

**A TERRIFIC GALE.**

**Death and Ruin Follow in Its Wake on the Atlantic Coast.**

**Ships Were Wrecked—Gallant Efforts of Life Savers to Rescue Crews—Several Corpses Are Washed Ashore—Two Barges and 13 People Missing.**

New York, Feb. 4.—The gale which has been sweeping the coasts of Long Island and New Jersey for more than 24 hours and is continuing, although with abated force, brought death and destruction to sailors and their craft. Reports of loss of life are confined to the eastern end of Long Island, whence come news that several bodies have been washed ashore.

It was not known up to 10 o'clock last night what vessels the men who lost their lives came from. They might have been on either of the barges towed by the tug Richmond, reported as passing, without tow, Block Island bound from New York for Newport, R. I., or the tug Cuba—which passed Block Island two hours later—which left New London, Conn., on Sunday for Newport News.

Wreckage strewn the shore in the vicinity of Bell Port, L. I., life saving station, and one body came ashore east of this station. One barge was thrashing about Monday afternoon near Forge River station. The crew of the American merchantman Schiepp, a full rigged ship which went ashore on Long Beach, L. I., shoals early Monday, were in peril all day.

A westerly gale was blowing at the rate of 70 miles an hour when the Schiepp struck at 3:30 in the morning. It was bright moonlight at the time and from Capt. Rhoades' life saving station, a mile to the east, the life savers had no difficulty in locating the vessel.

They reached the Schiepp about daybreak and found the seas breaking over her bow and stern. She was about 1,000 feet from shore and tossing heavily with every thrust of the powerful breakers. Her main topgallant and royal mizzen topsail with the fore topgallant studding sail had been carried away and nearly every spar in her was twisted or broken.

The life savers of Capt. Rhoades' station and those of the Long Beach station under Capt. Van Wycklen made several attempts to shoot the life lines over the Schiepp, but the efforts were not successful.

The crews of the tugs John E. Berwynd and E. S. Atwood had a narrow escape from going to the bottom with their craft Sunday afternoon.

Philadelphia, Feb. 4.—The wind storm, which reached a velocity of 50 miles along the southern New Jersey coast and in the vicinity of the Delaware breakwater, has diminished. Reports indicate that vessels that were exposed to the gale weathered the storm fairly well. Two vessels are ashore on Brigantine shoal, a short distance north of Atlantic City, N. J., and two steamers are aground in Delaware bay, about 50 miles below this city.

Fall River, Mass., Feb. 4.—The tug Cuba, of Taunton, arrived here last night and reported the loss of her two barges, Matanzas and Cardenas, off Block Island Sunday night during the gale.

New York, Feb. 5.—There is every reason to believe that three barges, coal laden, from Newport News for Boston, have been lost as a result of the storm on Sunday night and that 13 people comprising the crews have perished.

The barges were the Antelope, Belle of Oregon and Mystic Belle. They were in tow of the tug Richmond and the finding of a piece of wreckage bearing the letters "O. P. E." lends confirmation to other information at hand.

The Antelope loaded coal at Newport News for Boston. She was towed to New York by the tug Claverton and was there transferred to the Richmond, which was to have towed her to Newport.

The tug Richmond belongs to the Chesapeake & Ohio Railroad Co. Agent Willette, of that company, says that Sunday afternoon the Richmond, in command of Capt. McConnell, left Liberty island, in New York bay, with three barges in tow, coal laden. Each barge had on board three men. Besides these there were Capt. Miller and his wife, who acted as cook on the barge Antelope; Capt. Harding on the Belle of Oregon and Capt. Rogers on the Mystic Belle, a total of 13 passengers.

Agent Willette was in communication with Capt. McConnell, who had reached Newport, R. I. The barges, he said, were well out to sea at 6 o'clock on Sunday night off the Long Island coast. The rope from the forward barge parted and the barges were blown away from the tug.

Capt. McConnell said he did not give up the hope of rescuing the men on the barges until it became too dark for him to distinguish them.

New York, Feb. 6.—The barge Mystic Belle, one of the three of the tug Richmond's tow which broke away and drifted out to sea in Sunday's gale, was picked up by the tug Cuba, about 60 miles east of Montauk Point, Tuesday night, and was towed to Newport, R. I.

**Fish and Game Show Opens.**  
Chicago, Feb. 4.—The opening of the second annual sportsman's show of the International Forest, Fish and Game association, at the Coliseum last night, took the aspect of a society event. Nearly 10,000 people were in attendance. The great building has the appearance of an immense forest, with a large artificial lake, duck marshes and ponds, and animal parks. One of the features is a sylvan stage, upon which 50 Ojibwa Indians and an orchestra of 30 pieces, presented the dramatization of Longfellow's "Hiawatha."

