ST. PAUL Daily Globe.

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DOWN IN THE DRIFTS.

The Elements Having a High Old Time From Seattle to Bangor.

New York State the Center of the Greatest Storm of the Year.

Vessels Move Gingerly Because of the Density of the Fog.

Traffic Generally Impeded, and in Some Places Altogether Suspended.

NEW YORK, Dec. 26.—To-day's storm on the water was much worse for navigation than the heaviest fog. Everything in the line of steam craft was interrupted, and the movement of vessels propelled by sail was suspended altogether. The snow fell so rapidly on the upper bay that even those trusty guardians of the customs service, the revenue cutters, hung close to their wharf adjoining the Staten Island ferry house, and did not venture out. A peculiar feature of the storm was that while the wind was unusually violent on the land, there was scarcely any on the water. The sea, too, was as smooth as the upper Hudson in midsummer, and the snow was left in complete possession. A heavy storm of blinding snow is raging along the entire coast from Sandy Hook to Cape May. The air is so thick with snow that it is difficult to look any distance out to sea. Telegraph and telephone wires are down, and it is feared there are wrecks along the coast which have not yet been reported on this account. Supt. Havens has ordered the entire life-saving service along the coast to patrol their eaches and look out for wrecks. The name of the schooner ashore on Deal beach is Yale. She wants no assistance from the men of the life-saving station. The sea is very high and fears are entertained for the vessel's safety. Reports continue to be received from all parts of New York state showing a heavy fall of snow and consequent interruption of traffic. In the Mohawk valley the storm is unusually severe. At 6 o'clock this evening more than eight inches of snow had fallen at Amsterdam, and it was still snowing hard. Railroad travel is greatly delayed, some of the through trains being from two to three hours late. West Shore freight trains have been stalled in the snow this afternoon, and the flangers have been started out. At Lockport the fall of snow has been continuous throughout the day, but is not heavy. The snow is not drifting badly. The temperature in the morning was reported at 10 above zero and at 1 o'clock it had risen to 25 degrees. At Ithaca the storm continued throughout the day, with street car traffic suspended. At Watertown the snow has been falling rapidly, accompanied by mild breezes. The thermometer last night was 5 below zero and this morning 4 above zero.

RONDOUT, N. Y., Dec. 26.—The severest storm of the season set in this morning and snow has been falling continually since. About eight inches on a level has fallen all along the upper Hudson. The thermometer is below the freezing point.

BINGHAMTON, N. Y., Dec. 26.—A heavy snow storm set in about 3 this morning and has been raging uninterruptedly since. About ten inches of snow has fallen, but owing to the light quality no serious results are reported. All the electric car lines in the city are tied up and horse car travel is impeded. Trains on the Erie and Delaware, Lackawanna & Western roads and branches entering this city are reported on time.

UTICA, N. Y., Dec. 26.—A severe storm is being experienced throughout the Mohawk valley. The weather is quite cold, the wind is very strong and snow is falling in large quantities. Trains on all the railroads and the entire system of over thirty miles of electric street railroads in this city is tied up, the cars being stalled on the streets, and in some cases off the tracks.

SARANAC LAKE, N. Y., Dec. 26.—Snow began falling this afternoon and still continues. The thermometer registered 13 deg. below zero last night, but has been rising throughout the day and is now 10 deg. above.

CANISTEO, N. Y., Dec. 26.—Snow has fallen to a depth of from twelve to fifteen inches throughout Steuben county to-day. Trains on the Erie road are from two to four hour late.

SARATOGA, N. Y., Dec. 26.—A driving snow storm set in at 8 o'clock this morning and still continues. From eight to twelve inches of snow have already fallen, causing much delay to traffic. Trains on the Delaware & Hudson are from two to five hours late.

SNOW-BOUND NEW ENGLAND.

The People Catch It From Portland to Providence.

PROVIDENCE, R. I., Dec. 26.—The violent snow storm which set in here this morning resulted in a bad accident on the Plainfield street end of the Union railway. The snow covered the tracks on a steep grade on that thoroughfare, and when a car was coming towards the city at 11 o'clock the brakes failed to work and the horses stampeded down the hill towards the city. Another car was just turning into the switch at the junction crossing and a collision could not be avoided. The conductor, named Alexander Waterman, cut his horses loose. The horses on the west-bound car were both ground under the wheels of Waterman's car and were instantly killed. Waterman, thrown from his car, had his head split open. He was otherwise injured, and there is little chance that he will live. Conductor Atwood, of the west-bound car, had both his arms broken and injured internally, and will probably die. None of the passengers were injured.

SPRINGFIELD, Mass., Dec. 26.—The storm here, while not particularly severe, reached such a point as to delay travel greatly, all the railroad trains being late, and the electric street cars rendered almost useless before the end of the afternoon. The New York, New Haven & Hartford road suffered the most, some of the trains being an hour late, even with two engines. The delays on the Western line, over which the storm had earlier raged, delayed the Boston & Albany trains badly. The morning express from Montreal was over an hour late. By means of the snow plows the street railway tracks were kept open. The fall averaged about ten inches up to 8 p. m., with no signs of abatement.

