

PEARY'S PROOFS ARE QUESTIONABLE

Greatest Marches Made After He Left Captain Bartlett.

Sudden Speed Arouses Suspicion—Shackleton and Greeley Claim that 25 Miles a Day, as Claimed by Peary, Is Far Beyond Limits of Human Endurance.

Washington, March 10.—By substantially a unanimous vote today, the subcommittee of the house committee on naval affairs decided against bestowing a substantial reward upon Commander Robert E. Peary until he has submitted openly proofs that he reached the North Pole.

Representative Macon attacked Commander Peary's proofs. Macon told the committee that he regarded the sudden acceleration of the speed of the explorer after Captain Bartlett left him as suspicious. Before the captain left the party, it had traveled only 9.6 miles a day. When Peary was alone, except for a negro valet and four Eskimos, he reported a speed of 26.4 miles a day for five days.

Macon quoted Lieutenant Shackleton, General Greeley and others, to the effect that 10 or 12 miles a day of traveling over Polar seas was the limit of human endurance.

"I confess that I am exceedingly skeptical about Mr. Peary's ever having discovered the Pole," declared Mr. Macon today before the committee, "and I am going to protest against any honor being conferred upon him by congress until he has established beyond a reasonable doubt that he did discover it. It must be established in the open, and not in the dark."

Macon then said that he wanted to call attention to "one discrepancy in Mr. Peary's story." This was the record of marching reported by the explorer. Macon said he regarded the sudden acceleration of speed as "very singular."

"The astonishing part of Mr. Peary's statement," said Mr. Macon, "is the number of miles he traveled per day after Bartlett left him and when no white man was with him as a witness, his only companions being his negro valet and four Eskimos."

"His greatest marches, singularly, were all north of the Bartlett camp. From that time forward, going to the Pole and returning to Cape Columbia, he claims to have made an average of 26.4 miles per day until he reached the Pole; 44 miles per day on his way back to Bartlett's camp, and 28.2 miles per day from Bartlett's to Cape Columbia. "The greatest speed he had made before Bartlett left him was 9.06 miles per day, so Peary must have made nearly three times as great speed after Bartlett left him as he did before in order to reach the Pole."

Representative Eaglebright, of California, did not vote to defer action. He said that he was convinced Peary had discovered the Pole and that the committee had sufficient proofs before it.

ROUTE IN AIR ESTABLISHED.

Dirigible Balloon Will Carry People Regularly From Munich.

Munich, Bavaria, March 10.—The first regular air navigation service in Europe will be inaugurated on May 5. Regular trips will be made from this city alternately to Stranberg and Oberammergau. A dirigible balloon of the Parseval type and driven by two motors of 100-horse power each will be used.

The aerial carriage will accommodate 12 passengers besides the crew. The fare for the round trip to Stranberg will be \$55, and for the round trip to Oberammergau \$175. The regular service will close for the season on September 1. An officer from the German aeronautic corps has been detailed to serve as captain of the dirigible.

Initiative Being Amended.

Boston, March 10.—Favorable action on a resolution for an amendment to the state legislature providing for the initiative and referendum has been taken unanimously by the executive committee on constitutional amendments. The resolution provides that legislation may be initiated on petition of 12 per cent of the vote cast for governor at the last previous state election, and that any act passed by the legislature may be referred to popular vote upon petition of 20 per cent of the last previous vote for governor.

U. S. Legation Is Stoned.

Bogota, Colombia, March 10.—A quarrel between the manager of an American owned railway line and a police officer late yesterday was followed by a riot, during which a mob attempted to wreck the street cars. The rioting continued for some time and reached the American legation. The police gathered in force in the vicinity, but the mob, after wreaking its vengeance on the rolling stock of the company, stoned the United States legation.

Bodies Sent Out Rapidly.

Wellington, Wash., March 10.—At the last account 55 bodies had been taken out from the avalanche ruins. The trail between Wellington and Seaside is now so well established that the bodies are being sent out soon after their recovery, to Seattle, or Everett, most of the dead railroad men having lived in the latter city.

PACKERS ARE TO BLAME.

Retail Meat Dealers Exonerate Tariff—Farmers also Hit.

