

Mr. Sims of Tennessee, "Is it not likely that the French government will complete the Panama canal?"

"There is the same probability of two canals," answered Mr. Hepburn, "that there is of the Suez canal being paralleled by another."

No Danger of Parallel.

Asked as to the advisability of giving the president the authority to build on either route, Mr. Hepburn again raised an outcry of applause by declaring that he looked upon an attempt to entangle the United States in the Panama canal enterprise as an attempt to defeat any canal.

Mr. Reeves of Illinois asked if it would not be better to wait a few days or weeks until the secretary of state could inform congress just when we could obtain in the way of concession from Nicaragua.

"In an enterprise of this magnitude," replied Mr. Hepburn, "there never has been and never will be a day when some gentleman will not be able to urge some reason for postponement."

"We have been suffering from that for years. I am assured by those who know that the project with Nicaragua has reached such a stage that we are certain to get what we want." (Applause.)

Referring again to the reported offer of the Panama company to sell Mr. Hepburn said that more than one offer was proposed to delay action.

Deal with Colombia.

"But if the rumor turns out to be true," asked Mr. Reeves.

"If it is true," said Mr. Hepburn, "that the Panama company has made the proposition, then we should deal with Colombia, which owns the canal."

"You mean the company forfeited its rights if it made an offer to sell?" "I do."

"Do you think the company would risk forfeiture?"

"It recognizes that the lig is up." Mr. Hepburn asked Mr. Reeves in turn whether he knew of any concession given by the Colombian government to the Panama company to sell the canal.

Mr. Reeves-I do not and doubt if such exists, but nevertheless I do not believe the Panama company forfeited its rights, any stipulation of the treaty to the contrary notwithstanding.

Proffer Equal Forfeiture.

Mr. Hepburn-The commission says that an offer to sell works a forfeiture not only of the company's franchise, but its property in Colombia. The Panama company was to sell for \$40,000,000, coming just as the house was about to act and after a long previous instance of \$105,000,000, is suspicious to say the least.

Replying to inquiries from Mr. Cannon as to the conditions of the proposed sale of Nicaragua, Mr. Hepburn said his understanding was that \$5,000,000 and \$10,000,000 were about the figures allowed Nicaragua and Costa Rica.

"Why is this protocol laid before congress," asked Mr. Cannon.

"Because the state of affairs has disapproved some of the changes made in the original draft of the protocol," answered Mr. Hepburn, "and pending final determination it is not desirable to submit the terms to congress."

Cannon Wants to Wait.

Mr. Cannon suggested that nothing would be lost by waiting for, say sixty days, until the facts as to this protocol could be learned and congress could deal with the subject in an orderly manner.

Mr. Hepburn declared that this would have the effect of further delaying the project, but he acquiesced Mr. Cannon of any intentional purpose of delay.

Mr. Cannon then made a rather spirited colloquy with Mr. Hepburn, stating that while he had always favored the canal, he was satisfied the precipitate passage of this bill sacrificed advantages which the United States possessed and meant a heavy increase in cost, which would have to come out of the treasury.

Mr. Davis of Florida, a member of the committee which reported the bill, followed Mr. Hepburn with an earnest plea for its passage. He advocated the Nicaragua rather than the Panama route, and insisted that the bill had now arrived when talk should cease and work begin.

Davis Pleads for Action.

"We need this canal," said Mr. Davis, "for the convenience and expansion of our commerce; we need it for the proper handling of our navy, for bringing nearer together our eastern and western shores, for the protection of our island possessions and for easy access to them."

"The American farmer needs it, that foreign markets may be opened up for the products of his soil, the merchant and manufacturer, that they may compete with rivals in other lands."

Mr. Richardson of Alabama also supported the bill, arguing that the Nicaragua route was preferable in many ways to the Panama route. Mr. Mann of Illinois declared that the experts who had examined the routes had differed widely. No two commissions had ever agreed either on the cost and the route, and it was therefore with some hesitancy that he accepted unreservedly the report of the latest commission.

Methods of Construction.

He recalled the fact that the distinguished body of engineers associated with the present project had estimated the cost of a sea level canal at \$100,000,000. It had cost untold millions to prove that a sea level canal was utterly impracticable, and it was not until 1893 that the technical commission of the Panama company reported in favor of a canal.

Our isthmian commission now disagreed with the technical commission as to methods of construction. He had no doubt that later commissions would disagree with the Walker commission.

