

## MILWAUKEE'S PLAN IS NOT DIFFICULT

Wall Street Journal Says It Can Reach Pacific Without Building Many Miles.

### NOT MENACE TO OTHERS

New Lines Simply Opens a New Field and Does Not Particularly Injure Well Established Transcontinental Lines.

New York, June 14.—The Wall Street Journal says:

"The plan of the St. Paul management to reach the Pacific ocean is believed to be fairly definite. So far as can be learned the plan contemplates an extension of the main line of the St. Paul across Wyoming to a connection in the Snake river valley with the main line under control of Oregon Short Line. The objective point is Bellingham Bay, Wash.

"The plan does not appear to contemplate any great amount of new building. The St. Paul will probably push its own lines west from Chamberlain via the Black Hills to a connection with the Oregon line in the southeastern corner in Idaho. It is understood that right of way will be granted on request either by the Union Pacific lines or by the Great Northern and Northern Pacific lines in Washington.

"The plan carries no threat to either the Union Pacific or the Hill systems. The new line of the St. Paul will open entirely new territory and will not be an invasion of either Hill or Harriman country. Undoubtedly the building of the Great Northern was the cause of the great boom in the northwest which has created the new Northern Pacific. As the northwest grows so will not only the new line, but also the Great Northern and the Northern Pacific prosper.

"In the Columbia river valley 80,000,000 bushels of wheat are now grown, and the state of Washington sold \$100,000,000 of the products of her forests in 1904.

"Millions of dollars worth of fish are yearly shipped from Puget Sound to Chicago, Boston and New York. The markets of Chicago, St. Paul, Boston, Buffalo and New York are supplied with the wonderfully fine fruit raised in the Columbia river valley, and the hopes of Washington are famous the world over. The St. Paul wants to have a share of the fish and fruit, eggs and poultry and vegetables of the Columbia and Puget Sound country to Chicago. It wants a share of the Pacific trade, and therefore it is extending to Puget Sound, but there is room enough for the St. Paul and for any other railroad seeking to share in the good fortune of the wonderful state of Washington."

## BREAKS THE RECORD

Pennsylvania's New Limited Between Chicago and New York Makes 127 Miles an Hour.

New York, June 14.—The first east-bound train of the Pennsylvania's new eighteen hour service between New York and Chicago arrived in Jersey City three minutes ahead of schedule time. The engineer on the train said on arriving that a short distance east of Hobart, Ind., the train covered a mile in thirty-five seconds.

Chicago, June 14.—The Pennsylvania eighteen-hour train from New York arrived here three minutes ahead of time. Between Pittsburgh and Crestline twenty-six minutes was lost through delay caused by a hotbox on the engine. The run from Crestline to Fort Wayne, 131 miles, was made in 114½ minutes and 16½ minutes was thus made up. The remainder of the journey was made at an average speed of a mile a minute, although miles were frequently negotiated in from 44 to 50 seconds.

Fort Wayne, Ind., June 14.—All world's railway speed records were broken this morning by the Pennsylvania special in a run from Crestline to Fort Wayne. Three miles in 1:28½, or a speed rate of 127.3 miles per hour was shown in the vicinity of Elida, O.

## SUBWAY FLOODED.

Traffic Was Practically at a Standstill Caused by the Bursting of a Water Pipe.

New York, June 14.—Underground traffic in New York was practically at a standstill today. For more than a mile in the center of the main line of the tracks which connect downtown New York with Harlem and Bronx, the tracks were covered to a depth of several feet with water, which poured down in a flood when a big main broke at Park avenue yesterday. All night long steam pumps worked to overcome the tide, but even after the main was closed it was estimated many hours would be required to free the tunnel of water. Elevated and surface lines were taxed as they have not been in months.

Many Lives Endangered. It is estimated the loss to the subway alone will be \$100,000. Hundreds of persons were caught in blockaded trains and almost smothered before they were able to reach fresh air by wading through eighteen inches of water to the nearest station. Many women had their clothing practically ruined by water.

## FULL OF DROWNED STOCK

After Reaching Eighteen Foot Mark, Mississippi Starts to Fall Leaving in Its Wake a Tale of Ruin.

Keokuk, Ia., June 14.—After reaching the 18-foot mark the Mississippi river here is now falling. The Des Moines river is also falling after reaching the highest mark ever known here, breaking the levees in three places and flooding the town of Alexandria, Mo. The river is ten miles wide, extending from Warsaw, Ill., to Bluffs, Mo. Hundreds of acres of growing crops were inundated. A farmer named Smallwood was drowned near Alexandria. Several other persons are reported missing.

