allies do not propose to allow their efforts to be strangled in a network of judicial niceties."

There is no intention to confiscate detained ships or cargoes, he said.

The premier declared that the allies would hold themselves free to use the same measures if it is presumed such goods are destined to their enemies.

U. S. IS NAMED.

Washington, March 1.—France and Great Britain served notice on the United States that they would hold themselves at liberty to stop all shipping heretofore and from Germany.

The notice was delivered to Secretary Bryan by the French and British ambassadors here, who called at the state department to discuss that purpose. Secretary Bryan promptly apprised President Wilson of the new move, but declined to make any statement. The ambassadors intimated the state department would make all announcements on the subject.

It was pointed out here that while there might be no precedent for such a wide range of action as the allies proposed, there was likewise no precedent for the German submarine blockade of the British Isles.

Michigan, Illinois, Indiana, Iowa, Wisconsin and Missouri to Atlanta and other points in the south.

The complaint sets forth that manufacturers in the complaining cities obtain raw materials from the same sources and that despite the nearer location to southern points they do not enjoy equally advantageous rates.

APPEAL TO PRESIDENT.

Wilson May Be Asked to Intervene in Eastern Ohio Strike.

Washington, March 1.—President Wilson may be asked to intervene directly in the eastern Ohio coal strike. Representative Francis told the president today he might later ask him to take steps to restore industrial peace in that region.

Secretary Wilson, of the department of labor, had an engagement to discuss the strike situation with John P. White, president of the United Mine Workers, and other leaders of the miners. Representatives of the operators also are expected here.

THIRTY MEXICANS KILLED BY BOMB

Explosion Hidden in Barrel Discharged on Gunboat Progress—Act Believed That of Persons Opposed to Carranza Regime.

Galveston, Tex., March 1.—The Mexican consul here today received a message telling of an explosion of a bomb on the Mexican gunboat Progress, resulting in the death of thirty persons, including five women.

The explosion, according to the first report, occurred Sunday morning while Progress was at Progreso. It is stated that what was supposed to be a barrel of rice on the vessel proved to contain explosives and the bomb was exploded by persons opposed to the Carranza regime.

USE OF GAS SHELLS ALLEGED.

Germans Charge French With Using Poisonous Explosive. Berlin, via wireless to London, March 1.—The official announcement on the progress of the war given out today contains a statement that the French forces have begun the use of an artillery shell which spreads a poisonous gas on exploding.

EXCITING TRIP THRU WAR ZONE

Passengers on Liner New York Describe Trip Thru Mine Strewn Sea.

PREPARED FOR ANY EMERGENCY

Ship Flying Stars and Stripes, Brilliantly Lighted, to Make Identity Certain, Makes Fast Time Out of British Waters—Life Boats Swung Out for Instant Use, and Passengers Warned Not to Seek Beds During First Night.

New York, March 1.—The American liner New York arrived here today from Liverpool after having taken unusual pains to make known her nationality while passing thru the war zone declared by Germany around Great Britain. In addition extraordinary precautions were made against mines, with lifeboats swung out for immediate use if necessary.

Flying the American flag, the New York left her dock in Liverpool shortly after midnight on Feb. 20. Her lights were all lit and she steamed out to sea and some of her passengers said her searchlights played on American flags, which flew from almost every mast. The ship remained a mass of lights until she was in the zone. Some of them stayed up all night.

Although it was reported that the New York's course was guarded by British torpedo boats to the limit of the war zone, no such craft was seen by those aboard.

CARRIED 221 PASSENGERS.

The New York had 221 passengers aboard. Thirty-one of them, mostly women buyers for American business firms, came from Paris to Liverpool to catch the boat. They were delayed because reaching Liverpool but the New York was held at the request of the American Embassy in London. On their way to Liverpool from Paris, the party reached Dieppe ten minutes after the boat left for Dover.

"We then hurried to the train that took us to Havre, where we caught a boat for Southampton," said Miss Elizabeth Purcell, one of the passengers. "The boat to Southampton left Havre at 1:30 o'clock in the morning and steamed full speed thru the channel, traveling in a zig zag course. The lifeboats were swung out and we were told to be prepared to take to them at a moment's notice."

Charles F. Rogers, of this city, another passenger, sailed from New York for Liverpool on Jan. 23. Mr. Rogers said the American passengers aboard the Transylvania, on which he sailed, were held up five days at Queenstown. The Transylvania carried a heavy cargo of guns, ammunition and supplies.

HOLD LINER AT QUEENSLAND.

"We took on thirty-five passengers at Halifax," Mr. Rogers said. "Before we reached British waters it was reported British submarines were watching for us. We reached Queensland, Jan. 21. For three days all passengers were held aboard the ship. Then the British passengers were landed. The American passengers were held two days longer. With permission of the captain, I sent a message to Ambassador Page, at London, protesting against our detention. Apparently the protest was effective, for we were at once transferred to London."

The last trip taken by a channel boat from Dieppe to Dover, was described by Mrs. Cecel Deiterle, a passenger.