RUTLAND, Vt., Dec. 26.—Snow began falling in Rutland this morning and has continued steadily all day, with little prospect of cessation. Reports from other sections of the state indicate that the storm has been the heaviest of the season. Railroad traffic has been greatly impeded. The mail train from Boston, due at 2:15, arrived at 4:22. Trains from the north were nearly an hour late. Trains from New York were from two to four hours late, while the afternoon and night trains from Boston were discontinued on account of the storm. Reports from Summit station, on the Central Vermont road, state that the storm this afternoon was the most severe in many years. Snow is steadily falling and threatens serious interference to railroad travel. In Rutland, the snowfall is the lightest reported in the state, and horse cars are running.

PORTLAND, Me., Dec. 26.—A heavy gale is blowing from the northeast, with the mercury ten degrees above. The snow has fallen fast since noon, and drifts badly. The trains from the West are out of shape. The Western division Boston & Maine 1 p. m. train from Boston, the 3:30 train from Portland and another are stalled at Wells, and it is not known when they will get in. The express over the Grand Trunk, from Montreal, due at 5:45, was one hour late at Island Pond, and is said to be stalled there. Maine Central trains are not much delayed. It is a bad night on the coast.

LENNOX, Mass., Dec. 26.—Snow has been falling in the Berkshire hills nearly all day and the high winds drive it into great drifts. The mercury is twelve degrees above zero.

NEW HAVEN, Con., Dec. 26.—Six inches of snow fell here to-day and this evening. The storm was accompanied by high northeasterly winds. Trains are from one to two hours late.

FALL RIVER, Mass., Dec. 26.—The heavy snow storm which prevailed all day turned to rain this evening. No passenger boat left the city for New York on account of the storm, but the freight boat sailed as usual.

BURLINGTON, Vt., Dec. 26.—It has been snowing nearly all day here and snow is still falling here to-night. The thermometer at 7 o'clock this morning registered 20 degrees below zero.

CONCORD, Dec. 26.—The storm still continues here, and over a foot of snow has fallen. All trains are more or less late. The Portsmouth train due here about 8:20 is stalled near Stratham.

HIGHLAND LIGHT, Mass., Dec. 26.—A severe easterly gale, with heavy snow, began here about 1 p. m. to-day. The wind reached at 7 o'clock to-night a velocity of seventy miles an hour. No marine disaster has as yet been reported.

BOSTON, Dec. 26.—The northeast snow storm, which began here about 10 o'clock this morning, continued with increasing violence until 7 o'clock this evening, the high wind, which reached a maximum velocity of forty-one miles an hour, driving the light snow in blinding clouds and drifting it badly in many places. The street railway companies had great difficulty in keeping their cars moving. By 7 o'clock the snow had ceased falling and a light rain set in, which has continued during the night, putting the streets in wretched condition. All trains coming into the city were more or less late, the greatest delay being on northern and eastern trains. No accidents have been reported, and although the storm has raged with great severity along the coast, no marine disasters have as yet been announced. The storm is general throughout New England. In this city the fall of snow was eight or nine inches. Norwalk, Conn., reports that the storm there bids fair to exceed the big storm of 1888. The harbor is full of boats that have put in for shelter. At Gloucester, Mass., the worst storm of several years is reported. At Cohassett, Mass., a furious gale from the southeast has prevailed all day, accompanied by snow, and there are no indications of its abating to-night. The storm is blinding all along the coast.

THE CAPITAL IN IT.

Washington Reports a More or Less Pleasant Time.

WASHINGTON, Dec. 26. — Washington has experienced the heaviest snow storm in years, and this morning travel of all kinds was almost suspended. The snow was ten inches on a level. Street car riding was precarious, and pedestrianism, though preferable, was no luxury. In the residence portion of the town the sidewalks were not generally cleared by the hour for the movement from the breakfast table to the office desk, and so the plodders had to take to the middle of the streets. Car tracks formed the most convenient promenades, and all the morning they were like great arteries of humanity, pulsating in one general direction. Government clerks were universally late, the punctual ones being so few and far between that the watchmen at the doors, late themselves, stared in amazement. The through trains from the South and West were delayed, the Chicago express being two hours late.

JERSEY AND QUAKERDOM.

Plenty of the Beautiful All Along the Line.

PHILADELPHIA, Dec. 26.—Beyond the unpleasantness attendant upon streets that were turned by the snow and rain into rivers of slush, and the imperfect street car service in the early morning hour, but little inconvenience was experienced in this city to-day from the storm. The mail trains from the South and West were delayed from one to four hours, but the local service was but little interfered with. To-night many of the telegraph and telephone wires throughout the city are going down under the weight of the ice upon them, and the service is badly broken. Telegraph communication with the Delaware breakwater and Newcastle was interrupted by the storm, and during the latter part of the day there was no knowledge at all of the movements of vessels in the river and bay.

PITTSBURG, Dec. 26.—Another big snow storm is raging here. It has been snowing steadily for eighteen hours, and there are no indications of its cessation. Between twelve and fourteen inches of snow has already fallen. Trains are all several hours behind time, and street car traffic on all but the cable roads has been temporarily suspended.

SCRANTON, Pa., Dec. 26.—Snow has been falling since early this morning and is now at a depth of six inches. The street cars are not running and railway trains are delayed. A snow blockade on Pokomo mountain is feared.

WILKESBARRE, Pa., Dec. 26.—Snow began to fall here at midnight, and at noon to-day the storm is still raging fiercely, with snowdrifts of two and a half to three feet in the streets.

