

Today tom. h. Tomorrow fair, colder; winds becoming northwesterly

The Washington Times.

A COMPLETE AND ACCURATE RECORD OF THE NEWS AT HOME AND ABROAD

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WASHINGTON, WEDNESDAY, DECEMBER 3, 1902.

PRICE ONE CENT.

COAL FAMINE DUE TO REFUSAL OF DEALERS TO SELL AT LOW PRICES

Defiance of Mine Operators Mandate Regarding Retail Quotations Results in a Cutting Off of Supply.

One Retailer, Who Disposes of His Holdings at \$7.25 a Ton, Able to Secure All He Requires.

Conditions exist in the local coal market which indicate that the lack of coal is due to the defiance of the coal operators by the retail dealers.

This is shown by the success which the firm of William King & Sons has had in securing coal sufficient to supply its regular customers in small amounts at \$7.25 a ton. At present there are seven carloads of coal, containing twenty-five tons each, sidetracked at Rosslyn, Va. Other carloads of coal are coming in constantly for this firm.

In an interview with a reporter of The Times today, Mr. King said:

"I am able to secure coal for my customers because I am willing to comply with the demands of the coal operators, who, under an agreement made last month before the end of the strike, decided to deliver coal to dealers only whose retail price is not more than \$7.25. I do not think that it is possible to get an unlimited quantity of coal, but it is possible to get a quantity sufficient for immediate needs hauled in cars of the Philadelphia and Reading Railway, provided it is retailed at \$7.25 a ton."

Housekeepers throughout the city are perturbed by the prices demanded by local dealers. The latter have sacrificed the opportunity to secure enough coal to heat the homes of their customers, in many cases, for the sake of \$1.25 profit. This profit it has been possible for them to make by selling coal obtained from sources which did not restrict the retail price.

According to the declarations of local dealers, the cost of anthracite coal at the collieries is \$7, and the freight expenses are \$2. It being sold at \$10.25 a ton the profit, not deducting incidental expenses, is \$1.25, or a net profit of less than 10 per cent.

It is possible to buy coal at the collieries at \$7.25 a ton. The coal exchange can purchase at this figure, it is declared, as can all local dealers.

Advices received from officials of the Philadelphia and Reading Railroad convince many business men that there is no foundation for the report that the reason coal could be obtained by local dealers was that all freight cars had been sent North. Provided the local dealers agree to sell at the minimum price of \$7.25 a ton, they can obtain coal.

Q. & C. COLONISTS' TRAIN WRECKED IN TENNESSEE

Firearm Killed and Several Passengers Injured—Wires Down and Details Lacking.

CHATTANOOGA, Tenn., Dec. 2.—A serious wreck occurred near Sunbright, Tenn., this morning.

A southbound passenger train on the Queen and Crescent Railroad, due here at 6:30 a. m., ran into a freight car, killing the fireman and injuring several passengers.

Several coaches were dented and two are burning. Two of the coaches were filled with Northern homeseekers taking advantage of colonists' rates for the West.

The wires at Sunbright are down and details are lacking. A relief train left this city at 7 o'clock with several physicians aboard.

WEATHER CONDITIONS.

The great storm has moved northeastward to Ontario with increased intensity, although it is not so severe this morning as during Tuesday. The rains now extend through New England and the Middle Atlantic States, and have caused in the Gulf States, and especially in the Ohio Valley, lower lake region, and Atlantic States.

On the middle Atlantic Coast the winds will be brisk to high north to northwest, on the south Atlantic Coast fresh to brisk westerly, on the east Gulf Coast fresh and mostly northerly, and on the lower lakes high west to southwest.

Steamers departing today for European ports will have brisk to high east to southeast winds and rain to the Grand Banks.

Sun sets today 4:29 p. m.
Sun rises tomorrow 7:02 a. m.

TIDE TABLE.
Low tide today 4:51 p. m.
High tide today 10:22 p. m.
Low tide tomorrow 5:09 a. m.
High tide tomorrow 10:48 a. m.

