

RICHMOND DAILY PALLADIUM.

WEEK ESTABLISHED 1881.
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RICHMOND DAILY PALLADIUM, WEDNESDAY, DECEMBER 4, 1901.

ONE CENT A COPY.

THEIR HANDS FULL

Congressional File Clerks Can't Keep Up With the Flood of Bills.

A DOWNRIGHT DELUGE

Ambitious Congressmen Lose No Time In Getting Their Pet Measures Hung On the Hook.

What Will Become of them Later Only an Inscrutable Providence Knows.

Washington, Dec. 4.—The weary clerks of the house are just beginning to catch up with the deluge of bills which flooded the files upon the opening of congress and are now getting ready to sort the further deluge which came yesterday. There were few notable measures in yesterday's list, most of the bills being reprints from former sessions. Among them were bills by Mr. Showalter of Pennsylvania for a constitutional amendment prohibiting polygamy, and by Mr. Dick of Ohio a constitutional amendment substituting April 30 for March 4 as the date of commencement of terms of the president, vice president, senators and representatives.

Representative Hemenway of Indiana has introduced the Civil War claims bill for Indiana, in which an appropriation of \$600,000 is asked. The first move to test the validity of the so-called disfranchisement laws of some of the Southern states took form in the shape of a resolution presented by Mr. Moody of Massachusetts. It provides for a committee to investigate whether the congressional representation of Louisiana should be reduced on account of the disfranchisement of a portion of the vote of the state, if it is found that such disfranchisement has occurred.

Representative Bromwell of Ohio introduced a resolution to amend the constitution to give congress the right to deal with assaults on the president, vice president, members of the cabinet and members of the supreme court and to provide for the impeachment of federal judges.

Mr. Brown also introduced a bill appropriating \$50,000 for the erection of a monument to ex-President William Henry Harrison at North Bend, Ohio, of which not more than \$25,000 shall be expended in the purchase of a site.

Mr. Overstreet of Indiana introduced a bill to maintain the parity of the money of the United States. Representative Crumpacker of Indiana has a bill he will introduce this week. It proposes to amend the apportionment act of last session so as to reduce the number of representatives in congress from Southern states. An arbitrary reduction will be fixed, but it will be based on calculations made on the last census figures, which show the number of colored voters in the states and the election returns from the states.

A BAD SHOWING

Germany Alarmed Over Her Industrial Conditions.

Berlin, Dec. 4.—Official investigations made by the municipal council as to the number of unemployed in the various industries of Germany, reveal a rather worse condition of affairs than had already been intimated by the German press. These investigations have resulted in showing that only 26,600 men are employed in the metal trades today as against 73,100 employed in these same trades in the month of October, 1900. The working hours have been reduced in half of the factories. The unemployed in the larger towns amount to from 7 to 10 per cent of their populations, and the aggregate of unemployed in Germany reaches 500,000 men or 4 per cent of the total number of artisans in the country.

Will No Longer Trust Them.

Washington, Dec. 4.—Because of the disaster to the Ninth infantry at Batangia, where the troops were surprised and overcome by supposedly friendly Filipinos, General Chaffee has issued a general order designed to guard against future treachery of that kind, warning officers and men against placing too much reliance on professions of faith and friendship as yet unproved and directing that military vigilance never should be relaxed, and that every precaution must be taken to guard against a recurrence of such disasters as at Batangia.

News From Miss Stone.

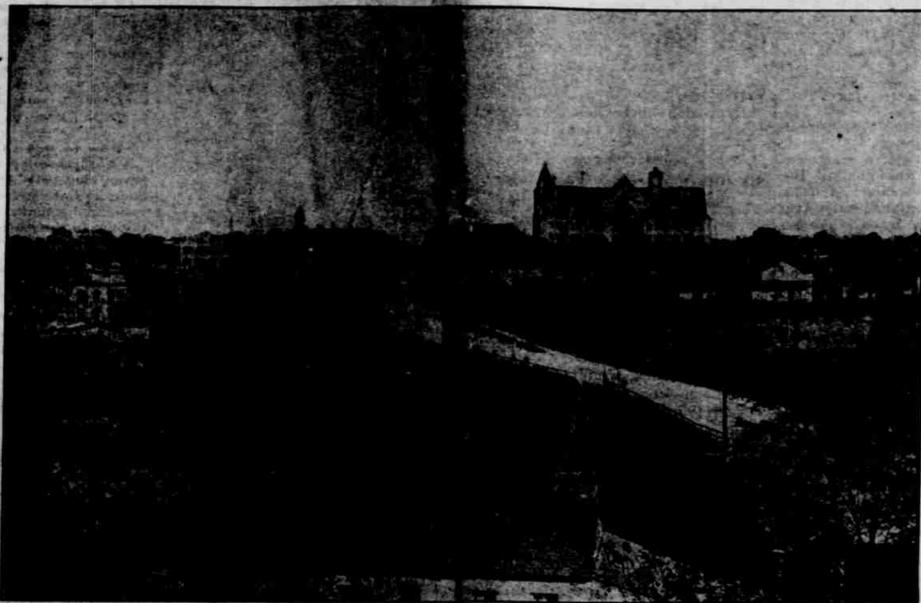
Washington, D. C., Dec. 4.—The state department is advised that Miss Stone and Madam Tsilka are held prisoners at Gullipe, east of the mountains.