ASBURY PARK, N. J., Dec. 26.—A heavy snow storm has prevailed here for two days. A three-masted schooner is stranded off Deal beach. The men from Life-saving Station No. 7 have boats ready to lend assistance. The schooner is being driven further up on the beach by the surf. She will probably be a total wreck.

NEWARK, N. J., Dec. 26.—The blizzard has buried this city in snow to the extent of a foot, completely blocking all horse-car travel. The storm is accompanied by a sharp northwest wind, which renders walking extremely unpleasant.

PLEASANTVILLE, N. J., Dec. 26.—The snow storm began here late last night and is still raging. The tide has been coming in at an alarming rate all day, and to-night it is unusually high.

POINT PLEASANT, N. J., Dec. 26.—Along the entire coast, from Sandy Hook to Cape May, the air is thick with whirling snow. No wrecks have thus far been reported. The life-saving men are, however, out with their apparatus constantly patrolling the beach.

CAPE MAY, N. J., Dec. 26.—Train service on Five-Mile beach was suspended this evening. The tracks were all under water. No danger is reported here.

HARRISBURG, Pa., Dec. 26.—Snow to the depth of nine inches fell to-day, and in many places street cars and cable cars had much difficulty in keeping in motion. Travel on the railroads is seriously blocked, all trains being from one to three hours late.

ALTOONA, Pa., Dec. 26.—A storm of considerable fury visited this section to-day. Snow fell to the depth of fifteen inches, throwing all railroad traffic several hours late. The snow is drifting on the mountains, and hundreds of men are at work endeavoring to keep the roads clear. Business is almost at a standstill.

DOWN IN DIXIE.

Sleet Does Great Damage Around Lexington, Ky.

LEXINGTON, Ky., Dec. 26.—The heaviest storm of sleet ever known here occurred yesterday afternoon and during the night. Shade trees, and telegraph, and telephone poles were broken, and miles of wire were down. The city fire alarm system was entirely ruined, many of the boxes being burned out. The Western Union Telegraph wires were down, and not until 9 o'clock this morning had Lexington any communication with the outside world. At this writing there is but one wire in operation between Lexington and Cincinnati. The electric street car lines were badly damaged. It is thought that it will be weeks before the telephone service is fully restored to its usual condition. The loss will be about $10,000.

BALTIMORE, Dec. 26.—The heavy snow storm of last night was followed by rain, which lasted well into the afternoon. Baltimore & Ohio officers report four to six inches of snow on the road near the Ohio river, and six to ten inches on the Harper's Ferry and Valley branch. On the Pittsburg division the trains are having a hard time, and all are considerably delayed. Engines are at work trying to keep the tracks comparatively clear of snow. On the third and fourth divisions but little trouble has been met with.

STAUNTON, Va., Dec. 26.—Snow fell yesterday and last night to the depth of eight inches, followed by sleet. There is two feet of snow on the ground, blocking all the country roads.

ST. LOUIS, Dec. 26.—The heavy snow storm of Christmas day has caused some inconvenience to railroad travel, and trains on surrounding railroads are from one to four hours late. The snow is about one foot deep on the level.

OHIO CATCHES IT.

The Buckeye State Gets a Big Dose.

CINCINNATI, Dec. 25.—The thermometer holds about to the freezing point, so that the snow is not melted in the streets save from underground heat. It is estimated that at least seven inches of snow fell. It drifted in many places to depths of two and three feet. Street car travel has been impeded, and in the case of the double trolley electric cars completely stopped. The snow interfered with their motors, so they had to be taken off all day, although horse cars traverse the same tracks a good portion of the way. On the other hand the single trolley road has experienced no difficulty at all, and has not even been delayed. The cable lines kept their tracks clear by running cars all night last night.

COLUMBUS, O., Dec. 26.—About nine inches of snow fell yesterday and last night, accompanied by a brisk wind, drifting so rapidly that the street cars were blocked for a time last night, but the electric cars kept in motion with only slight delays. Trains on the various railroads are marked from four to six hours late, travel from the East being specially slow. Every obstruction is being cleared away, and schedule time is promised in a few hours if the storm does not renew. No damage from the storm is reported in Central Ohio.

LEBANON, O., Dec. 26.—Snow fell here all day to-day to a depth of six or eight inches. This is the heaviest snowfall known here for ten years.

DETROIT, Mich., Dec. 27.—It began snowing here quite hard at about 11 o'clock to-night. At 1 a. m. the storm seems to have increased in intensity, and there is a prospect of a heavy fall of snow before morning.

OUR NEIGHBORS, TOO.

The Wind Taking a Leading Part in the Northwest.

PIERRE, S. D., Dec. 26.—A forty-mile-an-hour chinook wind from the northwest, carrying blinding clouds of dust, prevails here. It is the hardest straight wind known in the Missouri valley for years. It is reported here that fire has wiped out the town of Ree Heights, east of here on the Northwestern railroad, but no particulars are obtainable.

MILWAUKEE, Wis., Dec. 26.—There have been low barometer and storm indications here for twenty-four hours, but no precipitation till early this evening, when snow began falling slowly. The precipitation soon stopped, and the sky was clear by 9 p. m., with temperature falling. No snow of any account is reported in Wisconsin, and the weather is mild.

