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THE ST. PAUL GLOBE.

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DEPARTMENT OF COMMERCE BILL PASSES HOUSE

Several Material Amendments Adopted, One Transferring the Interstate Commerce Commission to the New Department—Twenty-Nine Democrats Vote With the Republicans—House and Senate Bills Differ in Important Particulars.

WASHINGTON, D. C., Jan. 17.—At the end of a struggle which prolonged the day's session until after 6 o'clock the house passed the substitute for the senate bill to establish a department of commerce and labor. The vote stood 137 to 40. All the Republicans and 29 Democrats voted for the bill.

In committee of the whole, the Democrats and a sprinkling of Republicans, led by Mr. Corliss (Rep.) Michigan, struck out the portion of the bill providing for a bureau of insurance. By a piece of parliamentary strategy, Mr. Hepburn (Rep.), of Iowa, chairman of the interstate commerce committee, sought to have this provision restored, but the opposition stood fast and he was overcome. The Democrats then attempted to recommit the bill with instructions to report back a separate bill for the creation of a department of labor, but the motion was lost. The only other substantial amendment was one to authorize the president to transfer the interstate commerce commission to the new department.

Points of Difference.

The substitute as passed by the house differs from the senate bill in important particulars. It leaves the life-saving service, the marine hospital service, the steamboat inspection service, the bureau of navigation and the shipping commissioners under the control of the treasury department, but authorizes the president to transfer other bureaus for the collection of statistics and the interstate commerce commission to the new department. It places under the control of the new department the national bureau of standards, the coast and geodetic survey, the bureau of statistics, the census bureau, the bureau of foreign commerce, the bureau of immigration, including jurisdiction over Chinese immigration and also creates the bureau of manufacturers and corporations.

These Voted With Republicans.

The Republicans voted solidly for the bill. The following Democrats voted with them:

Messrs. Brantley (La.), Breazealle (La.), Conry (Mass.), Feely (Ill.), Fleming (Ga.), Glass (Va.), Gordon, Ohio, Griffith (Ind.), Johnson (S. C.), Lamb (Va.), Livingston (Ga.), Lloyd (Mo.), McAndrews (Ill.), McClellan (N. Y.), McCulloch (Ark.), Michie (Ill.), Maynard (Va.), Mickey (Ill.), Moon (Tenn.), Lapben (Mass.), Padget (Tenn.), Patterson (Tenn.), Robertson (La.), Ryan (N. Y.), Small (N. C.), Sulzer (N. Y.), Thomas (N. C.), Wiley (Ala.), and Williams (Ill.).

Bill Aimed at Trusts.

WASHINGTON, D. C., Jan. 17.—A bill was introduced today by Representative Bell, of Colorado, providing that any producer, dealer, transporter, agent or other person in any territory of the United States who shall join wth any other person or persons for the purpose of raising the price of any article of food or fuel, or its carriage and handling, shall be guilty of extortion. A maximum penalty of $5,000 fine or imprisonment for one year is provided.

Increasing the Navy.

WASHINGTON, D. C., Jan. 17.—The naval affairs committee of the house has adopted in its entirety the naval increase programme provided for by the subcommittee in the naval appropriaton bill. The bill, as it now stands, provides for three battleships and one cruiser of 16,000 tons each, two steel training ships, and one wooden brig, the latter to be used for trainng purposes.

CUSTOMS PECULIARITIES MENTIONED BY SHAW

Secretary of the Treasury Gives International Congress Some Hints.

NEW YORK, Jan. 17.—The first formal session of the International Customs congress was opened here today with an address by Mayor Low. He was followed by Leslie M. Shaw, secretary of the treasury, who said:

"It has always been the policy of the United States—and it is also the law as again and again announced by our courts—to resolve reasonable doubts in favor of the importer. I assume that the same law prevails in all countries. It should apply, I think, with especial force with reference to drawbacks. The whole drawback scheme has been worked out in the interest of the exporter. People may differ upon the proposition whether the tariff is or is not a tax upon the exporter of manufactures from imported material. When it is once considered, therefore, that the government does not desire to profit at the expense of its import trade, then customs officials are justified in constructing drawback laws as liberally as their language will permit, and legislators, I think, are justified in liberalizing these drawback laws as far as possible.

