PASSES SHIP BILL

Senate Disposes of the Subsidy Measure.

FINAL VOTE STOOD 42 TO 31

Four Republicans Voted With Opposition, and One Democrat With Other Side—Amendment Passed Limiting Contracts.

WASHINGTON, March 17.—After prolonged debate, the Senate today passed the ship subsidy bill, the final vote upon the measure being 42 to 31. Allison, Dolliver, Spooner, Quarles, Proctor and Dillingham, Republicans, voted against the final passage of the bill, and McLaurin of South Carolina voted for the bill. Some amendments to the bill were adopted, but they were all agreeable to those in charge of the measure, the friends of the bill voting down all other amendments. With the exception of amendments offered by Allison and accepted by Frye, limiting the time of the operation of contracts made under the provisions of the bill to July 1, 1920, and providing that the amount of the expenditure under the mail subsidy paragraph shall not at any time exceed $8,000,000 annually, none of the amendments agreed to materially affected the bill as it was reported from the commerce committee.

The vote upon the amendments began at 3 o'clock, and such a flood of them was offered that a final vote upon the bill, as amended, was not reached until just before 6 o'clock. Amendments offered by Vest, providing for "free ships" and for the application of the provisions of the anti-trust law to the shipping industry, were rejected, as was the amendment proposed by Patterson, providing that no Chinese person should be a member of the crew of a subsidized vessel. Pettus offered an amendment providing that the total expenditure under the bill should not exceed $8,000,000 in any year. It was adopted in committee of the whole, but later in the Senate was rejected by a decisive vote.

The Senate agreed to an amendment offered by Spooner providing that Congress should have power to amend or repeal the act, without impairing any contract made under its authority. Hanna offered and the Senate adopted three amendments applying directly to the acquisition by J. P. Morgan and his associates of the Leyland line of British ships. They provide that no foreign-built ship shall participate in the proposed subsidy, that nothing in the act shall be construed to prevent American citizens or corporations from holding or operating foreign ships in the ocean-carrying trade, and that no foreign-built ship of any line thus acquired by American citizens shall be admitted hereafter to American registry.

Mail Steamships.

Title 1 of the measure, as passed, deals with ocean mail steamships and their subsidies. The postal subsidy act of 1891 is so amended as to direct the Postmaster-General to enter into contracts for not less than five nor more than 15 years with American citizens for the carrying of mails on American steamships to such foreign points as will best promote the postal, commercial and maritime interests of the United States, the mail service on such lines to be equitably distributed among the Atlantic, Mexican Gulf and Pacific ports, and the contracts to be made with the lowest reasonable bidder. The vessels employed in the mail service shall be American-built and owned and officered by American citizens. During the first two years, one-fourth of the crew must be American citizens; during the next three years, one-third must be American citizens, and during the remaining life of the contract, at least one-half must be American citizens. The ships must be screw steamships of iron or steel and divided into the following classes, according to speed: First class, 20 knots; second class, 19 knots; third class, 18 knots; fourth class, 17 knots; fifth class, 16 knots; sixth class, 15 knots; seventh class, 14 knots. All steamships of the first four classes shall be constructed with particular reference to prompt conversion into auxiliary naval cruisers, and shall be of the highest rating known to maritime commerce.

Rate of Compensation.

The rate of compensation for ocean mail service, to be paid per gross registered ton for each 100 nautical miles sailed from the port of clearance in the United States to the port of entry in the United States, according to the route required by the Postoffice Department, shall not exceed the following: Steamships of the first class, 2 7-10 cents; second class, 2 5-10 cents; third class, 2 3-10 cents; fourth class, 2 1-10 cents; fifth class, 1 9-10 cents; sixth class, 1 7-10 cents; seventh class, 1 5-10 cents. The rates of compensation to any vessel carrying mails to foreign ports in North America shall not exceed 70 per cent of the maximum rates established.

General Subsidy to Be Paid.

Title 2 of the bill provides for the general subsidy to be paid. It directs the Secretary of the Treasury to pay to the owners of any vessel in the United States duly registered and engaged in the foreign trade of the United States, a compensation amounting to 1 cent per gross registered ton for each 100 nautical miles sailed, not exceeding 16 entries in any one year; and on each entry, not exceeding 16 in any one year for a period of five years from the date of registration of a vessel of 1000 gross tons, which shall be completed after the passage of this bill, one-fourth of 1 cent per gross ton for each 100 nautical miles sailed in addition to the heretofore-mentioned compensation. The bill specifies certain vessels which shall not receive compensation under its provisions, among them being vessels engaged in the coastwise trade exclusively.

Each subsidized vessel is required to carry as a member of its company one American boy for each 1000 gross tons, who shall be taught seamanship and engineering, and shall rank as a petty officer. The owner of the vessel must agree before receiving compensation that the ship in emergency may be used by the United States for the National defense or for any public purpose at a fair valuation for this service.