SEATTLE, Wash., Dec. 26.—Reports from Snohomish say yesterday's gale was very disastrous, particularly to the Lake Shore & Eastern railroad. Huge trees were blown across the telegraph lines in a score of places, rendering communication impossible. A long trestle over Deep ravine was literally broken in two by a large fir tree being blown down upon it. Above Snohomish there was much obstruction in the shape of trees across the track. The Seattle & Northern road also suffered great damage on the Snohomish flats. The wind at Ballard lifted the big pattern shop of the iron and steel works from the foundation and turned it part way around, nearly wrecking it. At Redmond, on the Seattle & Lake Shore road, a barn was blown down and several cattle killed. In Snoqualmie county huge trees were upturned and the wagon roads were nearly all blockaded.

Junketing Iowans.

CHICAGO, Dec. 26.—The aldermen of Sioux City, Io., eleven in number, visited Chicago to-day and inspected the world's fair site, the parks and public buildings. To-night the party left on a trip to the large cities through the South.

SPARE THOSE TREES.

A Movement on Foot to Save the Groves of Sequoia Gigantea.

Secretary Noble Wants Cavalry Stationed Among the Trees.

The Senate and House Fighting Over a Small-Fry Appropriation.

No Quorum in Either House Yesterday--General Capital News.

WASHINGTON, Dec. 26. — Andrew Caldwell, the special agent of the general land office, apointed to make an investigation as to the location, condition, number, etc., of giant (sequoia gigantea) trees in the Stockton and Visalia land districts in California, has made his report to the commissioner of the general land office. In the Visalia district, the report says, there is one small and one large grove of giant trees. The latter is virgin forest and contains over 1,200 giant sequoias and many more small trees. Some five years ago a co-operative colony located about forty entries in the neighborhood and is constructing a road to this timber belt. The colony, it is asserted, numbers about 600 members, and has recently engrafted the Bellamy idea as its leading attraction. There is danger, the special agent believes, that these people, if unmolested, will soon destroy this most wonderful and perfect body of sequoia gigantea in the world. In a table giving the number and size of the trees in the groves visited, only those forty-five feet in circumference and more, measured three feet from the ground, are classified as giants. Of these 2,675 were found. Forty-four are over eighty feet in circumference, and several are more than 100. One is 106 in circumference, or a little more than thirty-five in diameter. Secretary Noble has requested the secretary of war to station a company of cavalry in the Sequoia National park and another in the Yosemite park to prevent depredations on the mammoth tree groves. It is stated that the so-called Bellamy colonists, who have in part perfected title to the lands on which these trees stand, have expressed a purpose to hold their claims in spite of all opposition.

SAVING AT THE SPIGOT.

House and Senate Fight Over a Small Appropriation.

WASHINGTON, Dec. 26.—There is an interesting little fight going on between the senate and house over the urgent deficiency appropriation, made up principally of appropriations for the government printing office; and, unless the deadlock between the two bodies is broken, there may be somewhat of an interruption of work at the government printing office. The senate added to the bill a provision for the payment of salaries to clerks to senators during the interim between the two sessions of this congress. The effect of this would be indirectly to make clerks to senators annual instead of session employes. The house refused concurrence in the senate amendment, and the senate conferrees refuse to sign the conference report and allow the items of other appropriations to become law unless the house recedes. The fight is really a continuance of the fight between the two bodies last session. The senate in its annual appropriation bill made the senator clerks annual employes, but the house refused concurrence, and finally carried its point, the amendment being stricken from the bill. In the closing days of the session, however, the senate passed a simple resolution, to which, of course, the assent of the house was not necessary, providing for the payment of senators' clerks during the recess from the senate contingent fund. There was no money available in this fund, and it is now sought to increase the fund to the requisite amount by a deficiency appropriation. The house is steadfast in its determination to resist this, and members of its appropriation committee say that such a thing as paying regular salaries from a contingent appropriation was never contemplated, and that to permit it would be for the house to abdicate its power of scrutinizing and providing for the expenditure of the public moneys.

CONGRESS DOING NOTHING.

Neither House Able to Get Together a Quorum.

WASHINGTON, Dec. 26.—The holiday season has affected the senate heavily in the matter of attendance, and but seven senators put in an appearance at the north wing of the capitol to-day. It was understood when the senate adjourned Wednesday that its session tomorrow would be purely formal, and, in fact, it was ordered only to escape the constitutional inhibition against an adjournment of over three days. So nothing can be done until Monday, and then the elections bill will be taken up again. There is to be no cloture, no finances, no anything for the whole week to create a diversion from the dreary debate on the elections bill. A Republican senator, a strong champion of the bill, said:

"We will go on talking about the bill next week, and many speeches will be delivered to vacant seats and empty galleries. We can't help it, you see; for the proceedings the other night, when Hoar tried to drive the Democrats into a night session, were proof conclusive that we could not muster in force during the holiday season. But I believe that about Jan. 6 we shall have a fighting quorum, and then you may look for a diversion."

The senator was asked if a majority could be secured for the cloture resolution. He replied that Senator Aldrich, who had it in charge, had been instructed to canvass the Republican side of the senate before putting in the new rule. Senator Aldrich was a cool-headed, shrewd man, and it was hardly to be presumed that he would enter into a great struggle, as this promised to be, without some sort of assurance of sufficient power behind him to win the victory.

