The only morning daily newspaper in the Northwest that is straight Democratic is The Globe.

The St. Paul Globe

He who invests one dollar in business should invest one dollar in advertising that business.—A. T. Stewart.

VOL. XXIV.—NO. 351. TUESDAY MORNING, DECEMBER 17, 1901.---TEN PAGES. PRICE TWO CENTS—{On Trains. FIVE CENTS.

MINNESOTA HISTORICAL SOCIETY

MISS MARGARET SPACE,

One of St. Paul's Future Belles.

BULLETIN OF

IMPORTANT NEWS OF THE DAY

Weather Forecast for St. Paul: Fair; Colder.

1—Miller Made Traffic Manager.
New Treaty Is Ratified.
Conciliation Conference Held.
Floods in East Subsiding.

2—No Fear of Merger in N. D.
Union of Rural Schools.
Claussen Will Defend Himself.
Flayed by Jaggard.

3—Winship Is Out for Scalps.
Attorney General Confirmed.
Tariff Bill Up Today.
Clapp Makes His Maiden Speech.
Independent Distillers Combine.

4—Editorial Comment.
Globe Home Study Course.
Stories of the Street.

5—Western League Is All In.
Trouble in National League.
Gen. Miles Indorses Schley.

6—The Woman's Page.
Daily Short Story.

7—Day's Doings in Minneapolis.
Lord Rosebery's Speech.

8—News of the Railroads.

9—Markets of the World.
Bar Silver, 55 1-8c.
May Wheat, 79 1-4c.

10—Trade With Canada Discussed.
Megaarden Is Removed.
No More Levee Land.
Sensation in Court.

MULTITUDES MADE IDLE

FLOODS IN PENNSYLVANIA AND NEW YORK PROVE TERRIBLY UNFORTUNATE

HARDSHIP WILL BE OPPRESSIVE

High Water Is Now Reported to Be Receding, but Days Must Pass Before Real Relief Will Be Experienced.

PROPERTY DAMAGE IS LARGE

PHILADELPHIA, Dec. 16.—Advices from all sections of the eastern half of Pennsylvania, over which area Saturday night's storm raged furiously, are to the effect that the waters covering the flooded districts are receding, and that railroad and telegraphic communication are slowly being restored.

From Towanda tonight comes the announcement of three deaths that were caused by the flood near that town, and the additional statement that two others will die from the effects of exposure.

The damage to property and the pecuniary loss from enforced suspension of many industries will reach many hundreds of thousands of dollars. Dozens of coal mines are flooded, along with hundreds of industrial concerns located along waterways, thus making idle thousands of men. It is estimated that more than 40,000 persons have been rendered idle.

The Susquehanna river, which rose at some points twenty-nine feet above low water mark is going down gradually except in the lower end of the state, where it is reported to be rising two inches an hour. The good reports from up-river points, however, have allayed fear, and the indications are that the southern end of the state will suffer little from the swollen river.

Railroads Opening Up.

The railroad situation is gradually becoming better. Up to 5 o'clock tonight, when the Delaware, Lackawanna & Western railroad started a train for New York, direct communication with New York was cut off from Scranton and Wilkesbarre, and trains were sent by the way of Sunbury, Harrisburg and Philadelphia, a distance of 330 miles. The direct route is only 145 miles.

The Central Railroad of New Jersey is still tied up, as far as through service is concerned. Trains are being run between local points. The Lehigh Valley railroad tonight opened its through service between Buffalo and New York city by making a detour over branch lines, thus passing around the flooded district.

Other railroads that are running trains have their schedules disarranged, which is causing considerable inconvenience to travelers.

Tales of narrow escapes from drowning come from all the flooded districts. Hundreds of families in little hamlets have been deprived of their homes for the time being by swollen streams, and the extremely cold weather that has set in adds much to the suffering. At Newport, a small village near Allentown, 500 Italians were surrounded by water, and were prisoners in their homes for thirty-six hours. At Jersey Shore 200 Italians working on the railroad there were driven from their shanties by the overflowing of Pine creek.