**APPEAL OF THE DONOS.**

**Russia Turned It Down in Short Order—A Frenchman's Story.**

Paris, Feb. 6.—The following statement is made by an official who held a very high position during the early days of the Spanish-American war and it is undoubtedly authentic:

"The Spanish government believed that Queen Victoria would support any step taken with a view to preventing the war and come to the aid of the queen regent. It was not ignorant of the fact that Mr. Chamberlain was in agreement with Lord Salisbury in the desire to endeavor to render the United States a signal service, but information which reached it conveyed to the Madrid government the idea that any mission of pacification would be well received by England. English society entertained the most hostile spirit towards the United States. It had not forgotten the Venezuela affair and in London it was thought the proper thing to support the Spaniards.

"Thus the principal diplomatic effort of Spain was brought to bear on the central European powers and more particularly Russia. It was not thought that England would take the initiative in its favor, but being convinced that England would not dare to stand aloof from a common action undertaken by Europe to bring about peace, Spain sought before everything else to win over Russia to her cause, but her appeal was met with refusal.

"This reply undermined the friendly disposition that France and Germany had at first shown towards Spain and the pacification of the powers, instead of being exercised collectively and of great moral authority, reduced itself to individual advice, counseling Spain to make concessions.

"England was therefore called upon to declare itself. The sympathy of certain statesmen in the conservative cabinet was certainly for the United States, but they were not required to display it. They afterward insinuated that their role had been to hold Europe in check to the advantage of the United States. As is seen from the foregoing they did nothing of the kind."

**TRAITS OF FILIPINOS.**

**Gov. Taft Tells About Them—Are Polite and Courteous.**

Washington, Feb. 6.—Gov. Taft continued his statement before the senate committee on the Philippines yesterday. He said that he had never met a Filipino who was not a musician, and he added: "All Filipino crowds are well behaved and polite, and the people are courteous. The Filipino shows capacity for skilled labor, but he is negligent of machinery. I wish it were true that the Filipino is as industrious as is claimed, but he is not. Indeed, there are many of them who might secure work who do not seek it. This condition leads to a demand for the bringing in of Chinese."

This statement led Senator Hale to make inquiry concerning the presence of Chinese. The witness replied that the contractors and business men generally contend for the necessity of bringing in Chinese labor. This importation was, however, generally resented by the natives, not so much because of the competition of the Chinese as laborers as because of their competition as merchants. The Chinaman generally saved his wages and in a few months would establish a mercantile establishment, the result being that the next door neighbor, who is a native, would be driven out. Under the present regulations no Chinese are admitted.

Replying to other questions Gov. Taft stated that in the islands there are about 5,000,000 acres of land held by private persons, and that of this 403,000 acres are owned by the Catholic friars. Of these 403,000 acres, 250,000 are the best lands in the islands.

As to the honesty of the native Filipino, Gov. Taft said that many exaggerated pictures have been drawn. They were neither so bad nor so good as they had been represented. Many were arrested for theft and there also were charges of treachery and duplicity. That some are dishonest and others double-faced was true, but that all present these characteristics was not true. Hence no general characterization was possible.

**SHORT TERM IN JAIL.**

**Officers of Wire Company are Ordered to Go to Prison for Contempt of Court.**

Birmingham, Ala., Feb. 6.—E. T. Schuler and G. H. Schuler, president and secretary-treasurer of the Alabama Steel and Wire Co., were yesterday ordered to serve five days' imprisonment and to pay a fine of \$50 each by Judge W. Wilkerson, of the city court.

The contempt proceedings were instituted by Mr. Robinson, a resident of Joliet, Ill., who is a minority stockholder in the Alabama Steel and Wire Co.

Mr. Robinson charged the defendants with mismanagement and it was brought out at the trial that some books of the company had been burned. Robinson alleged it was to prevent him from obtaining information as a stockholder, after he had an order of the court allowing him to inspect these books.

**Ex-Mayor Wilson Dies.**  
Pittsburg, Feb. 6.—George Wilson, president of the Western Pennsylvania Humane society and the oldest ex-mayor of Pittsburg, died at his home last night. Mr. Wilson was mayor during the war of the rebellion and was instrumental in preventing the looting of the arsenal to supply the Confederates with arms.

**A Fierce Storm.**  
St. Johns, N. F., Feb. 6.—Another severe storm is raging here. The northern coast of the island is blockaded with ice, and the mail steamer has been unable to make her trips.