A sergeant could barely secure enough members who were present in the house this morning to constitute a skirmishing squad. Here and there a few gentlemen would gather in a group and in a desultory manner talk over the business now pending in the two houses. The consensus of opinion, especially on the Democratic side, was that the debate on the shipping bill would be prolonged to a much greater extent than had been expected, many representatives on both sides of the house having signified their desire to deliver speeches upon that measure. Of course, representatives are in the dark as to the action of the senate on the cloture, the financial measure and the elections bill. That the first will be adopted is considered as doubtful. As to the second, the feeling on the Republican side is that no financial bill can pass the house that is not a purely Republican measure—one that is agreed upon in party caucus and one that is not put through senate with the aid of Democratic votes. That the prospect of the election bill is not very bright—unless the pending debate is brought to a speedy end—is admitted by all; a prospect which is deplored by the Republicans and openly rejoiced at by the Democrats.

THE FINANCIAL CRISIS.

Gen. Francis A. Walker Touches Briefly Upon It.

WASHINGTON, Dec. 26.—The fourth annual meeting of the American Economic association was begun this afternoon in the hall of the Columbian university. In the absence of the president, Gen. Francis A. Walker, the meeting was called to order by Prof. J. B. Clark. The first paper read was on "The Concepts of Utility, Value and Cost," by Prof. F. H. Giddings, of Bryn Mawr college. Prof. Charles A. Tuttle, of Amherst college, Mass., then read a paper on "The Term Wealth in Economic Science, a Study in Economic Theory." He was followed by Miss Marietta Kies, with a paper on "The Ethical Principle in Industrial Relations." Prof. J. B. Clark, chairman of the committee on economic theory, presented the report of that committee. At the evening session Prof. Francis A. Walker, the president of the association, made an address. This address surveyed at length the most important economic developments within the United States during the two years since the association last met in Philadelphia. The extraordinary growth of pseudo-socialism, under the local name of nationalism, he attributed to the fact that the masses of the people, alike among the more fortunate and the less fortunate classes, had at last come to appreciate the supreme importance of industrial relations, but had not yet learned, by a careful study of history and of the material conditions of human existence, within what narrow limits exertions for the amelioration of mankind must necessarily be confined. All these reformers, now so defiant of established economic principles, would, sooner or later, become recruits of the economic army. Regarding the apparent growth of the single tax party, the speaker expressed the opinion that economists were coming to take the view that something more of the theory of rent than the state had been accustomed to exact could advantageously be brought into the treasury, while on the other hand, the practical politicians, the more they studied the subject, were more and more impressed with the hopelessness of the project in view of the opposition of the farmer class and of the holder of small village and town building lots to an increase of direct taxes. Mr. Walker referred to what he termed the "remarkable weakening" in the present financial crisis of many of those who, alike through the greenback and the silver contests, stood most stiffly up against every measure of possible inflation, but who now had seemingly ceased their resistance to the further coinage of silver, if they did not actually desire it. He attributed this largely to the discrediting of the views of the orthodox American economist on the subject of money, and especially of the indifference to the money supply. These views, he said, had not been sustained by the best European opinion, or by the common sense of our own people. He continued:

"If, of an irredeemable and fluctuating currency, that alcohol of commerce, it may be truely said, 'It biteth like a serpent and stingeth like an adder,' with equal truth may it be added that strangulation and suffocation are words not too strong to express the agony of the industrial body when embraced in the fast tightening folds of a contracting money supply."

In the lack of natural leadership, he said, we could only hope that prudence may rule the hour and that the indistinctive conservatism of the American people may enable them to pass through this, perhaps the most perilous crisis in their financial career, without a wreck.

The last topic touched upon by the speaker was that of immigration. The American people were now loudly called upon to decide whether there was any limit to the extent to which they would share their birthright with strangers. Not only the enormous increase of immigration, but the manifestly lower character of the recent comers, especially those from Eastern Europe, made the question one of urgency. Our first duty, he said, was to ourselves and our own descendants. Our next duty was to help, so far as we could, in raising the condition of the oppressed masses of Europe. We were not necessarily to do this by receiving their overflow indiscriminately; but, most of all, we should endeavor to make this experiment of a free commonwealth of educated labor the greatest possible success. If the continued admission of degraded peasants from the old world would interfere with this great work, we were called upon, not less as philanthropists than as patriots, to put a stop to it.

PAN-AMERICAN LINES.

A Number of Gentlemen Speak in Favor of Them.

WASHINGTON, Dec. 25.—The senate committee on commerce to-day gave a hearing to Messrs. F. L. Dana, of Denver; Howell Jones, of Topeka; J. B. Clarke, of Chicago, and A. P. Chamberlin, of Des Moines, upon the bill introduced by Senator Cullom to incorporate the Pan-American Transportation company. These gentleman appeared as a subcommittee appointed by the interstate deep harbor committee. They said that the committee was backed by fifteen million people, and created to look after the welfare of the West before congress, but especially to secure an adequate appropriation from congress to build at least one deep water harbor on the Texas coast of the gulf. Most of the great trunk lines, they said, had connections terminating in the gulf, and all Western and Southern roads were rapidly building or negotiating for connections. This left but one proposition open for discussion—that of ocean transportation lines to be operated in connection with these great railway systems. The subcommittee was appointed with the special object of establishing a line of steamers to ply between the various ports of the Gulf of Mexico and the ports of Central and South America. The subcommittee told how its members had assembled in Galveston last November and determined to establish such a line, to be owned by the people of the great central basin of the United States, who were directly interested in the development of the South and West; and in order that it might be national in character and international in scope, it was determined to apply to congress for a charter. The incorporators, they said, were men of wealth and high character, with a capital exceding $15,000,000, and had it been deemed necessary, 100 incorporators might have been obtained, whose combined capital would have exceeded $100,000,000. Congress has established a precedent for the action asked in the incorporation of the Pacific railroad companies, the Hudson River Bridge company and the Nicaragua Canal company. The deep water project was justified by innumerable considerations growing out of the re-establishment of our navy, of our merchant marine, and the recommendations of the late Pan-American conference, as well as the recommendations of the president. The subcommittee asked of congress a national charter, in return for which they promised to build their own ships in the United States at an increased cost of 20 or 30 per cent, fly the flag of our country, and, in our nation's peril, to place their ships at the disposal of the government. With this national charter they would be able to negotiate for concessions from foreign governments, in consideration of their establishing quick and direct communication between their markets and our own. The establishment of the Pan-American lines would effect a saving of 50 per cent in time and reduce the freight transportation expenses in a corresponding degree, and furnish such facilities as would result in a material increase of the commerce between this country and Central and South America.