High Water Recedes.

PITTSBURG, Dec. 16.—At midnight the Ohio river mark at the dam registered 21.3 feet, and falling six inches an hour; the Allegheny river marks showed twenty-seven feet, and falling five inches an hour, and the Monongahela twenty-two feet, and falling four inches an hour. These conditions make it evident that no further damage by high water need be guarded against at present.

The damage done last night and this morning is rapidly being righted, and the two cities will tomorrow have returned to their normal condition. Davis Island dam is piled high with wreckage of runaway coal barges, but it is believed this will be sufficiently cleared away by Wednesday to allow the passage south of about 15,000,000 bushels of coal ready for shipment on this rise.

TRAINS GOING ROUND.

Long Detours Necessitated, Impeding Travel.

HAZLETON, Pa., Dec. 16.—Traffic on the Lehigh Valley railroad between this city and New York and Philadelphia via Penn Haven Junction and Mauch Chunk will not be resumed until the latter part of the week, when the bridges that were washed away at Penn Haven will have been repaired. This long detour will add two hours to the time consumed in making the run between Buffalo and New York city. The Pennsylvania railroad is running trains between Hazleton and Philadelphia, but traffic on the road from this city to Wilkesbarre and Nescopec will not be resumed for several days. The Lehigh Valley got its first train in here tonight from New York via Lizard Creek.

DAMAGE IN YORK STATE.

First Estimates Are Exceeded Very Largely.

ITHACA, N. Y., Dec. 16.—Latest developments in the flood situation in Ithaca show that the loss from damage to property was underestimated. The original estimate of $200,000 will be almost doubled. The principal sufferers are the municipality and the street railway companies.

The suspension of railroad and street railway traffic continued throughout the day, and few or no mails reached the city up to midnight. Early in the evening the gas supply was restored, but the electric light plant is still inactive.

UTICA, N. Y., Dec. 16.—The damage from the flood in the valley of the West Canada creek will reach $500,000. From 75,000 to 100,000 logs were washed away from Noblesboro, Hinckley and Trenton Falls. Four expensive railroad bridges were destroyed. One mill was taken down stream and two others were badly wrecked. The railroad in that valley cannot be operated for four or five days. The electric power plant at Trenton Falls was damaged about $3,000.

There are six washouts between this city and Rome and one between Rome and Oneida. Freight trains will not be operated before tomorrow. The Black River division of the Rome, Watertown & Ogdensburg may be opened this afternoon. The Adirondack division will not be opened before Wednesday.

BEAT ALL FLOOD RECORDS.

Bradford County, Pa., Reports Incalculable Damage.

TOWANDA, Pa., Dec. 16.—The complete story of the damage wrought in Bradford county by the unprecedented flood of Saturday night and Sunday is coming in slowly. Three lives were lost, two others will die from exposure, and the monetary loss to property is beyond present estimate. The north branch of the Susquehanna river at this point reached a mark last night of twenty feet above low water, overtopping by nearly a foot the flood of December, 1878.

The borough of Monroeton was the heaviest sufferer. At that point and Greenwood, on the Towanda creek, two

Continued on Fifth Page.

CONCILIATION THEIR SONG

INDUSTRIAL AND RELIGIOUS LEADERS CONFER TO A MOST LAUDABLE END

UNION OF LABOR AND CAPITAL

Charles M. Schwab Does Not Like Labor Unions as at Present Constituted, but Senator Hanna Indorses Them.

IRELAND AND POTTER HEARD

NEW YORK, Dec. 16.—Brought together through the good offices of the National Civic federation, leading representatives of labor and capital met here today to discuss plans to minimize wage and industrial disputes. Aiding them with counsel were several prominent students of economics and leading figures in the religious world. The opening session was notable for a number of striking expressions and comments on the problem faced by the conferees.

