

PROBING THE "MERGER"

JOHN S. KENNEDY, RAILROAD MAGNATE, ON THE STAND.

Cheerfully Told About Plans of the Northern Securities Company—Morgan Men to Come.

NEW YORK, March 19.—There was a hearing in this city today before Richard A. Melby, special examiner, in the suit of Peter Powers against the Northern Securities Company. The object of the suit is to overthrow the transfer to the Northern Securities Company of the control of the Northern Pacific.

John S. Kennedy, a banker, was the first witness today. He testified that he was not a director of the Northern Securities Company, but that he was a director of the Northern Pacific. He testified that he was not a director of the Northern Securities Company, but that he was a director of the Northern Pacific. He testified that he was not a director of the Northern Securities Company, but that he was a director of the Northern Pacific.

Kennedy said that the Northern Securities Company had been thought of for a great many years before it was formed. Originally the plan was to turn over to the Northern Securities Company only the Great Northern shares held by the controlling interest, but later this was modified so as to allow all stockholders to convert their shares into Northern Securities stock.

In the autumn of 1901, did not these gentlemen have a majority of both the Northern Pacific and the Great Northern stocks? Mr. Kennedy was asked.

He did not know about the stock of the Great Northern. He knew that they held a majority of the Northern Pacific stock—at least I was so informed.

Mr. Kennedy said that the object of the Northern Securities Company was to protect the holdings of the Northern Pacific against such an attack as occurred here last Spring, and which resulted in the sale of the stock of the Northern Pacific to the United States.

"Was it the purpose of you gentlemen to place the stock of the Northern Securities Company on the market for miscellaneous purchasers?" asked Mr. Lancaster.

"I cannot remember that any such thing was ever discussed or suggested."

"Was it not your intention to acquire other property besides the Northern Pacific and the Great Northern?"

Kennedy said there had been suggestions in that direction. The examiner next turned his attention to the election of Mr. Harriman to the directorate of the Chicago, Burlington & Quincy Railroad Company. Mr. Kennedy said he could not give him any information as to why Mr. Harriman was elected a director of the Burlington.

Do you know when Harriman sold his Northern Pacific stock to J. P. Morgan? asked Mr. Lancaster.

"In the autumn, I believe," replied Mr. Kennedy.

George J. Perkins and Charles S. Steele, members of the firm of J. P. Morgan & Co., were to have been heard today, but it was impossible for them to attend. It was then arranged that the hearing should be resumed at 2 o'clock tomorrow afternoon. After Mr. Perkins and Mr. Steele shall have testified, Jacob H. Schiff will be called.

To Build Railroad in Peru.

SAN FRANCISCO, March 19.—The Post says: J. B. Haggin, the millionaire mining man, is contemplating the construction of a railroad in Peru. The Haggin-Trembley syndicate secured possession of valuable mining property near Sierra Pasco, Peru, and plans are under way for working the mine. Haggin is an elaborate case. Years ago Virgil Bogue, the railroad engineer, who left here last night for Nevada to arbitrate the Harriman-Bogue trouble, made a survey in Peru for a railroad route, which J. B. Haggin discovered would be most valuable to the syndicate in its plans for carrying its ore to the coast. Shortly after Engineer Bogue arrived here, J. B. Haggin, a week ago, he received a telegram from J. B. Haggin, in New York, requesting him to hurry eastward for the purpose of conferring there concerning the construction of the road. He will go to New York as soon as his work in Nevada shall be completed.

Sale of Colorado Southern.

DENVER, March 19.—The Republican this morning prints an interview with Paul Morton, vice-president of the Atchafalpa, Topeka & Santa Fe Railroad, in which he is credited with saying that the Colorado & Southern Railroad Company had changed hands; that no other railroad or corporation now owns the road, but that it is in the hands of private individuals who have purchased the road for an investment. Mr. Morton did not say, however, who the individuals were.

Mr. Morton, who is traveling in a special train, accompanied by T. P. Shontz, recently president and general manager of the Indiana, Illinois & Iowa Railroad; J. W. Burley, general superintendent of the Western division of the Santa Fe, spent a few hours in Denver. The party is on the way to California, where they will visit Los Angeles and San Francisco before returning to Chicago.

Northwest Exhibit at Ogden.

OGDEN, Utah, March 19.—Representatives from Oregon, Washington and Idaho are expected in Ogden Monday to arrange for establishing an exhibit of the products of their states. This is the outcome of the contention that the Western States to secure settlers from among the who come West on colonist rates. The move on the part of Oregon, Washington and Idaho representatives is to counteract the influence of the exhibit which is to be established here by California. They expect to erect a building near the California building at the Union Depot.

