

EASY VICTORY FOR TREATY.

Hay-Pauncefote Compact Ratified by Senate.

ONLY SIX VOTES IN THE NEGATIVE.

Three Hours of Debate Precede the Roll Call on the International Agreements—Amendments Offered by Messrs. Bacon and Culberson Promptly Swept Aside.

Synopsis of the Senate's vote on the Hay-Pauncefote Treaty.

For—Aldrich, Allison, Bard, Bate, Berry, Beveridge, Burdick, Burton, Burton, Cornsack, Cragg, Cullum, Cullum, Cullum, Clark of Wyoming, Clay, Coker, Cullum, DeLoach, Dick, Dillingham, Doolittle, Dubois, Fairbanks, Foraker, Foster of Louisiana, Foster of Washington, Frye, Gallinger, Gable, Gibson, Hale, Hansbrough, Harris, Hawley, Hottel, Hear, Jones of Arkansas, Keam, Kearney, Kittling, Lester, McPherson, McCumber, McPherson, McPherson, McMillan, McMillan, Mason, Millard, Mitchell, Money, Morgan, Nelson, Penrose, Perkins, Pettus, Platt of Connecticut, Platt of New York, Pritchard, Proctor, Quarles, Scott, Simmons, Simon, Spooner, Stewart, Tamm, Tamm, Vest, Warren, Wellington, Wetmore.

Against—Bacon, Blackburn, Culberson, Mallory, Taft, Tillman.

Patrol-Baker with Depue and Elkins, Rawlins with Sewell and Hannan.

Not voting—Daniel, Jones of Nevada, Patterson, Quay-1.

At Work in Secret Session.
The Senate went into executive session at 12:15 o'clock yesterday afternoon for the consideration of the compact between the United States and Great Britain with reference to the construction of the proposed Panama waterway, which has attracted the great powers of the world for the past decade.

The time for action on a problem of such magnitude was auspicious. England had withdrawn opposition to the construction and control of the canal by America; the Government of the United States was in financial condition to commence the vast undertaking; and the majority of the people had been led to believe that the project was one that would prove of immense value to the nation's commercial progress in time of peace and of incalculable advantage to the country in time of war.

So it was that the statement in charge of the treaty had but to lay it before the Senate, permit it to undergo a few preliminaries, and then rely their forces for the final act in the consummation of the international transaction. The compact was adopted as it was prepared by Lord Salisbury and signed by Secretary Hay. Not a word was changed. Two amendments were offered at the last moment, but these were signally defeated.

Canal an Assured Fact.
The Nicaragua Canal is now an assured fact, and a bill for the construction of the waterway will be rushed through without delay.

A surprise was sprung after the debate on the agreement, when it was believed that it would be permitted to go through without any attempted amendment. Acting under promises of assistance, Senators Bacon and Culberson submitted amendments to the treaty. The promised aid vanished, and both proposed changes were swept aside. The Democrats then gave up, and the treaty was ratified by an overwhelming vote.

Nature of the Amendments.
The Bacon amendment proposed that the treaty be changed by the insertion of a few words so as to permit the United States to blockade the canal in time of war. This was defeated by a vote of 49 to 18.

The Culberson amendment was the old Davis amendment, which granted the States the right to fortify the canal and to exclude any of the vessels of an enemy in time of war. This was defeated by a vote of 42 to 10.

The adoption of either of the amendments would have killed the treaty and would have delayed action on the Nicaragua Canal. It was claimed, for at least another year.

Final Vote a Surprise.
The final vote on the treaty came as a surprise, and the failure to secure promised assistance on the amendments embittered the Democrats. Senators Teller and Tillman, who had openly announced that they would vote against the treaty, because they wanted to see the canal built, after seeing what had come to pass voted against the treaty without qualifying statements.

Three Hours of Debate.
Nearly three hours of debate preceded the ratification of the treaty. No new points were brought out by either side, and those who spoke simply did so to place themselves on record for and against the proposition.

Senator Teller spoke for over an hour against the treaty, contending that the United States should not go into any agreement with Great Britain. Senator Jones of Arkansas also spoke against the treaty, as did Senators Culberson and Bacon. Those who argued in favor of the compact were Senators Lodge, Spooner, Platt of Connecticut, and Foraker.