Mr. McLaughlin declared that in his opinion no such dam as the Panama company proposed to build at Bobo, on the Chiriqui river, would ever be constructed. Yet many members honestly believed that the new offer of the Panama company should be further considered before the government pledged itself to the Nicaragua route. Mr. Mann pointed out that the estimates of the various commissions appointed to examine the Nicaragua route ran from \$21,000,000 to \$189,000,000.

Trouble with Free Passage.

He did not think discrepancies in the estimates could be satisfactorily explained on the ground of the enlargement of the plans of the canal. With practically no change except the construction of double locks, the last commission raised its estimate \$71,000,000. He said that the contractors who built the Chicago drainage canal on the basis of the estimates made fortunes in profits.

Mr. Hepburn had expressed the hope that American ships might be able to go through the canal free of charge. The trouble with that hope was that it was rudely stifled and killed before birth of the new treaty with England, which would prevent preferential discrimination in rates. He did not agree with Mr. Hepburn that the offer to sell forfeited the Panama concessions. The Panama company, he said,

had done every effort to obstruct the construction of the Nicaragua canal in the hope of eventually disposing of its property to the United States for millions more than it was worth.

In conclusion, Mr. Mann said he did not believe a mistake could be made in passing the pending bill.

Would Consider the Offer.

Mr. Adams of Pennsylvania, who opposed a similar bill at the last session, on account of the then existence of the Clayton-Bulwer treaty, thought that the offer of the Panama company should receive careful consideration. If the cost of the two routes were substantially equal, he contended that the Panama route was preferable.

Mr. Morris of Minnesota gave notice that at the proper time he would offer the following amendment:

Providing, however, that if the Panama canal, so far as constructed, and the property rights, franchises and interests therein shall be acquired by the United States for and out of all indebtedness for a sum not exceeding \$10,000,000 and in addition thereto equally desirable political and commercial rights and privileges in the case of the Nicaragua route and at no more than \$10,000,000 in the case of the Panama route, then the president of the United States, if he deems it expedient, shall commission a majority thereof shall so recommend, is hereby authorized to purchase the same and to complete the construction of said Panama canal, subject to all the conditions, provisions, stipulations and limitations herein contained, and all other provisions herein contained.

The house then, at 4:55 p.m., adjourned.

BUDGET OF BILLS IN HOUSE

Schley Resolution and Bill to Grant Postal Privileges to Mrs. McKinley in the List.

WASHINGTON, Jan. 7.—Representative Hooker today introduced a resolution reciting that Commodore Schley was the senior commander in the battle of Santiago; that he was in absolute command at that battle and he is entitled to the credit due to such commanding officer for the glorious victory which resulted in the total destruction of the Spanish ships.

The resolution provides for the thanks of congress to Admiral Schley and the officers and men under his command.

A bill of much interest to ex-confederate soldiers was today favorably acted upon by the house committee on war claims. It provides for paying former confederate soldiers for horses, bridles, saddles and side arms taken from them in violation of the terms of their surrender by Generals Lee, Johnston, Grant and Sherman.

The house committee on census today ordered a favorable report on the bill creating a bureau of economic geography.

A bill granting to Mrs. McKinley the postal franking privileges for all her correspondence was favorably reported by the house committee on postage and post roads. Similar privileges have heretofore been granted to Mrs. Tiler, Mrs. Lincoln, Mrs. Grant, Mrs. Hayes, Mrs. Garfield and Mrs. Logan.

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REMEMBERS THE REPORTERS

Chaplain Offers First Prayer in History of Senate for Newspaper Men.

WASHINGTON, Jan. 7.—The first notes of the contest between the Nicaragua and Panama routes for the isthmian canal were heard in the senate today. Mr. Morgan offered and secured the adoption of a resolution, which indicated his intention to have the committee on interoceanic canal, to inquire into the relations existing between the transcontinental railroad companies of the United States and Canada, and the Panama Canal company.

In explanation of the resolution Mr. Morgan declared that the relations were a "swicked monopoly," which already had cost the people of the Pacific coast millions of dollars. The relations involve the control by the Panama Canal company of the Panama Railroad company and the agreement existing between certain railroads of the United States and the Pacific Mail Steamship company.

At the conclusion of business today the senate paid a graceful compliment to Senator Foraker of Ohio, by adjourning until 2 o'clock in order that senators might attend the marriage of Miss Foraker, which is to occur at noon tomorrow, without interfering with their duties.

Prays for Newspaper Men.