(Nothing about any such enterprise as this is to be learned in Portland, and the story from Ogden is not credited here.)

Good Job for Beiler.

PHILADELPHIA, March 19.—President Baer, of the Central Railroad of New Jersey, today announced the appointment of W. G. Beiler to be general manager of the company. Mr. Beiler was for many years in the service of the Chicago, Burlington & Quincy Railroad, and was for six years superintendent of the St. Louis division of that road.

Lower Rate for Flour.

ST. PAUL, March 19.—One of the most important freight meetings from the Northwestern standpoint this season has just completed its session. At this meeting lake and rail rates on export and domestic

flour and products incidental thereto were determined upon. The flour rate was cut 3 cents from the tariff in effect when the season of 1901 opened. This season the lake and rail rate on domestic flour will be 22 cents to the seaboard and 24 cents on export.

These rates are 3 cents under the agreed all-rail rates, the recognized differential allowed the lake carriers. These new tariffs will take effect on April 1.

Paid Over \$18,517,000.

SAN FRANCISCO, March 19.—The Baltimore syndicate which has purchased the principal street-car lines of this city has paid over the sum of \$18,517,000. A certified check on the Union Trust Company of this city was given, and \$5,000,000 of the purchase price will be paid to stockholders in New York. The final step takes place today, when the stockholders of the Market-Street Railway will meet and ratify the action of the directors. The new company will be known as the United Railroads of San Francisco.

Delay in Filing Injunction Suit.

KANSAS CITY, March 19.—The expected injunction suit to restrain cutting that it was stated would be started here today by Attorney William A. Day, of the Kansas City Commercial Union, against seven Chicago-Kansas City lines, may not be filed until the end of the week. United States District Judge Phillips, before whom the proceedings will have to be filed, is in Jefferson City attending court, and he refused to accept a filing of the suit in that city.

WRESTLERS TRAIN FOR BOUTS

Ed C. Johnson and Multnomah Men Get Ready for Tournament.

Ed C. Johnson, champion middle-weight wrestler of the Northwest, is training faithfully for his bout with Bayley, of the Olympic Club, which event is to take place next Tuesday evening, before the Multnomah Club. Bayley is the champion middle-weight of the Coast, but Johnson's friends believe that the local wrestler will win. Both men will be required to make 135 pounds, and the bouts are to be catch-as-catch-can. The bouts are to be for 30 minutes, and he who wins two out of three will be declared the victor.

DeFrance and McCall, who are to appear in the autumn of 1901, did not these gentlemen have a majority of both the Northern Pacific and the Great Northern stocks? Mr. Kennedy was asked.

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NOTHING WAS ACCOMPLISHED BY PERILOUS TRIP ACROSS SAMAR.

Another Report From Major Waller Recounting in Detail the Events of the Awful Journey.

WASHINGTON, March 19.—The Navy Department has made public another report from Major Waller, recounting in detail the events of his efforts to cross the island of Samar.

Major Waller begins with a statement that Lieutenant William A. Day, of the infantry, had just returned from a 12 days' trip in a fruitless search for a trail, and Captain Pickering urged him not to make the attempt to cross Samar on account of the difficulties. But he decided to make the attempt in view of the commanding General's evident desire

that there must be no dual occupation of Manila.

General Otis then detailed the circumstances attending the capture of Ilo Ilo, the offer of the Spanish General Rios to hold the place against the insurgents pending the arrival of United States troops. Aguineldo, he said, was overjoyed when he learned that the detachment had been sent out, because he (Aguineldo) declared that the first shot would be fired at Ilo Ilo, which would bring on war between the United States and the insurgent forces.

General Otis said that he had called Washington, saying that the taking of Ilo Ilo meant war in the islands and had received the response to delay, which he did until the insurgents made war on the United States forces in Manila. He had, he said, issued his proclamation extending military authority to all parts of the archipelago under instructions from the President.

Senator Rawlins sought to show that many of the things done by the United States military authorities were in contravention of the protocol, but General

Aguineldo, inquired Senator Patterson, "As the General in command of the Philippine forces, did you at heart believe him to be a robber and a looter?"

General Otis declared that he did not say Aguineldo was a robber and a looter. He characterized him as much better than the majority of the Filipinos. In money matters he believed Aguineldo strictly honest, and then, bringing his fist down on the table and speaking with great emphasis, the General said: "In duplicity he has few equals."