"A large percentage of the frauds upon the customs revenues of a country are committed on consigned goods and it has always seemed to me that the fact that goods are purchasable only in the domestic market raises a strong presumption that they are being undervalued. This practice not only drives the domestic importer out of business but it prejudices the domestic manufacturer who produces competing goods. The fact that goods are sold for export cheaper than for the domestic market frequently works a great hardship upon the importer. He purchases abroad, and presuming that he has paid the ordinary foreign market price, invoices at the prices he has paid, but frequently finds himself subjected to an advance of from 10 to 75 per cent with statutory penalties. In my judgment, the commerce between the countries here represented might be very largely increased and to our mutual advantage."

Officers were elected as follows: Gen. O. L. Spaulding, assistant secretaary of the treasury, president; Fidel G. Pierra, Cuba, first vice president; Kenneth Barnhart, Chicago, second vice president; P. M. Delpaso, Mexico, first secretary; E. T. Chamberlain, United States commissioner of navigation, second secretary; W. P. Montgomery, attache of the American bureau of republics, assistant secretary.

REDEMPTION OF IRELAND NEAR

Mr. Redmond Speaks Hopefully of Coming Final Legislation.

LONDON, Jan. 17.—John Redmond, M. P., the Irish leader, responding to a National address presented to him at Edinburgh this evening, said he believed that the friends of Ireland would soon see a measure become law which would heal the wounds of centuries and give the Irish people a chance of living in peace and prosperity on their own soil. If this chance of settling the Irish land question was lost by the rejection of the measure, continued Mr. Redmond, there would be an overwhelming justification for such a strong, menacing and dangerous public movement in Ireland as he would be sorry to see.

He hoped that the spirit of conciliation at the Dublin land conference would be reproduced in the house of commons, and, if so, all the political parties might commence the work of appeasement and justice in Ireland. Hitherto, the Irish Nationalist should have been fighting landlordism and not the landlords, who they wished would remain to take a part in the government of the country. Mr. Redmond said that the demand on the treasury for the carrying out of the voluntary purchase scheme was not unreasonable. The deficit would disappear in ten years by the reduction in the cost of governing Ireland. Laying aside the questions of what was due to the landlords, and of the debt due to Ireland, it would be a profitable investment to settle the land question, which had baffled the best English statesmen, had been a source of poverty, misery and bloodshed and had caused the emigration of millions of Irishmen who took into America and cherished there an undying hatred for the Union Jack.

He did not believe that the settlement of the land question would end the home rule question, but he did not hesitate to say that it would be the removal of the last obstacle.

WOOL GROWERS FOLLOW CATTLEMEN

National Association Begins Its Annual Deliberations.

KANSAS CITY, Mo., Jan. 17.—The National Wool Growers' association met here today in annual convention and many delegates to the national live stock meeting remained over to attend its session. The programme included addresses as follows. "How Knowledge Pertaining to the Sheep and Woolen Industry Both National and International, Can Be Brought to the Attention of Those Interested," Hon. Frank P. Bennett, Boston; "English Taxpayer in America," N. A. Cooper, Pennsylvania; "Federal Inspection," Dr. D. E. Salmon, Washington, D. C., chief of the bureau of animal industry; "The Cotswold Sheep," Frank W. Marding, Wisconsin; "Mutual Interests of Wool Growers and Wool Manufacturers," S. D. North, Boston; "Benefit to Be Derived From Organization and Co-Operation," Jesse M. Smith, Utah; "The Sheep That Produces 100 Per Cent Fine Delaine Wool," L. L. Harsh, Michigan; "Transportation of Live Stock to Market," R. F. Buller, Idaho, and "Co-Operative Wool Selling," Joseph Ewing, Ohio.

In his address, President Warren said the wool growers of the country were in better condition now than they had been for years past. The country, he said, is practically free from old wool stored in former years by speculators and with the marketing of the clip this year he believed better prices would prevail. Take it all the way from the sheep's back to the clothing of the consumer, there is no surplus in this country at this time. President Warren said the United States seemed to have become a mutton-eating nation within the last two years.