In the course of his invocation in the senate today, the chaplain referred to "that noble and accomplished man, who sends forth reports of the proceedings." Among the oldest senators of the body, it was noted that this was the first time in the history of the senate that the reporters and correspondents were prayed for in the United States senate.

A resolution offered by Mr. Stewart of Nevada was adopted, directing the secretary of the interior to inform the senate whether leases for large tracts of lands on Indian reservations have been made or are in contemplation.

Mr. Proctor of Virginia was relieved, at his own request, from duty on the Immigration committee and his colleague, Mr. Bingham, was appointed to fill the vacancy thus made.

Morgan's Resolution.

Mr. Morgan offered the following resolution: That the committee on interoceanic canal, in its report on the resolution which is hereto submitted, be further empowered to make inquiry and report with reference to any agreements or contracts, existing between any railroad companies in the United States or in Canada or Panama, or of any character, which are in violation of the provisions of the act approved May 2, 1891, entitled "An act to amend the act approved May 2, 1891, and to provide for the construction of the Panama canal."

In answer to inquiries as to the scope of the resolution Mr. Morgan explained that he understood certain contracts between railroads of this country and Canada and the Panama Canal company, exacted arrangements looking to the diversion of freight.

"It is the most wicked monopoly that ever existed," declared Mr. Morgan, "and already has cost the people of the Pacific coast millions of dollars."

The resolution at the conclusion of Mr. Morgan's statement was adopted.

Mason's Tariff Bill.

Senator Mason today introduced several amendments to the proposed Philippine tariff bill. The amendments suggest as a substitute for section 1 of the bill the provisions of the tariff bill enacted by the Philippine commission. It is also provided that Filipino exports or imports from or to the United States only 15 per cent of the rates shall be charged on articles coming from or exported to foreign countries. Another provision places American woods and articles manufactured from woods, meats, fish, dried fruit, grains, vegetables and seeds on the free list. Another amendment strikes out the provision in the pending bill requiring the payment of a tonnage tax on vessels coming into the United States from the Philippines.

The senate committee on foreign relations today referred the reciprocity treaties to a sub-committee consisting of Messrs. Cul-

DIPLMATS AT WHITE HOUSE

Foreign Embassy Special Guests of President and Mrs. Roosevelt.

RECEPTION A BRILLIANT SOCIAL FUNCTION

Members of the Diplomatic Corps Attired in Full Rank Uniform Present an Impressive Appearance

WASHINGTON, Jan. 7.—President and Mrs. Roosevelt gave a reception at the White House tonight in honor of the diplomatic corps. It was the first formal evening levee of the season and the first at the White House since the inauguration of President Roosevelt. The diplomatic corps, consisting of 200 members, was attired in full rank uniform and presented an impressive appearance.

The formal decorations were handsome and elaborate. There was a delicate draping of the immense chandeliers in the East room with a wealth of roses. The immense mirrors were banked with roses, carnations, hyacinths and lilies of the valley, while in the large recesses around the room there were large jars of variegated crotons. The ceiling, pillars and other portions of the room were beautifully decorated.

The reception was a brilliant and impressive affair. The diplomatic corps, consisting of 200 members, was attired in full rank uniform and presented an impressive appearance.

The diplomatic corps, accompanied by the women of the legion, assembled in the Red parlor, and headed by Sir Julian Pauncefote, the dean of the corps, passed the receiving party, the introductions being made by Colonel Theodore Bingham.

After them were received the higher officers of their rank, with the brilliant uniforms of the army and of the navy, the members of the supreme court, many senators and representatives in congress and a large number of residents of city folk of Washington.

President Roosevelt gave every visitor a hearty hand shake and a cordial welcome. While Mrs. Roosevelt, while refraining from grasping the hands of visitors generally, was charmingly gracious in her manner.

She carried a large bunch of white and purple orchids. All the members of the diplomatic corps wore the full insignia of their rank, which, with the brilliant uniforms of the army and of the navy, the members of the supreme court, many senators and representatives in congress and a large number of residents of city folk of Washington.

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SCHWAB ON YANKEE TRUSTS

Steel King Says They Are Essential to Commercial Supremacy.

NOTHING TO FEAR FROM SOCIALISM

Declares Nation Without Trusts Must Abandon Struggle and Observe Lack of Progress in France.