Washington, March 9.—Retail meat dealers today placed upon the farmers and the packers the responsibility for the higher price of meat, in testimony given before the senate committee investigating the cost of living.

Five retail men from New York, Philadelphia, Baltimore and Washington were heard, and Walter Brown, a Washington dealer who kills his own meat, was the only one who did not raise the price of meat, which had gone up at least 10 per cent during the last five years.

Mr. Brown insisted that his prices practically were the same then as now. All agreed, however, that the competition among the retailers kept the price to the consumer as low as possible.

Each witness vigorously denied the retailers were responsible for prevailing prices, and none would admit that any agreement on prices existed among them. While no one charged that the packers were in a combination, all the witnesses who had dealings with them declared there seemed to be no complaint for the retail trade.

When complaint was made to the packers about advancing the prices, they said, the latter explained that stock was scarce.

John Rohlman, who conducts a market in New York City, told the committee that competition among the retailers in New York was so keen that they had been unable to keep pace with the steadily increased prices, which the wholesalers had forced upon them during the last 15 years. He said the increases during that time amount to about four cents a pound on beef, both to the retailer and the consumer.

STRIKEBREAKERS USE GUNS.

Angered by Attacks, Carload of Them Fire Upon Crowds.

Philadelphia, March 9.—Six persons, including a young girl, were wounded tonight with bullets fired by a party of alleged strikebreakers who rode wildly up and down Frankfort avenue in a trolley car and shot into the crowds that lined the sidewalks.

This outbreak followed the stoning of cars tonight along Frankfort avenue, after an uneventful day.

A stone thrown by one of the crowd injured a strikebreaking motorman. Infuriated at this, 15 of his comrades took out a car, all the windows of which they broke with their clubs.

As the car, loaded with strikebreakers, sped down the avenue, bullets were rained at the jeering crowd. Helen May, aged 14, was struck in the leg by a bullet.

John Maloney, aged 18, and Michael Osborn, aged 24, were also shot in the legs, and Frank Bromley, aged 23, received a bullet in the foot.

After reaching Allegheny avenue, the car was switched to the northbound track by its crew and the dash back to the barn began. So swiftly was it driven that before the crowd realized it was coming back, it had sped past them and into the barn.

The shooting of inoffensive bystanders worked the crowd into a high pitch of excitement, and as other cars came down the street the mob wrecked several, leaving only the trucks on the rails. About a dozen arrests were made.

82 MEN PROTECT CARUSO.

Italian Singer's Life Guarded Closely After Black Hand Threat.

New York, March 9.—More carefully guarded by police than President Taft on his visit here, Enrico Caruso, the tenor, who recently received Black Hand letters demanding \$15,000, remained barred in his apartments today. The singer is said to have received more threatening letters. Caruso made his first public appearance in opera last night since the Black Hand started him with its demands. No less than 75 policemen, four detectives and three mounted policemen, were detailed to look for lurking dynamiters in and about the opera house in Brooklyn. Detectives mingled in the chorus while police guarded the wings and one or two perched in the flies.

"I am ready for the attack," said Caruso, valiantly, "but—" here he relapsed into a smile—"I prefer that it should not come."

36 Badly Hurt in Wreck.

Los Angeles, March 9.—Thirty-six persons were injured, some of them seriously, when they probably will die, when an Oak Knoll car of the Pacific Electric system was tossed from the track by the engine of a freight train on the Salt Lake route tonight. The electric car was crowded with people. The car had been brought to a stop at the crossing of the Salt Lake tracks on Aliso street, and was then started up again and was half over the crossing when the freight train crashed into the rear end of it.

Shuberts Confirm Rumor.

New York, March 9.—The Shubert Theatrical association confirmed the report tonight that they are to expend \$6,000,000 in the erection of a chain of 12 theaters between St. Paul and San Francisco. The cities in which they will build are Denver, San Francisco, Portland, Winnipeg, Los Angeles, Fresno, San Diego, San Jose, Butte, Spokane, Salt Lake and Sacramento. It is planned to have the theaters ready for opening early next season.

Denver Has \$100,000 Fire.

Denver, March 9.—The Griffin Wheel works, in South Denver, was destroyed by fire tonight, entailing a loss exceeding \$100,000.