The Democrats held their time of war the treaty can be disregarded and the canal fortified and closed to the vessels of an enemy.

Text of the new Hay-Pauncefote Treaty as ratified is as follows:

Article I.—The high contracting parties agree that the present treaty shall supersede the aforementioned convention of April 19, 1850.

Article II.—It is agreed that the canal may be constructed under the auspices of the Government of the United States, either directly at its own cost or by gift or loan of money to individuals or corporations, or through subscription for purchase of stock or shares, and that, subject to the provisions of the present treaty, the said Government shall manage and enjoy all the rights incident to such

CONSTRUCTION, AS WELL AS THE EXISTENCE OF PROVIDING FOR THE REGULATION AND MANAGEMENT OF THE CANAL.

Article III.—The United States adopts as the basis of the neutralization of such ship canal the following rules, substantially as embodied in the convention of Constantinople, signed the 29th of October, 1855, for the free navigation of the Suez Canal, that is to say:

Never to Be Blockaded.

First.—The canal shall be free and open to the vessels of commerce and of war of all nations observing these rules, on terms of entire equality, so that there shall be no discrimination in favor of such nation, or its citizens or subjects, in respect of the conditions or charges of tonnage, or in respect of the conditions and charges of traffic shall be just and equitable.

Second.—The canal shall never be blockaded, nor shall any right of war be exercised over it, nor any part of it, nor shall it be the subject of any military operations.

Third.—Vessels of war of belligerents shall not visit nor take any stores in the canal except so far as may be strictly necessary, and the transit of such vessels through the canal shall be effected with the least possible delay in accordance with the regulations in force and with only such interruptions as may result from the necessities of the canal. Belligerents shall be in all respects subject to the same rules as vessels of war of the belligerents.

Fourth.—No belligerent shall embark or disembark troops, munitions of war, or warlike materials in the canal, except in the case of accidental hindrance of the canal and in such case the transit shall be resumed with all possible despatch.

Fifth.—The provisions of this article shall apply to waters adjacent to the canal within three marine miles of either end. Vessels of war of a belligerent shall not remain in such waters longer than twenty-four hours, except in case of distress, and in such case shall depart as soon as possible, but a vessel of war of a belligerent shall not depart within twenty-four hours from the entrance of a vessel of war of the other belligerent.

Sixth.—The plant, establishments, buildings, and all works necessary to the construction, maintenance, and operation of the canal shall be deemed to be parts thereof for the purposes of this treaty, and in time of war, as in time of peace, shall enjoy complete immunity from attack or injury by belligerents, and from acts calculated to impair their usefulness as part of the canal.

Territorial Sovereignty Rule.

Article IV.—It is agreed that no change of territorial sovereignty or of international relations of the country or canal, or any part thereof, shall affect the general principle of neutralization or the obligation of the high contracting parties under the present treaty.

Article V.—The present treaty shall be ratified by the President of the United States and with the advice and consent of the Senate thereof, and of his Britannic Majesty, and the ratifications shall be exchanged at Washington or at London at the earliest possible time within six months after the date of the signing of this treaty.

In faith whereof the respective plenipotentiaries have signed the treaty and hereunto affixed their seals.

Done in duplicate at Washington, the 15th day of November, in the year of our Lord 1901.

(Seal) JOHN HAY.

(Seal) PAUNCEFOTE.

At 2 P. M. in the doors of the Senate, the House resolution announcing the death of Representative Brostius of Pennsylvania was adopted, and as a further mark of respect to his memory the Senate adjourned until today.

IN MORPHINE STUPOR.

Traveling Salesman Unconscious on Street and Skull Fractured.

Frank R. Riley, a traveling salesman for the Burbank Manufacturing Company, of Boston, Mass., was found in an unconscious condition near a treebox at the corner of Marion and Q Streets, about 11 o'clock last night.

He was sent to the Homeopathic Hospital, where it was found that he was suffering from morphine poisoning. His chance for life were declared small, but he was not thought likely to die during the night.

