



CONGRESS AND CUBA.

THE POLICY OUTLINED BY SENATOR PLATT.

BELIEF THAT THE CONNECTICUT STATESMAN'S VIEWS CORRECTLY REPRESENT THE ADMINISTRATION'S ATTITUDE.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, Feb. 1.—The interview with Senator Platt, of Connecticut, on the subject of Cuba, which The Tribune published to-day, furnished a lively topic of discussion among members of Congress in both houses and of both parties.

Upon one point nearly everybody spoken to by The Tribune correspondent was agreed, and that, as stated by Mr. Platt, is that the Congress of the United States cannot deal directly with the Cuban Constitution as if it were a bill introduced for the purpose of being enacted into law.

It is almost safe to predict that whenever Congress does take hold of the subject the result will be something very much like the policy outlined by Senator Platt.

WHAT SENATORS SAY.

THE VIEWS OF MESSRS. TELLER, FORAKER AND MONEY.

Washington, Feb. 1.—Senator Teller, the ranking minority member of the Committee on Relations with Cuba, whose opinions always receive respectful consideration, talked freely with The Tribune correspondent to-day.

That the United States hereby disclaims any jurisdiction or control over said island (Cuba), except for the pacification thereof, and asserts its determination, when that is accomplished, to leave the government and control of the island to its people.

In his comments on the foregoing resolution Senator Teller has probably outlined the course of the opposition to the Government in solving the Cuban problem.

"I respectfully hold," said he, "that the resolution means exactly what it says, and as it was adopted by both houses of Congress without question or a dissenting voice, it expressed fully and completely the National spirit and purpose.

THE CUBAN DEBT QUESTION.

"Of course, we would expect certain commercial advantages, and these, too, I believe would be granted us by treaty. But we should not claim the privilege of saying with whom or to what amount the Cuban Government should contract public debts.

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SOME OF THE DISTINGUISHED PERSONAGES AT QUEEN VICTORIA'S FUNERAL.

TAX BILLS TO GO TO CAUCUS

GOVERNOR ODELL DETERMINED THAT THEY SHALL PASS—THOROUGH DISCUSSION TO BE ALLOWED, HOWEVER.

The bills favored by Governor Odell relating to the taxation of insurance companies, savings banks and trust companies are, it was understood last night by those enjoying the confidence of the State leaders, to be made Republican caucus measures after they have been discussed and after the necessary hearings have been afforded.

Governor Odell had another talk with Senator Platt at the Fifth Avenue Hotel yesterday. Neither he nor the Senator would say anything about legislative matters when they were seen afterward.

From trustworthy sources it was learned last night that the insurance companies have shown unexpected vigor in beginning attacking the bill which aims at taxing their surplus fund 1 per cent.

Republicans close to the Governor when asked last night how the attacks of the insurance companies and banks and trust companies were to be withstood, smiled and said: "Caucus."

The New-York Life Insurance Company has presented its argument against the proposed taxation of its surplus. Briefly stated it is that the surplus of the company is not a New-York State surplus, but rather a surplus accumulated under no less than eighty-two different State and National governments.

MURDER TRIAL WITNESS SEIZED.

CHAMBERMAID WHO TESTIFIED AGAINST DR. KENNEDY CHARGED WITH SHOPLIFTING.

Mary Higgins, of No. 229 West Twentieth-st., and Annie Cugio, of No. 29 West Twenty-seventh-st., were locked up in the West Thirtieth-st. station last night charged with shoplifting in a department store in Sixth-ave.

FAST TRAIN FOR ST. LOUIS

via New York Central-Big Four Route. Leave Grand Central Station 5:20 P. M., arrive St. Louis 9:50 next evening. Close connection for Kansas City. No excess fare.—Advt.

Before it gets dangerous, cure your cold with JAYNE'S EXPECTORANT.—Advt.

TAMMANY WASTING MONEY

DIRTY STREETS UNDER THE WIGWAM'S ADMINISTRATION COST MORE THAN CLEAN ONES UNDER WARING.

The late Colonel Waring's demonstration of the fact that the streets of the city could be kept clean by a properly organized Street Cleaning Department has not been forgotten by the people of New-York.

Colonel Waring used to say that he wanted a man, not a voter, at the end of the broom handle. He meant that he wanted men who would work to keep their places, not men who could be kept in their places by political influence if they did not work.

In 1897, the last year of Colonel Waring's administration, the total appropriation for street cleaning in the present Boroughs of Manhattan and The Bronx was \$2,969,000, while last year the total appropriation for street cleaning in the same boroughs was \$3,502,307.

Table with 2 columns: Item, Amount. Totals: \$2,627,692 vs \$3,118,663.

BURNED IN RESCUING CHILDREN.