Senator Patterson made a sarcastic remark that Aguineldo had "a good many illustrious colleagues."

Asked by Senator McComas about the assassination of General Luna, General Otis said there was no doubt that this was Aguineldo's act.

"My opinion of justice," remarked Senator Patterson, "is that you should bring here the man who is accused of assassination."

PHILIPPINE CUSTOMS.

Taxes and Duties Collected Will Be Covered Into the Island Treasury.

WASHINGTON, March 19.—Secretary Root has notified Acting Governor Wright that taxes and duties collected in the Philippines shall be covered directly into the Philippine treasury, and are subject to the orders of the Philippine authorities. Nothing has yet been determined upon with respect to the handling and transfer of the duties and taxes collected in the United States on articles imported from the islands. The law provides that all the duties and taxes collected in the United States when shipped by way of foreign ports, Judge Magoon, the chief law officer of the insular division, will represent the War Department on the commission.

Twenty-ninth Will Go to Manila.

WASHINGTON, March 19.—It is practically settled that the Twenty-ninth Infantry, now at San Francisco, will be sent to the Philippines on the transport Sheridan about April 1.

SNOW BLOCKADE BROKEN.

Northern Pacific Is Running Trains In North Dakota.

BISMARCK, N. D., March 19.—Reports of loss of livestock in the storm have begun to come in. William H. Bratton, of Sterling, lost 100 cattle and several hundred sheep. A ranchman named Cook lost 50 cattle. William W. Smith lost 50 sheep. A band of 500 sheep in the western part of the state were turned out to graze the day before the storm. The herder perished with his flock.

The blockade of this division of the Northern Pacific was broken today when several passenger trains from the East arrived. At Sterling, 30 miles east of here, there was a cut in the line and a half long line with snow from six to 15 feet in depth. Two snow-plows were broken down in clearing the track. The Northern Pacific tracks are clear west of Jamestown to Glendive.

Soo Line Opened.

ST. PAUL, March 19.—The Soo line was the first of the transcontinental railroads to break loose from the North Dakota blockade and bring a train into St. Paul. Late yesterday the Soo managed to get its track through the eastern portion of North Dakota opened, and shortly before the noon hour the first of the long trains reached St. Paul. The Northern Pacific and Great Northern will, it is now definitely settled, bring in their trains tomorrow.

Track West of Billings Clear.

BILLINGS, Mont., March 19.—The first through trains from the East arrived in Billings tonight, at 6 o'clock, after having been held by the blizzard in North Dakota for about five days. The track west of Billings is clear and no further delays are anticipated.

Rich Cattleman Missing.

PARK RIVER, N. D., March 19.—Searchers are scouring the country for John Delaney, a rich cattleman, of the Dakotas and Minnesota, who has been missing since the blizzard. One of his horses was found frozen to death.

Ranchman and Herder Lost.

JAMESTOWN, N. D., March 19.—Two men are reported lost 50 miles northwest of here. Ranchman Stewart and Herder Dan McLaughlin have not been heard of since the storm. The stock loss is heavy in this district.

In Manitoba.

WINNIPEG, Man., March 19.—The stern blockade of the Manitoba branch railways has been raised. A. L. Davis, of Boston, was frozen to death in the recent storm.

GREAT FLOOD THREATENED.

Ice Gorge Forms in the Missouri Above St. Louis City.

SIOUT XCITY, Ia., March 19.—The formation of a huge ice gorge in the Missouri River imperils thousands of dollars' worth of property in this vicinity. Early on Sunday morning the river suddenly ceased running, till the water was but two feet deep at Chamberlain, S. D., and so sudden was the fall that a ferry-boat was stranded in midstream. The great stream is still running, but not more than a creek. Couriers sent up the river to find the trouble report a great ice gorge had formed at Little Bend, 60 miles above Chamberlain, S. D.

For 60 hours the water has been piling up behind this obstruction, and there is now enough water collected to sweep the Missouri Valley in a flood that will cause disastrous loss. In all the records of the Government Engineer's office here, nothing like this has occurred. In the great flood of 1881-2 counties were flooded by an ice gorge, but enough water escaped the dam to make a good-sized river. Between Chamberlain and Little Bend there are enough tributary creeks to supply all the water now running. In this part of the river the water will cause the water has fallen three feet within 24 hours.

High Wind at New York.

NEW YORK, March 19.—High northwest winds which had swept over this city since early morning increased suddenly this afternoon and blew in gusts with a velocity of between 45 and 75 miles an hour. In the evening the wind slackened. The gale practically stopped shipping business in the harbor.