A relative of the man called at the hospital and informed the doctors that Riley was a morphine fiend.

Riley's relatives reside at 1818 Marion Street northwest, and he had been visiting them for several days. He lives at Rockbridge, Md., and was on his way on a collecting trip when he visited his relatives.

DEAD IN HER ROOM.
Annie Butler, colored, a supposed victim of alcoholism.

Lying on the floor, with her head under a small iron stove, the dead body of Annie Butler, colored, about forty years of age, was discovered in her home, 1818 Marion Street, shortly after 7 o'clock last night by Policemen Sweeney and Gowler, of the Eighth precinct police station.

The woman, from all appearances, had been dead since Saturday, the air in the room being of such a foul nature as to almost render one of the bluesista unconscious.

The police made a careful examination of the body, but could not mark of violence. It is thought the woman died of the effects of alcoholism. A bottle containing some corn whiskey was found on a shelf in the room.

At a late hour last night the body was removed to the morgue by direction of the coroner, and by order of Lieutenant Jordan, the room wherein the woman was found was locked, pending an examination which will be made by the police today.

The discovery resulted from the police being called by Ellen Reeves, colored, who rents the room. She had seen the Butler woman since she came in late Saturday night, when she was said to have been under the influence of liquor.

National Union Officers.
Columbia Council No. 443, National Union, has elected the following officers: E. M. Webster, president; B. D. Barrett, vice president; G. M. Perkins, speaker; Francis M. Husler, ex-president; Joseph E. Casey, secretary (re-elected); John E. Hammond, financial secretary (re-elected); William B. Reilly, treasurer (re-elected); Charles H. Greencher, chaplain; Andrew P. Byrd, usher; George W. Cox, sergeant-at-arms; Richard Murphy, doorkeeper; trustees, J. M. Craig, F. W. Donn, and W. T. Kelly; delegates to cabinet, F. M. H. H. Craig; delegate to conference, immediate relief, Frank W. Donn; representative to assembly, William B. Reilly; and J. M. Craig, alternates, George W. Cox and Frank W. Donn.

HIGH RIVERS HALT TRAINS.

Many Eastern Railways Still Crippled.

REPORTS TELL OF LOSS OF LIFE.

Intense Cold in the West Claims its Victims—Others Perish in Floods—The Delaware at Its Greatest Level in Years—Landslides and Washouts.

Reports from Pennsylvania, New York, Maryland, and other states where the storm of Saturday was most severe tell of continued destruction by reason of rapidly rising rivers. In many instances these statements are amplified by details of loss of life through the floods, or indirectly, through accidents brought about by the high wind and heavy rainfall.

In the Western States, where the storm assumed the form of a blizzard, followed by intensely cold weather, many persons are said to have been frozen to death.

Throughout the East railways are completely crippled, almost none of them being able to send trains through to the West. The Pennsylvania lines in New Jersey have suffered greatly by reason of the high water in the Delaware.

In Pennsylvania, Wilkesbarre and Scranton have been badly cut off. It will be some days before the damage can be repaired and traffic be resumed.

The South has also been a sufferer through high winds and severe frosts.

WILKESBARRE, Pa., Dec. 16.—It will probably be four or five days before trains from New York can reach this city, and nearly as long before the eastbound trains from Buffalo can get past the many landslides that choke the Lehigh Valley Road.

Between Pottsville and Sayre, where the road runs close to the edge of the Susquehanna and its tributaries, there have been numerous landslides and washouts, and it is impossible to get men enough to clear them away rapidly.

Bridges Swept Away.

The same condition exists between White Haven and Mauch Chunk, where the Central Railroad of New Jersey and the Lehigh Valley pass through a narrow gorge for several miles. Along the banks of the Lehigh the waters have swept away the Central's bridge at Penn Haven, the Lehigh Valley's at Ray's Creek, and have damaged every other bridge along that portion of the line, while numerous landslides have covered the tracks.

It will be well toward the end of the week before the damage is repaired and the stalled trains extricated. The Central Railroad today tries to engage 2,000 miners from the valley to clear the slides, but, although they are able owing to the flooding of the mines and the scarcity of cars, very few accepted the chance to work.