Title 3 of the bill directs the Secretary of the Treasury to pay to the owner of a documented vessel engaged in deep-sea fishery for at least three months in any one year $2 per gross ton per annum, provided that at least one-third of the crew shall be citizens of the United States, and he is directed also to pay to a citizen of the United States serving as a member of such crew $1 per month for the time he is necessarily employed.

Title 4 provides that no vessel be given compensation under two or more titles of this act at the same time; that a subsidized vessel shall not be sold to a subject of a foreign power, and that the President of the United States shall cause proper regulations to be framed for the execution of this act.

Proceedings in Detail.

The Senate convened at 11 o'clock today, this being the day on which the final vote on the ship subsidy bill was to be taken. By agreement, voting on the bill and all pending amendments was to begin at 3 P. M., speeches on the measure limited to 15 minutes, except that Frye, in charge of the bill, was granted 30 minutes in which to reply to arguments made against the bill.

A resolution providing for the appointment of a board to investigate the project of constructing an interoceanic canal across the Isthmus of Darien was reported unfavorably by the interoceanic canals committee, and was indefinitely postponed.

Pending discussion of the subsidy bill, a number of bills were passed, including the following:

Appropriating $100,000 for a public building at Laramie, Wyo.; for the accommodation of deeds and other instruments in the Philippine Islands and Porto Rico; affecting lands situated in the District of Columbia or any territory of the United States; to prevent trespassers or intruders from entering the Mount Rainier National Park, State of Washington.

As the last public bill on the calendar was passed, Hale remarked that in all his experience he had never before known the last public bill on the calendar to be reached and disposed of. "It is an indication that the Senate is doing business," he said.

Ship Subsidy Bill Taken Up.

The ship subsidy bill was then taken up. Patterson discussed briefly his proposed amendment to prevent the employment of Chinese seamen on subsidized vessels. He said the amendment had the approval of the American Federation of Labor and the International Seamen's Unions. Labor had been driven from employment on the ships on the Pacific Coast by Chinese labor.

Money said it had been claimed that the American people were losing $160,000,000 a year because that amount was paid to foreign bottoms for carrying our commerce. As a fact, the United States had lost nothing, as it simply paid a reasonable rate for services rendered.

Vest spoke in favor of his free-ships amendment, and in support of the proposition to apply the anti-trust laws to shipowners who entered into a conspiracy in restraint of trade.

In response to some of the arguments advanced, Hanna spoke briefly. He insisted that it was a loss to the American people to pay $150,000,000 or $200,000,000 for the carrying of our foreign commerce, for under just laws perhaps 50 per cent of that amount would remain in the hands of Americans. The American merchant marine had gone down and down until it cut a sorry figure among the nations of the world.

In course of a reply to a statement made by Hanna, Clay declared that 1 cent per gross ton was all that was necessary to equalize the difference between the cost of construction and operation of American ships and the cost of construction and operation of foreign vessels, yet the bill provided for a subsidy of nearly 3 cents per gross ton.

Wellington favored the pending measure because he believed it would go far toward building up the American merchant marine. He thought it a duty to build up American manufactures and to encourage the upbuilding of American shipping. He paid a high tribute to Frye for his advocacy of the rehabilitation of the American merchant marine.

Perkins criticised the statement of Clay in reference to the four ships of the American line, and said that last year they carried from New York to ports in England $20,000,000 in value of farm products. McLaurin of Mississippi made a few remarks against the bill, and Scott spoke in favor of it, because he said it was a protective measure.

Frye Explains Several Features.

Frye, who presented the bill, said he was not able, physically or mentally, to make a speech. "In trying to avoid the charybdis of smallpox," said he, "I ran into the scylla of vaccination, and which is the more painful I am unable to determine." By way of explanation of certain features of the bill, which, he said, did not seem to be understood, he stated that the ordinary freight ship, which is to receive the subsidy, is divested of all the excessive requirements of the postal subsidy ships. Referring to the proposition to prevent Chinese sailors on ships, he said it would destroy the line on the Pacific. He was opposed to the proposition because our sailors are unable long to stand the excessive heat of the engines and firerooms. He warned Senators favoring the bill to look out for amendments to the bill offered by members of the opposition. With much deliberation, and addressing himself to the Republican side of the chamber, Frye called on them to "beware of the Greeks when they are bringing gifts."

Teller interrupted to ask if Frye would tell what he thought of the amendments offered by Republican Senators.

"Lest I will not have time," said he, "I will attend to that now," answered Frye, amid much laughter. He then entered upon a detailed analysis of the amendments which had been offered, some of which, he said, he had no objection to, while others he hoped would be withdrawn. In his closing remarks, Frye said he would accept the amendments offered by Allison, limiting the time of the operation of the measure, because he believed they were in the interest of the bill.

Amendments of Vest.