**BLOOD TEST OF GUILT.**

**Striking Instance of Superstition Lately Witnessed in a Chinese Mixed Court.**

An instance of the prevalence of superstition among the better class of Chinese, even in Europeanized communities, is supplied by a recent trial before the mixed court at Shanghai, reports the New York Sun. Magistrate Chang was sitting. An English assessor was present, and counsel appeared on both sides.

The case was one in which a native detective was accused of abducting a girl betrothed to another man. The question before the magistrate to decide was whether the accused should be arraigned on a civil or a criminal charge.

All the witnesses, even the girl herself and her mother, declared that the man had not maltreated her. But Magistrate Chang was of another opinion, and he commanded that the mother be beaten in order to extract the confession he was sure she was withholding. This was futile, of course, as the poor woman had nothing to confess.

Then the accused man, who was already on his knees, took oath in Chinese fashion by breaking a saucer. Most solemnly he protested that his relations with the girl had been proper. Still the magistrate was not satisfied and he demanded another test.

The girl's forefinger was first cut and the blood therefrom allowed to drop into a bowl of water provided by the court. The detective's finger was next cut, and the same pro-

**INDIAN GOLD HOARDERS.**

**Milliards Upon Milliards of Francs Supposed to Be Lying Idle in Hiding Places.**

Of the outpouring of gold which during four centuries has been scattered all over the world, an immense portion remains idle in India, where it has been imbedded. In India the gold returns to the earth and remains there more completely hidden than it was in its original state. The amount of gold brought into India during the past 60 years, that is to say, from 1837 to 1898, is greater by three milliards nine hundred and forty-three millions of francs than the amount exported. The soil of India absorbs the floods of gold just as the sand of the deserts swallows the overflow of the great rivers. When it is remembered that this work of absorption has been going on with little interruption for ten centuries and still continues, it is easy to form an idea of the immense treasures that are hidden in that country. All this gold remains sterile, and, consequently, is lost. It is estimated that milliards upon milliards of francs in gold lie idle in the hiding places of India, and it is known that this colossal treasure is in coin that dates back several centuries.

**A HUNTING EPISODE.**

**Bad Marksmanship Is Not Invariably a Disadvantage as Is Here Seen.**

Two hunters who were shooting in New Jersey were not equally matched as regards skill in shooting.

**DR. PRESLEY MARION RIXEY.**

Dr. Rixey, who has just been appointed surgeon general of the United States navy, has been a capable and popular officer of that service since 1874. He is a native of Virginia, entered the navy when 24 years old, and has served in numerous positions in the medical department of the service. He was a close and warm friend of President McKinley, whose confidence and esteem he enjoyed in the highest degree, and who had promised to nominate him for the surgeon generalship, a promise that has now been ratified by President Roosevelt. Dr. Rixey is 52 years of age.

ceeding carried out. The magistrate then held that as the blood mixed, the detective was guilty, and remanded him for trial before the court on a criminal charge.

**Fox Hunt in a Church.**

Religious services were in progress in a schoolhouse in Cushing, Me., on a recent Sabbath when a startling disturbance occurred. A fox darted in through the open door pursued by a couple of hounds, and in a few moments the animals and the clothing of the frightened ladies became alarmingly mixed. The women's screams at last terrified the four-footed interlopers and they bounded off toward the woods.

**Fired by an Icicle.**

An icicle, dropping into a barrel of unslaked lime, started a fire in one of the buildings at the new state capitol at Jackson, Miss., a few days ago. The watchman turned in an alarm. The firemen threw water upon the fire, but that caused hundreds of barrels of lime to ignite, and the building was speedily destroyed, the department devoting its attention to saving the new structure and adjoining buildings.

One of them bagged many birds, while the other did not get a feather, says Judge.

"What, ho," said the first, "but you are punk. Why don't you practice with a pop-gun? You could not hit a barrel if you poked the end of your fowling-piece in the bung-hole."

The other said nothing, but he gazed sadly on his empty bag and enviously at the birds his companion had slaughtered.

As they were about to start for home they met an affable stranger, who asked: "What luck?"

"I have killed 23 birds," said the good shot, "while this lobster here has not killed one. Isn't he a chump to carry such a heavy gun all day?"

"Well, I am not sure," said the affable stranger. "I am a game warden and this is the closed season. Those birds will cost you ten dollars apiece."

Moral!—A bird in the game bag is sometimes worth a whole bunch in the bushes.

**Work by Japanese Women.**

The women of Japan are now largely employed in telephone and post offices, and they are said to be excellent bookkeepers.

