

SPENT THE MONEY TO GET PUBLICITY

Electric Boat Company Did Circulate a Little Coin Among Newspapermen.

SENATOR BUTLER HAD A JOB

He Worked for the Builders Before the Senate Naval Committee, Arguing For the Submarines.

Washington, March 16.—Admission was made today before the special house committee investigating the charges of Representative Lilley of Connecticut regarding the methods of the Electric Boat company that money had been paid by the Electric Boat company to certain newspaper men to prepare and distribute news concerning submarine boats. This testimony was given by Charles S. McNair of this city, an attorney for the Electric Boat company.

Former Senator Butler of South Carolina, called as the first witness, was questioned by Mr. Howard. Senator Butler said that after leaving the senate he was engaged by the Holland Boat company and later by the Electric Boat company, but has done no work for the company for the last three or four years. He thought it likely he had a written contract in the form of a letter with the boat company, but did not recollect positively. He said that one year he received a retainer fee of \$2,000, and since then probably has received about \$1,000. His employment principally was to make arguments before the senate naval committee. He never had appeared before a house committee nor had he discussed submarine boats with any member of the house. His recollection was that he had been employed by E. B. Frost.

MAKES NO APOLOGIES.

Mr. Butler said that he had taken no part in the present Congress for or against submarine boat legislation. He had no apologies to make for what he had done in the past. He thought that submarines were a good investment and that the government should have at least a hundred of them.

Speaking of tests of the Holland boats in the Potomac river a few years ago, Mr. Butler said that a party of senators and members of the house were his guests on a tugboat to witness experiments and that food and drink were furnished which he supposed the boat company paid for.

"I did not think suspicion of bribery could be connected with asking a member to take a drink," he added, caustically. He resented Mr. Lilley's imputation that he was a member of an organized lobby and stated emphatically he had been guilty of no corrupt practices.

DENIED SPENDING MONEY.

C. E. Creevy of Washington, who said he was the principal attorney for the boat company from 1894 to 1903, denied that he had ever spent any money to influence government officials or members of Congress in favor of the boat company, and that he did not believe that any one else had done so.

He described himself as "an honored official" and said he would never have permitted a dollar to have been paid to a government officer. He added, however, that he had no knowledge of what had occurred since 1902, and also said that efforts to influence legislation might have been directed from the New York office without coming to his attention. He said that the relations of himself and the company were now unfriendly by reason of the fact that he represented Mr. Holland, who had invented a new submarine boat.

Mr. Creevy said that the testimony of Admiral Dewey before the house naval committee that he could not have taken his ships into Manila bay if there had been two submarines there had prompted him to draw an amendment to the naval bill providing for 20 submarines.



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boats. This amendment was offered by Amos Cummings of New York.

SANDS HAD TO SUE.

F. P. B. Sands, another Washington attorney, a brother of Rear Admiral Sands, U. S. N., testified that he had been employed by the Holland company to look after its affairs in Russia. He asserted that he had never approached or spoken to a member of Congress in regard to legislation, nor had he conferred with officials of the navy department about contracts.

Mr. Sands admitted he had talked with officials of the navy, including Admiral Schley, in order to gather information to aid in his Russian project, and it was upon this invitation that Admiral Dewey went down the Potomac river to witness a test of the Holland boat.

"When the company broke up its office here," said Mr. Sands, "it had no money. Mr. Frost said he would like to pay me and that if Congress made an appropriation he would give me a fee equal to \$1,000 for each of the boats authorized."

He told the committee that finally he had to sue for the money and had accepted a compromise of about \$5,000.

15 YEARS OF TORTURE

With eczema until I was cured by Cuticura.—H. B. Franklin, Allegheny, Pa.

WITH THE AUTOMOBILES.

American Car at Promontory 58 Miles West of Ogden.