Hannibal, Mo., June 12.—Great numbers of bodies of all kinds of live stock are floating past Hannibal and from Alexandria, Canton, Memphis, West Quincy and Keokuk reports have been received of general loss of live stock.

The river continues to rise here at a rate of three inches an hour. Railroad yards and the factory district are inundated.

All available boats are making trips up and down the river rescuing persons who escaped to points above the water line.

## PLUNGE OFF OPEN DRAW

Shocking Accident Sends Three of Five Occupants of an Automobile to Eternity.

Chicago, June 14.—Three more victims were claimed by the Rush street bridge Saturday night when a large touring car with five occupants swerved on the slippery brink of the open draw and then plunged into the river.

The accident occurred at 8 o'clock, when William Hoops, Jr., driver of an automobile in which a party was returning from a North Side wedding, failed to see the red lights ahead, passed several slowly moving vehicles on the embankment and then tried to turn his car into a low wall less than a foot ahead. The car partly turned, and then as the tires skidded over the wet paving it tipped sideways over the abutment into the water.

Those drowned were: HARTLEY, W. A., 1710 Michigan avenue. KURTZMAN, JEROME G., Del Prado hotel. KURTZMAN, MRS. JEROME G., Del Prado hotel.

Those rescued were: Hoops, William H., Jr., 4105 Drexel boulevard, treasurer of the Cadillac Automobile company.

Ryunan, Mrs. Jeremiah, New York, guest at Lexington hotel.

Mr. and Mrs. Kurtzman came to Chicago last November and lived for a time at the New Southern hotel, then went to the Del Prado. Kurtzman was an official of the Ligozono company. He was a native of Chicago from Cedar Rapids, Ia., and his wife formerly lived in Philadelphia. Kurtzman is believed to have lived in Minneapolis prior to coming to Cedar Rapids. He was about 34 years old. Mr. Hartley was in the automobile business at 1710 Michigan avenue, and his home was in Indianapolis, Ind. His Chicago address was the New Southern hotel.

## THREE MET DEATH

Were Shot in a Southern Tennessee Town During a Quarrel—Another Lies Dangerously Wounded.

Knoxville, Tenn., June 14.—Three men met instant death and a fourth was dangerously wounded in a desperate shooting affray in a blacksmith shop at Thornhill, four miles from Tate Springs, Tenn., and sixty miles east of this city. The dead are:

JOHN AND WILLIAM HOLLAND, brothers, and WILL BUNDREN, all white and members of well-known families.

The wounded man is Clark Winkle, a misfit who is reported to have been in the employ of Bundren. Enmity has existed between the Holland and Bundren families for the past four years. It grew out of a killing several years ago, for which crime the elder Bundren is serving a life sentence. The Hollands used Winchester and Bundren and Winkle used pistols. The death of Holland wiped out the entire family, with the exception of the parents.

## BIGELOW IN PRISON.

Former Millionaire Banker of Milwaukee Must Serve Long Sentence.

Leavenworth, Kan., June 14.—Frank G. Bigelow, the former Milwaukee banker, was brought to the United States penitentiary at Fort Leavenworth at 7:40 o'clock last night to begin serving a ten year sentence for misuse of a trust fund.

John A. Speciale, a counterfeiter under a five year sentence, was brought along as a fellow prisoner.

Bigelow bore up fairly well during the trip except at Peoria, Ill., where he broke down and wept. At another point the son, Gordon Bigelow, broke down and the marshals informed him he was having a bad effect on his father.

District Judge Joseph V. Quarles sentenced him to ten years' imprisonment at hard labor. The proceedings in the court were impressive in the extreme. Judge Quarles, in passing sentence, dwelt at some length on the circumstances surrounding the case and in a voice indicating strong emotion referred to his own long personal friendship for the ruined man who faced him awaiting his sentence. Bigelow was visibly affected, although he bore himself with remarkable fortitude. The court room was crowded. Every member of the grand jury which returned the indictment against Bigelow was present and the space within the bar of the court was occupied by many well known attorneys.

## VICTORY FOR TEAMSTERS

Team Owners to Force Their Employees to Deliver to Boycotted Houses.

Chicago, June 14.—The Chicago Team Owners' association, an organization employing 8,000 union teamsters, has decided to remain neutral in the present labor struggle now in progress in Chicago. Ever since the commencement of the teamsters' strike the team owners' association has been anxious to have the question of making deliveries to strike-bound houses submitted to arbitration. The teamsters, by a unanimous vote, refused to agree to the proposition, and for a time it was believed that the team owners' association would force a strike of these 8,000 drivers by ordering them to make deliveries to firms involved in the strike.