The next convention will be held in Portland, Or., the second Monday in January, 1904, one day prior to the convening of the National Live Stock association. Senator F. E. Warren, of Wyoming, was re-elected president and Frank P. Bennett, of Boston, will serve another year as vice president. The president will appoint a secretary and treasurer.

Resolutions relating to the forest reserves and the disease known as "scab" provoked the principal discussion of the session today. One resolution asked that jurisdiction over the forest reserves of the Black Hessa, Grand Canyon and the St. Louis mountains be transferred from the interior department to the agricultural department. Upon the advice of Senator Warren, action on the resolution was postponed. A resolution asking that government inspectors be appointed to investigate and fight the scab disease was tabled.

OHIO CITY GIVES JOHN HAY SOMETHING TO EAT

Secretary of State Speaks in Laudatory Terms of the President.

NEW YORK, Jan. 17.—Secretary of State Hay was the guest of honor this evening at the seventeenth annual dinner of the Ohio society, given in the ball room of the Waldorf. The banquet, to which the title of "Diplomatic" was given in recognition of the presence of the representatives of all the great powers, was the most brilliant that has occurred in New York in several years. Additional interest was given by the presence of the women of the several embassies and the wives of numerous distinguished officials of the national and many state governments, who filled the boxes of the ball room. Colgate Hoyt, president of the Ohio society, presided, with Secretary Hay at his right and Count Cassini, the Russian ambassador and acting dean of the diplomatic corps at his left. Happy addresses were made by Count Cassini, Senator Depew and Secretary Hay, the remarks of the latter being devoted mostly to a eulogy of President Roosevelt.

Mgr. O'Connell to Arrive in February.

ROME, Jan. 17.—Mgr. Dennis R. O'Connell, the newly appointed rector of the Catholic university at Washington, will start for his post about the middle of February, after visiting the Catholic universities at Freiburg, Bonn, Lille and Louvain.

DAY'S NEWS SUMMARIZED

Weather for St. Paul and vicinity: Fair today and tomorrow.

BUSINESS—

Wheat is higher again, making new record for crops. Corn and oats are lower.

Public apathy toward stock market is demonstrated by fact that unusually favorable bank statement has no appreciable influence.

LEGISLATIVE—

House judiciary committee kills Minnette bill for four-year term for representatives.

DOMESTIC—

Miners' President Mitchell makes his last address to coal commission.

Most powerful gun ever built in America—16-inch coast defense rifle—is tested successfully.

Five men are killed and three wounded, probably fatally, by accidental explosion on board battleship Massachusetts in West Indies.

Passengers on steamer St. Louis threaten to sue steamship company for taking them to sea on steamer with defective boilers.

National Wool Growers' association will hold next meeting at Portland, Or.

Forty indictments are found in Chicago in connection with coal business.

Montana Blackfoot Indians go to Washington to ask that government allow them to work for a living.

Alleged bank robber who shot son of bank president at Perry, Iowa, is traced by bloodhounds and arrested.

RAILROADS—

Railroads suffer severely from shortage of coal.

Demands of trainmen gaining in favor at St. Louis.

Milwaukee freight depot to be enlarged this week.

Pennsylvaina to issue $50,000,000 of new stock.

SPORTING—

President Pulliam, of National league, engages lawyers to fight New York club's injunctions.

Manager Kilpatrick, of Wisconsin, denies he is after Minnesota football material.

P. J. Alexander buys Iowa's crack trotting stallion.

Minority stockholders of Baltimore club to fight transfer of franchise to New York.

LOCAL—

There will be good skating at Como today.

W. C. Dunphy tries alcohol and heat as cure for rheumatism and is badly burned.

Ex-Ald. Hunt declares that owl cars are all right.

Davenport (Iowa) officials inspect St. Paul water works system.

Thomas H. Kerwin sues Justice Blackwell for loss of suit.

Lieut. Campbell's case is submitted to war department.

Anton Steidl commits suicide because of grief over his wifes' death.