QUESTIONS ASKED LOCAL COAL MERCHANTS BY THE COMMISSIONERS' COMMITTEE

Are you a member of the Washington Coal Exchange? Have any agreement been proposed by any coal or railroad company with reference to the supply of coal to be sold at a fixed retail price? Have you signed any such agreement or schedule of prices with any coal or railroad company? What, in your opinion, prevents the normal supply of coal in Washington at the present time? Does any embargo exist, and if so, why, in your opinion? What is the retail price of coal at this time? Have you purchased coal since the resumption of work in the anthracite coal regions from the Reading System? If so, at what price? Have you been able to purchase coal from the so-called independent companies? If so, at what price? Have you placed any order for coal in quantities, and what assurance have you been given as to the delivery of same? Is there any other information you desire to give this committee regarding the supply of coal? These questions apply entirely to anthracite coal.

GREAT LAKES TRAFFIC SUSPENDED BY STORM

Terrific Gale, Accompanied by Snow, in Northwest. Trains Late and Wires Down.

CHICAGO, Dec. 2.—Telegraph wires down throughout northern Illinois and Iowa and southern Wisconsin, a terrific gale blowing off the lake, a rapidly falling temperature and snow, mark the real advent of winter in this part of the country. Trains are late and only the most daring of lake mariners have braved the elements by putting out from port.

The northeast wind began yesterday afternoon and reached a velocity of fifty-two miles an hour. This is the greatest velocity of the wind this year, and has not been exceeded since the Delveston storm. The storm region extends from central Indiana, Illinois, Iowa, and Wisconsin into the Northwest, where it is cold and snowing.

Miles of Wire Down.
The wind reached its highest velocity at 7 o'clock last evening. Miles of telegraph lines on the Chicago Great Western, the Chicago, Milwaukee and St. Paul, the Alton, the Rock Island, and the Chicago and Northwestern Railroads were blown down and the train dispatchers' offices were unable to fill schedules. With the wires down they kept

track of the trains with difficulty and even the "flyers" and expresses were behind time.

At midnight last night the Evanston Life Saving Station reported that only one steamer going north had passed since 6 o'clock in the morning. In the afternoon the Comstock, a freight steamer from Mackinac, came into port after the roughest kind of a trip. At 4 in the afternoon the Graham and Morton Line steamer C. W. Moore attempted to put out on its regular Holland run, it returned to the dock within an hour, the captain declaring he would not risk his boat in the face of such a gale.

Other Steamers Put Back.
The Goodrich Line steamer Indiana, for Manitowish, tried to clear at 7 p. m., but soon gave it up. The Barry, Grafton & Morton, and Goodrich lines all sent out boats at 8 o'clock, but the runs last night were abandoned.
From Escanaba, Mich., a report has come that the steamer Pasadena sighted a 400-ton two-masted steamer painted white on the beach at Point Aux Barques. Nothing further is known of the wreck.

EX-SPEAKER REED MAY UNDERGO OPERATION

Members of Family Summoned to Bedside

Ex-Speaker Thomas B. Reed, who is ill at the Arlington, was but little improved this morning. He is suffering from catarrhal appendicitis and it is not yet certain that an operation may not have to be performed.

Members of his family have been summoned to his bedside and are expected here by tomorrow. A statement issued this morning by Dr. Gardner, who attended him last night and this morning, says that he is now resting easily, but how serious the attack is cannot yet be determined.

Catarrhal appendicitis is explained to be a milder form of the disease. Mr. Reed was taken ill while at the Capitol yesterday and, calling a carriage, contrary to his usual procedure, was driven at once to the Arlington. He was accompanied by several friends, to whom he complained of feeling ill. He sent for Dr. F. A. Gardner, his physician, who has since been in attendance upon him.

At the hotel this morning it was said that only Mr. Reed's physician and personal friends would be allowed to see him, and that no messages would be taken to the sick room. All the information that the hotel people would give was that Mr. Reed was said to be improving.

SAGASTA AGAIN RESIGNS AS PREMIER

Declares to the King That His Decision Is Irrevocable.

MADRID, Dec. 3.—Premier Sagasta today handed his resignation to King Alfonso. The retiring premier stated that his decision to relinquish his portfolio was irrevocable.

No reason for the resignation has been made public, but it is stated on semi-official authority that it is a result of the motion of censure against the minister of marine passed in the chamber of deputies yesterday.

DEATH OF SIR FRANK GREEN, EX-LORD MAYOR OF LONDON

LONDON, Dec. 2.—Sir Frank Green, lord mayor of London in 1870, died suddenly here this morning.