Ogden, Utah, March 17.—The American car reached Promontory Utah, at the head of Great Salt Lake at midnight and tied up for the night. Promontory is 58 miles west of Ogden by road but only 24 miles by railroad, which goes straight across the lake. The car left Promontory at 9 o'clock and arrived in Ogden at 1 o'clock. The car was driven from the two ends of the Pacific railroads originally met.

Rock Springs, Wyo., March 17.—The Italian car tied up here last night and left at 8:30, mountain time this morning. The car made 19 miles yesterday but will probably reach Green River by noon.

Ogden, Iowa, March 17.—The second French car left here at 6 o'clock this morning, intending to run to Omaha by night if possible.

Dennison, Iowa, March 17.—The German car started for Omaha at 8 o'clock this morning. Expects to reach Omaha at 4 o'clock this afternoon.

Grand Island, Neb., March 17.—The first French car reached Grand Island during the night. The shaft which has given so much trouble broke again during the night and the car will be delayed here for probably three days.

PRESIDENT DENIES REPORT.

Washington, March 17.—The report that the president is about to send a special message to Congress urging upon its attention certain matters of necessary legislation recommended by the civil federation meets with a positive denial at the White House.

RACES IN THE AIR.

Denver, March 17.—Balloon racing is promised Denver this fall through the organization of the Mile High Aero club, a branch of the International Aero club, announced yesterday. Entries from all over the world will be solicited for races to occur during the week of September 7, the date for the interstate fair to be held at Overland park. Experts declare their belief to be that conditions in this section are favorable to record breaking flights through the air.

RAH RAH YOUTHS BECOME NAUGHTY

Two Thousand Men Dishonor University of Michigan by Their Actions.

STORM NICKEL THEATER.

Student Became Boisterous the Previous Night and Because He Was Rebuked They Resort to Rowdiness.

Ann Arbor, Mich., March 17.—Twenty-two University of Michigan students spent last night in jail and the Star Nickel theater was thoroughly wrecked as the result of a riot of students last evening which lasted until nearly 1 o'clock this morning. The moving picture machine and the theater plant were broken to pieces. Trouble started Saturday night in a dispute between a forestry student named Kamm from Kentucky and E. Reynolds, proprietor of the theater. Some one whistled while the performance was in progress and Kamm was ordered to leave the place. He got up at once to leave but it is said at the door he slapped Manager Reynolds' face. At this point Special Police Officer Schlimmer, in the employ of the theater, took Reynolds' part and is said to have inflicted a scalp wound on the student by a blow with his billy.

TWO THOUSAND IN LINE.

News of the affair circulated among the students Sunday and yesterday, with the result that some of the bolder spirits among the students planned to make reprisals against the theater management. Last night a procession was formed that went through the district of the student rooming houses shouting "All out for the Star theater." College men poured out to join the marchers at every block, and when the procession reached the theater fully 2,000 men were in line.

Crashing glass and one of the ceiling beams huddled a brick through a front window of the theater and from that moment pandemonium reigned. Windows not only of the Star theater but of adjoining buildings were shattered by fusillades and the students finally attacked the building in "rush formation" and tore out the front. The police were powerless, the students jeering at the officers and stealing their helmets for souvenirs and when the fire department was summoned to drench the crowd with water, the boys ran away with 100 feet of hose.

When the hose was recovered Chairman Millard of the board of fire commissioners ordered the firemen to return to their station, declaring no one had any right to call out the firemen for such duty. President Angell, the venerable head of the university, vainly pleaded with the young men and asked them to disperse, but his words could not be heard 20 feet away in the turmoil.

SCARED BY SOLDIERS.

A bugle call sounded at the local armory, indicating that the state militia were preparing to turn out, calmed the rioting students at last and about midnight the mob began to disperse. It was not until 1 o'clock, however, that quiet was restored. Some of the police and several students were slightly hurt, but luckily no serious injuries resulted. It was reported, however, that the police averted a tragedy by overpowering one of the theater employees just as he was on the point of discharging a revolver point-blank into the crowd of students. Early this morning the police said they had not taken any names of the students under arrest.