Local dealers are said to be manipulating the local coal market.

MINNEAPOLIS—

Lee Wah, a Chinaman, goes to China in preference to going to workhouse.

Report comes to Minneapolis that 38,000,000 bushels of wheat are held up in Northwestern Canada for want of cars.

FOREIGN—

Russia tells Great Britain, in connection with sugar convention, that she has no right to interfere in Russian internal legislation.

Frenchman loses his life in trying to free his soul from his body temporarily.

Owing to failure of sardine fisheries, 100,000 people in Brittany are starving.

Joseph Chamberlain announces details of financing of South African colonies.

FAILURE OF SARDINE FISHERIES

Twenty Thousand French Families Are Starving in Consequence.

Special Cable to The Globe.

PARIS, Jan. 17.—The winter has brought great distress upon the fisher folk of Brittany, where 100,000 men, women and children depend for their living upon sardine fishing. The fickle sardine has suddenly abandoned the coast, and black, unrelieved misery is the result. These 20,000 families are literally starving.

To add to the hardships of the situation, the potato crop was a failure all along the coast. Whole families meet outside the villages, imploring bread from passers-by for six, seven, eight and sometimes ten children. The local authorities, having done what they could do to relieve the distress, have now appealed to the nation for help. President Loubet, Premier Combes, who is also minister of the interior, Marine Minister Pelletan, Sara Bernhardt and many other prominent people have promised aid.

CHILDREN'S PARTIES IN GERMANY DEMORALIZING

Their Influence Is Corrupting and the Clergy Denounces Them.

Special Cable to The Globe.

BERLIN, Jan. 17.—A strong agitation has begun in Germany against children's parties. Both the Catholic and Protestant clergy are denouncing this sort of parties which has been introduced from England and the United States, advocating a return to Puritan simplicity. Children's parties are becoming so elaborate and expensive that even in court circles protests are raised. Then the children's balls are said to corrupt children. A leading society woman of Berlin says:

"I have heard remarks from girls at children's balls about the dresses of rivals and about the bearing of boys which amazed me. Children are taught the wrong side of the world at these balls and cease to be children. At a children's party with any pretention to elegance wine is always served to mere children who go home semi-intoxicated and acquire a taste for strong drinks. German children of the better classes, and especially in the cities, and of the lower classes, too, are deteriorating in a way that is attracting wide attention. The criminal statistics of the large towns show that juvenile offenders are growing more numerous.".

MITCHELL TALKS TO COMMISSION FOR LAST TIME

Says Miners Are Not Given Cars Enough to Move Coal and That 3,000 More Men Are Ready to Work but Not Given a Chance.

PHILADELPHIA, Pa., Jan. 17.—President John Mitchell, of the Mine Workers' union, delivered today what he believed was his farewell address to the coal strike commission. The Scranton Coal company closed its case and was followed by the Delaware, Lackawanna & Western Railway company. It was while the latter company was examining witnesses that the hour for adjournment for the week arrived, and Mitchell arose and asked to be permitted to make a few remarks.

All the attorneys representing the different interests before the commission, crowded around Mitchell as he prefaced his remarks by saying that it would likely be the last session of the investigation he would be able to attend. He explained why he was called West, and said:

"I wish to take this occasion to express my satisfaction and that of the miners whom I represent, for the manner in which the investigation is being conducted. I feel confident that by the thoroughness of the inquiry it will result in much good.

"There has been a large part of the time of the commission taken up by the presentation of the evidence to show lawlessness in the coal fields, or that lawlessness existed to a large extent during the latter part of the strike.

A Certain "Scab."

"Personally, I bear no ill will to those who came here, and in stating what I am saying, I am trying to separate myself as far as possible from the special interests I represent. The non-union man who was brought here, the fellow who was called a 'scab,' was brought here for the same purpose he was put in the mines. He was put in the mines for the purpose of destroying the efforts of the men who went on the strike. He was brought here under the pretext of getting an advance in wages. He was decoyed by a promise made before the commission that an effort would be made by those who had his case in charge to secure for him an increase of wages. He came here paid by the companies, hotel bills paid by them, and our men, who went to see them, say money was furnished to them to enjoy themselves while they were here.