**DIFFICULT FEATS OF CANADIAN SKATER.**

Canadians, North Americans and Swedes have always excelled in fancy skating. The most remarkable trick and fancy skater of the day, however, seems to be J. F. Davidson, of Toronto, Ont., who is on a tour through the east at the present time. Standing on stilts, 20 inches high, with skates attached to their lower end, he goes through the most complicated movements and performs the most marvelous feats in fancy skating. The accompanying pictures, taken from the New York Herald, show Mr. Davidson in two of his most difficult and artistic feats.

**HISTORIC "T" RAIL.**

**Piece of the First One Ever Made Is Presented to Andrew Carnegie.**

New York, Feb. 7.—Andrew Carnegie last night formally presented to the Stevens Institute of Technology at Hoboken, N. J., the new building erected at his expense and known as the "Carnegie Laboratory of Engineering." The ceremonies consisted of the delivery of the keys to Mr. Carnegie by the architects, and the handing of these keys by Mr. Carnegie to S. Bayard Dodd, president of the board of trustees, a few appropriate words accompanying donation and acceptance.

Following this was the presentation to Mr. Carnegie by Dr. Henry Norton, president of the faculty, acting for the alumni association, of a beautiful decorated silver box containing a piece of the first "T" rail ever made. This rail was invented by R. L. Stevens and made in 1830 by Sir John Guest at his works in Wales, under the personal supervision of Mr. Stevens. It was with these rails that the Camden & Amboy railroad was laid in 1831-2.

The collation which followed the exercises was novel in point of table decorations. There was a smelting furnace four feet high, which gave out a stream of punch; railroad tracks on which ran flat cars on trucks supporting "ingot moulds" of bread and "ladles" filled with salads, an "open hearth furnace" so illuminated as to appear red hot, but yielding fried oysters; a Bessemer converter holding fancy cakes, kegs containing rail spikes of bread and cake and ice cream served in the form of "T" rails.

**TERRIBLE EXPERIENCE.**

**Every Member of a Schooner's Crew, Except One, Was Frostbitten.**

New York, Feb. 7.—The coastwise schooner Charles Noble Simmons, from Norfolk, for Fall River, coal laden, was towed into port yesterday by the steamer Indian. Capt. Green was disabled and all of the crew were frostbitten. Almost from the start the schooner encountered bad weather, the winds being high from the northwest and the cold intense. On Monday the gale assumed hurricane force and carried away the fore and main booms. Falling wreckage struck Captain Green on the head and he remained unconscious until noon Thursday. The mate navigated the schooner to a position off Fire island, where she anchored to ride out the gale.

The mate and crew were all prostrated by the intense cold and had hands and feet frostbitten. The steward was the only one on board able for duty. The steamer Indian went to the schooner's assistance on Wednesday. Five attempts were made to get a hawser on board, but the schooner's crew were so disabled they could not help themselves. In one attempt the Indian got too close to the disabled vessel and struck her on the port bow, doing some injury to the bulwarks. Finally the steamer managed to get three men on board the Simmons, who made a line fast and the steamer was able to tow the schooner to this port. Her rigging, deck, rails and sides were heavily coated with ice.

**DIED IN LONDON.**

**Man Who Stole the Famous Gainsborough Picture Passes Away.**

Chicago, Feb. 7.—Adam Worth, alias Henry J. Raymond, and known as the "Napoleon of Crime," is dead in London, and with the announcement of his death yesterday all the details of the recovery of the celebrated Gainsborough painting were made public in Chicago.

When the famous picture was restored to its owner in Chicago last April there were many surmises as to the medium of its return. William A. Pinkerton, who announced the recovery of the painting, refused to confirm or deny any of the stories. Now that Worth is dead, Mr. Pinkerton can speak. Worth gave him written permission to reveal the Gainsborough secret after he had died.

Wrapped in oil cloth, the canvas was handed over to Moreland Agnew one morning last April in Chicago by Worth, who 25 years before had cut the painting from its frame in the Agnew galleries in London.

The return of the painting took place in Mr. Pinkerton's office.

**AN EXPENSIVE BLAZE.**

**Fire Destroys a Chicago Apartment House—Loss \$160,000—Two Firemen Injured.**

Chicago, Feb. 7.—The 'Varsity flat building, situated near the Chicago university buildings, was destroyed by fire last evening, entailing an aggregate loss upon the owner of the structure and tenants of \$160,000.

The building was four stories high and contained 47 flats, all of which were occupied. All the tenants had time to escape, however, and no lives were lost. The fire started in the basement in a pile of rubbish.

During the fire an explosion of gasoline in a grocery store, located in the building, hurled fireman James Tillman from the fire escape on the second story to the ground, breaking his thigh and injuring him internally. Robert Hartley, another fireman, was thrown from a window in the second story and his head was badly cut.