Colorado Revenue Bill.

DENVER, March 19.—The conference committee of the two Houses of the State Legislature announced tonight that an agreement had been reached on the revenue bill and would be reported to the Legislature tomorrow morning. The bill is general that the agreement will be accepted by both houses and final adjournment of the extra session will occur next Friday.

Brooklyn Pool Tournament.

NEW YORK, March 19.—In the professional pool tournament in Brooklyn tonight, W. H. Clearwater, of Ellwood, Pa., defeated W. E. McEune, of Boston, 125 to 106. He defeated W. H. Clearwater, of New York, defeated H. P. Stiff, of Cleveland, 125 to 84.

Reform School Burns.

SEVERAL BUILDINGS OF KENTUCKY INSTITUTION GONE.

There is No Loss of Life—Particulars of the Fire on the Hoboken Water Front.

LEXINGTON, March 20.—At 1 A. M. the local fire department was notified that the Reform School, located 21½ miles from this city, and in which 27 children are confined, was in flames. The inmates are thought to have all got out safely. A fire engine was sent from the city.

At 1:10 o'clock the boys' building collapsed. The building in which the telephone was located was on fire and one of the guards who was answering the telephone declared that he must run, as the heat and smoke made it impossible to remain.

The institution was erected at a cost of \$200,000. There are eight buildings.

At 2 o'clock the Bradley building, used as offices and boys' dormitory, was in ruins and the flames had attacked the manual training building. The engine sent from this city had arrived and was playing a stream on the flames. The nearest telephone to the institution is half a mile away. The origin of the fire is at this time unknown.

HOBOKEN WATER-FRONT FIRE.

The Number of Dead May Never Be Known.

NEW YORK, March 19.—No estimate could be made today of the loss of life in the fire that started last night on the Phoenix Line pier in Hoboken, and it was thought the number of dead would never be known. It was learned today that Fireman Thomas Conney, of the fireboat David A. Boody, fell off his boat last night and was drowned. Patrick Hussey, a laborer, was killed when he was struck by a falling beam. Some of the longshoremen who saved themselves by swimming ashore say they saw 20 or 30 men leap into the river. Although some of those who jumped into the water were picked up by the tugs, it is feared that a number sank before they could be reached by the rescuers.

The British Queen has been beached off Hoboken, in the upper bay. Superintendent Mason, of the Phoenix Line, said he did not think that \$1,250,000 would cover the loss by fire. The British Queen was worth \$500,000, and there was a great quantity of valuable merchandise on the vessel, on the piers and on lighters that were destroyed.

There was a rumor today that the fire was of incendiary origin, but Mr. Mason said he was positive there was no truth in it. He said he thought the blaze started in a quantity of Belgian wicker baskets on the Phoenix line that had been unloaded from the British Queen Monday. He said the fire spread in an incredibly short time over the outer end of the pier. The British Queen was soon ablaze and the men on board had to leap into the water to save their lives. The lines by which the vessel was moored to the pier were burned away, and it was then feared that she might float against some of the docks lower down the river and set them afire. In spite of the intense heat a tug ran in under her stern and made a line fast to her rubber. Lines were then passed from several other tugs to the first one and in that way the big steamship was hauled out into the stream.

A rumor current today that a number of cases of cartridges were on the pier at the time of the fire, and that they were destined for the use of the Boers in South Africa. According to the report, the cartridges were to have been shipped to the Boers, and from there to their destination. A member of the Hoboken fire department said today that he saw the boxes of cartridges on the pier, and he heard a number of explosions. Several officials of the Phoenix Line today denied having any knowledge of cartridges or any explosives being on the dock. The British Queen-General said today that he had no information that any such munitions for the Boers were on the ship.

Fertilizer Warehouse Burns.

COLUMBUS, O., March 19.—The warehouse of the Ohio Farmer Fertilizer Company, covering about two acres, was burned tonight. Loss, \$50,000.

Bad Fire at Fort Wayne.

FORT WAYNE, Ind., March 19.—Fire in the business district today caused a total loss thus far estimated at between \$175,000 and \$200,000. James R. Armstrong

Bound For Tonopah.

RENO, Nev., March 19.—Fifty miners from Montana are here en route for Tonopah, where they expect to get work at from \$5 to \$8 per day. They say Butte papers have been booming Tonopah and representing that miners are in demand; that green hands are being imported, and that many miners are on their way from Montana, from present indications there will be no lack of labor at the Nye County camp.

War on Mail Order Business.

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