ARGENTINE'S COMMERCE.

It Increases in Spite of the Big Revolution.

WASHINGTON, Dec. 26.—The bureau of the American republics has received a dispatch from the Argentine Republic giving a brief summary of the commerce of that country for the year ended June 30 last. It appears that, notwithstanding the revolution, the imports for the year amounted to $175,955,000 and the exports to $159,627,000. The wheat crop for the year has been enormous, and will probably be the largest ever grown in the country. During the year two hundred and eighty-nine thousand immigrants landed at Buenos Ayres, of which number one hundred and nine thousand had their passage paid by the government. The population in Buenos Ayres is reported to have increased between 30,000 and 40,000 during the year; 126 new streets are being laid out, and between 8,000 and 9,000 new buildings erected.

Information has also been received by the bureau that the government of Colombia has signed a contract with J. L. Cherry, of Milwaukee, Wis., for the completion of the Cauca Valley railway from Bueno Ventura, the chief port of Colombia, to the cities of Calli and Manizales, with the privilege of continuing the road to the Gulf of Darien on the north and the frontier of Ecuador on the south and eastward to the navigable waters of the Amazon river. This road, when completed, will give a portion of Colombia that is very rich in both agricultural and mineral resources access to tide-water. The government guarantees interest of 5 per cent gold for eighteen years upon an expenditure of $38,000 gold per mile, and exclusive privilege for seventy years of operating a railway within twenty-four miles on either side of the route surveyed and accepted, the title to all gold and other mines that may be discovered within the twenty-four-mile limit, and freedom from all duties and taxes for ten years.

The bureau has information from Bogota that the congress of Colombia has renewed the concession for the construction of the Panama canal to Lieut. Wyse, the agent of the canal company who has been engaged at Bogota for more than a year trying to secure this privilege. The company is allowed two years from the 1st of January next to reorganize and resume operations; is required to pay for the lands on the isthmus, which under the original concession were granted them without cost; also the expense of sustaining whatever military or police guard that may be found necessary to protect the work and maintain peace along the line of the canal, is to pay the government of Colombia a bonus of 10,000,000 francs and give it first preferred stock in the company to the amount of 5,000,000 francs.

THE AMERICAN JEWS.

Statistics Upon Them From the Census Office.

WASHINGTON, Dec. 26.—The division of vital statistics of the census office has prepared a bulletin, which is now in press, containing a summary of the results of a special inquiry concerning the Jews in this country. The inquiry resulted in the return of 10,618 completed family schedules, embracing 60,630 persons on the 31st day of December, 1889, and in these families there had been 2,148 marriages, 6,038 births and 2,062 deaths during the five years ending that date. The social condition of the families is indicated to some extent by the number of servants kept by them, and as about two-thirds are reported as keeping one or more servants, the families reported may be said to be in easy circumstances. The average number of persons to each family on Dec. 31, 1889, was 5.71, and the average annual number for the five years covered by these statistics was 5.47. The average annual number of marriages per 1,000 of total population was much lower than the general rate, being but 7.4, and the average age at marriage is greater than among the general population. The low marriage rate and the increased average age at marriage are the principal reasons for the low birth rate. The deaths reported for the five years give an average annual death rate of 7.11 per 1,000 population, being about half of the average rate for the general population. The expectation of life at the age of ten years, based upon the death rate for the year 1889, is 61.11 and 56.02 years for males and females respectively, as against 49.99 and 48.05 as calculated by life insurance companies for the general population of this country. Contrasting the birth and death rates for those of native-born and foreign-born parents indicates that the birth rate is decreasing and the death rate increasing with more prolonged residence in this country, but the general results indicate that the Jews here retain many of the peculiarities which have been noted among them in Europe.

International Silver Coin.

WASHINGTON, Dec. 26.—The recommendations of the international American conference for the establishment of an American monetary union and the issue of a common silver coin, have been adopted by all the American republics except Guatemala, Uruguay and Paraguay, which have not been heard from. The first meeting of the union takes place at the department of state at noon on Wednesday, the 7th of January. The delegates from the United States have not yet been appointed.

Only Fifty There.

WASHINGTON, Dec. 26.—There were about fifty members present when the house was called to order this morning. On motion of Mr. McKinley, of Ohio, it was agreed that when the house adjourn to-day it be to meet Tuesday next, and then an adjournment was taken.