NO CASE ON RECORD.

There is no case on record of a cough or cold resulting in pneumonia or consumption after Foley's Honey and Tar has been taken, as it will stop your cough and break up your cold quickly. Refuse any but the genuine Foley's Honey and Tar in a yellow package. Contains no opiates and is safe and sound. J. H. Hill Drug Co., "The Never Substitutors."

SAN DIEGO PREPARING BIG WELCOME FOR FLEET

San Diego, March 17.—With less than one-third of the time gone, the finance committee of the Evans fleet celebration has raised \$12,500 of the \$30,000 fund which is to be devoted to the first great Pacific coast welcome to the fleet of American battleships when they arrive at this port next month. Last Monday receipts were in cash; those of Tuesday were nearly \$200. Members of the committee report that San Diegans are promptly responding to the demands of the man who passes the hat.

"PATHFINDER" SQUADRON ENTERTAINED AT SAN DIEGO

San Diego, March 17.—Five hundred sailors from the Tennessee and the Washington have been granted shore liberty each day since the "pathfinder" squadron first anchored here. They have been entertained by the townspeople, and are themselves planning an entertainment in return. There is a first class minstrel troupe composed of members of the Tennessee's crew, and they will give a performance at the Garrick theater, the proceeds of which are to be devoted to the widows' and orphans' fund of the United States navy. The protected cruiser Albany came into port Tuesday afternoon, and about 100 of her men were given leave on shore. The Albany is expected to remain here several weeks, probably until nearly the time for the arrival of the battleships. The people of this city and the numerous tourists here are not waiting the coming of the fleet to begin visiting the ships that are here. Each day there is a string of launches going to and fro between the shore and the Tennessee, the Washington and the Albany.

CRIMINAL PROSECUTION FOR SPECIAL FAVORS

Washington, March 17.—Criminal prosecution, it is indicated officially, will be instituted against certain officials of the Chesapeake & Ohio railroad company and certain shippers favored by that line on account of what is asserted to have been illegal practices relative to interstate commerce commission that the Chesapeake & Ohio favored certain shippers at the expense of the standard air line and Atlantic Coast line in the shipment of grain and packing house products and that the shippers thus favored gave to the Chesapeake & Ohio "all of the in-bound business of the shippers so favored by it."

INVALUABLE.

Whisky and glycerine, mixed with Virgin Oil of Pine, is said to break up a cold in 24 hours and cure any cough that is curable. Get from your druggist one 1-ounce vial of Virgin Oil of Pine compound pure and two ounces of glycerine. Mix these thoroughly with a half pint of good whisky and take a teaspoonful every four hours. It has been found that five ounces of tincture of Cinchona compound can be used in place of whisky with the same result. Virgin Oil of Pine compound pure is put up only by the Leach Chemical Co., Cincinnati, O., in half-ounce vials, each vial securely sealed in a round wooden case. Be sure to get the genuine.

TO MAKE SCHOOL SAFER

Wm. Hale Ham, Vice President of the National Association of Cement Users, Makes Recommendations.

Special Correspondence.

Youngstown, Ohio, March 14.—Alarmed by the statement of Director of Schools W. N. Ashbaugh, that the Cleveland disaster might be repeated in any of the public school buildings in Youngstown, the board of education has called in a fire proofing engineer of national prominence, to formulate a plan for making the structures safe. The action is due to the existing state of public opinion, because many parents declare if this cannot be done at once their children will be kept from school.

William Hale Ham, vice president of the National Association of Cement Users for the section on Laws, Ordinances, and Insurance, has prepared a preliminary report on the fireproofing of school buildings, in which he points out where lies the greatest danger in buildings that are now in use, and makes recommendations as to the most economical method of making these buildings safe. He also describes the type of construction that should be adopted in new buildings to prevent a recurrence of the disaster at Cleveland.