PARIS, Jan. 8.—Le Journal prints a long interview this morning with Charles M. Schwab, president of the United States Steel corporation, who defends trusts as a necessary outcome of an advanced state of civilization. Mr. Schwab says that the countries where trusts do not exist are destined to abandon the struggle for commercial supremacy. He says that the trusts have nothing to fear from socialism and that American workers are better paid and happier under the trust system. When people earn good wages he said, their rights do not trouble them.

Mr. Schwab said further that the commercial power of the United States was unlimited and unimpaired. It will inundate France with its products and force the French industrial classes to abandon the struggle. America is only beginning. The old world has no idea what the United States will become a quarter of a century hence. All here belongs to the middle ages.

Mr. Schwab approves of the French plan of industrial schools in the United States, but expresses his fears that the graduates of such schools, when they return to France, will be paralyzed by the old ideas prevalent here and will do little or nothing.

The paper also announces that it is in receipt of a letter from M. Leubaury denying all connection with the reported gift of \$1,000,000 to the Chicago university, for the establishment of a French school in connection with that institution.

CEASES EXCHANGE OF PASSES

Grand Trunk Line Association Will Enforce Order Recently Adopted.

NEW YORK, Jan. 7.—G. W. Bullem, chairman of the executive committee of the Grand Trunk association, gave out the following today by authority of the directors of the Grand Trunk line:

"The exchange of passes between railroads which began many years since in a very limited way, and grown to such proportions as to have entirely outrun its original purposes and had become so burdensome and unworkable that at sundry conferences of the trunk line presidents, from time to time during the last year, material reforms in the matter had been unanimously advocated and at a final conference held shortly before January 1, 1901, it was unanimously and harmoniously agreed between them that exchanges of passes with other transportation companies should be discontinued after December 31, 1901."

"This agreement has gone into effect and is being fully kept by all of the parties thereto. The impression that has been widely circulated that it was specially advocated or instigated by any particular trunk line president or that any one of them is especially responsible for the inception of the agreement, or of any of its terms, is without the slightest foundation in fact."

ROUTE OF THE CONTINENTAL Line Runs from Lake of the Woods to Galveston, Passing Kansas City.

ST. PAUL, Minn., Jan. 7.—The State Railroad and Warehouse commission today received from W. G. Smith of Des Moines, vice president of the Continental Railroad company, maps showing its proposed route from Lake of the Woods to the southern boundary of Iowa. Mr. Smith says the intention is to build via Kansas City south to Galveston, the crossed route from Lake of the Woods south crosses the Northern Pacific at Perham and Vening, the Great Northern at Alexandria and Murdock, the Soo at Glenwood, the Milwaukee at Rentville and the Northwestern at Delhi, Lambert, Jeffers and Windom.

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BREWERY BUILDINGS AT GRAND ISLAND

Fire Originated in Basement of a Defective Flue. The Property was Insured.

THIRTY-THREE BUILDINGS. LOGANSPORT, La., Jan. 7.—Fire that started in the general merchandise store of H. B. Liles today burned thirty-three buildings in the business part of the town. The total loss is \$125,000 with insurance coverage of \$75,000. Those whose losses exceed \$10,000 are: R. W. Caraway & Co., stock and building, \$27,000; H. B. Liles, stock and building, \$17,000; Robinson & Oden, stock, \$17,000.

Virginian Tobacco Factory. RICHMOND, Va., Jan. 7.—The tobacco factory of Cameron & Cameron was partially destroyed by fire tonight. The loss is estimated at \$125,000 on building and stock. It is fully covered by insurance.

DEATH RECORD.

President of Insurance Company. MILWAUKEE, Wis., Jan. 7.—George N. Wiswell, president of the Milwaukee Mutual Life Insurance company, died today after a three weeks' illness, aged 56 years. Mr. Wiswell was first stricken with pneumonia three weeks ago, and that malady was overcome an ulceration of one of the arteries of the heart set in, which resulted fatally.

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DELUGE OF BILLS IN SENATE

Over Three Hundred Are Introduced—Cost of Oceanic Mail Service.

WASHINGTON, Jan. 7.—Over 300 bills and joint resolutions were introduced today in the senate, of which the following were the most important:

By Mr. Platt of New York, providing for the erection of a postoffice building in New York, to be situated in Washington, D.C., and commodious and centrally located, and appropriating \$2,500,000 toward that purpose.

By Mr. Mitchell, requiring that contractors carrying the mails of the United States shall be able to read the English language.

By Mr. Mason, increasing the pension ratings on account of wounds, diseases or injuries received while in the line of duty.