A BRIEF DAILY REPORT ON THE WORK OF CONGRESS

Washington, March 12.—Because millionaires retire from active business and come to the national capital to live—or rather, die—and are enabled to escape various forms of taxation in the District of Columbia, Representative Miller, Republican, today introduced a bill providing for an inheritance tax in the district.

The bill requiring compulsory publicity for campaign contributions and expenses was reported out to a by the house committee on elections of president, vice president and members of congress, with a favorable recommendation. The bill was introduced by Representative McCall, Republican, of Massachusetts.

Action was accomplished only after prominent men who have been advocates of the measure had brought much pressure to bear. The bill had been in the committee's hands since the session began.

The administration railroad bill was amended today in the senate committee on commerce so as to make commercial or market valuation of railroad properties by the Interstate Commerce commission a condition precedent to the merging, consolidation or reorganization of roads subject to the interstate commerce law.

Washington, March 11.—The sum of \$237 spent by the State department last year in shoeing horses was characterized as extravagance by Representatives Hamlin and Clark, of Missouri, in the house today. They failed, however, to have the appropriation cut.

"What should be said if we under took to curtail the horse-shoeing bill of the secretary of state, when we intrust him with even the great question of whether we shall go to war?" inquired Mr. Mann, of Illinois, derisively.

Mr. Burke of Pennsylvania, suddenly terminated the long debate with the following remark: "I will remind the house that it costs \$10,000 a day to run this house and we have already spent \$2,500 worth of time on the cost of shoeing horses."

"Secretary Knox has not made good in Far-Eastern affairs," declared Representative Underwood of Alabama, in the house today. He added that Mr. Knox had not proved so able a secretary of state as his predecessor, Mr. Root.

The section of the legislative, executive and judicial appropriation bill, providing funds for the new divisions of the State department having charge of Far-Eastern, Near-Eastern, Latin-American and European affairs was under discussion.

Representative Burke of Pennsylvania, warned the house that any failure to provide for a continuance of the division established by Mr. Root would be interpreted in the Far-East as evidence that the United States was not in sympathy with Mr. Knox's eastern policy. By a vote of 74 to 43 the house provided for a continuance of the divisions.

Washington, March 10.—Proposed changes of laws concerning passenger transportation between Hawaii and the United States evoked lively interest at a meeting today of the house committee on merchant marine. Delegate Kalaniana'ole, of Hawaii, George B. McClellan, representing the merchants of that territory and the board of trade of Honolulu, spoke for the bill. Representative Kahn of California, Patrick Flynn, of the Seamen's union of San Francisco, and William F. Yates, president of the National association of Marine Engineers, opposed the measure.

The rocky road that stretches ahead of the proposed \$30,000,000 bond issue to enable the completion of reclamation projects in the West became visible at today's hearing on the bills before the house committee on ways and means.

Mondell of Wyoming, argued for his bill, which is one of a number before the committee. The Carter bill, which authorizes the issuance of \$30,000,000 worth of certificates of indebtedness instead of a bond issue, is also pending. The Carter bill has already passed the senate, but has struck a snag in the house committee.

Hearing on the Lefean apple-box bill was continued today before the house committee on agriculture, but it was not concluded.

W. K. Newell and C. E. Whistles, representing Oregon applegrowers, will be heard tomorrow in opposition to the bill, and will be prepared to give the committee actual demonstration of the Oregon method of packing, and the reason for maintaining the standard box, uniformly in use in Oregon, Washington and other Western states.

Washington, March 9.—Senator Jones today introduced a bill intended to recognize the right of the states to regulate the development of water power within their respective boundaries.

The bill provides that, upon application of any state, the secretary of the interior shall patent to said state such public lands within its borders as may

Indians Will Talk to Congress.

Washington, March 9.—Two delegations, representing the Sioux Indians of the Standing Rock and Cheyenne River reservations in North and South Dakota have arrived in Washington to present to congress and the Interior department their views on the proposed opening to settlement of the remaining surplus lands on their reservations. The Standing Rock Indians are said to favor the opening, while those on the Cheyenne River are divided.

be valuable for power development purposes, provided the state can show that its laws fully provide against power monopoly and for effective control of charges for use of power. The state must also be able to show that development of power on such lands will not interfere with navigation or with any government irrigation project.