At 3 o'clock, when Frye had concluded, Vest offered his amendment, providing, in brief, that the provisions of the anti-trust law apply to the shipping industry, with a view of preventing a conspiracy in restraint of trade. The amendment was rejected, 25 to 48—a party vote, with the exception of McLaurin of South Carolina, who voted with the Republicans.

Another amendment offered by Vest, providing that any vessel purchased in a foreign country by citizens of the United States shall be admitted to the United States coastwise trade, was rejected by the same vote.

Vest then offered his free-ships amendment, providing that American citizens may purchase vessels where they can be purchased most cheaply, and have them registered as American ships. It was rejected, 25 to 48.

Teller offered an amendment admitting to American registry foreign-built vessels of not less than 7000 tons and capable of a speed of 12 knots, that now clear from American ports, and of which 90 per cent are owned by American citizens, such ships to receive no subsidy under this act. The amendment was defeated, 24 to 47.

Allison then offered several amendments. Those limiting the operation of contracts made under the bill to July 1, 1920, and providing that the Postmaster-General should make no contracts after July 1, 1910, were agreed to without division. The amendment by Allison limiting the expenditure under the bill to $5,000,000 a year until July 1, 1907, and after that date to $8,000,000 a year, was also agreed to. Another amendment by Allison providing that all vessels entering into a contract under this act shall be of class A1 was agreed to without division. Allison offered another amendment providing that a vessel entitled to full compensation under the mail subsidy features of the pending bill shall clear from a United States port with at least 50 per cent of her commercial cargo capacity filled. It was rejected, 33 to 37, as follows:

AYES—33.

Allison	Dolliver	Money
Bacon	Dubois	Patterson
Bate	Gibson	Pettus
Berry	Harris	Proctor
Blackburn	Heitfeld	Rawlins
Carmack	McComas	Spooner
Clark, Mont.	McLaurin	Mills Taliaferro
Clay	McLaurin, S. C	Teller
Cockrell	Mallory	Vest
Culberson	Martin	Warren
Dillingham		

NOES—37.

Aldrich	Foster, Wash	Kittridge
Bard	Frye	McMillan
Beveridge	Gallinger	Mason
Burnham	Gamble	Mitchell
Burrows	Hale	Nelson
Burton	Hanna	Penrose
Clark, Wyo.	Hansbrough	Perkins
Deboe	Hawley	Platt, Conn.
Depew	Hoar	Quarles
Dietrich	Jones, Nev.	Scott
Dryden	Kean	Wellington
Fairbanks	Kearns	Wetmore
Foraker		

Lowest Speed of Boats.

An amendment by Allison, providing that steamers which during their trials have not attained a minimum speed of eight knots, half-loaded, cannot participate in the proposed subsidy, was adopted.

An amendment by McLaurin of Mississippi, providing that contracts made under the bill shall give the names of the firms or the stockholders of the corporation with which the contracts are made, was rejected, 25 to 45.

An amendment by Berry, excluding oil-tank steamers from participating in the subsidy, was rejected, 25 to 45, as were amendments offered by Berry providing that freight and passenger rates of subsidized vessels shall be fixed by the Interstate Commerce Commission, providing that no port, shipper or commodity should be discriminated against by a subsidized vessel, and to strike out the general subsidy provision of the bill.

Pettus offered an amendment providing that the total expenditure under the bill should not exceed $8,000,000 in any one year. It was agreed to, 44 to 22.

Bacon offered an amendment providing that one-fourth of the amount allotted to ocean mail ships be reserved for the establishment of lines running to South American ports. It was rejected, 25 to 44.

Patterson's amendment, providing that no vessel employing in its crew any Chinese person not entitled to admission to the United States shall receive any part of the subsidy, was rejected, 29 to 41.

An amendment offered by Mallory, providing that no vessel shall receive any subsidy until the managing owner had filed an affidavit with the Secretary of the Treasury declaring that no one owning an interest in the ship had been a party during the previous 12 months to any combination in restraint of ocean trade, was rejected, 26 to 46.

Culberson offered an amendment providing for a remodeling of subsidized vessels with respect to their use as auxiliary cruisers. It was rejected, 25 to 47.

Authority Given Congress.

Spooner offered an amendment reserving to Congress the right to amend or repeal the act, not, however, impairing any contract made under the bill. The amendment was agreed to.

McComas reoffered a part of the amendment of Vest, applying the provisions of the anti-trust law to the ships benefited by the proposed subsidy, but it was rejected, 31 to 39.

Hanna offered an amendment providing that no foreign-built ship shall receive any part of the proposed subsidy under this act. It was agreed to, as was another amendment by Hanna providing that nothing in the pending bill should be construed to prevent an American citizen or citizens from contracting for or holding any interest in foreign ships engaged in the sea-carrying trade. Hanna also offered an amendment providing that no foreign-built ship in any line acquired by United States citizens shall be admitted hereafter to American registry. The amendment was agreed to, 43 to 28.