BOSTON FIRE MAY HAVE COST THREE MEN'S LIVES

Two Workmen and a Business Man Missing.

BOSTON, Dec. 2.—The fire which started in the four-story wooden structure 410 to 420 Albany Street late yesterday afternoon caused damage of perhaps \$5,000 and the loss of three lives, it is feared.

The building where the fire started was practically ruined, together with some other buildings to the south, where the fire was checked and held.

Theodore C. Graves, a member of the firm of Graves & Phelps, furniture manufacturers, which occupied a portion of the structure, was seen in the building when the fire broke out, and has not since been accounted for. Some of the factory employes also reported that a workman named Pratt had not been seen since the fire. Mr. Johnson, owner of the buildings, reported that a Swedish in his employ was missing.

The fire was located in the center of the lumber district. Besides L. S. Johnson & Co., dealers in fancy woods, the Phelps, furniture manufacturers, and the F. N. Ross Carpet Cleaning Company.

One of the women employed in sewing carpets made an effort to escape, and William Howard jumped to her assistance, getting her through the window to the ground. Howard suffered severe burns about the head and arms.

Among others injured were Captain Handy, of engine 33; Lieutenant Conway, of ladder 13; Lieutenant Dunn, of engine 35; Oliver Boomer, foreman of the Ross Carpet Cleaning Company, and A. L. Wheelock.

EDICT OF PRESIDENT AGAINST FRENCH BISHOPS

Decree Declares They Abused Rights in Petition to Legislators.

PARIS, Dec. 3.—The President in a decree issued today declares that the recent petition of the French bishops to members of the legislature, in which the law of associations was discussed at length and return to the principles of the concordat advised, constituted an abuse of their rights.

It is reported that Prime Minister Combes will suspend the stipends of the Archbishop of Besancon and the Bishops of Nîmes, Amiens and Orleans.

DISCUSSION OF STATEHOOD BILL

Senator Gallinger's Proposed Constitutional Amendment Received With General Favor by Members of Congress.

EXPRESSIONS OF DOUBT

Fear That It Might Lead to Cessation of National Government Appropriation to Pay Half of District Expenses.

Senator Gallinger's bill providing a limited Statehood for the District of Columbia by constitutional amendment will not be the only measure of this character introduced in Congress at this session, it is said. Already the bill is causing much discussion at the Capitol.

It is apparent that the question is almost certain to be a live one this session, even though no measure may become a law.

One plan that has been discussed by members of the Senate District Committee which will probably be considered more fully when the committee takes up Mr. Gallinger's bill is that the District should have a member in the Cabinet. This plan proposes that the President shall appoint a prominent man for the District member of his official family, and not necessarily a citizen of the District; preferably some man who has made a reputation as a mayor of some metropolitan city.

Importance of the Step.
The idea of this plan is that the seat of the National Government will become more and more important and that its affairs must always be linked closely with national affairs. The plan would be a further step toward depriving the city of its character as a municipality, composed of citizens, but it is urged that at the same time it would give it a greater national importance and probably would lead to more generous appropriations from Congress.

The plan would continue the present form of government in other respects. The three Commissioners would be replaced by three assistant commissioners, to be appointed as heretofore by the President.

One of the arguments that has been made against Mr. Gallinger's bill is that it might lead to a cessation of the National Government appropriating half the District expenses. If it is considered to be the meaning of the bill to create a new State out of the District even in a limited way it is said that the argument might be made that the National Government does not appropriate money for the support of the States, and could not make an exception in favor of the District.

Opposed to "Half" Division.
It is said that Senator Gallinger has expressed himself on more than one occasion as opposed to the "half and half" division of the District expenses.

If it becomes evident that such an amendment as Mr. Gallinger purposes might lead to the cessation of the Government contribution to the District treasury, it is certain that District residents and associations generally, as well as many members of both branches of Congress, would oppose it.

It is known, however, that Senator Gallinger's bill is well received in Congress, and it is not understood.

Senator Hoar, chairman of the Judiciary Committee, is said to be favorable to it, and Mr. Babcock, chairman of the House District Committee, also.

DURKEE ESTATE SUED FOR ATTORNEYS' FEES

Outcome of Sixty-four Million Dollar Case.