The village of Westmor, Riverside and Pottsville, where the river has overflowed, and the water is up to the windows of the houses. Some of the people escaped during the night with difficulty. Only one life is believed to have been lost.

Village Reported Destroyed.

An unconfirmed report is received here that Monroeton, a small village near Towanda, was swept by flood last night and many lives lost. Every attempt to communicate with the place has failed.

The mines throughout this valley are badly damaged by water, and it will probably be a week before steady work is resumed.

HAGERSTOWN, Md., Dec. 15.—The Potomac River, which is rising by reason of the heavy rains of Saturday night, is higher than it has been since the memorable flood of 1871. The stream is twenty feet above low water mark at Williamsport, where the river has overflowed the town and the Chesapeake and Ohio Canal and united with it.

The lowlands there are inundated for some distance, and the water is rising in rolling down stream, freighted with lumber, trees, and debris from the upper river region. It is feared that the flooded river will damage the canal bank.

Cannot Use Ferryboats.

A gale has been blowing since yesterday, making it impossible to use ferry boats on the river. Communication and travel over the stream is impossible. Many persons have fled from their homes to places of safety, but so far no serious damage has been reported.

The Conococheague Creek and other tributaries of the river had failed to break and factories and mills have been stopped. The rainfall in this section was three inches.

EASTON, Pa., Dec. 15.—The Delaware River, after reaching thirty-nine feet above high water mark at 9 a. m. today, remained stationary for an hour, and then began to rise slightly. This marks the highest tresset in the Delaware since 1867, when the mark was 22 feet 1 inch, the highest on record.

The Loss at Easton.

The pumping station of the Lehigh Water Company is completely under water, but as the company's reservoir is full, no apprehension is felt as to the water supply for this city. The plant of the Lehigh Power Company at Eschbuhl is ten feet under water tonight. The damage there will be several thousand dollars. The damage to industries in this city will exceed \$100,000.

At a late hour last night the Lehigh Valley Railroad is still blocked beyond Mauch Chunk on its main line. It is sending a few trains between here and Wilkesbarre by way of its Pottsville branch.

The first mail train to pass up to Wilkesbarre for two days left here at 10 o'clock tonight via Pottsville. The road being blocked above Pottsville, trains will be sent after dark via Scranton.

The Delaware, Lackawanna and Western is badly damaged between Mauch Chunk and Water Gap, and passengers and mails have to be transferred.

MIDDLETOWN, N. Y., Dec. 15.—Through traffic on the Ontario and Western Railroad has been completely tied up since Saturday night, owing to landslides and washouts that occurred at numerous points between Summitville and Walton.

The principal washout is near Flashes Eddy, where the roadbed follows the course of the east branch of the Delaware, and here the track was swept out for a distance of 500 feet. Large forces

THREATEN TO STOP MARCONI.

Cable Company Relies Upon Its Monopoly.

INVENTOR MAY HAVE TO WITHDRAW

Anglo-American Concern, It Is Feared, Can Compel Him to Cease Experiments in the Colony and Go Elsewhere—Not Discouraged by His Business Rivals.

ST. JOHNS, N. F., Dec. 16.—The Anglo-American Telegraph Company threatens to seek an injunction from the Supreme Court against Signor Marconi to prevent his continuing his experiments in wireless telegraphy and to compel him to remove his apparatus from the colony without delay. The Anglo-American Company, when it laid its first cable, secured a monopoly for fifty years. This period expires in April, 1910.

Could Secure an Injunction.

The company's threat may compel Marconi to cease operations here. The case might be tested in the Supreme Court, but the company would probably secure a temporary injunction which would restrain him from continuing work for some months. He says he cannot afford to wait, and if the company persists in its threat he will have to remove his apparatus to Nova Scotia, where no such regulations are in force.

Nova Scotia is 500 miles farther west, which distance might make it impossible for Marconi to perfect his apparatus to the advantage he could not in Newfoundland. Great hopes were being entertained that the discovery could be perfected in this island, but there is some indignation expressed here at the action of the Anglo-American Company.