The storm in Eastern Pennsylvania prevented Samuel Gompers, John Mitchell, Theodore Shaffer and other leading members of the American Federation of Labor from reaching New York in time for the meeting today, but they will participate in the session tomorrow.

Oscar Strauss, former minister to Turkey, who acted as chairman, announced that it was planned to form a general executive committee, with representation divided among labor, capital and the great public, and that it was hoped that it would become a tribunal of peace where the conflicting interests might meet on even footing and settle their differences in a spirit of conciliation and mutual toleration.

Senator M. A. Hanna, Charles M. Schwab, president of the United States Steel corporation; Archbishop Ireland, Bishop Potter, S. R. Callaway, president of the American Locomotive works; E. P. Durand, secretary of the industrial commission; Theodore Marburg, of Baltimore; W. H. Pfahler, of Philadelphia; R. C. Kerens, of St. Louis; R. M. Easley, of the National Civic federation; John Philips, of the National Hatters' union; James Ryan, of the International Typographical union, and Marcus Marks, president of the National Clothing Makers' association, were among the men who attended the opening meeting.

Schwab Open to Conviction.

Charles M. Schwab declared that he was opposed to labor unions as they were now constituted, and said they must fail, as the trusts had failed, for seeking to limit the output and control prices. "I am here," he said, "with a mind open to conviction, anxious to see the other side of the shield, as Bishop Potter has said, and ready to do that which is fair. It may be this is a selfish motive, but I realize that upon the peaceful adjustment of the difficulties that exist between capital and labor depends the future prosperity of the United States.

"The decadence of trade in other countries is due to the hostility of labor unions. I do not deny that capital has been arbitray and unfair. I am not opposed to labor unions per se; but I am against them as they are now constituted. Labor unions will not succeed, as the trusts have not succeeded, on the principle of limiting production. Consolidation for economy's sake, fair wages, purchasing in the cheapest market and selling in the best are the trade principles that will stand. The labor unions have become trusts. After all, the fortunes and the prosperity of the employer and employed are linked together. They are the same, and the two interests should stand together. I am willing to come here and give you any practical ideas that I can and I hope that this conference will do some good."

Hanna Favors Unions.

Senator Hanna expressed strong approval of the principle of organized labor, and his speech drew apologies from John Philipps and John Donnelly, two of the labor delegates present, who confessed that they had held erroneous and unjust views as to the attitude of the senator toward organized labor.

Senator Hanna related an experience he had with coal miners in Ohio many years ago and said that the experience had made him an advocate of unionism. "I saw then," he said, "and I believe now that labor and capital could be brought together. I believe that the day is at

Continued on Fifth Page.

BUNCH OF FIVE BABIES

TEXAS FAMILY GATHERS JOY FROM A NOTABLE EVENT.

Special to The Globe.

TEXARKANA, Texas, Dec. 17.—Joy in profusion came today to the household of William Walker when his wife presented him with five bouncing babies. Walker is a cotton raiser, who lives a few miles from this city, and is not encumbered with too much worldly goods. His once small family lives in comfort, however, and now is giving its whole attention to caring for four new girls and a boy, who were born today. After recovering from the first shock of bewilderment its members announced that the mother and babies are doing well.

KNOCK FOR M'CLEARY

DAIRYMEN SAY HE'S TRYING TO GET UNDESERVED HONOR.

FROM THE GLOBE BUREAU, Washington, D. C.

WASHINGTON, Dec. 16.—The National Dairy union is sending broadcast a circular in which Representative McCleary, of Minnesota, is accused of pernicious activity in behalf of the butter interests. The letter is addressed to the agricultural press of the United States and is signed by Charles Y. Knight, secretary of the dairy union. It says, among other things:

"We regret to note that Mr. McCleary, of Minnesota, has cut loose and is endeavoring to have his bill accepted, in the face of advice and protests. Mr. McCleary, we do not believe, is in as good a position to look after our interests as Mr. Tawney, and the latter has brought years of active efforts in behalf of the dairymen of the United States. His splendid efforts for the Grout bill at the last session earned his right to lead in the house. There is a great strife among our friends for this honor of leading what they expect to be one of the most notable and sucessful fights ever undertaken for farmers in congress."