Money proposed an amendment striking out all of the part of the bill providing for the encouragement of deep-sea fishing. It was rejected, 26 to 45.

The bill was then presented to the Senate. Aldrich demanded a separate vote on the amendment of Pettus limiting the total expenditures under the bill in any one year to $9,000,000. An amendment to the amendment by Bacon, limiting the amount of the annual expenditure to $3,000,000, was rejected. The Pettus amendment was then rejected, 30 to 42.

Cockrell demanded a separate vote on Hanna's amendment providing that nothing in this act should be construed to prevent American citizens from acquiring, holding and operating any foreign steamship line. The amendment was adopted, 42 to 30.

The bill was then passed, 42 to 31, the detailed vote being:

AYES—42.

Aldrich	Forraker	McComas
Bard	Foster, Wash.	McCumber
Beveridge	Frye	McLaurin, S. C
Burnham	Gallinger	McMillan
Burrows	Gamble	Mason
Burton	Hale	Mitchell
Clark, Wyo	Hanna	Nelson
Cullom	Hansbrough	Penrose
Deboe	Hawley	Perkins
Depew	Hoar	Platt, Conn.
Dietrich	Jones, Nev	Scott
Dryden	Kean	Warren
Elkins	Kearns	Wellington
Fairbanks	Kittridge	Wetmore

NOES—31.

Allison	Dillingham	Money
Bacon	Dolliver	Patterson
Bailey	Dubois	Pettus
Berry	Foster, La.	Proctor
Blackburn	Gibson	Quarles
Carmack	Harris	Rawlins
Clark, Mont.	Heitfeld	Spooner
Clay	McLaurin	Miss Taliaferro
Cockrell	Mallory	Teller
Culberson	Martin	Vest

The Senate at 5:56 P. M. adjourned.

CHANGE IN "CONSPIRACY" BILL.

Meaning of Word Limited—Little Change in Present Law.

WASHINGTON, March 17.—Senator Hoar, from the committee on judiciary, today reported the bill limiting the meaning of the word "conspiracy," with an important amendment in the nature of an exception. The bill as introduced provided that combinations in furtherance of any trade dispute "shall not be deemed criminal, nor shall those engaged therein be indictable or punishable for the crime, if such act committed by one person would not be punishable as a crime, nor shall such agreement, combination or contract be considered as in restraint of trade or commerce, nor shall any restraining order be issued in relation thereto."

The amendment is inserted in lieu of the last "nor" in the above quotation, and is as follows:

"Unless the purpose or effect of such conspiracy shall be to create intimidation by a show of physical force, or the court shall find that the combination has for its purpose the occasioning of injury to the property or business of the complainant, or is likely to result in such injury, nor except such purpose be proved to the satisfaction of the court, or the court find that such is likely to be the effect."

The amendment was agreed to by a party vote in a meeting of the committee earlier in the day. Members of the committee generally say that the practical effect of the amendment would be to leave the present law unchanged.

REPORT ON CHINESE EXCLUSION.

Senate Committee's Reasons for Urging Passage of Bill.

WASHINGTON, March 17.—Senator Penrose, chairman of the committee on immigration, today submitted a report on the Chinese exclusion bill, which he reported a few days ago. He says the sentiment of the American people is crystallized against the admission of Chinese laborers to compete with the workingmen of the United States. The Chinese Government has agreed heretofore in treaties that Chinese laborers shall be prohibited from entering the United States. After reciting the acts relating to Chinese exclusion the report says:

"Under the administration of existing laws many of the evil results of the previous unrestricted immigration of Chinese have been nullified, and under their protection American labor has regained much that was lost by former competition of Chinese cheap labor. It is obvious, however, that the former evils are not forgotten by the workingmen of this country, and that the demand for the continuance of our established policy is well nigh universal and voiced with an earnestness and insistence that merits, that compels our favorable action."

The report then reviews the difficulty of enforcing the exclusion laws, and says that this makes it necessary that new legislation shall be comprehensive in its scope and effect, and for that reason the committee recommends the passage of the bill.

Sir Richard Temple.

LONDON, March 17.—Sir Richard Temple, Governor of Bombay, and who has held other important posts in India, is dead. He was born in 1826.

PILES CURED WITHOUT THE KNIFE.

Itching, Blind, Bleeding or Protruding Piles. No Cure, No Pay. Druggists are authorized by manufacturers of Paxo Ointment, to refund money where it fails to cure any case of piles, no matter of how long standing. Cures ordinary cases in six days; the worst cases in fourteen days. One application gives ease and rest. Relieves itching instantly. This is a new discovery and is the only pile remedy sold on a positive guarantee, no cure no pay. Price, 50c. If your druggist don't keep it in stock send us 50c in stamps and we will forward same by mail. Manufactured by Paris Med. Co., St. Louis, Mo., who also manufacture the celebrated cold cure, Laxative Bromo-Quinine Tablets.

