



DANISH ISLANDS CEDED.

TREATY SIGNED AT STATE DEPARTMENT.

THE UNITED STATES TO PAY ABOUT \$4,500,000 FOR THE KEY OF THE CARIBBEAN—ISLANDERS TO BE CONSULTED.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, Jan. 24.—The treaty ceding the Danish West Indies to the United States was signed at 10:30 o'clock this morning by Secretary Hay and Constantin Brun, the Danish Minister, and will be transmitted to the Senate next Monday. This consummation of protracted negotiations, which will put the United States in possession of the strategic key of the Caribbean and relieve Denmark of a steady drain on her resources, came unexpectedly after hope had almost been abandoned. The convention was fully agreed upon over a month ago in Washington, as announced in The Tribune at the time, but popular opposition developed in Denmark, and until Mr. Brun received authority to sign by cable yesterday fears had become fairly well grounded that the Danish Government would fail to carry out the compact. The convention follows closely the terms of the Treaty of Paris of 1808 between the United States and Spain as regards the status of the inhabitants of the islands, their property and citizenship, and it is understood that the compensation to Denmark amounts to \$4,500,000. The ratification of the treaty must be delayed until it has had the approval of the United States Senate and the Danish Rigsdag, and until an appropriation of the purchase money is made by Congress. It is believed that these formalities will be completed in the course of a few months, and that the transfer of sovereignty can be quickly accomplished. Congress will be asked to legislate for the islands along the lines of the Foraker act, and it is contemplated that eventually the islands and Porto Rico will have a common territorial government.

It is regarded as a strong point by the framers of the treaty that the people of the islands are to have a voice in the question of cession. The treaty itself contains no reference to a plebiscite, but the Danish Government has given notice that before it ratifies the treaty it will submit the question of cession to the people of the islands. Not much objection is expected to result from a transfer of the islands to the United States. The plebiscite will not be controlled in any sense by the United States. It is said distinctly that the Danish Government will take steps to ascertain the inclinations of the people of the islands before the final steps in the transfer are taken.

ST. THOMAS, ST. CROIX AND ST. JOHN. DESCRIPTION OF THE ISLANDS CEDED BY DENMARK.

The Danish West Indies comprise three islands, St. Thomas, St. John and St. Croix, all within eight miles of each other. They cover about 127 square miles, and the population is estimated at about 36,000. Denmark has been the possessor of the islands since 1671, but they have never been a great source of revenue, and for many years it has cost Denmark much money in excess of the revenue to maintain them. Charlotte Amalie is the largest place on the island of St. Thomas. There are comparatively few whites on the islands, not more than 15 per cent of the population. The blacks are of a superior class, and have the same rights and privileges as the whites. There is no such thing as a color line there. Education is compulsory, and the children, white and black, go to school between the ages of seven and thirteen. In the churches there is also an absence of all distinction as to color, and there is no line drawn in business. Intermarriage between natives and whites is nothing unusual, and clergymen of the various denominations never refuse to perform the marriage ceremony between white and black men and women. The names of about one thousand of the language used by the people in the Danish West Indies. The fact is that everybody speaks English, and although the official language is Danish, English is used in the schools as well as in the court of justice.

St. Thomas has little agricultural importance. A few citrus and other fruit trees are raised there, but not enough to supply the needs of the inhabitants, and nearly everything that is used at the table is sent from this country. Charlotte Amalie has a fine harbor, large coal wharves and a drydock, and among its larger buildings are the government house and a hotel. The stores and shops, as well as the houses of the inhabitants are nearly all of stone, but the modern houses are of wood. The old Spanish style. The roofs are tiled and flat, and so arranged that they shed the rain into cisterns, where it is kept for drinking purposes, there being no other water available.