VESSELS IN DISTRESS.

Heavy Seas Off Narragansett Pier Drive Two Schooners Ashore.

The Captain, Steward and a Seaman of One of Them Drowned.

Both Vessels Are a Total Wreck--A Tremendous Sea Running.

An Explosion in a Big Pennsylvania Mine Sets It on Fire.

PROVIDENCE, R. I., Dec. 26.—The three-masted schooner Bill Stowe, of Boston, Dill master, loaded with paving stone, for New York, came ashore three-quarters of a mile north of Narragansett pier this noon in the northeast snowstorm, with wind sixty miles an hour. The vessel struck 1,000 feet off shore and pounded in 250 feet. The pier life saving crew shot a line over her, and with the aid of residents, including ex-Gov. Sprague, rescued the crew of six men in the breeches buoy. These were no sooner landed than news of another schooner in distress was received, and the crew loaded their apparatus and plunged through drifted snow three miles to Black Point. There the three-masted schooner A. H. Hurlbut, of Gloucester, Capt. Thurston, was in peril. She had left Wood's Holl this morning, and on hearing breakers, had hastily let go her anchors. The captain thought she could ride out the gale, but at 4:25 o'clock the chains parted and the vessel struck. Within twenty minutes of the time the vessel took the ground, every mast had fallen and Capt. Thurston, Steward Hammond and Seaman Lawrence were knocked overboard by falling spars, and drowned. Mate John Rooney jumped overboard and was hauled out, and the remainder of the crew was rescued by the life-savers. Both vessels will be total wrecks, as a tremendous sea is running. The patrol along the beach is doubled to-night to watch for other vessels in trouble.

BADLY BATTERED.

The Yale Terrifically Pounded by Big Waves.

DEAL BEACH, N. J., Dec. 26.—The three-masted schooner Yale, bound from Boston for Baltimore, tried to enter Sandy Hook bay last night for shelter from the terrible storm, but to avoid coming ashore here she anchored just outside the inner bar. Her officers displayed no distress signals this morning, evidently believing that she would outride the gale. Capt. Edwards, of Life Saving Station No. 6, at the foot of Deal lake, telephoned to Capt. Wardell, of Life Saving Station No. 5, at Elberon, and he came down with his crew. The sea ran high and pounded and battered away at the schooner with terrific force. A big wave bore off the vessel's rudder, and then one of her two anchor chains parted. A life line was shot over the rigging, and soon the breeches buoy was bringing the crew ashore. Capt. Alexander Simpson and a crew of seven men were safely drawn ashore. To-night the schooner was still on the bar, but she had been terribly racked by the terrific onslaughts of the sea, and the huge combers were breaking over her upper deck. She is owned by Capt. Hutchison, of New Haven, Conn., and is valued at about $30,000. She left Boston nine days ago.

BURNING FIERCELY.

Pennsylvania Mine Set Off by a Big Explosion.

SCOTTDALE, Pa., Dec. 26.—An explosion took place this morning in the entrance of a shaft of the United Coal and Coke works, operated by the United Coal company. It was caused by the ignition of kerosene oil. The report was terrible. One hundred and fifty miners were at work at the time, but all made their escape through the various openings for that purpose. Some escapes were miraculous. The fire, which is still raging, burned fiercely, destroyed all the loose property in the mine, and has already done enormous damage. Every effort is being made to extinguish the fire. The coal is already said to be ablaze, and an immense conflagration, which would practically ruin the mine, is feared. The United mine is situated on the Sewickly creek, and is pronounced one of the finest in the region. General Manager Lynch, of the Frick Coke company, who thoroughly understands everything about the mine, is on the scene directing the work, and at a late hour to-night it is thought that the flames may possibly be subdued through his excellent engineering. Two persons were injured this afternoon by a fall of timbers near the burning shaft. Over 300 men will be thrown out of employment.

COUNTERFEITERS' SCHEME.

A Big One Run Down by Officers at Pittsburg.

PITTSBURG, Pa., Dec. 26.—A gigantic conspiracy to flood the United States with counterfeit silver dollars has been unearthed, and to the energy and intelligence of the officials of the First police district of Pittsburg is due the credit. Nineteen persons are already under arrest, and $1,100 in spurious coin is in the hands of the police. The money was brought from a central depot in New York city to Pittsburg by a gang of Italians employed to pass it. The money was in silver dollars, and United States Detective McSweeney says it is the best counterfeit of the standard silver dollar that was ever made. The coin is perfectly formed in every detail, and its ring is identical with the good coin, the only fault about it being a little light in weight. Two of the Italians, named Ello Darige and Nelson Maggorina, accompanied by their wives, attempted to pass the spurious money over the bar of the Black Bear hotel, but were detected by the proprietor and arrested. The party at first refused to say where they lived, but the women finally broke down and told the police that they had been living at No. 523 Lincoln avenue, East end. The house was quietly surrounded and fifteen Italians arrested. Secreted under a bed in one of the rooms was found a pile of counterfeit money amounting to $1,100. The prisoners were removed to the central station and locked up. After the house had been thoroughly searched the detectives interviewed the prisoners, one at a time, and succeeded finally in gaining the information that the money was made in New York, and they had been sent here to dispose of it. Similar gangs were sent to other cities, but the men could not tell what particular cities were being operated on. Not a mold or dye of any kind of counterfeiting machinery was found in the possession of the gang arrested.