"It was an exciting trip," Mrs. Deiterle said. "When the order came to stop traffic the boat was already on its way. We left at night. All lights were extinguished and we were to be ready to take to the life boats at any moment. The danger of hitting mines was disregarded in an effort to make speed and dodge torpedoes."

SUSPENDED FROM AMERICAN REGISTRY.

Washington, March 1.—At the department of commerce today it was said that the steamer M. S. Dollar, whose suspension from American registry has been announced, never had technically closed her American registry which is required by British law, and that she was therefore actually a British ship. Officials said that as soon as that formality had been complied with her American registry would be effective.

PERMIT NO PUBLIC HEARINGS.

SEAMEN'S BILL SIDETRACKED BY PRESS OF MORE IMPORTANT BUSINESS.

Washington, March 1.—President Wilson has decided not to have a public hearing on the seamen's bill, because of the crush of other work attending the closing days of congress. He has asked the state department how it affects existing treaties and is understood to have been informed about twenty-two conventions with foreign nations would be concerned.

NEWTON PHYSICIAN DEAD.

Dr. E. E. Boyd, Prominent in Medical Circles, Pneumonia Victim. Special to Times-Republican.

Newton, March 1.—The funeral of Dr. E. E. Boyd, who died at his home in this city Saturday night after an illness of one week of pneumonia, will be held Thursday. Dr. Boyd was one of the most prominent physicians in Iowa. He was 45 years of age and leaves a wife and a number of many companies.

T-R BULLETIN NEWS OF THE DAY

The Weather. Iowa—Partly cloudy tonight and Tuesday; slowly rising temperature.

PAGE ONE.

Telegraphic News: Allied Fleet Penetrates Dardanelles Fifteen Miles. Hardest Fighting Yet to Come. Russians Claim Great Victory in Poland. German Retreat Said to Be Disorderly. American Ship Has Exciting Trip. Stegler Indicted For Passport Fraud. Engine Runs Wild in Cedar Rapids. One Killed, Eight Injured. PAGES TWO, THREE AND FOUR. Iowa News: Hint to Legislature by Supreme Court. Plan to Simplify State Tax System. Pooled as Officers Held For Blackmail. Waterloo Drys Compromise. Saloons Given Short Lease of Life. Potato Growers to Organize. End of Walsh-Colby Case. PAG FIFTE.

PAGE SIX.

Editorial: Let the Road Law Stand. Pickle Iowa Spring. The State of Trade. Topics of the Times. Iowa Opinion and Notes. PAGES SEVEN, EIGHT, TEN AND ELEVEN.

CITY NEWS:

Julius Pappé Dies in Buffalo. Dickson Lad Saves Train From Wreck. Farmers Favor Bridge Bond Issue. Railroad Starts Viaduct Survey. Four Dead at Soldiers' Home. Mrs. Charles Hurd Dead. General and Brief City News. PAGE TWELVE.

MARKETS AND GENERAL:

Wheat Prices Again Slump. Corn Sharply Lower. Cattle Market Weak. Hogs Active and Higher. Seamen Win Radical Law Changes.

RUNAWAY ENGINE

One Man Killed and Eight Injured in Collision in Cedar Rapids.

LOCOMOTIVE HITS NORTHWESTERN MAIL

Rock Island Switch Engine Gets Beyond Control and Makes Wild Dash Thru Main Part of City—Collides With Northwestern Train No. 26, Injuring Eight of Trainmen—Pilot of Wild Engine Jumps and Is Killed.

CEGAR RAPIDS, MARCH 1.—ENGINEER

Harry Tittel, of a Rock Island switching crew, was killed early this morning when he jumped from his engine that had got beyond control. The engine ran a distance of more than a half mile thru the main part of the city and was demolished by a collision with Northwestern train No. 26, fast mail, east bound. Those injured in the collision are:

William E. Jones, Clinton, conductor Northwestern, hand crushed. Al Thureson, Clinton, brakeman on Northwestern, elbow crushed. G. E. McCartney, Chicago, mail clerk, arm injured.

E. B. Hunt, Fulton, Ill., mail clerk, injury to head. R. L. Godfrey, Oak Park, Ill., mail clerk, back and neck injured. J. R. Richardson, Clinton, fireman, Northwestern, ribs and back injured. Charles A. McMillan, Cedar Rapids, Rock Island switchman, slightly injured.

D. P. Dietz, Chicago, mail clerk slightly injured.

SEARCH FOR BODY OF CITY OFFICIAL

Clerk Andrew Gaylord, of Fort Madison Disappears and Police Fear He Has Ended Life in River—Despondent Over Shortage in City Accounts.

Fort Madison, March 1.—Police dragged the river here today in the hope of finding the body of Andrew Gaylord, city clerk, who was said to have disappeared from his home Saturday. The state auditor recently reported a shortage of about \$400 in city accounts, and also no blame was attached to Gaylord, the police were of the opinion he had become despondent over the matter.

ANOTHER SLUMP IN WHEAT.