Order Restored.

Washington, D. C., Dec. 4.—Captain Perry reports from Panama, he has reestablished all forces and perfect security of transit is restored.

VIEW OF RICHMOND, FROM WEST SIDE, BEFORE THE NEW BRIDGE WAS BUILT.

PHOTO BY E. F. DALBEY.



NEW DEPOT.

The City Engineer Set His Stakes for Curb Lines Yesterday Afternoon.

Pursuant to the direction of council there was a meeting of the railroad authorities and city authorities at the Panhandle station yesterday afternoon in the matter of the new station. The city was represented by the railroad committee, the city engineer and the city attorney.

In council the railroad had asked that the city engineer set his stakes for the curb lines, for the vacation of Fort Wayne avenue and the opening of north eighth street as had been agreed upon by the council and the company in the proposed building of the new station, but the engineer asked further instructions and a plan from which to indicate the placing of the stakes. It seems that in the original agreement the placing of the stakes was indicated.

Later on the company made some changes in their plans, and desired the stakes set according to these plans. The engineer did not feel warranted in making these changes without the sanction of council and asked that this plan be regularly filed and approved by council who delegated this authority to the regular railroad committee. At the meeting yesterday an agreement was reached and the stakes driven; and the plan as approved by the committee was filed in the engineer's office to be approved by council at next session. The preliminary work for the new station may now be said to have been done, and actual work may be expected at any time.

At the meeting yesterday a full agreement was reached, and the matter of these approaches was left in the hands of Messrs. Weber and Worthington, engineers for the company and the city.

A Great Wagon.

A wagon which was in the city last evening at Green's stable was one of the most complete camping outfits ever seen here and attracted a great deal of attention. It is one of eight which are kept on the road constantly by Peter Schwab, the Hamilton brewer. It is used for advertising purposes. It is drawn by three horses, and the wagon box is 23 feet long by seven feet wide, and over seven feet high. It is as near a combination car on wagon wheels as is possible to have. The frame is of wood, but the sides and top are of heavy canvas and makes a very comfortable house for moderate weather. It is divided in to a kitchen and living room, the kitchen being well equipped. The living room has a table in the middle which when not in use goes up against the roof of the wagon; bunks at the side fold against the side of the wagon during the day. Under the wagon is an ice box for storage of beer, perishable supplies and so on.

Masonic Officers.

Richmond lodge of Masons held its annual meeting last night and elected the following officers: Worshipful master, Raimondo P. Ipe; senior warden, Frank Peer; junior warden, Demas Coe; secretary, A. G. Compton; treasurer, E. M. Haas. The lodge expect a large crowd of visiting Masons next Tuesday, when a half dozen candidates will be given the Master's degree. The work will begin at 2 o'clock in the afternoon.

A banquet will be the feature of the evening.

Hominy Mill Burned.

Terre Haute, Ind., Dec. 4.—Jenckes' hominy mill with a capacity of 1,000 bushels per day and two cottages burned this morning. Loss, \$50,000; insurance, \$25,000. Two firemen were badly injured by a falling roof.

WEDDING BELLS.

Marriage of Mr. Ernest Findley and Miss Mae Thornburgh This Morning.

One of the prettiest marriages in the city was celebrated at the First Presbyterian church when Miss Mae, daughter of Mr. and Mrs. William L. Thornburgh, was married to Mr. Ernest Findley of Detroit. There were 200 guests at church, which was beautifully decorated with flowers, and the pulpit and choir loft banked with palms. The Rev. I. M. Hughes officiated. The ushers were Milton Craghead, Walter Wilson, Harry Thornburgh and Ray Shiveley. The bride was very pretty in a blue traveling gown and carried a large bouquet of American Beauties. They marched to the front of the altar to the strains of the Mendelssohn march, where the minister repeated the service, the ring ceremony being used, and they left to the strains of the Lobenzohn march, Miss Gaston presiding at the organ.

From the church the happy couple returned to the home of the parents of the bride where a nice wedding breakfast was served. They left on the next train for Indianapolis going thence to Chicago, and will be at home at Detroit after the 20th. They were escorted to the station by a large concourse of friends who showered them with the inevitable rice and old shoes, intermixed with a fine assortment of good wishes. The bride was one of our most popular young ladies and will be much missed by a large circle of friends. The groom is on the road for Smith Bros., of Chicago, with headquarters at Detroit, which place will be their future home.