FOR RIVERS AND HARBORS

HOUSE BEGINS CONSIDERATION OF THE BILL.

Burton Explains That Only $24,000,000 Is Appropriations—Remainder Is for Continuing Contracts.

WASHINGTON, March 17.—The House today began consideration of the rivers and harbors bill. Burton (Rep. O.) made an extended speech in explanation of the measure, in the course of which he presented many interesting facts relative to it. Several other members spoke briefly on the measure, among them being Bellamy (Rep. N. C.), who protested against the treatment his state had received. One of the important new features of the mill is a provision for a board of five engineers, familiar with all river and harbor work, to pass on surveys, examinations and estimates. Bellamy (Rep. N. C.) criticised the bill for what he declared was the unjust treatment accorded North Carolina. The states represented on the rivers and harbors committee, he said, received $47,000,000 of the $60,000,000 carried by the bill.

Foster (Rep., Ill.) and Cockran (Dem. Mo.) discussed the Boer War, criticising the majority severely for failure to allow Congress to express the sympathy of the American people with the struggling republics.

Routine Proceedings.

Sprays of shamrock, in honor of St. Patrick's day, graced the lapels of the coats of half the members when the House met today. Immediately after the approval of the journal the House went into committee of the whole and commenced the consideration of the rivers and harbors bill. Burton (Rep. O.), who was in charge of the measure, in his opening statement said he would not discuss the benefits to commerce and trade from the appropriations contained in the bill, but would confine himself at some length to discussing some popular misapprehensions with reference to it. In the first place, he said, the impression existed that the bill carried something over $60,000,000 for the ensuing fiscal year, whereas it carried but $24,000,000 of actual appropriations, the remaining $36,000,000 being simply authorized to be appropriated under the contract system. There was also, he said, a mistaken idea that the pending measure carried larger appropriations than any previous bill. Burton also denounced the popular idea that unworthy projects for the improvement of basins and creeks absorbed a proportion of the appropriations in the bill. The appropriations were not divided up according to states and localities. The great projects in which the whole country was interested absorbed $30,000,000 out of the $60,000,000 carried and authorized by the bill. Burton then entered into the details of the bill.

Cochran Denounces Congress.

Cochran (Dem. Mo.) denounced the failure of Congress to express its sympathy for the Boers in South Africa, and called attention to his resolution to invite Paul Kruger, President of the South African Republic, to visit this country, which, he said, had been pigeon-holed by the majority. When Cochran was speaking, an elderly lady in the gallery, with pro-Boer tendencies, frequently shook her fist at the gentleman from Missouri, and at one time became so violent in her demonstrations of disapproval that one of the doorkeepers was obliged to admonish her to keep quiet.

Wachter (Rep. Md.), rising to a question of personal privilege, had read a newspaper article charging that the speaker had attempted to coerce his action on the question of Cuban reciprocity by threatening to defeat an item on the rivers and harbors bill in which he was reported as interested. Wachter denounced the story as an unqualified falsehood.

Richardson (Dem., Tenn.) made the point of order that the question presented was not one involving personal privilege, but the speaker overruled the point of order, holding that the matter presented was an attack on a member in his representative capacity.

"I consider it not only an attack," resumed Wachter, "but a cowardly attack." Proceeding, he denied in the most emphatic terms that the speaker had attempted to influence him in any way, and said the rivers and harbors project referred to in the newspapers was not in his district, and he had no personal interest in it. "It is high time some steps were taken to prevent a repetition of this sort of thing," he concluded. "Who can tell who will be the next in the ambuscade of the press?"

Then the House at 5 P. M. adjourned.

SENATE GIVES IN TO HOUSE.

Reciprocity Treaties Will Be Considered as Tariff Legislation.

WASHINGTON, March 17.—The Senate committee on foreign relations has decided again to take up the reciprocity treaties which are before the Senate, with a view to securing such amendments to them as will insure their ratification. There has long been contention on the part of members of the House that, because these treaties affect the tariff system, they should be passed upon by the House, as well as by the Senate. The Senate committee on foreign relations was not disposed to concede this point, but, because the Dingley bill authorizing these commercial agreements contained a provision requiring the consent of the entire Congress, the committee has now taken a position favorable to the House contention by adopting the report prepared by its sub-committee, of which Senator Spooner is chairman. It is understood that the next step will be in this direction, and it is probable the question will be taken up at the next regular meeting, to be held Wednesday of this week. Senator Aldrich, who has contended that the treaties should be considered in the light of tariff legislation, will be invited to appear before the committee and give his views on the subject. If the amendment is made to one of the treaties, it will be made to all of them, and to all agreements of the kind which may in the future be entered into under the provisions of the Dingley act.

Railroad Resolution Goes Over.