It is added that the bill supported by the dairy union will be known as the "Tawney-Grout bill."

The butter people do not anticipate any trouble from the appointment of Wadsworth for chairman of the agricultural committee. He is opposed to the bill, but will allow it to be reported to the house. Senator Spooner is quoted as saying nothing will stop the bill if it ever gets to the senate.

MAUDE ADAMS IN LUCK

COLORADO MINER REMEMBERS OLD-TIME GIRL FRIEND.

Special to The Globe.

DENVER, Dec. 16.—Maude Adams, the actress, has become the owner of mining property in Leadville which is likely to prove of great value. Capt. John F. Evans, a well known mining man, while traveling in the East years ago, visited a friend at Evansville, Ind., where he was entertained by Maude Kiskadden, a girl of ten, and took a great fancy to her. He jokingly said he would leave her some mining property. In subsequent years nothing was thought of the proffer. Now Capt. Evans is dead, and Maude Kiskadden, under the stage name of Maude Adams, profits from the good will of the friend of her girlhood.

ARE SWINGING THE AX

EIGHT EMPLOYES OF STATE GRAIN DEPARTMENT LET OUT.

Special to The Globe.

DULUTH, Minn., Dec. 16.—Notices were received by eight members of the grain inspection department from the railroad and warehouse commission that their services will not be needed after Jan. 1. They are J. D. Ellis, second assistant chief deputy inspector; Charles Leytze, M. J. Frear, C. H. Linnell, B. A. Bergesen, George Ross, John Astead and O. W. Sylvester. Their places will be filled by promotions later.

Butcher Kills Himself.

ST. JOSEPH, Mo., Dec. 16.—At Swift's packing house, this afternoon, Ed Young attacked Stephen Crockett with a large butcher knife. Crockett warded off the blow, and in Young's frantic brandishing of the knife he accidentally buried its blade into his own breast, death resulting instantly. Both were employed at the packing house, and had a quarrel over a trivial matter.

TREATY IS RATIFIED

ONLY SIX SENATORS VOTED NAY ON THE HAY-PAUNCEFOTE AGREEMENT

ALL AMENDMENTS DEFEATED

Teller Criticises State Department for Not Asking More Concessions Many Wanted the Davis Amendment.

RATIFICATION EASILY CARRIED

The vote on the ratification of the Hay-Pauncefote treaty was as follows:

Yeas:

Aldrich,	Kean,
Allison,	Kearns,
Bard,	Kittredge,
Bate,	Lodge,
Berry,	McComas,
Beveridge,	McCumber,
Burnham,	McEnery,
Burrows,	McLaurin (Miss.),
Burton,	McLaurin (S. C.),
Carmack,	McMillan,
Clapp,	Martin,
Clark (Mont.),	Mason,
Clark (Wyo.),	Millard,
Clay,	Mitchell,
Cockrell,	Money,
Cullom,	Morgan,
DeBoe,	Nelson,
Dietrich,	Penrose,
Dillingham,	Perkins,
Dolliver,	Pettus,
Dubois,	Platt (Conn.),
Fairbanks,	Platt (N. Y.),
Foraker,	Pritchard,
Foster (La.),	Proctor,
Foster (Wash.),	Quarles,
Frye,	Scott,
Gallinger,	Simmons,
Gamble,	Simon,
Gibson,	Spooner,
Hale,	Stewart,
Hansbrough,	Taliaferro,
Harris,	Turner,
Hawley,	Vest,
Heitfeld,	Warren,
Hoar,	Wellington,
Jones (Ark.),	Wetmore—72.

Nays:

Bacon,	Mallory,
Blackburn,	Teller,
Culberson,	Tillman.—6.