At 3 o'clock this afternoon the gang of counterfeit passers was given a hearing, and two who appeared to be the principals were held for court. They were both Italians—Mazzeltino and Mariette—the wife of the former also being held as a witness. Detective McSweeney, of the United States service, is in communication with the New York officers and expects to assist in unearthing the parent people in the East who have been manufacturing the clever imitation and shipping it here for distribution.

DID REED ADMIT IT?

One of Pinkerton's Men Claims He Did.

TROY, N. Y., Dec. 26.—In the trial of John Reed, one of the alleged train wreckers this afternoon, Detective Robert A. Pinkerton testified that Reed made a statement to him after his arrest without any inducenents or threats. Counsel for the defend nts objected to admitting Reed's statement to Pinkerton on the ground that it was not voluntary. Judge Griffin allowed the defendants' counsel to cross-examine the witness to show that it was not voluntary. Pinkerton denied that he ever told Reed that he would get Mr. Bissell to come into the room to assure Reed that whatever inducements might be made would be lived up to. He also denied that Bissell had given any such assurance. Counsel for the defense questioned the witness in regard to the grand jury proceedings, attempting to show Reed was then regarded as a witness, and not as a defendant, but an objection to this line of cross-examination was sustained. Pinkerton denied having told Reed that he did not need counsel, because the attorney for the road would look after his case. He also denied any knowledge of Reed having received whisky from the detectives. He said that Reed had been taken to the Stanwix hall with a handkerchief about his face, so that he would not be recognized by the newspaper men about the depot. The crime with which Reed and others are charged is the displacing of a switch on the Central Hudson railroad. The alleged crime was committed on the same night that the Montreal express was wrecked near Castleton, during the strike.

WERE IN COLLUSION.

Two Men Who Robbed a Big Lumber Firm.

ALBANY, N. Y., Dec. 26.—Daniel W. Talcott, head bookkeeper in the employ of H. W. Sage & Co., lumber dealers, was arrested this evening on a charge of embezzlement and sent to jail. Bail was fixed at $5,000. The exact amount of his thefts is not yet known, but it is believed it will run high up into the thousands. After Sage & Co.'s confidential clerk, Joseph B. Abbott, who killed himself on Dec. 3 had been caught at stealing from the firm, an expert was employed to examine the books, and thus Talcott's dishonesty was discovered. It appears that Talcott and Abbott operated in collusion. Their operations were facilitated by the fact that the firm trusted both implicitly and left blank checks signed in the bookkeeper's hands for business purposes. These he filled out and cashed, and the money he pocketed and charged to some fictitious expenditure. Talcott is elderly, and had always been thought to be the soul of honor.

USED DYNAMITE.

Attempt to Blow Up an Indiana Hotel.

WASHINGTON, Ind., Dec. 26.—James McBride has been arrested charged with blowing up the Jenkins hotel and store at Plainville this morning with dynamite. After a long absence he returned to Plainville on Thursday, and learned that his wife was working at the Jenkins hotel. He went to see her, and was refused admittance, she running upstairs. This is supposed to have angered him and led to the deed. He is a pretty tough character, about forty years of age, and has figured in scrapes heretofore. The explosion took place at 2 o'clock this morning. Jenkins' total loss, including store, will be $7,500; insurance, $5,000. A number of guests were in the hotel at the time, but all escaped with slight injuries.

STRUCK A LIVE WIRE.

An Electric Lineman Instantly Killed at Denver.

DENVER, Col., Dec. 26.—Charles McDonnell, a lineman employed by the electric light company, was instantly killed this evening by coming in contact with a live wire. He was working on the top of a pole near Eighteenth and Blake streets, and, after receiving the shock, he fell across the wires, his hand grasping the wire that killed him. In a moment the smell of burning flesh was distinguished, and before he could be taken down it became stronger, and a blue smoke arose from three places on the poor fellow's body, producing a scene which caused the crowd to turn away with horror. He leaves a wife and family.

Died With Her Children.

ROCHESTER, N. Y., Dec. 26.—A terrible conflagration occurred this morning about 5 o'clock, whereby a woman and three children lost their lives. The victims were Mrs. John Dietrich, of No. 7 Orchard street and her three children, Libbie, aged five years; Jacob, aged three, and Louisa, aged eleven months. How the fire originated is a mystery. Mrs. Dietrich had arisen at 4 o'clock to start a fire in the kitchen stove, and wakened her husband soon after with an alarm of fire. She rushed in to save her three little children and perished in the flames. Her husband and one son escaped.

Miss Jones Is a Bird.

SCOTTDALE, Pa., Dec. 26. — Miss Jones, alias Frisbem, the housekeeper of Henry Adams, a miner of Everson, disappeared yesterday, taking with her over $300 in money and $1,600 or $1,800 in notes. Her disappearance is said to be due to the combined efforts of a couple of married men in Everson, whose objects in view were to secure a slice of the money. Miss Jones two weeks ago caused a sensation by similar actions, for which she was arrested in Pittsburg. The case at that time was settled with her old lover on condition that she return to his household.

Crushed by Snow.

ALBANY, N. Y., Dec. 26.—Two sections of the roof of the New York Central railroad round house at West Albany, collapsed this afternoon under the weight of snow. Three men were injured. John Reddy was taken home, and one of the others was taken to the hospital with a crushed shoulder. Four engines are buried in the wreck.