It is considered a gratifying tribute to the importance which the cable companies attach to Marconi's work, that they attempt to crush it at this time.

Marconi visited Cape Spear today, seeking a site for a station. He did not make any tests, as the weather was bad. It is doubtful whether Marconi will be able to carry out the proposed exhibition before the Governor, Premier, and other officials tomorrow, owing to the Anglo-American's threat.

Cabled Special Instructions.

He cabled to his Cornwall station this morning special instructions for tomorrow's test, hoping to have the signals come audible enough to be heard by the visitors, but now these may be held back.

Marconi says he cannot be crushed. Newfoundland is a small part of the earth's surface, and he can establish himself the extreme point of Labrador, or on the east coast of Nova Scotia, either of which points would be almost as convenient for him. The loss, he emphasizes, will be Newfoundland's, not his. He was prepared to start at once the building of a \$50,000 station, to be succeeded in due course by a second.

No Site Selected.

He did not finally decide on a Cape Spear site today. The fog prevented a proper view of the country. He rather favors that place, it being lower than Signal Hill, but the access to it is difficult, and, in view of the convenience which would result from the tower affords for the latter site, it may eventually be chosen.

Marconi says he would resume work with his kite tomorrow but for the fact of the cable company's action. If an agreement of that difficulty is made he says he will stop here longer than this week and make such experiments as will satisfy the most skeptical. He has forwarded a letter to King Edward, whose reply is expected tomorrow. The Italian Government has already wired its congratulations.

Will Use a Pole.

Marconi is prepared to stake his reputation on the truth of his announcement. If he had a pole 200 high it is estimated he could give a clear proof of it to everybody, because the current would then probably flow the recorder, whereas now he and his assistants receive the signals by a telephone pole. The test is soon coming, either here or in Nova Scotia.

ASSAILS MARCONI'S CLAIMS.

NEW YORK, Dec. 15.—Lee DeForest, Ph. D., one of the inventors of the DeForest-Smith system of wireless telegraphy, has been deeply stirred by the reports of Marconi's success in receiving signals across the North Atlantic from England. In Mr. DeForest's remarks it is evident that he is quite sure that while somebody's system is likely to accomplish, in time, all that Signor Marconi seems to have accomplished already, there is no faith to be put in Signor Marconi's word.

Mr. DeForest is so anxious to save the public from being overcharged as to the value of Signor Marconi's achievements that he visited a number of newspaper offices today in the public's interest. He even intimates that Mr. Tesla, with his belief in Marconi's communication, is to be put on the same plane as that on which he would put Marconi, and, indeed, all others but the inventors of the DeForest-Smith system.

Private J. P. Welsh, pleaded guilty to the charge of neglect of duty in not reporting from his patrol box as required by the regulations. The excuse rendered was that he was suffering from a temporary stupor, caused, he thought, by taking a large dose of quinine. Major Sylvester's recommendation in his case was that the officer be given three months in the future in obeying the regulations.

Absence Without Leave.

In view of charges preferred against Private W. L. Auld, that officer tendered his resignation as a member of the police force, and Major Sylvester has recommended that it be accepted. Policeman Auld was charged with failing to report for duty on two occasions and in failing to give good and satisfactory reason therefor.

Additional Private E. A. Dyson, was recently before the Trial Board charged with conduct unbecoming a policeman.

Private J. J. O'Connell, who was fined by the Superintendent relative to the payment of a debt. Major Sylvester recommends that the officer be required to discharge the obligation on or before the fifth day of January, 1902, and if he fails to comply within that time that he be removed from the service.

The same officer was likewise before the Trial Board charged with neglect of duty and intoxication while on duty. He was found not guilty.

HOW TO PREVENT CROUP.

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SEEK RE-ENACTMENT OF THE GEARY LAW.

AN APPEAL BY CALIFORNIANS.

Edward J. Livernash, Advance Guard of a Commission, Says Congress Will Also Be Asked to Repeal Japanese.

Edward J. Livernash, of San Francisco, one of the editors of the "San Francisco Examiner," is here in advance of a commission from California which will advocate before Congress a renewal of the Geary exclusion act against the Chinese.