**Taft's Testimony.**

Washington, Feb. 7.—Gov. Taft in his talk to the senate's Philippine committee yesterday said that the assessable taxable property in Manila would not exceed \$30,000,000. This, he added, would not exceed one-sixth of the valuation of an American city of the same size, and yet Manila would require a far larger expenditure than would an American city of the same class. One considerable item of expense would be that of maintaining sanitary conditions. It was necessary at all times to guard against the plague.

**MUCH ADVICE IN IT.**

**Industrial Commission Sends Its Final Report to Congress.**

**Advocates Governmental Supervision of Railroads—Recommendations Are Made for Giving More Power to Secretary of Agriculture.**

Washington, Feb. 7.—The industrial commission has submitted its final report to congress. The first part, which has been made public, deals with the progress of the nation, agriculture, mining and transportation.

Recommendations are made on the subjects of transportation and agriculture. The commission advises as to transportation:

"That the policy of governmental supervision and control of railroads, as originally laid down in the senate committee's report of 1886, and embodied the following year in the inter-state commerce act, be revived and strengthened; that the authority of the inter-state commerce commission, necessary for the adequate protection of the shippers and clearly intended by the framers of the law, be restored, and that the powers and functions of the commission be enlarged practically as contemplated in the so-called Cullom bill of 1900, except as to authority to prepare and enforce a uniform classification. Such legislation should provide:

"For more stringent regulation of the conditions under which freight and passenger tariffs are published. "No rate or classification ought to be changed without at least 60 days' notice to shippers, unless authorized by the inter-state commerce commission.

"That strict adherence to published tariffs be required and rebates and discrimination prevented by an increase of the penalties.

"That long and short haul clause be strengthened and rigidly enforced, unless the carriers shall be released by special order of the inter-state commerce commission.

"For the definite grant of power to the inter-state commerce commission, never on its own initiative, but only on formal complaint, to pass upon the reasonableness of freight and passenger rates or charges; also grant of power to declare given rates unreasonable as at present, together with power to prescribe reasonable rates in substitution.

Prefacing its recommendations regarding agriculture, the commission says that "agriculture has derived more benefit from the establishment of the department of agriculture and from its administrative work than from any other federal legislation." It makes the following recommendations on this subject:

"That the secretary of agriculture be given authority to inspect dairy products intended for export and to certify to their grade and quality.

"To fix standard grades for cereals, based on season of growing, quality and weight per measure, and, when intended for export, to inspect and certify the same.

"To require and direct the proper disposition of diseased meat.

"That a more comprehensive penalty clause for shipping diseased meat be enacted.

"That a law be enacted to provide for the inspection of nursery stock intended for inter-state commerce or for export, and prohibiting the transportation of diseased, infected and unsuspected nursery stock, and for rules and regulations to govern the importation of nursery stock and fruit, and prohibiting the importation of diseased, infected or unsuspected nursery stock or fruit.

"That a pure food section in the chemistry division in the department of agriculture be established to prevent the adulteration, false branding and deceptive imitation of foods, beverages, candies and condiments in the District of Columbia and the territories and for regulating interstate traffic therein.

"That adequate legislation be enacted by the states, where needed, to control such diseases as glanders, tuberculosis, etc.

"That whatever changes may be made in the tariff, by reciprocity or otherwise, adequate protection to the beet sugar industry be maintained."

**THE PANAMA ROUTE.**

**A Railroad Man Tells of the Difficulties Encountered in Digging an Isthmian Canal.**

Washington, Feb. 7.—S. W. Plume, of New Orleans, testified yesterday before the senate committee on inter-oceanic canals concerning the feasibility of the Panama route for a canal. Mr. Plume is a contractor and railroad man and in the latter capacity spent five years as roadmaster of the Panama railroad. He said the difficulty of excavating a canal in that region would be very great because of the character of the soil. The country is full of small springs, which keep the soil in such a moist condition that it is quite difficult to handle it except in the most tedious and expensive manner.

He also spoke of the section as the most unhealthy on the American continent, saying that of 53 men sent to the isthmus as engineers, superintendents, clerks, etc., all but three had died within three months.

**Found Gold on His Farm.**

Ogdensburg, N. Y., Feb. 7.—Gold has been discovered on the rocky farm of Lincoln Hockens, of Depeyster. The discovery has been kept secret awaiting the report of an expert assayer, which, just made, places the ore at a value of \$75 per ton. Mr. Hockens has taken out a ton and a half of gold-bearing quartz. The vein was found near the surface, and runs into the side of a hill. Expert miners say the find is a valuable one. Preparations are being made for extensive mining operations in the spring.