Price of May Option Drop 5/8 Cent at Opening of Market. Chicago, March 1.—Rapid progress of the Anglo-French fleet up the Dardanelles smashed the price of wheat today as much as 5/8 cents a bushel at the start. May delivery opened this morning with sales down to \$1.48, July simultaneously dropped 3/4 cents to \$1.21.

Worse weakness developed late in the day. Advances that one of the chief strongholds on the Dardanelles had been rendered useless to the Turks sent prices lower than before. The British announcement of the blockade of commerce for the enemies' ports added the decline. Just before the final rung some sales showed losses of as much as 7/8 cents, May touching \$1.46.

DISCRIMINATION IS CHARGED.

Milwaukee Road Files Complaint Against Great Northern. Washington, March 1.—The Chicago, Milwaukee & St. Paul railway today complained to the interstate commerce commission that the Great Northern railway discriminates against it in favor of other roads in failing to make joint thru passenger rates to points from the state of Washington and British Columbia, to points on the complaining road's lines.

POPULAR BRITISH AUTHOR DEAD.

London, March 1.—Frank T. Bullen, the English author and lecturer, died today at Madeira. He was best known as a writer of sea stories. He was born in 1857.

STEGLER HELD FOR PLOTTING

German Reservist Indicted by Federal Grand Jury for Conspiracy.

PASSPORT CASE TO BE AIRED IN COURT

Mrs. Stegler Fined in Senatorial Police Court at Time of Grand Jury Action Arrested For Assaulting Man Who Accompanied Her to Her Room in Hotel—Dismissed By Magistrate, Who Censures Accuser.

New York, March 1.—Mrs. Richard P. Stegler, arrested today at the Glenoble Hotel on a charge of felonious assault made by Arthur Matlock, reporter for a German newspaper, was discharged later in the police court. Almost at the moment Mrs. Stegler's discharge in police court the federal grand jury returned an indictment charging her husband with a conspiracy against the United States in obtaining an American passport falsely. Stegler was a German naval reservist. Two others were indicted with him, Richard Madden, in whose name the passport was issued, and Gustav Cook, of Hoboken, who, it is charged, participated in obtaining the passport. The three men were to be arraigned later in the afternoon.

Mrs. Stegler spent the night in a cell in the police station. The complainant against her told the court she had attacked him in a bed room with a silver bottle. He showed no marks on his face. The testimony brought out that he and another man had accompanied two women to the hotel, one of them being Mrs. Stegler, that the party had obtained adjoining rooms, where they remained until 1 o'clock. Mrs. Stegler declared that she remained in one room, and that the two men tried to disrobe her. At no time, she said, was she and her accuser alone.

In discharging the complaint against her the magistrate said he would be inclined to send Matlock and his male companion to the workhouse, if the statements of Mrs. Stegler were more definite.

GERMANY GIVES BOY-ED'S STORY.

Washington, March 1.—The German embassy's communication to the state department on the Stegler passport case, which is considered the same as Captain Boy-Ed, was received today and laid before Councilor Lansing.

Count Bernstorff, in a statement given out yesterday, characterized the communication as one giving the facts of the Stegler affair so far as the naval attack is concerned.

The embassy's communication was a copy of the statement Captain Boy-Ed issued shortly after the charge was made by Stegler implicating the naval attaché in the Stegler case. The captain acknowledged that he knew Stegler, but denied he knew of any effort to secure the passport.

RAILROAD OFFICIALS PLEAD.

Answer to Charge of Criminal Conspiracy in New Haven Case. New York, March 1.—Tentative pleas of not guilty were entered in the federal district court to superceding indictments handed down last Friday, charging twenty-one directors and former directors of the New York, New Haven & Hartford Railroad Company with criminal conspiracy under the anti-trust laws.

The pleas were entered by the attorneys for many defendants by their counsel. They were given to March 21 to demur to the action.

Nine defendants in all pleaded this morning. They are Lewis Cass Ledyard, Robert W. Taft, Edward D. Robbins, Charles M. Pratt, Thomas DeWitt Cayser, Theodore A. Vail, Francis Maxwell, Edward Milligan and George F. Baker.

The remaining twelve defendants were to enter pleas this afternoon.

DENIES ACTION AGAINST BILL.

International Mercantile Marine Has Not Opposed Ship Measure. Washington, March 1.—P. A. S. Franklin, vice president of the International Mercantile Marine, today told the senate ship bill investigating committee that the company "has not sent a cent in propaganda against the bill but that he had received letters from Senators Bankhead, Burton and Lodge asking for information on the subject, which he gave.

"Senator Bankhead wrote to me," said Franklin, "stating that he would like to confer with me on the bill. I came to Washington in December and talked with him. I told him there was nothing, in my opinion, the United States could do to deal intelligently with the situation. Senators Burton and Lodge simply asked me about rates, and certain ships held in American ports, which I supplied."

MILWAUKEE ROAD FILES COMPLAINT AGAINST GREAT NORTHERN.

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