WASHINGTON, March 17.—Senator Morgan today introduced a resolution directing the Secretary of the Interior to send to the Senate a statement of the legal and traffic relations between the Government of the United States and the railroads which connect with the waters of the Pacific, and also directing the Secretary of War to furnish similar information with respect to the Philippines, and as to the charters and owners of such railroads. The resolution went over on objection by Senator Hale. Senator Morgan explained the legal relations between the land of the transcontinental railroads and the United States were in confusion, owing to the fact that all the statutes of the United States on that subject stand unrepealed, and the decree of the courts transferring some of those properties into private hands, based upon charters for these railroads obtained from states, are not in conformity with existing laws of the United States. As to the Philippine railroads, he said, the country knew nothing, and, with the view of getting all possible information, he introduced the resolution.

Deadlock on Cuban Tariff.

WASHINGTON, March 17.—The conferees who are seeking to reconcile difficulties in the matter of relief to be given to Cuba resumed their sessions at 3 P. M. today. In anticipation of this meeting, the element opposing the ways and means committee asked their associates to gather at 2 P. M. to consider the situation. The conference lasted until 5:30 P. M., and at its close Chairman Payne authorized the statement that there was no change in the situation and no agreement, the conference adjourning until 3 P. M. tomorrow. The conferees stated privately that the situation in the conference amounted to a deadlock, and that they were no nearer to an agreement than they had been at the outset.

Otis Before Philippine Committee.

WASHINGTON, March 17.—Major-General E. S. Otis was before the Philippine committee of the Senate today, but gave no testimony further than the date of his arrival in and departure from the Philippines, owing to early convening of the Senate. The committee meets again tomorrow. It is stated that General Funston will be examined after General Otis.

CHARGES AGAINST POSTMASTER.

Said to Have Dismissed Officials for Political Reasons.

WASHINGTON, March 17.—Charges have been filed with the Civil Service Commission against Postmaster F. E. Coyne, of Chicago, alleging that he has made numerous changes in the Chicago postoffice for political reasons. The complaint is made by W. W. Wittler, ex-superintendent of a station of the Chicago postoffice, who specifies that he was reduced from that position, paying $2000 per annum, to mailing clerk, at $1160, and on refusing to accept the change he was dismissed. He says this action was due to his being a Democrat. Mr. Wittler alleges that Postmaster Coyne reduced nine other men in the service on political grounds, seven of them being Democrats, and the men appointed to succeed them being Republicans. The complaint also charges that this action was taken in the interest of the candidacy of Senator Mason for re-election. Mr. Coyne, in reply, alleges the action taken against Wittler was due to lack of harmony at the station of which he was superintendent, and that he was personally repugnant to the other employes and was dismissed on account of insubordination. The commission will investigate.

Concha Presents His Credentials.

WASHINGTON, March 17.—Jose Vincente Concha, the newly-appointed Minister from Colombia, presented his credentials to President Roosevelt today. He was accompanied to the State Department by Dr. Silva, the retiring Minister, and Mr. Herran, who has acted as Charge at times and is the secretary of the Legation. Secretary Hay escorted the new Minister to the White House with Mr. Herran, but Dr. Silva did not go farther than the State Department. The speeches exchanged had as their keynote the expression of hope for closer commercial relations between the United States and Colombia. The new Minister declared that the only reason he was succeeding Dr. Silva was because the doctor's services in another important post of duty were deemed indispensable by his government.

Gunboat Wheeling's Mission.

SAN FRANCISCO, March 17.—The United States gunboat Wheeling will sail from this port within a few days for Magdalena Bay, where Commander Blocklinger expects to meet Admiral Casey and report to him. After target practice, the Wheeling will proceed to the Pichilinque coaling-station, near Lapaz, and sail thence for Honolulu, making an effort en route to find and chart some rocks that have been reported as existing at or near the surface several hundred miles off shore. The gunboat will then proceed to Pango-Pango, Samoa, to relieve the Abarenda on that station, the latter returning home to New York. The officer and crew of the Wheeling were recently transferred from the Concord, now laid up at Mare Island.

Funston to Succeed MacArthur.

WASHINGTON, March 17.—The statutory retirement of Major-General E. S. Otis March 25 will vacate the commands of the military departments of the Lakes at Chicago and of Dakota at St. Paul. Major-General Arthur MacArthur, now at Denver, in command of the Department of the Colorado, will be transferred to Chicago, and Brigadier-General Frederick Funston, now in this city on leave of absence, will succeed General MacArthur in command of the Department of the Colorado. Brigadier-General W. A. Kobbe, who is also in this city on leave of absence, will be assigned to command the Department of Dakota.

Funston Dines With President.

WASHINGTON, March 17.—Brigadier-General Frederick Funston dined with President and Mrs. Roosevelt at the White House tonight.

GRAVE FOR VENEZUELA.

Insurgents Are Active and Have Taken Several Strongholds.