"He came here and in not one single instance did those who represent him attempt to show that he was entitled to an increase in his earnings. The non-union man was used, betrayed, by those who proposed to take care of his interests before the commission.

American First of All.

"I want to say, too, as to the matter of lawlessness, before being president of a union, before being a member of a union, I am an American, over and above everything else. I believe that every man should first be an American. There is no man connected with the organization; there is no man associated with this investigation, who would condemn lawlessness more strongly than I would. If I did not do it because I was opposed to lawlessness I would do it because it militates against the success of a strike and against the success and advancement of the organization.

"I do not believe lawlessness ever won a strike; I do not believe lawlessness to a very large degree, deters men from working. I believe lawlessness under all circumstances will militate against men who go on strike, as I have said many times. I have an abiding faith in the American people. I believe that when they understand a cause to be right they will support it, and without the support of the people no great movement can succeed. That is true of a strike. If the people of the country are not in sympathy with it it must fail, and I am sure the sympathy of the people will never be with those who violate the law.

Not Cars Enough.

"There is one other question that I feel it is my duty to speak of. As the commission is no doubt aware, several days ago I addressed a communication to all the anthracite miners urging them to co-operate with the management of the mines in increasing the output for the purpose of relieving this terrible suffering due to the coal famine. Since my communication was received by them I have heard from a large number of our local unions and in nearly every instance the miners tell me that the production of coal cannot be increased through any effort of theirs; that in most cases the companies are failing to furnish them as many cars as they would load. In other words, the regular turn of cars will not amount to as much as the men are accustomed and willing to load, so that they cannot increase the output of the mines. There may be in some cases, they say, that they could and have agreed to do so."

Maj. Everett Warren, of Scranton, who represents several coal companies before the commission, interrupted Mr. Mitchell and requested him to bring proof for warranting the assertions just made. The companies, he said, had information to the contrary, and they would show that the men do not and are not willing to load as many cars as they can be furnished with.

In reply to this, Mr. Mitchell said:

"I am not attempting, of course, to testify as a witness in the matter. I am giving the sources of my information in each case. I do not say this for the purpose of placing the responsibility on anybody else. The fact of the matter is, my information would indicate that it is impossible to move more coal. The miners tell me the tracks are congested with loaded cars of coal at the mines.

Not Giving Men Work.

"We have 3,000 men who were on strike that have so far been refused the right to work. They are ready to mine coal. There is a shortage of coal in the country, and I believe that both the miners and the operators are doing what they can to get it out of the mines, but they can at least increase it to the extent of putting our 3,000 men at work whom they agreed to start to work when they submitted to this commission.

"We do no not want to and will not cause trouble at the mines, but will do all we can to prevent it. But I want the commission to understand that the men who have been idle all this time are getting impatient. They are writing every day asking if something cannot be done to secure them work in the mines. They are charged, of course, with being criminals. It is alleged they left their jobs and all that, but if they are going to have a term of peace for some years in the anthracite field, it seems to me they ought to stop fighting now and that any desire to punish men by the companies ought to cease. We are willing and anxious to get along in harmony with those in the coal fields and will do all we can to establish good relationship there and we hope the coal operators will meet us half way in doing that."

BODY AND SOUL SEPARATE FOREVER

Frenchman Loses His Life While Making a Psychic Experiment.

Special Cable to The Globe.

PARIS, Jan. 17.—In an effort to prove that the soul can leave the body to return to it, Albert Guelle, a man of superior intellect, lost his life—victim to one of the strangest experiments in history. Mr. Guelle was widely known as a translator from the Greek, Latin and Hebrew.

The independence of the mind in dreams caused him to conclude that personality is dual and he resolved on an experiment that should free his soul from his body for a time. He constructed an apparatus consisting of a reservoir fixed to the wall, which would let a mixture of chloroform, sulphuric ether and water fall drop by drop on his face. Then he wrote a letter to a friend and placed himself on a bed beneath it, having annointed his body with antiseptics that mortification could not set in, while his soul was absent. The letter to his friend was to awaken him at the end of ten days.