In an effort to learn the sentiment of the members of the association regarding the matter it was decided to take a referendum vote on the question. This vote was completed yesterday and resulted in 155 of the members voting to remain neutral during the trouble and in three members voting to compel the teamsters to obey orders. The decision reached by the owners means that there will be no strike of these men, and the threatened expansion of the trouble in this direction has been averted.

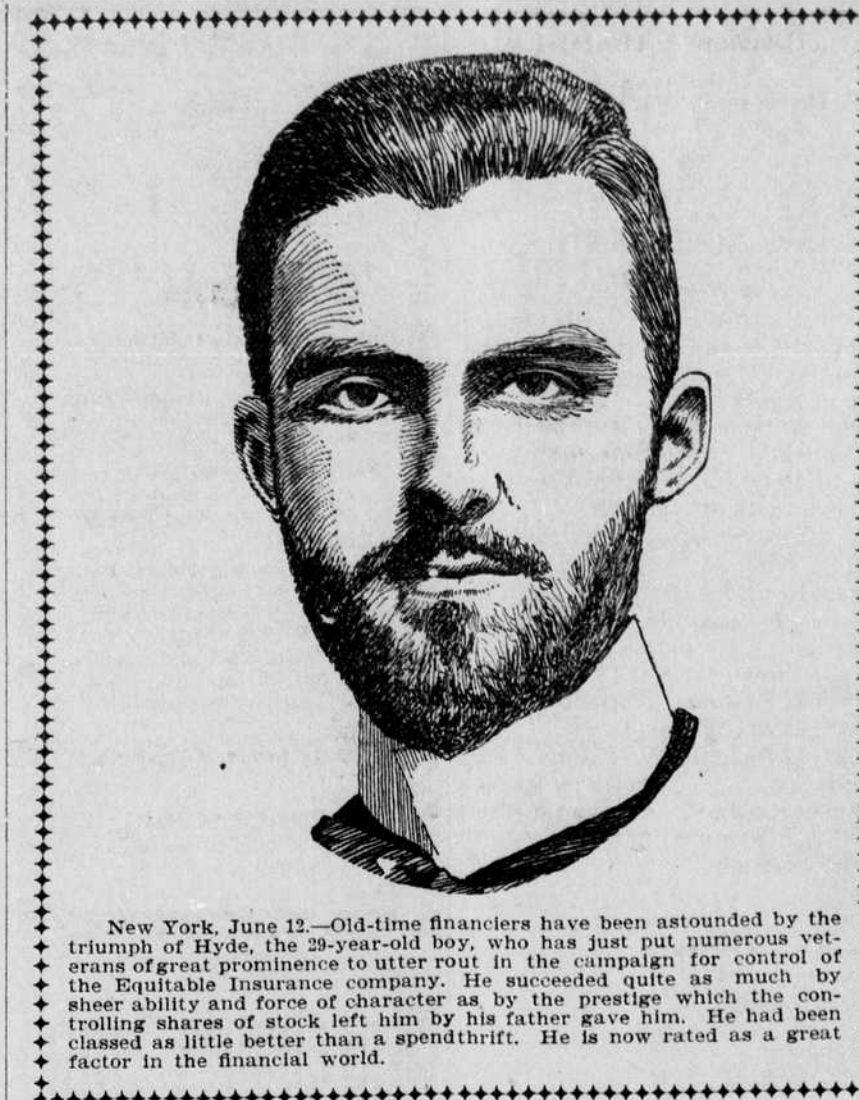
Negotiations for peace, which promised for a time last week to be successful, have apparently been abandoned, for the present at least, as both sides are so far apart on any plans of settlement by mediation that further efforts in this direction are believed to be futile.

The employers declare that they have "conceded every point" possible. The strikers assert that a settlement along the lines proposed by the employers would mean "dishonorable surrender," and this, the officials of the teamsters' union emphatically declare, they will never do.

## NANSEN FAVORS REPUBLIC

But Norwegians Are Not Educated Up to It—Sweden Still Resists.

Dr. Fridtjof Nansen, in an interview, expressed his personal opinion that a republic would be as convenient a form of government for a democratic country like Norway as a monarchy, but said that something was due to the feeling of the Scandinavian countries, which were accustomed to a monarchical form of government.



## WAR GAME ATTACK ON WASHINGTON BEGINS

Two of Attacking Fleet Theoretically Sunk by the Fort Howard Guns.

### THE PLAY IS IMPORTANT

It Will Disclose Weakness in the Defense of the National Capital—Novel Method of Defending the Potomac.