Anti-Trust Movement.

Wichita, Kan., Dec. 4.—The Implement Dealers' association of the southwest today adopted a resolution calling for an organization of anti-trust non-partisan leagues and to vote against any congressman who will not pledge himself to support anti-trust legislation.

Interesting Relic.

J. H. Dobbins brought with him to Richmond the other night a piece of flooring from the place where President McKinley stood in the Temple of Music at Buffalo when he was shot down. The place was guarded by the authorities to prevent relic hunters getting anything, and a square piece was sawed out of the floor, about four feet square, and the building closed. When Mr. Dobbins was there he was in the building and picked up several big splinters that were left when the platform was removed, breaking them off the floor himself with a pry-bar that lay near. They were in the floor within three feet at furthest from the place where the President stood at the time of the fatal shot.

J. R. Costantini and J. Mitchell of Indianapolis are in town today on business.

INTERURBAN.

The Cambridge City Extension to Go—Line Probable to Connersville Also.

The interurban situation is becoming quite interesting and the prospects are becoming brighter every day so far as Richmond is concerned. The meeting yesterday of the stockholders in the Richmond company canvassed the matter very thoroughly. They fully decided to build to Cambridge City and possibly will build to Knightstown, and if they do the latter they will go right on to Indianapolis without considering the Greenfield line. They also considered a project for a line to Connersville via Ellettsville. They have all franchises

ships and rather expect when they get to Cambridge City to skirt the town from where the east corporation line strikes the National road and go to the south and west, with a branch there for Milton.

Perry Freeman was at New Castle last night in consultation with the local interurban people there.

AGAINST ESTATES.

Some Pretty Good Sized Bills Filed by Various Parties.

H. R. Downing files a complaint against the estate of Joseph Moorman for \$184.75.

Oliver R. Farshall files a claim against the estate of Joseph Moorman for \$3,020 for attendance, etc., from August, 1893, to January, 1901, being \$10 per week for all that time.

Ellis Murray files a claim against the estate of Charles Roth for \$305, of which \$150 is for nursing him from February 1 to February 19.

Grace Hunt sues for divorce from Harrison P. Hunt and asks custody of their child. They were married in 1896 and separated in 1897.

NEW FEATURE.

The Traction Lines to Introduce a Great Convenience for Farmers.

The Marion papers state that the interurban lines there are putting in the "Bonner rail," and of course that will be introduced on the Richmond lines when they are in full bloom, if it proves a success there. By this system, which is for freight service, the farmer is provided with a wagon with broad tires which is loaded and drawn by horses to the side of the track. Here the wagon bed slides off the wheels on a truck that runs on the rails and is coupled right to the train. The advantage is that long hauls by team to the depots are avoided and there is no expense of reloading. The corn, wheat, even live stock, is shipped on the rail in the same wagon bed in which it was originally loaded, saving time and trouble. By this arrangement the farmer living many miles from town can reach the market at the same time as one living nearer the market. The wagon bed slips off the truck wheels to the wheels for ordinary use, or on to the trucks, as may be desired. The wagons are

also to be used for shipment of merchandise by store keepers. The company at Marion propose to make store collections and deliveries with its own teams without added cost. It proposes to do for freight transportation what electric lines have done for passenger transportation. There is no second handling of the load until it reaches the place of destination. The system, so the inventors claim, opens endless acres of rich outlying lands to the zeal and energy of the market gardener, the creamery supply man and the fruit grower. Farmers will be able to have coal, lime, brick, etc., delivered to them at a cost not heretofore dreamed of by teaming or otherwise.

A BIG MORTGAGE

Covering Various Creamery Plants in Wayne County.

What is one of the largest real estate and chattel mortgages ever filed in Wayne county is that now appearing upon the books in the recorder's office. It is a mortgage of the Muller-Blocke company of Indianapolis, in favor of the North American Trust company of New York, William Francis Chamberlain, trustee. It is to secure a loan of \$500,000, made upon the several creamery properties in Wayne county and in the city of Indianapolis.

The PALLADIUM stated some time ago that the Muller-Blocke company was endeavoring to bring about a deal whereby numerous creamery plants in the state might be absorbed, and it appears from this mortgage that this is about to be done.

DEATHS AND FUNERALS.

PFEIFFER—Maximilian Pfeiffer died yesterday afternoon at his home, 202 National avenue, at the age of 78 years. He leaves a wife, an Al, and four daughters—Mrs. Frank Sauer, Mrs. William R. ar of Pittsburg, and Misses Anna and Mary of this city. The funeral will take place Friday morning at 9 o'clock from St. Andrew's church. Interment at St. Andrew's cemetery. Friends desiring to view the remains may call at the residence Thursday afternoon and evening at any hour.