PORT OF SPAIN, Island of Trinidad, March 17.—The Venezuelan insurgents commanded by General Monagas, captured the Port of Guanta, March 14. Six custom-house officers were wounded. A Dutch steamer arrived off Guanta shortly after the insurgents had taken possession of that place, and transferred to the revolutionists several bags of mail matter, the steamer's officers thinking they were dealing with legal authorities. Government troops, commanded by General Velutini, recaptured Guanta yesterday.

The insurgents have taken possession of Cariaco and are marching on Cummana. The insurgents also continue to threaten Carumpano, which place, it is said, they will most likely capture shortly.

The revolutionary steamer Bolivar landed a force of insurgents March 14 on the shore near Puenta Piedras, north of the Island of Margarita, and March 15 the steamer landed war munitions and insurgent forces near Cumarebo, opposite the island of Curacao, to reinforce the revolutionary troops under General Riera, who was preparing to attack Coro.

The Venezuelan insurgents are very active at present and the situation appears to be grave for the government of Venezuela. It is reported here that the insurgents have captured Cuidad de Sira, near Valencia.

The Bolivar is at present off the coast of the Island of Margarita, where the Venezuelan insurgents are attempting to capture it. It is said that the Island of Coche, which commands the Margarita Channel, is in possession of the insurgents.

Foodstuffs Scare in Panama.

COLON, March 17.—All approaches to Colon are now guarded by small detachments. The Government is throwing up embankments at certain advantageous points in the center of the town, and from 200 to 300 troops are kept moving up and down the railroad line. These are necessary precautions to avoid an insurgent surprise and attacks similar to that of last November.

Foodstuffs are becoming scarce in Panama, as small boats are no longer able to communicate with the neighboring coast towns. Panama is receiving its supply of beef from Cartagena by way of Colon.

Revolutionists Threaten Barcelona.

NEW YORK, March 16.—About 600 Venezuelan revolutionists, under the command of Domingo Monagas, have taken Guanala, and are now threatening Barcelona, according to a late dispatch from Port of Spain, Trinidad, to the Herald.

General Landaete, a Venezuelan Government officer, has abandoned Carupano and has fled toward Caracas. It is expected that General Cucharmes' force will intercept General Landaete's troops.

Denies It Owes Germany.

NEW YORK, March 17.—The Government of the State of Matto Grosso declares that it does not owe any money to German capitalists, says a Buenos Ayres dispatch to the Herald. The German Minister will go to Minas Geraes to look into the question. A newspaper of Rio Janeiro has published an article violeftly attacking Germany.

To Cure a Cold in One Day

Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. 25c.

DEMOCRATS TO FIGHT IT

WANT NO INVESTIGATION OF DISFRANCHISEMENT OF VOTERS.

May Resort to Most Extreme Devices of Parliamentary Procedure When Committee Reports.

WASHINGTON, March 17.—The House committee on rules, by a divided vote on party lines, today decided to report the resolution of Representative Crumpacker, of Indiana, for a special committee of 13 members to investigate and report on the alleged disfranchisement of voters in some of the states.

The Democratic members of the committee—Richardson of Tennessee and Underwood of Alabama—protested against reporting the resolution, and when it was ordered to be reported by the affirmative votes of the Republicans of the committee, Speaker Henderson and Representatives Dalzell and Grosvenor, the Democratic members consulted their colleagues on the floor of the House and began considering the advisability of expressing their dissent by resorting to the most extreme devices of parliamentary procedure, even to the extent of stopping the regular proceedings of the House. That this extreme step shall be taken has not yet been decided on, as Messrs. Richardson and Underwood, after conferring with other Democratic members, said that action of the character contemplated should not be taken unless there is the most complete concurrence between the minority, and a determination in advance to make a most determined contest. To this end it is the intention to submit the matter to a Democratic caucus, probably on Wednesday night. A caucus has been called already for that time to consider the Boer War. Under the caucus rules it will require unanimous consent to consider anything outside the Boer subject. But in view of the general sentiment among Democratic members, it is expected that unanimous consent will be given to consider this disfranchisement question. Otherwise another caucus will be called. One of the minority parliamentarians said:

"The business of the House is largely done by 'unanimous consent,' the courtesy of the minority yielding a strict conformance to the rules. But the minority has the power to withhold 'unanimous consent,' and to require a Constitutional vote under the rules on every question arising. Without unanimous consent even the approval of the journal will require a roll call, and it will take a week to pass a bridge bill. The minority will be cautious in going to this extreme, and will not take such a step unless assured in advance of a united following. If the step is not taken, it will be only because of the question of the propriety of restorting to such extremes."

It is stated that the movement on the part of the minority is directed not only against the Crumpacker resolution, with a view to contesting its adoption to the last extreme, but also to other legislation, so as to embarrass and harass the majority at every point. The action of the committee on rules in favor of the Crumpacker resolution will not be reported to the House for about 10 days, as Representative Grosvenor, who is to make the report, will be out of the city temporarily.

BOSTON STRIKE WIPED OUT

Practically All of the 20,000 Union Men Resume Work.