Immediately on receiving it the friend rushed to the young man's apartments with Guelle's mother. They were too late. They found the student stretched on the bed, a calm expression on his face, as if he were sleeping. He had been dead several hours. In his will he enjoined his mother not to regret him if his experiment should prove fatal. He promised that his soul should continue to communicate with her.

SENATORS FIGHT THE PRESIDENT

Elkins Bill as a Club to Kill Administration Anti-Trust Measure.

WASHINGTON, D. C., Jan. 17.—The plan of the senators who are opposing the president in his efforts to secure anti-trust legislation is being developed. The Knox bills, embodying, as they do, the ideas of the administration for correcting trust abuses deal with interstate commerce. The principal one is an act to amend the interstate commerce law, a law which originated in the senate interstate commerce committee a number of years ago when Senator Cullom was its chairman.

He gave up its chairmanship last winter to take that of foreign relations, and thus Senator Elkins came into power. Mr. Cullom is still a member, while the other Republicans are Aldrich, of Rhode Island; Kean, of New Jersey; Foraker, of Ohio; Dolliver, of Iowa; Millard, of Nebraska, and Clapp, of Minnesota. Among these will be recognized senators who are not ardent advocates of anti-trust legislation.

Some of them have been suspected of slight affiliations with the railway interests. This may contain a hint why the president's bill was not referred to this committee. While Senator Hoar's judiciary committee is studiously chewing over the administration's plan for making railroads "play fair," the Elkins committee has been vamping up the so-called Elkins bill. In the house it is known as the Wanger bill.

The Elkins-Wanger proposition is one to give greater power to the interstate commerce commission, and, at the same time, to repeal that section of the Sherman law which now forbids railway pooling. In exchange for the privilege of making pooling contracts several of the large railway interests were willing to grant to the interstate commerce commission authority to exercise the rate governing power.

The bill also contained modifications of the present law in regard to penalties for giving rebates and making unjust discriminations. In this feature it is drawn on lines somewhat parallel with the Knox anti-trust bill. The president's anti-trust bill does not give the railroads the privilege of making pooling contracts, nor does it give the interstate commerce commission the privilege of dictating freight rates. The administration plan concentrates its attack on the evils of rebates and secret alliances between the railroads and trust corporations. In addition it arranges for another commission, or bureau of the department of commerce, which is to work out a good measure of publicity for the railroads and other corporations.

As might be expected the railroad interests do not like the administration plan. They would rather have almost anything else. They would much rather have the Elkins-Wagner bill, although that was not entirely agreeable.

It can hardly be expected that a bill that is being feverishly urged by Senators Aldrich and Elkins is intended otherwise than for use as a club to kill the administration bill. It is planned to get the bill out of the committee and on the senate calendar at an early day. Probably it will be considerably ahead of the administration bill when that comes from the judiciary committee. This bill will afford a working basis for opposition. It might even be passed by the senate, and the house, having passed the Knox bill, as the plan is, the two measures would go to conference committee with little chance of being harmonized. This, in general, seems to be the plan of the trust-inspired senators in their game to checkmate the president.

MR. HILL REPORTED TO BE OUT OF THE ERIE

This Inference Drawn From Remarks He Makes in Chicago—Great Northern President Says the Erie Has No Connection With the Northern Roads and That He Is Not Seeking an Eastern Outlet.

Special to The Globe.

CHICAGO, Jan. 17.—James J. Hill is practically out of the Erie and whatever changes that property may undergo in the immediate future will be of little concern to him. This fact developed today when Mr. Hill passed through Chicago on his way to New York to arrange some matters preparatory to a trip to Europe for rest.

Mr. Hill did not say in so many words that he had parted with the greater portion of his Erie holdings, but his talk left no doubt that such is the fact. When asked if there was any truth in the alleged new community of interests between Erie, the Northern lines and possibly the Rock Island, Mr. Hill replied:

"I believe the Erie is in good hands and I trust the newspapers will not wrest the property from its present control. You can say, however, that the Erie has no more connection nor relation with the Northern lines than a road that has never been built and it is not likely to have any more interest than that. Regarding the Erie and the Rock Island or any Western system I am as ignorant as yourself.