Mr. Ham is a member of the American Society of Civil Engineers, and has spent the last ten years in the construction of fireproof buildings of reinforced concrete. His recommendations, he says, apply to the average school building in any town in the country, as strongly as to the schools in Youngstown. "He says:

"In view of the calamity that has overtaken Cleveland, there can be no question of the wisdom of the Youngstown board of education in taking whatever steps are necessary to make the school buildings that are now in use, safe, and to establish definitely a policy of construction no school buildings which are not absolutely fireproof. How to accomplish these re-

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suits without increasing the burdens of the taxpayers unduly, is the question of the moment, and to this end, the writer makes the following general recommendation:

FOR OLD BUILDINGS.

"All school buildings which are not known to be thoroughly fireproof should be examined by the school committee, the superintendent of schools and the chief of the fire department of the city.

"Steps should be taken to prevent rapid spread of fire, especially from the corridors to the main rooms. This can be accomplished in all old buildings quickly by the installation of a fireproof partition between the corridors and main rooms with steel doors having wire glass transoms, or with no transoms.

"If possible, every school building should have an exit at the opposite end of the building from the stairways. This exit should be protected from fire by brick walls extending at least six feet from the building, no other opening into the space being allowed. Fire escapes should be made of steel or cast iron. The doors to these fire escapes should be unlocked every morning and opened. A fire drill should be instituted using the fire escapes and practice should be constant throughout the school year. In order that the children may not be frightened at the sound of alarm of fire, the practice should be carried out with regularity, alarm each week at no specified time.

REGARDING NEW BUILDINGS.

"Where the school committee is limited for funds with which to build a fireproof school building, it should be impressed upon the architects that the interior of the building is the most important of all features, and that any saving that is to be made, should be made in the looks of the exterior and not in the construction of the interior of the building. It often occurs that for the sake of beautifying the city an elaborate exterior is designed. This is, of course, ideal, but where the maximum amount of space must be built for the minimum amount of money, a plain, almost severe, exterior with thoroughly fireproof floors and partitions should be the prevailing idea of construction.

"If the rooms are not too large, the cost of a thoroughly fireproof building, with reinforced concrete floors and columns, and with brick exterior, can be constructed for approximately 10 per cent increase in first cost over the construction of a brick and wood building. Insurance will soon bring down the cost of the investment to a point where the city cannot afford to build otherwise than fireproof. In this type of a school building, children could be actually kept at work on their desks while the furniture in one part of the building was burning—there would be nothing else to burn in the building.

"This type of construction is exceedingly well suited to school buildings, and should be investigated by every building committee before adopting a brick and wood building.

"Disasters due to fires in this country are unnumbered and we are criticized severely by foreign countries, where the lack of wood has been a blessing for years."

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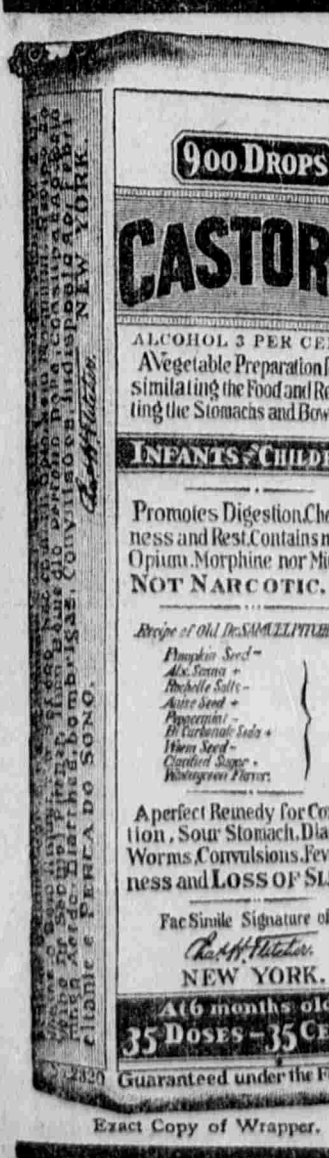
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