A POLICEMAN DOES SOME GOOD WORK ON HIS DAY OFF.

At a fire in the six story brick tenement house at No. 52 James-st. last night Policeman Jeremiah Buckley, of the Old Slip station, received severe burns while rescuing two children.

The fire was on the second floor, in the rooms of Salvatore Silvestro, who has seven children. An overheated stove, the police think, caused the fire, which quickly spread to curtains and furniture.

STOCK EXCHANGE RECORDS BROKEN.

As regards activity, all records for volume of business were broken last month on the New-York Stock Exchange.

PAGEANT ON SOLENT.

THE QUEEN'S BODY TAKEN FROM OSBORNE TO GOSPORT

AN IMPRESSIVE SPECTACLE ON LAND AND SEA IS WITNESSED BY THOUSANDS OF PEOPLE.

Portsmouth, Feb. 1.—Sea power has paid its tribute to the dead with majestic dignity worthy of the memory of the Imperial mistress of the most powerful navy the world has ever known.

LEAVING OSBORNE HOUSE.

Punctuality was regarded by the Queen as one of the golden virtues, and it was a characteristic feature of all the details of to-day's mournful but stately pageant.

TRIBUTE MARKED BY SINCERITY.

One dirge succeeded another, and at intervals was heard the muffled roll of forty drums.

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DEERFOOT FARM SAUSAGES.

Made of the tender meat of dairy fed, fat, young porkers, daintily seasoned with selected spices. Try a two pound package. Beware of imitations.—Advt.

Request your tickets to Florida via Seaboard Air Line Railway—Shortest and best route. Office 1206 Broadway.—Advt.

SWIFT, SAFE, SATISFACTORY. The Pennsylvania Railroad to the West and Southwest. The initial line en route to California.—Advt.

JAMES P. KEATING INDICTED

HIGHWAYS COMMISSIONER CHARGED BY QUEENS GRAND JURY WITH NEGLIGENCE OF DUTY.

James P. Keating, Commissioner of the Department of Highways, was indicted by the Queens County Grand Jury, Justice Garretson presiding, in Long Island City yesterday, for neglect in performing his official duties.

Two bench warrants were issued for Mr. Keating by District Attorney Merrill, and placed in the hands of County Detective Sullivan, who found the Commissioner sick at his home.

A summons was also issued by the District Attorney calling upon the officials of the water company to appear in the County Court a week from yesterday to plead or demur to the indictment against the company.

The indictment against the Woodside Water Company charges that the company's failure to relay the pavement on Jackson-ave. from its intersection with Davis-ave. eastward to its intersection with Newtown Road has endangered the health and safety of the public, and has deprived the public of the use of the roadway.

A PRINCELY DOCTOR BANKRUPT.

AUERSBERG HAS LIABILITIES OF \$290,729 AND NO AVAILABLE ASSETS.

Prince Francis Auersberg, a physician, living at No. 528 West Seventy-eighth-st., whose place of business is given as the City Hospital, in Bayonne, N. J., has filed a petition in bankruptcy with liabilities of \$290,729 and no available assets.

There are many creditors mentioned in the schedules, including various princes, counts, dukes and barons. Among them are Prince Charles Furstenberg, Vienna, \$44,400, money lent; Count Fritz Furstenberg, Vienna, \$400, money lent; Count Hans Palfy, address unknown, \$6,117, money lent; Count and Countess Coreth, Vienna, \$2,787, on purchase of real estate; Duke de Sano Ruffo, St. Petersburg, \$600, rent of an apartment in Paris; Baron Octav Bleyleben, Vienna, \$1,040, money lent.

SURRENDER OF A BOER LEADER.

London, Feb. 1.—A dispatch from Pretoria announces that Pretorius, one of the leading Boers, has surrendered. Pretorius states, however, that the Boers are as determined to fight as ever.

Help your digestion with a bottle of BALL'S PINK PILLS.—Advt.

UNION PACIFIC GETS S. P.

SPEYER-HUNTINGTON SHARES IN THE LATTER SOLD.

THE MOST GIGANTIC RAILROAD DEAL IN THE HISTORY OF THE COUNTRY—TWO IMMENSE SYSTEMS IN UNITY.

Announcement of the most gigantic railroad operation in the history of the United States was made yesterday afternoon, when the rumors which had been flying thick and fast in Wall Street throughout the day that Union Pacific interests had obtained control of the Southern Pacific Company received official confirmation from James Speyer, of the great banking house of Speyer & Co., who said to a Tribune reporter:

"I have issued to The Associated Press an official statement confirming the report that we have sold out our interests in the Southern Pacific."