The bill stipulates that states must retain title to the lands so conveyed by the government, and in case they fail properly to regulate the development and use of power the lands shall revert to the Federal government. The bill does not in any way seek to impose the terms on which states shall lease power sites or stipulate the price at which power shall be sold.

The senate today passed a bill providing that bona fide homesteaders on government irrigation projects may, after making substantial improvements on their land and upon showing that water is not available for irrigation of their lands, obtain a leave of absence from their entries until water is turned into the main canals, but the period of absence will not be deducted from the full time of residence required by law.

Washington, March 8.—More than \$1,000,000 was added by the house today to the appropriation recommended by the committee on postoffices and post roads for the rural free delivery service for the year ending June 30, 1911. The bill as a whole carried \$241,000,000, or about \$6,300,000 more than the appropriations for the current year. It was passed by the house.

The rural free delivery appropriation, it was stated, would be sufficient to permit the establishment of 3,000 new routes, as it would make available for such extensions about \$1,500,000. For the current fiscal year \$660,000 was available for extension of this service.

That the 14th and 15th amendments to the constitution are null and void, was declared by a resolution introduced by Representative Sisson, of Mississippi, which directs the attorney general to submit the question to the Supreme court.

The naval appropriation bill will carry at least \$900,000 for the Puget Sound navy yard. The largest item is \$600,000 to continue the construction of a new dry dock, provision being inserted to increase the limit cost from \$2,000,000 to \$2,300,000 in order to permit an increase in width to 110 feet.

The postal savings bank bill, which passed the senate last Saturday, reached the house today and was referred to the committee on postoffices and post roads.

"When will the bill be reported?" was asked of Chairman Weeks.

"Not this week," replied Mr. Weeks. "We propose to give this bill not only earnest, but very careful consideration. It is liable to be some time before we are through with it."

Washington, March 7.—The forestry reservation question was discussed and the forest service was criticized by Senator Heyburn, of Idaho, today, during consideration of the agricultural appropriation bill before the senate.

The measure carries an appropriation of \$5,703,700 for the forest service, or about \$4,000,000 in excess of the receipts from the service. Mr. Heyburn contended that the appropriation was increasing from year to year, whereas assurance had been given that the service would be self-sustaining.

He said the last administration had been conducted regardless of the rights of the settlers in the West, and had gone upon the theory that, where there was no law there should be no license. He expressed confidence, however, that the country was now entering upon a different system.

While the agricultural bill was under consideration there was extended discussion of a provision appropriating \$78,000 for the investigation for the drainage of swamp lands.

Senator Gallinger found in the paragraph the possibility of entering on the reclamation of swamp lands and said that if that were to be done, it would involve an expenditure of millions of dollars. Later, when Heyburn suggested that the expenditure of the money should be confined to lands overflowed by irrigation, Gallinger said:

He said such a policy would "swamp the government," and he warned senators that if they expected to curtail expenditures to the extent of \$300,000,000 as Senator Aldrich had said might be done, they could not go far in the direction of this provision.

Protects Water Power Sites.

Washington, March 8.—If the "Interests" are seeking to monopolize water power sites in the West, they will have to hustle or else the United States geological survey will have all the available ones reserved. According to a statement issued by Director George Otis Smith, the survey during the last 12 months has withdrawn lands thought likely to contain water power sites aggregating 11,500 acres.

Irrigation Ignorance Shown.

Washington, March 10.—Throughout the hearing on the \$30,000,000 irrigation bill today before the ways and means committee of the house, hostility towards that measure, as well as ignorance of irrigation matters generally, was shown by members of the committee and the Washington congressmen who appeared in behalf of the bill feel greatly discouraged by the outlook. They will have a further hearing Thursday.

PRESIDENT TAFT AS HE WOULD APPEAR WEARING THE PROPOSED STATE JEWELS



A member of the National House of Representatives has evolved a plan to distinguish Mr. Taft and all future presidents by a splendid symbol of gold and jewels. According to the plan the decoration is to consist of a chain of gold with a huge pendant, which is to be a replica of the great seal of the United States, encircled by diamonds and enriched by the highest art of the engraver. The remainder of this gorgeous chain is to be wrought of smaller reproductions of the seals of the forty-nine states and territories of the United States, linked together with jeweled golden doves, to symbolize the peace and unity in which they all dwell together in one republic.