Bailey paired with Depew and Elkins, Rawlins paired with Hanna and Sewell.

Those who did not vote and for whom no pairs were announced are:

Daniel, Jones (Nev.), Patterson and Quay.

WASHINGTON, Dec. 16.—The senate today ratified the Hay-Pauncefote isthmian canal treaty by the decisive vote of 72 to 6. The vote was reached a few minutes before 5 o'clock, after almost five hours discussion behind closed doors. There were no sensational incidents during this entire time. The debate was confined exclusively to a discussion of the merits of the agreement and the policy of its provisions. The principal speech of the day was made by Senator Teller in opposition to the treaty, and he was followed in rapid succession by twelve or fifteen other senators, who spoke briefly either for or against the motion to ratify.

When the resolution providing for the ratification of the treaty was laid before he had no purpose to attempt to prevent pressed confidence that the resolution the senate, Mr. Teller, of Colorado, ex- would be adopted, and said that while he had no purpose to attempt to prevent that result, he was convinced that there are very few senators who were really satisfied with the treaty. With Great Britain in her present mood, he said it would have been possible to secure a treaty which would give entire satisfaction, and he criticised the state department for failing to do so. He took the position that it would have been sufficient to abrogate the Clayton-Bulwer treaty, and said that England knew well enough that with that result accomplished she could very well trust the United States to maintain the neutrality of the canal, as this country had been prepared to do so for many years.

Good Thing, Says Clay.

Among the other speakers of the day were Senators Clay, Fairbanks, McCumber, McLaurin, of Mississippi; Culberson, Mallory, Mason, Tillman, Bacon and Bate. Senator Clay was one of the Southern senators who spoke most strongly in advocacy of the treaty. He contended that the treaty should be ratified because it secured the abrogation of the Clayton-Bulwer treaty.

Senator Mason made a strong plea for

Continued on Third Page.

THE ONE TIME OF THE YEAR WHEN THE VACANT LOT IS NOT AN UNPLEASANT SIGHT.

COLLISION NEAR DEPOT

A PASSENGER AND A FREIGHT GET TOGETHER AT LA CROSSE.

Special to The Globe.

LA CROSSE, Wis., Dec. 16.—In a collision at 8:30 tonight between passenger train No. 2, going east, on the Milwaukee road, and a switch engine, three passengers were injured, none fatally.

The passenger was just getting under headway out of the north side depot when it encountered the freight backing into the station. The impact wrecked two of the freight cars and dismantled the express car, also damaging the main coach. The engine of No. 2 was jammed up, but none of the passenger coaches was derailed.

The injured are: S. Clark, La Crosse, bruised about the head and left side; Harry Turner, Saginaw, Mich., head crushed; G. R. Odean, Minneapolis, internal injuries, serious. The injured were all taken to Dr. Friend Suitor's office, and their injuries attended to. Clark and Turner were able to continue on their way. Odean, the express messenger, is seriously injured, but Dr. Suitor believes that he will recover.

It took an hour to clean up the track, and No. 2 then proceeded, after taking on a new express car and another engine.

The passenger train had the right of way. The company's officials here decline to say on whom the blame for the accident rests.

PLATT TO SUE WHITE

NEW YORK SENATOR AFTER KANSAS WORD SLINGER

Emporia Editor-Author Alleged to Have Libeled the Clever New York Politician in a Magazine.

Special to The Globe.

WASHINGTON, Dec. 17.—William Allen White, of Emporia, Kan., has incurred the wrath of Senator Thomas C. Platt. The New Yorker said today that he would bring libel suits against Mr. White and McClure's Magazine because of an article written by the Kansan which appeared in the current number of the periodical.

Mr. White is a great admirer of President Roosevelt, and is said to have the executive's ear in the matter of Kansas patronage. In writing of New York politics he warmly praised the president, and referred to the senator in very uncomplimentary fashion. He describes Mr. Platt as a lobbyist, one whose whole life had been devoted to burrowing and intrigue; as lacking in patriotism and public spirit, dragging down friends and foes alike to increase his political power.