Charles W. Wood, trustee, and D. W. Wood have filed suit in the Supreme Court of the District against John A. Kuykendall personally and in his official capacity as administrator of the estate of Charles Durkee and others for an accounting. It is set forth that the defendants are indebted to the complainants in the sum of \$6,410, as a balance on certain promissory notes.

The litigation is the result of a suit brought by Kuykendall as administrator of the estate of Charles Durkee against Secretary of the Treasury Gage and Treasurer Roberts to compel the payment of \$64,623,512 alleged to be due the Durkee estate. In this suit D. W. Wood appeared as counsel for Kuykendall.

It was explained in the petition for a writ of mandamus filed against the Secretary of the Treasury and the Treasurer of the United States to compel the payment of the amount named, that the sum was due Charles Durkee, on contracts for work and material furnished in connection with the construction of the Pacific Railway. Proceedings for the recovery of the amount claimed were begun in the summer of 1900.

When the matter came on for hearing before Justice Hagner the petition for the writ of mandamus was denied.

ENGLISH BROKER A SUICIDE

LONDON, Dec. 3.—George Watson Bennett, a stock broker, committed suicide with a revolver at his home in Richmond this forenoon.

OMNIBUS STATEHOOD BILL FINDS NEW RIVAL IN FIELD

SECRETARY SHAW ON SHIP SUBSIDY BILL

Answers Comments of Merchants' Association of New York Regarding His Remarks at Detroit.

Secretary Shaw has made public his answers to letters from the committee on ship subsidies of the Merchants' Association of New York. This committee first wrote to the Secretary, under date of October 29, commenting upon his speech October 18 at Detroit, relating to subsidies. The letter said, "We gather that your advocacy of a ship subsidy measure is based upon the aid it would give to the foreign commerce of the country."

After an extensive treatise of the work of this committee before the Fifty-sixth and Fifty-seventh Congresses, the letter says: "Our position is that a subsidy can only be justified as a measure to assist the upbuilding of the shipyards of the country, which purpose is defeated in proportion to the extent of foreign tonnage admitted to American registry that by any possibility comes under the operation of the bill."

In answer to the letter Secretary Shaw says:

"Washington, November 8, 1902.
Gentlemen: Your letter of October 29 awaits my arrival. If you will reread my Detroit speech you will observe that I did not commit myself in favor of any particular ship subsidy bill. I simply spoke in favor of non-partisan action, if possible, for the building up of a merchant marine. I quote a few sentences from the Detroit speech:

"Urges Importance of Bill.
"A ship subsidy bill has passed the Senate. I am not speaking in favor of it. * * * So, without discussing the merits of the bill now pending, I want to urge the importance of a bill constructed upon very different lines, one that shall insure regular steamship connection with South American countries, South African countries, and the adjacent islands. It is idle to suppose that steamship lines will be established to those ports without Government aid. There is little freight now to carry, and no inducement. Any steamship line would perish before sufficient trade could be built up to make it profitable. It took long years to establish sufficient trans-Atlantic commerce to make our Pacific lines of railway profitable. It will take perhaps longer still to make steamship lines to these ports far to the southward profitable."

"I am glad your association is interested in the general subject, I hope you will pardon the suggestion that bar associations, bankers' conventions, manufacturing associations, and similar organizations underestimate the difficulty in securing ideal legislation. The position taken by these organizations is usually the work of a few minds, frequently one mind, while our legislation is the compromise of many minds."

"While I have very strong personal convictions on the subject; yet it is for the Congress to assume the burden and responsibility of working out the details of the pledge in the Republican platform at Philadelphia, for legislation which will enable us to recover our former place among the trade-carrying peoples of the world."

"I hope some time I may have the pleasure of an interview here in the city."
Very truly yours,
L. M. SHAW,
Secretary of the Merchants' Association, New York Life Building, New York, N. Y."

COMMISSIONERS UNABLE TO SUSPEND SMOKE LAW

Congress to Be Asked to Act in the Matter.

The board of directors of the Business Men's Association yesterday appointed a committee to wait upon the District Commissioners with a petition to use their good offices to secure a relief for the people of the city from the operations of the smoke ordinance at the present time.

The committee immediately waited upon the Commissioners and were informed that the Board was powerless to suspend the action of an enactment of the National Congress. Steps will be taken to petition Congress to suspend the smoke ordinance at once and give the Commissioners power to enforce such an ordinance or to suspend its provisions as the conditions may require.