Not After an Eastern Outlet.

"I am not looking for an Eastern outlet for the Northern Pacific and Great Northern roads. I am also unaware whether there are any deals on affecting the Erie property."

"Is there any significance in your proposed visit to Europe?" Mr. Hill was asked.

"None, except the desire to gain a much needed rest. I am going just as soon as I can arrange my affairs so as to be away for several weeks. I shall come home from New York, however, before going to the old country."

Mr. Hill left on the Twentieth Century limited train on the Lake Shore and did not have his private car with him. Accompanying him were Vice President J. W. Blabon, of the Great Northern, and President J. D. Farrell, of the Pacific Coast Steamship company. Mr. Hill stated that there was no significance in the company he was in and that the meeting between Mr. Farrell and himself was entirely accidental.

Mr. Hill's statement that the future of the Erie did not concern him gives the impression that the Western contingent which has recently acquired an interest in the road secured a portion of Mr. Hill's holdings.

As to N. B. Ream.

Regarding the significance of the entry of the men represented by Norman B. Ream, the Northern magnate refused to express an opinion. It is, however, understood that the Western man began securing a foothold in the Erie some five months ago, which is about the time Mr. Hill is said to have parted with his Erie holdings. The latter were acquired by Mr. Hill not with a view to forming an Eastern connection for his Northern lines, but because men who were interested with him desired to have him get a financial connection with the Erie.

Their reasons for this no longer exist and now Mr. Morgan controls the property absolutely and will before long, it is said, turn the control over to interests which are seeking it. It is well known that Mr. Hill believes it would be folly under the present conditions of traffic for any Western system to tie up exclusively with any Eastern line. The elimination of the Hill factor from the Erie, however, adds very greatly to the interest which will be felt in the plans which Mr. Morgan may have for the future of that property.

AMERICA'S MOST POWERFUL GUN

Successful Test of a Weapon That Shoots Twenty Miles.

NEW YORK, Jan. 17.—The most powerful gun ever built in America, a sixteen-inch coast defense rifle, was successfully tested today at the government proving ground at Sandy Hook. The gun was fired three times in the presence of several hundred army officers, a few civilians and one representative of the legislative branch of the government, Congressman Millett, of the naval committee. Among the officers present was Col. Riley, of the ordnance department, who superintended the construction of the gun at the Watervleit arsenal in West Troy. The three tests were marked by the wonderful accuracy with which they fulfilled the mathematical calculations of the army experts who have had charge of the gun's construction. The three shots also proved that the special smokeless powder made for sixteen-inch guns had been accurately prepared.

The first shot was a sort of "warmer." The charge was 550 pounds of smokeless powder and the velocity of the 2,600 pound projectile when it left the muzzle was 2,300 feet a second. The pressure of the great charge of powder in exploding was 25,000 pounds to the square inch. For the second shot the full charge of 640 pounds of powder was used and the velocity was 2,306, or 6 feet more than calculated. The pressure was 38,000 pounds to the square inch. The elevation of the gun's muzzle for the first and second shots was about 1½ degrees and the ranges were 3,000 and 3,500 yards.

For the final shot the muzzle was elevated to 4½ degrees, increasing the range to 7,000 yards. The charge was 640 pounds of smokeless powder and the pressure was 38,500 pounds to the square inch. All the shots ricocheted two or three times in the water, sending up great fountains of spray. Gen. Crozier said the tests showed the gun was an absolute success and proved that sixteen-inch guns could be furnished whenever the country wanted them.

The gun cost $100,000. It will undoubtedly be mounted at Sandy Hook. Gen. Crozier, chief of ordnance, said that while its range at its highest elevation was about 20 miles, it could be used to hit objects at a distance of only 4 or 5 miles. Objects further away could not be seen. The gun was the greatest step in advance yet taken in ordnance.

DEATH TO SIX OR MORE MAN-OF-WAR'S MEN

Accidental Explosion on Board the Massachusetts Off Culebra Island.