BOSTON, March 17.—The great strike of last week, involving 20,000 union men, was completely wiped out today, when practically every man went back to his work under conditions but slightly changed from those existing when the trouble began. Tonight the only incident in the labor situation is the strike of 75 longshoremen at the Clyde line wharves. This is an independent strike brought about by two disgruntled workmen. At the freight-sheds of the railroads, the number of men left without immediate employment was less than 500.

Lock-Out of Newark Plumbers.

NEW YORK, March 17.—A lock-out of journeymen plumbers of Newark by the Master Plumbers' Association of that city will go into effect in this city. The lock-out edict affects all the union plumbers of Newark and 350 men will be thrown out of employment. The question on which the masters and journeymen have split are the employment of apprentices and the length of notice to be given in event of a sympathetic strike. It is feared many other workmen will become involved.

Troops Leave for Home.

NORFOLK, Va., March 17.—The troops which have been on duty here during the strike of the street-car men left for their homes today. Should there be trouble, the military will be returned and held until the disturbance is over. Several men went to work today.

Dock Laborers' Strike Ended.

LA ROCHELLE, France, March 17.—The strike of the dock laborers here is ended, the employers, as cabled last night, having accepted the demands of their employes.

Paper-Hangers' Strike Called.

PITTSBURG, March 17.—A general strike of paper-hangers in the Pittsburg district, to go into effect tomorrow morning, was declared today by the executive committee of the Brotherhood of Paper-Hangers. About 700 men will be affected. The employers have refused to sign the scale, which calls for an advance of 5 cents an hour for time work, and a 10 per cent insurance.

Cecil Rhodes Is Weaker.

CAPE TOWN, March 17.—The heart symptoms of Cecil Rhodes are worse today, and he is weaker.

Spring Medicine

Is of the greatest importance. This is the most critical season of the year, from a health standpoint.

It is the time when you imperatively need Hood's Sarsaparilla.

It will give you a good appetite, purify and enrich your blood, build up and steady your nerves, overcome that tired feeling, give mental and digestive strength—in short, will vitalize your whole being, and put you in perfect health.

Don't delay taking it.

Don't experiment with others. Get that which trial and test have proved the best—

HOOD'S Sarsaparilla

Best for Spring—"I have taken Hood's Sarsaparilla when needed for several years and would not be without it in the house. It is an excellent medicine and I heartily recommend its use in the spring and at any time when a blood purifier and tonic is needed." Mrs. F. M. Foote, 21 Irving Place, Passaic, N. J.

Spring Fever—"I have taken Hood's Sarsaparilla for my spring medicine for years and have always found it reliable and giving perfect satisfaction. In the spring it takes away that tired feeling or spring fever, gives energy, and puts the blood in good condition." Miss Effie Colonne, 1535 10th Street, N. W., Washington, D. C.

MOTHERHOOD

Is a natural instinct which shows itself in the girl as soon as she is big enough to play the mother to her doll. Unfortunately the womanly health does not always keep pace with the motherly instinct, and when real motherhood comes it often comes to mothers who suffer intolerably during maternity and who are unable to nurse the weakling child which frets and moans in their arms.

Motherhood is prepared for and provided for by the use of Dr. Pierce's Favorite Prescription. It cures nausea, tranquilizes the nerves, gives a healthy appetite and promotes restful sleep. It makes the baby's advent practically painless, and gives the mother abundant strength to nurse her child.

Accept no substitute for "Favorite Prescription." There is nothing "just as good" for weak and sickly women.

"Two years ago I was very sick and began taking your 'Favorite Prescription,'" writes Mrs. Ed. Huckett, of Chardon, Geauga Co., Ohio. "When my baby boy came he weighed twelve pounds and a half. Have had good health ever since, until about three weeks ago, when weaning my baby, I contracted a heavy cold. Am taking your 'Golden Medical Discovery.' I am thankful that poor sufferers have such a grand chance to regain their health by using Dr. Pierce's medicines. It would take pages to tell the good it has done in our family, and in a great many more families under my observation.

"I thank you for your kind medical advice."

Dr. Pierce's Medical Adviser in paper covers is sent *free* on receipt of 21 cents in one-cent stamps to pay expense of mailing *only*. Address Dr. R. V. Pierce, Buffalo N. Y.

MAN'S MISSION ON EARTH.

Medical Book Free.

"Know Thyself," a book for men only; regular price, 50 cents, will be sent free (sealed postpaid) to any male reader of this paper, 6 cents for postage. Address the Peabody Medical Institute, a Medical Museum, Boston, Mass., established in 1860, the oldest and best in America. Write today for free book, "The Key to Health and Happiness."

Editor's Note Medical Institute has been For 40 years the Peabody a fixed fact, and it will remain so. It is as standard as American Gold.

The Peabody Medical Institute has many imitators, but no equals.—Boston Herald.

MUNYON'S WITCH HA