Baltimore, June 14.—Admiral Dickins' squadron made a demonstration on local fortifications early this morning and four torpedoed destroyers were theoretically blown out of the water by artillerymen stationed at Fort Howard. Then the battleship Texas made a frontal demonstration and from a seven-foot knoll fired her big and little guns at Fort Howard. While the Texas was making this demonstration a swift cruiser made a flank movement and went up the bay toward Rookes Island. It was discovered in the nick of time by the units of Admiral Dickins' fleet, constituting the naval side of the joint exercises of the army and navy, was picked up during the night. The practice of the searchlights was declared to be most satisfactory. The target, however, is far short of the twelve-mile channel available to Admiral Dickins and the supposition is the could have run the capes and proceeded to Washington and Baltimore from the ocean unobserved if he had so elected.

Expected a Night Attack. Fort Monroe, Va., June 14.—The vigil of searchlights of the artillery defenses across the Potomac river, which are the units of Admiral Dickins' fleet, constituting the naval side of the joint exercises of the army and navy, was picked up during the night. The practice of the searchlights was declared to be most satisfactory. The target, however, is far short of the twelve-mile channel available to Admiral Dickins and the supposition is the could have run the capes and proceeded to Washington and Baltimore from the ocean unobserved if he had so elected.

Could Sink Them on Potomac. Washington, June 14.—Washington according to American military scientists, is as perfectly fortified, in city as there is in the world. It is, in military equipment and scientific organization of defenses, what the Russians thought Fort Arthur was, and what the Japanese believed it to be.

The combined naval and military maneuvers which will be held during the week beginning June 11 are designed to determine to what extent the Americans have been guilty of the Russian crime of laxness in defense. It is claimed that Washington is constructively impregnable to a sea attack. The navy will conduct an attack and the land forces will undertake the defense. The movement is intended to test the defensibility of both Washington and Baltimore, but especial attention will be given to the capital.

Probably nowhere in the world is there to be seen a better example of the method of modern coast defense than in the protection of the Chesapeake bay. If you will take a large map showing the coast region from Fortress Monroe, at the mouth of the bay, up to Baltimore, and will, with a ruler and pencil, cover it with a myriad of little squares, you will have the basis of the modern plan of defense. These squares, as they are drawn and numbered and carefully recorded on the military maps, are of about 150 yards.

Now imagine a series of forts along the Chesapeake bay and the Potomac river, in which huge guns, many of them of the disappearing pattern, are mounted. Add to this a conception of many skillfully concealed observation points. These observation points are all connected by telegraph and telephone lines, and in addition wireless equipments are now installed at many points.

How the Plan Works. Imagine a hostile fleet to have passed Fortress Monroe, as it might easily do, and to attempt to sail up the Potomac river, in which huge guns, many of them of the disappearing pattern, are mounted. Add to this a conception of many skillfully concealed observation points. These observation points are all connected by telegraph and telephone lines, and in addition wireless equipments are now installed at many points.

The men behind the gun would not see any of the ships; they would not need to see them. They would raise their pieces, aim them at the designated squares, insert the proper charges, and fire into the air. But the huge shells would come down exactly where they were wanted, maybe ten, maybe fifteen miles away. As the hostile ships change their positions the guns, under the wired instructions, change range and elevation and charge. For every square of the thousands on their maps, the exact range, elevation,

depression and charge is figured in advance.

What chance would a fleet of any sort of vessels have in traversing fifty miles of a narrow river, mined and lined with concealed batteries? Military men declare it is impossible as for a frigate of 1812 to take the Gibraltar of today.

But all this is to be tested. There may be weak spots in the armor of defense, and if so the attacking fleet is expected to find them. Military men declare it is rather antiquated and the sweep of waters in front of it is so wide. Washington's most important defenses are Forts Hunt and Washington, on the Potomac. Baltimore is defended by Forts Smallwood, Howard, Fort and Armstrong. At these, as well as the stations where disappearing guns are placed, and the minor forts, are connected by the service of electric wires. Torpedo stations are located at points where they are needed, and the vessels of the attacking fleet in the coming war game must dodge the blank torpedoes or go out of action whenever they have been constructively blown up.

Not Sure of Fortress Monroe. Today Fortress Monroe is powerful enough, but its availability for defense of the bay is matter of conjecture, because it is rather antiquated and the sweep of waters in front of it is so wide. Washington's most important defenses are Forts Hunt and Washington, on the Potomac. Baltimore is defended by Forts Smallwood, Howard, Fort and Armstrong. At these, as well as the stations where disappearing guns are placed, and the minor forts, are connected by the service of electric wires. Torpedo stations are located at points where they are needed, and the vessels of the attacking fleet in the coming war game must dodge the blank torpedoes or go out of action whenever they have been constructively blown up.

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