On the island of St. Croix, Frederickssted and Christiansted are the chief towns. These places have a population of about one thousand each. They have stores and shops like those of St. Thomas, and the population is made up of the same elements. There are Episcopal, Moravian, Catholic, Dutch Reformed and Methodist churches and a synagogue, and there are two Masonic lodges in the island, one French and one English. In each of these there are many black as well as white members. One of the deacons in the Dutch Reformed Church is a full-blood negro.

Denmark has maintained an army on the islands of about two hundred and fifty men. These are volunteers recruited from the veteran corps in the country, and sent to the islands for a term of six years. There are thirty-two sugar estates on the island of St. Croix, the product of which goes to one concern in New-York. But in order to protect growers who are not in this combination the Danish Government established sugar stations, where growers bring their cane for sale. It is ground in mills, which were built and operated by the Danish Government, and the producer receives pay based on the New-York prices.

A sail of half an hour from the east end of St. Thomas takes one to St. John, which has a population of about seven hundred. There is much grazing on this island, and with a small investment profitable stock farms might be established there. The inhabitants of this island are nearly all blacks. The chief judge of the island fills several other important offices. He is the chief of police, the postmaster, the head of the trunk school which is situated on the island, and wharf master and customs house officer. The police department over which he presides has two members.

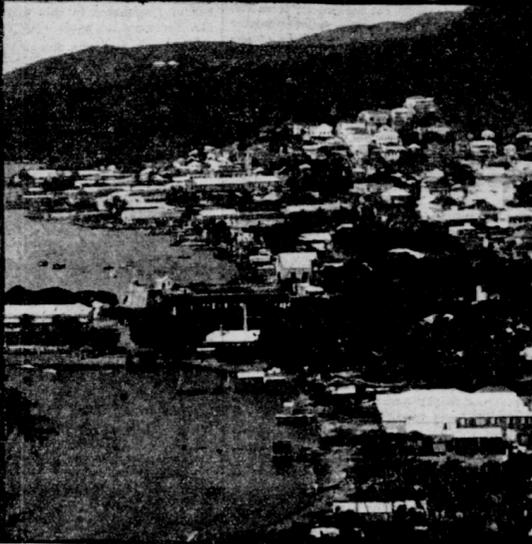
COMMERCE OF THE ISLANDS.

A report to the State Department includes the following brief description of the islands: St. Thomas is one of the so-called Virgin Islands, in latitude 18° 20' north, longitude 66° west. The population is twelve thousand, nine-tenths of whom are colored or half caste. The principal industries are the raising of cattle for consumption, steamers and warships, also hay, rum, hides, molasses, and sugar. The exports to the United States are dependent on us for all food supplies, such as flour, meal, bran, salt, provisions of all kinds, iron, clothing, fruit, vegetables, etc. All goods come from the United States. The climate is good. There has been no contagious disease of any kind here in winter ranges from 70 to 85 degrees, and in summer from 80 to 90 degrees. American residents, five. St. John is but little cultivated, raising large quantities of sugar and molasses, most of which goes to the United States; but unfortunately it has no safe harbor, whereas St.

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THE DANISH GOVERNMENT OFFICES. At St. Thomas.



THE TOWN OF ST. THOMAS, DANISH WEST INDIES.

JURY BLAMES N. Y. C. OFFICERS. DEATH BLOW TO OLD BOWERY.

EXONERATES WISKER AND THE CORONER DISCHARGES HIM—PRESIDENT NEWMAN TESTIFIES. CROSS MAKES MANY RAIDS ON ITS LOW RESORTS—EXCITED THOUSANDS WATCH.

DISTRICT ATTORNEY IN A WRANGLE WITH FRANK MOSS. BEGINNING OF PLAN TO MAKE STREET RESPECTABLE.