"I have made up my mind to enter suit on account of the publication for which this Mr. White is responsible,' said Mr. Platt today. "I do not object to his praising the president, but I do object to his defaming me for the purpose of adding to his praise."

GUN PLAY AT BEAUDETTE

FIRST WORDS, THEN BLOWS, THEN THE FIREWORKS.

Special to The Globe.

BEAUDETTE, Minn., Dec. 16.—A serious shooting affray occurred here tonight at 6 o'clock. As Charles Curry was on his way home he met John Clark in front of Burt Clark's saloon. As bad blood existed between them, hot words immediately ensued, and blows were struck. Clark was getting the worst of it, and pulling a revolver, shot Curry in the fleshy part of the right leg, half way between the knee and the hip. The firing was done at close range, the powder burning a hole in Curry's trousers. The ball passed clear through his leg, just grazing the bone. Clark immediately gave himself up to the sheriff.

KEITH'S GHOST STORY

NOT MUCH BASIS FOR BETTING ON THIS PROPOSITION.

Special to The Globe.

OMAHA, Neb., Dec. 16.—Buck Keith, of Omaha, conferred with Hickey and Tebeau in Chicago yesterday relative to establishing an American association team in this city. His avowed purpose was to ascertain the inner plans of the association with the view of disclosing them to Manager Rourke, of Omaha. Keith took an offer under advisement, but now announces that he will not accept it. He has cherished a secret resentment against President Hickey since last spring, when the executive joined in the laugh at Keith's maiden effort as an umpire and the Omaha man was driven from the field at St. Joe. Keith says he was offered the presidency of an Omaha club with George Stallings as captain.

IS QUITE CONDESCENDING

PRESIDENT CONSULTS SOUTHERNERS ON APPOINTMENTS.

WASHINGTON, Dec. 16.—President Roosevelt is adopting the plan of securing information from Democratic senators and representatives regarding applicants for office in the South. Today by appointment he consulted Senators Foster and McEnery and Representative Broussard, of Louisiana, regarding Louisiana appointments. He had a list of about fifty applicants for places, from collector of the port of New Orleans down to minor offices, concerning whom he requested information.

The president also consulted Representatives Clayton, Thompson and Wiley, of Alabama, about some appointments in that state. It is understood that the president is very desirous of harmonizing the existing Republican factions in the state.

GOV. GREGORY IS DEAD

WORKED HIS WAY UP FROM A LOOM ROOM.

WICKFORD, R. I., Dec. 16.—William Gregory, governor of Rhode Island, died at his home here this afternoon of acute Bright's disease, after an indisposition of nearly two months.

Gov. Gregory was the first governor of the state to die in office for nearly a century and a half. Lieut. Gov. Charles Dean Kimball, of Providence, becomes the acting governor for the remainder of the term. Gov. Gregory was fifty-two years old. From a loom fixer he became mill superintendent and finally owner of two worsted mills.

MILLER IS TRAFFIC MAN

CHICAGO, BURLINGTON & QUINCY COMPANY ELECTS SEVERAL NEW OFFICERS

NOTABLE NAMES IN THE LIST

Selection of Darius Miller as Vice President and General Manager the Most Significant Action of the Day.

HILL'S INFLUENCE PREVAILS

Special to The Globe.

NEW YORK, Dec. 16.—A secret meeting of the prominent interests in the Chicago, Burlington & Quincy Railway company, the new proprietary company formed to lease the old Burlington Railway company, was held at the offices of the Northern Pacific Railway company, at No. 49 Wall street, late this afternoon. Among those present were G. B. Harris, J. J. Hill, E. H. Harriman, G. W. Perkins, of J. P. Morgan's firm; W. P. Clough, James Stillman and John S. Kennedy.