SAN JUAN, P. R., Jan. 17.—Five men were killed and four others wounded, two of them probably fatally, by the explosion of a powder charge of an eight-inch gun on board the United States battleship Massachusetts yesterday while at target practice off Culebra island.

The explosion occurred in the starboard aft eight-inch target and was due to the accidental discharge of a percussion primer while the breech of the gun was open. The full charge exploded in the turret and killed or injured all the crew of the gun, numbering nine men.

Capt. Harry Lee, commanding the marine guard of the vessel, and Ensign Clarence Abele immediately flooded the turret with water, and Lieut. Charles F. Hughes and Gunner Kuhlwein went below to the magazine, picking up powder charges and preventing further explosions, while Lieut. William C. Cole and Gun Captain Stonemen entered the turret and withdrew the charge from the other gun, whose breech was open. The survivors of the gun's crew when rescued were burned, mutilated and nearly dead.

One man whose clothing was on fire jumped overboard.

Dead—A. Hendricksen, boatswain's mate; F. H. Losser, apprentice; S. F. Malinowski, landsman; K. J. Platt, ordinary seaman; Robert Hule, ordinary seaman. Injured—W. W. A. Schert, apprentice; A. S. Tacke, coxswain; J. C. Patterson, ordinary seaman; A. N. Dossett, ordinary seaman.

Coxswain Tacke died this afternoon. The conditions of Apprentice Schert and Seaman Dossett have become worse, and it is now thought that these men will not survive. Seaman Patterson, it is expected, will recover.

AMERICAN UNIVERSITIES EXCEL GERMAN INSTITUTIONS

Prof. Wetz Admits His Country Is in Danger Educationally.

BERLIN, Jan. 17.—German scholars are beginning to give unusual attention to American intellectual progress. Prof. Wetz, of Friburg university, comparing the scientific development of Germany and the United States, says the real American danger exists in intellectual rather than economic things. The foremost American universities, he points out, are now equipped better than the German universities for comprehensive training, as the munificent gifts from private individuals for libraries, museums, laboratories and professorships supply the American professors with facilities for instructions superior to those of their German colleagues. Therefore, Germany is in danger of being surpassed by the United States in intellectual development.

Army Loses Lieut. Kistler.

WASHINGTON, D. C., Jan. 17.—Secretary Root has directed that the resignation of Second Lieut. William M. Kistler, Eighteenth infantry, be accepted for "the good of the service." This action was taken on the recommendation of Gen. Funston, commanding the department of Colorado, to avoid scandal and court-martial trials. Lieut. Kistler has been absent without leave from his post at Logan, Col., since Dec. 15 and has duplicated his pay accounts.

NAVY DEPARTMENT CAN'T SPARE HOBSON

He Will Take Charge of Construction Department on Puget Sound.

WASHINGTON, D. C., Jan. 17.—Upon the recommendation of Admiral Bowles, chief constructor of the navy, Acting Secretary Darling today signed an order assigning Constructor Hobson to duty in charge of the construction department at the Puget Sound naval station at Bremerton. Hobson has been for some months past on waiting orders, having declined an assignment to Pensacola, pending action by congress upon a bill authorizing his retirement. Special action of this nature was regarded as necessary in view of the failure of two naval examining boards to find him physically disqualified for active service.

The navy department concluded that the straits it is in through the resignation of Constructor Hibbs, leaving vacant the important post at Bremerton, justifies the action taken today. Hobson is now in a position where he must resign from the naval service altogether or undertake active duty, for which he feels himself unfitted by reason of eye trouble.

SECRETARY OF BUILDING AND LOAN ASSOCIATIONS SHORT

G. Christie Bayer Disappears, With Over $100,000 Unaccounted For.

CIRCLEVILLE, Ohio, Jan. 17.—Examination of the books of the Circleville Building and Loan associations, of which G. Christie Bayer was secretary, discloses the fact that Bayer is short $53,000 in his accounts with the New Citizens', about $50,000 with the Germania and from $5,00 to $6,000 with the Circleville Building and Loan company. Bayer, who was recently elected county clerk, disappeared several weeks ago and his whereabout is unknown to his bondsmen.