We further find that the said engineer, John M. Wisker, owing to the heavy atmosphere, due to weather conditions, together with the presence of large bodies of steam and smoke escaping from trains passing over the various tracks in said tunnel, obscuring said signal, was unable to locate said danger signal. We further find faulty management on the part of the officials of the New-York Central and Hudson River Railroad, and we hold said officials responsible for the reason that during the last ten years said officials have been repeatedly warned by their locomotive engineers and other employees of the dangerous conditions existing in said tunnel, imperiling the lives of thousands of passengers, and they have failed to remedy said conditions; and also for the reason that certain improvements in the way of both visible and audible signals could have been installed, and the disaster thereby have been avoided; and for the further reason that no regulation of speed at which trains should run in said tunnel has been enforced, thereby allowing engineers to exercise their own discretion.—FROM THE VERDICT OF THE CORONER'S JURY ON THE PARK-AVE. TUNNEL DISASTER.

W. B. PARSONS TESTIFIES.

SAYS AN OFFER MADE BY THE RAPID TRANSIT COMMISSION WAS DECLINED BY THE CENTRAL.

The State Railroad Commissioners, Colonel Ashley W. Cole, Colonel George W. Dunn and Frank M. Baker, yesterday continued their investigation of the Park-ave. tunnel disaster, holding a long session in Parlor DR of the Fifth Avenue Hotel, and examining several witnesses. Without completing the investigation they announced an adjournment to next Wednesday. One of the witnesses who gave testimony which the Commissioners seemed to regard as important was William Barclay Parsons, chief engineer of the Rapid Transit Commission. While he said he had made no technical examination of the tunnel in Park-ave., he expressed his belief that the tunnel might be made safe and comfortable for travel, either by removing the top and making it an open cut or by abandoning steam and substituting electricity as the motive power. Air in the tunnel, he said, was constantly vitiated, and no scheme of forced draught ventilation would help matters. So far as he had observed, the system of signals in use in the tunnel was about as good as any he ever seen, but he added: "So long as you introduce the human element, a signal system like the present will prove at times ineffective."

Q.—Are you aware of the character of the proposed improvements decided on by the New-York Central? A.—Only in a general way. Q.—Would it reduce the burdens of operation 50 per cent? A.—Yes, it would. Q.—The liability of danger, the witness said, would be reduced one-half, too. He spoke of the present plans for the rapid transit road, and of the efforts to have the New-York Central practically operate the subway. The plan, he said, involved rights beneath the property of the New-York Central, and more particularly beneath the Grand Central Station. He said an offer was made by the Rapid Transit Commission, but it was declined by the New-York Central people, both in writing and verbally. The reason given for not desiring to enter into any compact with the commission was that the New-York Central people did not wish to give away rights beneath their property that might subsequently interfere with their expansion. Mr. Parsons said the Rapid Transit Commission reserved the right to build an East Side line under its own control as soon as it was made, and that if such a line were built in the neighborhood of Thirty-ninth-st., then it would not be feasible to connect with the New-York Central's proposed suburban loop.

Mr. Parsons thought danger existed at all times on railroads, and in tunnels, particularly where steam or vapor existed. For this reason he admitted that danger would lurk in the center tunnel even after the proposed improvements went into effect, as through trains would be run through the center tunnel with steam power. For steam locomotives, he said, he was in favor of a dark tunnel, as he believed it would be far more satisfactory to engineers than a lighted one. Superintendent Platt of the New-Haven road, was asked if he knew of any case where fires were fed with soft coal when the engines were in the tunnel. He declared that he knew of no such case, but that the engines were not fired in the tunnel, but were "cooled" before leaving the Grand Central, and after leaving Woodlawn, according to the rule of their roads. William P. Appleyard, master car builder of the New-Haven road, exhibited blue prints of the cars wrecked on January 8 in the tunnel. He described the construction of the cars, and how the shock of collision was distributed. "To my mind," said the witness, "there was an impact in that collision of 500,000 pounds from a train going twenty miles an hour."