The meeting lasted for nearly two hours, and at its conclusion it was learned from one of those taking part in the meeting that the following were elected as officers of the railway or proprietary company: W. P. Clough, E. H. Harriman, G. B. Harris, J. J. Hill, J. S. Kennedy, W. H. McIntyre, C. J. Pain, G. E. Perkins, Mortimer Schiff, James Stillman. These directors elected as officers: G. B. Harris, president; Darius Miller, vice president and traffic manager; treasurer, J. C. Peasley.

The greatest significance attaches to the election of Mr. Miller as traffic manager. It is regarded tonight as another evidence of the strength of Mr. Hill's position in the great contest which has taken place for the control of the Burlington as against all other interests. In this contest Mr. Miller was the bone of contention.

A number of other important developments are looked for this week. Following the example of Mr. Hill and Mr. Schiff in resigning as directors of one or the other constituent companies, Mr. Harriman's resignation from Northern Pacific is expected this week. It is also asserted on good authority that still other resignations from both the Northern Pacific and Great Northern boards are pending.

SCHLEY FOR PRESIDENT

FRIENDS OF THE ADMIRAL NAME HIM FOR CANDIDATE.

FROM THE GLOBE BUREAU. Washington, D. C.

WASHINGTON, Dec. 16.—Schley for the presidency in 1904 is the vindication now demanded by the friends of the admiral. Felix Agnus, who is known as Schley's personal friend and adviser, said today: "If this persecution of Admiral Schley continues, and the decision of the majority of the court of inquiry is allowed to stand approved, it will make Admiral Schley the leading candidate for the presidency in 1904. That is my personal opinion."

This announcement was one of the results of a long conference held by Schley with such of his friends as Isador Raynor, M. A. Teague, Representative Scarm and Gen. Agnus.

WANT CHICAGO LAND

CLAIMANTS SEEK TO GAIN VALUABLE REAL ESTATE.

CHICAGO, Dec. 16.—A claim has been made to practically all lake shore property lying east off the United States survey line of 1821. This time everything is included between the Indiana and Wisconsin state lines, covering property held by the Illinois Central railroad, the Illinois Steel company and other big corporations, representing a value of millions of dollars.

Claimants to the north shore tracts are said to be Dr. Jacob Nine, E. H. Pickering and M. P. Benson. Those alleging title to the south shore tract are said to be B. D. Marks and S. M. Biddison, both of Chicago. The North siders assert their title rests on Revolutionary scrip, secured many years ago, while the South siders place their faith in some other scrip, obtained by reclamation.

PLAYING ON A NAME

THAT OF J. J. HILL COMES HANDY TO ROMANCERS.

PITTSBURG, Pa., Dec. 16.—The Post tomorrow will say that J. J. Hill, of Northern Pacific fame, is backing largely the Standard Steel Car company, the organization of which was announced several days ago. In addition his syndicate is trying to secure control of the Pressed Steel Car company with the ultimate intention of going into the business of steel car building on a large scale. According to the informant, the syndicate intends to build furnaces, steel mills for the manufacture of plates and structural shapes, and remain entirely independent of the market in this respect. No less than $30,000,000 will be at the syndicate's command to put the deal through.

The Standard Steel Car company has about settled upon a site for its plant close to Pittsburg, and more than 1,000 acres of ground have been optioned. The purpose of this company is to manufacture not only steel cars, but car wheels and every portion of railroad equipment that is included in rolling stock. It will have $5,000,000 capital and possibly more. J. N. Hanson, now chief engineer of the Pressed Steel Car company, will be president.

GROUND TO PIECES.

Horrible Death of Two Careless Women.

PITTSBURG, Pa., Dec. 16.—Mrs. Mary J. Glover and Mrs. Josie Powell, both prominent in church and social circles of Rosslyn Heights, were literally ground to pieces tonight. They were returning from a literary society meeting and just in front of their homes they stood on the west-bound tracks of the Panhandle railroad to let a heavy coal train pass east. A light engine going west struck them, throwing them under the coal train. Their bodies were horribly mangled.

DEFECTIVE PAGE