Wills Recorded.

The last will of William C. Bond has been placed on record. He directs that his farm in Clay township be sold and all debts paid. To Larkin Bond \$100 is given. The balance of the estate is to be divided equally among the other children or their heirs in case of their death, share and share alike, viz: Oliver S. Bond, Darnis S. Wright, Fannie B. Snider, Lida Canaday and Mattie Harrell. Oliver S. Bond and Oliver B. Snider are named as executors. Chas. W. Crawford and D. B. Crawford are witnesses to the instrument which was made Nov. 12, 1897.

In her will made October 15, 1901, Mary E. Pohlmeier bequeaths to her son, Marcellus, her property at the south east corner of south B and ninth street, he to receive it when 21 years of age. In case of his death before that time the property to go to her husband, Henry J. Pohlmeier, who is to have absolute control of the property until assumed by the son. The balance of the estate is left to Henry J. Pohlmeier, who is appointed executor. The witnesses are W. H. Kelley and Joseph Lutmer.

ISTHMIAN CANAL

Commission Favors Nicaragua Route for Reasons Given.

Washington, D. C., Dec. 4.—The report of the isthmian canal commission was sent to congress today. It favors the Nicaraguan route and estimates the total cost at \$189,864,062. The estimated cost of the Panama route is only \$144,233,358, but the commission says it would cost \$109,141,000 to obtain the Panama concession, while the work done is valued at \$40,000,000. The Panama route is feasible as a sea level line, but the Nicaragua route requires locks for which Lake Nicaragua will supply an inexhaustible quantity of water for the canal. There are no natural harbors on the Nicaragua terminals, but harbors may be constructed. The Panama route has harbors at each end. They estimate the Nicaragua canal can be completed in six years, while it will require ten years to complete the Panama. The Nicaragua route saves one to two days to vessels going to the Pacific. It is better for sailing vessels and has better hygienic conditions.

Closed for Lack of Fuel.

Pittsburg, Pa., Dec. 4.—The Steel Hoop mill at Glassport, Pa., is closed on account of a lack of fuel caused by the switchmen's strike. The forge department at DeWees and Wood mill at McKeesport are also idle for the same reason.

To Dispose of Anarchists

Washington, December 3.—Senator Burrows introduced a bill providing for the exclusion and deportation of alien anarchists.

Negligence Charged Against the Wabash.

Adrian, Mich., December 3.—The coroner's jury found that the collision on the Wabash road near Seneca was caused by negligence of the Wabash railroad company and train men of train No. 4.

ENGINEER ADMITS IT

Wabash Wreck Was Due to An In-

competent Engineer, it was found by the coroner's jury in the case of the death of the victims of the disastrous wreck on the Wabash railroad near Seneca last Wednesday night, in which so many Italian immigrants were crushed and burned to death, will render a verdict today. The testimony yesterday afternoon brought out the fact that there were three different interpretations among the crew of eastbound train No. 4 of the orders under which the train was running. Conductor Martin and brakeman Dittman, who understood the orders correctly, expected to pass train No. 13 at Seneca and train No. 3 at Sand Creek. Engineer Strong, whose misunderstanding was directly responsible for the wreck, understood that he was to pass trains 3 and 13 both at Sand Creek. Fireman Bastien testified that he believed they were to pass No. 13 at Sand Creek and No. 3 at Seneca, just the reverse of the way the orders read. In reply to a point-blank question from the prosecutor, Engineer Strong admitted that it was his misunderstanding of the orders that caused the wreck.

Coal Combine Moves.

Louisville, Ky., Dec. 4.—The Monongahela Consolidated Coal & Coke company, the \$40,000,000 "coal trust," has obtained an option on all the coal harbors and landings at Louisville and Jeffersonville, Ind., and the deal will be closed this week. Captain Sam Brown of Pittsburg, master of transportation for the combine, is now in Louisville, where he met Captain J. T. Duffy and representative of J. H. Hoffman & Co., and the terms were agreed upon. Neither Captain Brown, Captain Duffy nor anyone connected with the deal would give out the figures, though the price runs under \$500,000. It is said Captain Duffy will become agent for the coal combine at this point. The deal means virtual control of ports from Pittsburg to New Orleans by the Monongahela company.

Will Leave It to Supreme Court.

New York, Dec. 4.—The persons identified with the control of the Northern Securities company decline to discuss the attacks which it has been announced are to be made upon its validity by the governors and attorney generals of some of the Northwestern states. According to some of the directors such attacks were and are expected, and all that the persons interested in the company will do will be to waive all proceeding in state or lower courts so far as possible and have the question as to the company's rights carried before and decided by the supreme court of the United States.

Mrs. B. F. Harris and sons have returned from a visit to Munich.