THE TECH

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BOSTON, MASS., APRIL 13, 1910.

GENERAL NEWS

TELEGRAPH NEWS OF THE MORNING.

WEATHER REPORT.

Forecast for Boston and Vicinity—Wednesday fair and cooler, light moderate northerly winds.

Boston, April 13—Branding the bill to permit street railway companies to use the tracks of steam railroads as a blind brought into the Legislature by the New Haven road as a meneuver to bring about the consolidation of the street railways which it was forced by the supreme court to abandon, Howard C. Forbes, a consulting electrical engineer of Cambridge, bitterly opposed the measure at the hearing upon the matter before the joint railroad and street railway committee yesterday.

Boston, April 13—The second annual reception to the students of Harvard University by the Harvard Club of Boston, took place last night at the Somerset Hotel. Disinguished Harvard graduaes were present and spoke to the students. Among the speakers present were the Hon. John D. Long, LL.D. 1857, and the Hon. S. J. Sway.

The result of the recent straw ballot held at Harvard University, on Pres. Taft's administration, resulted in a tie. About three hundred of the 763 studens in the Harvard Law School voted. The question was: "Resolved, that the record of the present Administration for the past year would not justify the reelection of President Taft. The result 149 to 149. The ballot was conducted by the Political Club, under the rules governing municipal elections i Cambridge.

The subject of the importance of building canals along the Atlantic seaboard so as to give coastwise traffic a protected route from Boston to Norfolk and Norfolk to Jacksonvine, was discussed at the luncheon held in the Exchange Club recently. Congressman Moore estimated that the construction of canals so as to give a 25-foot deep waterway from Boston to Norfolk and a 12-foot deep waterway from Norfolk to Jacksonville would be $100,000,000. This sum he did not consider large in comparison with the $208,000,000 that has been spent in the Missssippi valley in dredging and improving the course of the Mississippi and Ohio rivers. The amount already expended in the Mississippi valley is nearly twice as much as has been spent along the Atlantic coast from the settlement of the country. Congressman Moore spoke of the fact that there have been 1000 disasters to freighting vessls going around Cape Cod during the past twenty-five years. By building a canal from 7 1-2 to 40 miles long, according to the route selected, these dangers and a sailing distance of 140 miles would be avoided.

Chicago, April 13—Judge Landis in the United States District Court yesterday gave the National Packing Company and its subsidiary concerns until April 27 to plead to the indictments charging them with operating in violation of the Sherman Anti-trust Law.

New York, April 13—Another expedition to the Arctic, during which he expects to stop at Etah to recover the instruments of Dr. Frederick A. Cook, is being planned for this summer by Harry Whitney of New Haven, Ct., the man who first heard Cook's assertion that he had reached the North Pole. Negotiations are now being made to charter a suitable vesesl, and it is expected the expedition will leave St. John's, N. R., in July. Overtures are said to have been made to Capt. Sam Bartlett of Gloucester to command the vessel.

Fairbanks, Alaska, April 13—The Fairbanks expedition to Mt. McKinley, the highest peak in North America, reached the summit April 3, after a climb of one month from the base, it was announced yesterday. No traces of Dr. Frederick A. Cook's alleged ascent were found.

Word had been received on April 4 that the party had reached a height of 12.000 feet without difficulty, but at this point they were confronted by an almost perpendicular wall of ice that stretched 4,000 fet to the summit.. No word is received that the summit was reached on April 3.

WASHINGTON, D. C.

Washington, April 13.—Senator La Follette of Wisconsin made a bitter attack on Atty.-Gen. Wickersham in the Senate yesterday in connection with the disposition of the New York, New Haven & Hartford and Boston & Maine merger cases. The attack was made in connection with the consideration of the paragraph of the railroad bill giving the attorney-general sole charge of interstate commerce cases before the commerce court. La Follette declared that Wickersham had shown himself officially unfitted to deal with such matters.

Washington, April 13.—Threatening to withdraw as an applicant for the International Aviation meet of 1910 unless the date and place of holding the meet is decided upon in ten days and an assurance is given of sufficient foreign entries to make the meet a success, the Washington-Baltimore aviation committee has telepraphed a resolution to that effect adopted unanimously by the committee to the Aero Club of America at New York in order that it might be placed before the club at its meeting tonight.

FOREIGN.

Porto Murizio, April 13.—Gifford Pinchot, chief forester of the department of agriculture during the administration of Mr.. Roosevelt, but subsequently deposed, was again at the villa of Miss Carow before 9 o'clock yesterday morning. It was assumed that he was there for a final talk with the former President. Despite the reticence of both men, it is accepted as a matter of course that Mr. Roosevelt is in possession now of Pinchot's complete case against Secretary Ballinger's conservation policy and of what has been described here as "an alleged reactionary tendency" in forestry matters of the administration of President Taft.

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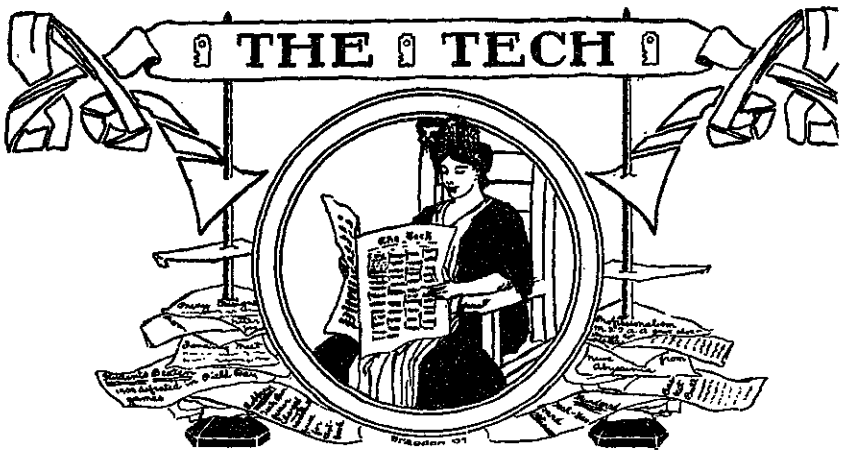

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