Such a superb embellishment, the originator of the idea believes, would fitly designate the president of this great republic and mark him out among his fellow men on any occasion of formality. Besides, it could be retained by ex-presidents as a sort of token of political pastmastership and passed on to their descendants as a pleasant reminder that an ancestor had been in the president's chair. The supporters of the plan would have a replica of the Taft chain presented to Theodore Roosevelt, and favor the wearing of a similar but less ornate chain by the governors of the States for purposes of distinction. The opponents of the decoration say it savors of Zelaya or Castro rather than of a country which is proud of its Lincoln, its Franklin, its Jackson and other Americans who needed no gilding to make them great. And no one enjoys the joke, it is said, more than President Taft himself.

Science AND INVENTION

Continuing his researches, begun with the ordinary ultraviolet rays, Billion-Daguerre in France has recently experimented with still shorter rays of the spectrum, measuring down to 1,000 units, for the sterilization of all kinds of liquids. He finds that the very short rays are 25 times as effective as the longer ones in their sterilizing power. He uses quartz vacuum tubes, immersed in the liquid, and illuminated with currents much more feeble than those required for the mercury vapor lamps at first employed.

One of the pressing problems in aerial navigation is that of producing automatic stability. Some investigators think that a way may be found to cause an aeroplane so to adjust itself to atmospheric vagaries so that its balance will be maintained without interference. Others are doubtful, believing that stability must always be obtained very much in the manner in which it is acquired by a bicycle rider, that is, by unconscious adjustment. Birds, the best of fliers, it is remarked, do not possess mechanical stability, but maintain their balance in gusty weather by action which has become so habitual that it is unconscious. Thus the element of intelligence is involved, although by virtue of long practice it is applied without conscious exertion of the will.

From 1900 to 1906 L. S. Berg carried on investigations round the Sea of Aral, and the results have been published in Russian. They lead to the conclusion, contrary to that reached by others, that there is no general drying up of this inland sea, but that periodic changes of its water level occur, and that the level has been rising continually since 1880. Berg finds the salinity 10.75 per 1,000, as against more than 12 per 1,000 about 1870. The sea has now a superficial area of about 24,000 square miles, but is very shallow, the mean depth being about 220 feet. Its total volume of water is only about one-tenth of that of the Lake of Baikal, which has but little taste.

more than half its area. The water is supplied wholly by the rivers Amu and Syr, which together deliver, on the average, 1,500 cubic meters per second. The water is derived from melting mountain snows.

Titanium steel rails for railroads were first made experimentally in 1907. The results that they showed led to their manufacture by several steel companies in 1908, and during 1909, according to the Engineering and Mining Journal, their manufacture entered upon the commercial scale. Experiments on the New York Central have confirmed those made elsewhere in showing that these rails wear several times as long as those made of ordinary Bessemer steel. Titanium has a great affinity for nitrogen, and since it is believed that considerable nitrogen remains as an impurity in ordinary steel, the good effects of an alloy of titanium are ascribed to its acting as a flux, thereby removing impurities and increasing the solidity of the steel. The increased cost is put at \$3.50 per ton of rails.

Really Poor Penman.

There is a certain Philadelphia physician of considerable prominence who is renowned among his friends as the worst penman in the Quaker city. He used to write them letters and then feel hurt when they could not read them. When he wrote to persons who were not familiar with his scrawl they frequently would not know whom the letters were from. Some time ago he introduced a typewriter into his office, and this rendered the body of the letter intelligible, but did not clear up the difficulty over the signature. Now, however, says the Record, he has had made a rubber stamp bearing his name and address in printing. He signs his name in the usual scrawl, but alongside he impresses his stamp. It is a little humiliating, he says, but he no longer has any trouble about persons to whom he writes not knowing from whom the letters are.

In the west, an automobile story is always started on every man who makes more than a hundred dollars a month.

The city is always in the situation of a poor man with very extravagant tastes.