The meeting of the directors was held in the board room of the Business Men's Association in the Bond Building at noon, and was the direct result of a fine of \$10 imposed yesterday upon a member of the association. It was explained that with normal conditions it was difficult to avoid an infraction of this law, and that now, when it was impossible to secure hard coal for large plants, it was impossible to comply with the law.

O. G. Staples stated that he had been fined several times, and that it was impossible for him or for any other large consumer of coal at the present time to comply with the law.

The committee appointed to secure relief from an obnoxious law was composed of Messrs. Gude, Lambert, Bulkeley, Staples, Graves, Carmody, Hensy, Palmer, Saunders, and Shoemaker.

SENATOR BEVERIDGE, CHAIRMAN OF THE COMMITTEE ON TERRITORIES, MAKES HIS REPORT IN FORM OF A SUBSTITUTE.

Measure Presented Provides for Immediate Admission of Oklahoma and New Mexico as One State.

Vote on Substitute Stood 6 to 5, All Republican Senators With Exception of Quay Favoring Adoption.

Senator Beveridge, chairman of the Committee on Territories, today made his report on the omnibus Statehood bill in the form of a substitute committee bill providing for the immediate admission of the Territories of Oklahoma and New Mexico into the Union as the State of Oklahoma. The committee submitted no supplemental explanatory report dealing with the reasons for its action. Such a report will be made later in the session.

The vote of the committee on the substitute bill stood 6 to 5, all the Republicans, with the exception of Mr. Quay, voting for it, and Mr. Quay and all the Democrats against it.

The new bill does not displace the omnibus Statehood bill, which is now on the Senate calendar. The omnibus bill will be taken up in the Senate, according to agreement reached at the close of the last session, on "the tenth legislative day" of this session, which will be December 11. At that time, after a more or less lengthy discussion, the Committee on Territories will formally propose its substitute, and a vote taken on it in all probability. This is almost certain to be the first vote that will disclose the strength of the two measures in the Senate.

Position Made Plain.
The committee bill makes definite the position of the two sides in the fight. The majority of the committee representing the Republican party generally announces its stand for Statehood for Oklahoma, and its opposition to the admission of New Mexico and Arizona. The Democrats and Mr. Quay's followers among the Republicans, also wish to admit Oklahoma, but in addition they insist that the other two Territories are entitled to admittance into the Union.

The strength of the two sides in the fight cannot be ascertained with any accuracy, as yet, though both make very positive assertions of confidence in the outcome.

See Victory Ahead.
The friends of Statehood for all the Territories said today that with the single exception of Senator Baird of California, all the Republicans from States west of the Missouri will vote for the omnibus measure. If they are correct in their estimate and if, as they say, all the Democrats are for the bill, it will have a small majority in the Senate.

On the other hand, one of the Senators who signed the majority report on the substitute bill today, said very positively that this claim of all the Western Senators is unfounded in fact.

Sensors Quay and Elkins in the East among the Republicans are in favor of the omnibus bill.

The first debate of the session broke out over the Statehood bill shortly after Mr. Beveridge made his report. It was not an important one in its self, but served to show that there is quite as much interest now as six months ago.

The question arose as to the meaning of the agreement reached at the close of last session. Several Democrats, Mr. Bailey among them, urged that the bill must be taken up on December 11 and continued until a final vote is reached. Mr. Hale and other Republicans, argued that the bill will be unfinished business on that date, but may be displaced by a majority vote at any time.

AMBASSADOR M'CORMICK ON WAY TO HIS NEW POST

LONDON, Dec. 2.—Robert S. McCormick, the former United States ambassador to Austria, who has been appointed ambassador to Russia, left for Paris yesterday. Thence he will go to Austria, and afterward to Russia.

DEATH CAUSED BY GAS.

NEW YORK, Dec. 2.—Blazing gas caused the death of Robert Banton, of Long Branch, N. J., and the partial suffocation of an unknown man whose first name was "Will" yesterday morning on the third floor of 322 Bleecker Street.

Times Newsboys Band Call

Members of The Times Newsboys Band will report at The Times office at 7:15 o'clock this evening. No uniforms. Important.

G. M. WHITE,
Director