Supplementing Mr. Speyer's announcement, one of the interests most prominently identified with the Union Pacific said:

"There is ample foundation for the rumor that the control of Southern Pacific has passed to Union Pacific interests. It certainly bears the impress of truth. You may not be greatly mistaken if you state that the transfer is agreed upon. There will be, however, no lease or direct ownership of the Southern Pacific by the Union Pacific, but the relation which will exist between the roads will be what is popularly known as the 'community of ownership.'"

The directors of the Union Pacific Railroad Company are E. H. Harriman, James Stillman, Horace G. Burt, Winslow S. Pierce, Marvin Hughitt, Roswell Miller Louis Fitzgerald, James H. Hyde, John W. Doane, Otto H. Kahn, T. Jefferson Coolidge, Jr., George J. Gould, Oliver Ames, George Q. Cannon and Jacob H. Schiff. Mr. Harriman is chairman of the Executive Committee and Mr. Burt the president. The Board represents powerful financial interests. Mr. Harriman is generally regarded as closely identified with the Vanderbilt interests, which through their influence in the Chicago and Northwestern and the Union Pacific, and now with the Southern Pacific, have virtually a through line from ocean to ocean.

The directors of the Southern Pacific Company are E. H. Huntington, D. O. Mills, Charles H. Tweed, John W. Mackay, Thomas H. Hubbard, Edward F. Searles, Charles M. Hays, J. R. Haggin, James Speyer, John D. Probst, August Belmont and Edwin Hawley. Mr. Hays is the president and Mr. Tweed the chairman of the Board.

COURSE OF THE NEGOTIATIONS.

The operation by which the powerful interests representing the Union Pacific Railroad Company, with its \$195,000,000 of stock and its 5,400 miles of track, have come into control of the Southern Pacific Company, with its \$198,000,000 stock and 9,600 miles of line, has been in progress for months, and was freshened in The Tribune as far back as December, when the news was published that the C. P. Huntington estate's Southern Pacific holdings had been sold. The concentration of the largest holdings began more than a year ago. First came the sale to the Speyer-Huntington syndicate, according to common report, of the Crocker stock, about 280,000 shares. Then, in November, 1899, Speyer & Co. confirmed the report that they in company with their European houses and other powerful interests had purchased the 285,000 shares owned by the Stanford fund, and in December of the same year it was understood that the Hopkins-Searles holdings, 140,000 shares, had also been taken over by the syndicate. These three aggregated 705,000 shares.

C. P. Huntington, who used to say that he never sold a share of Southern Pacific, died last summer. The amount of his holdings in the great railway system of which he was the head has never been publicly known, but is said to have been at his death about 500,000 shares. One clause of his will, it was said yesterday, prohibited the sale of his Southern Pacific stock piecemeal, providing that all must be sold at once.

It was said in Wall Street yesterday that Speyer & Co. were anxious to acquire possession of the Huntington shares, but that the price offered by them was unsatisfactory to the heirs, the consent of all of whom had to be obtained before a sale could be made. It was then, according to Wall Street report, that the Harriman syndicate stepped in, obtained an option on the Huntington shares and named to the Speyers the price they were willing to pay all around.

The Huntington, Crocker, Stanford and Hopkins-Searles holdings, all of which have, it is believed, been transferred to the interests represented by E. H. Harriman, aggregate, according to the reckoning above, about 1,200,000 shares, constituting a clear majority, as the total authorized capital stock issue is 2,000,000 shares. It could not be definitely ascertained yesterday what price had been paid by the Union Pacific syndicate for the stock, but reports placed the figures at all the way from 48 to 55. It may be set down as an absolute fact that the Speyers have not sold their Southern Pacific bonds.

The application to the Union Pacific and the Southern Pacific of the "community of ownership" principle, put into effect only recently in the case of the Great Northern and the Northern Pacific, leaves outside of the operation of that new and vital principle of railway control only one of the five transcontinental lines, the Aitchison, Topeka and Santa Fe Railway Company, and there were reports yesterday that closer relations than now exist between that road and the Southern Pacific would before long be established.

CONTROL OF A VAST SYSTEM.

The Union Pacific, through the purchase now negotiated, will dictate the policy and control the operation of a vast system of railways and steamship lines, with which it had previously had some measure of affiliation. The main line of the Southern Pacific extends from New Orleans and Galveston through Louisiana, Texas, New-Mexico, and Arizona to Southern California, and thence northward to San Francisco, from which city its leased line, the Oregon and California Railroad, runs to Portland, Ore., the

Leaving 2nd St. Ferry, Pennsylvania R. R. 12:30 P. M. via Seaboard Air Line Railway, through Pullman service to all points in Florida, to Atlanta and also Pinehurst, N. C. Office 1206 Broadway.—Advt.