The witness said no car could have withstood such an impact, although he admitted that with coaches constructed of steel frames, the locomotive might not have been able to make so complete a telescope of the car. William N. Folger, United States Lighthouse Inspector at Tompkinsville, testified that the lighthouses had lights that could be seen for a distance of six or seven miles. He said there were times when smoke made the atmosphere more dense than an ordinary fog. He said he thought of an oil lamp would penetrate a fog better and for a longer range than a lamp run by electrical power would.

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THE CLOSE OF THE INQUEST.

DISTRICT ATTORNEY JEROME SHOWS UP NEWMAN ON RESPONSIBILITY IN CENTRAL MANAGEMENT.

The coroner's inquest to fix responsibility for the Park-ave. tunnel disaster of January 8 ended yesterday with a verdict which practically exonerated John M. Wisker, the engineer who ran the Harlem train past danger signals, and placed responsibility for the death of seventeen passengers in the New-Haven train upon unnamed New-York Central officials, as told in the foregoing. The verdict was announced at 5:35 p. m. In formal language the verdict declared at the outset that William Leys, one of the victims of the disaster, came to his death by a fracture of the skull on January 8, when he was a passenger in the rear car of the New-Haven train in the tunnel, because the locomotive of the Harlem train controlled by Wisker ran into and partly demolished the car. The verdict declared that the collision was due to the failure of Wisker to stop his locomotive at the danger signal at Fifty-ninth-st., which was set properly and indicated that the New-Haven train was in the block. Then followed the passages quoted in full. After the verdict was read the members of the jury, answering to their names, all declared that they agreed to it. Coroner Scholer thanked the jurors and discharged them. The coroner then discharged Wisker and E. C. Fyler, Wisker's fireman at the time of the accident. Both had been held in jail, Wisker in \$10,000 and Fyler in \$5,000, to await the result of the inquest. Fyler was present when the verdict was announced, and the coroner discharged him first. Wisker had gone to his home, accompanied by his wife, soon after the jury retired to agree upon a verdict. Frank Moss, his counsel, replying to a question by Coroner Scholer, said he could not produce Wisker last night, but that he would produce him in the morning, if he was wanted. "But on this verdict," Mr. Moss continued, "I move that his bail be discharged."

"That is just what I intended to do," replied the coroner. "Wisker is discharged." Mr. Moss was in a happy frame of mind. "It was a righteous verdict," was all that he would say by the way of comment. Coroner Scholer was asked whether he contemplated the arrest of any official of the New-York Central. He said: "Under the verdict rendered, I can take no such action. It is now up to the District Attorney to take such action as he may think proper. It was a very intelligent jury and a good verdict."

District Attorney Jerome had left the Criminal Courts Building when the verdict was rendered. REPORTS DESTROYED. When the coroner's inquest was resumed yesterday morning Joseph H. Franklin, the New-York Central's superintendent of terminal, was recalled to the witness stand and asked about reports of engineers about running past signals in the tunnel previous to 1901. He had been asked to bring such reports to the inquest, but he said they had been destroyed. District Attorney Jerome spoke of the presentment made by the grand jury after the tunnel accident in 1891 that the signal system in the tunnel was inadequate, and asked: "And still you destroyed the records which could show whether the changes made subsequent to the presentment had remedied the evil?" C. C. Paulding, of the New-York Central's law department, objected to a question that might tend to put such a construction upon the fact that reports of engineers had been destroyed. Mr. Jerome said: "I want to show that these records were destroyed in order to conceal whether the new signal system was as deficient as the old one. And"

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Raids were made last night on more than half a dozen notorious resorts in the Bowery by nearly one hundred policemen under Inspector Cross. Thirty-two prisoners were taken. All the resorts are in the Eldridge-st. precinct. It has been many years since the Bowery has seen before such excitement as that of last night. That thoroughfare was crowded with thousands of people, squads of policemen, a dozen detectives and three patrol wagons. Patrol wagons were backed up against the resorts, and before the people inside were aware of what was taking place, they found themselves under arrest. The large number of the policemen prevented any outbreak of violence, and there was little difficulty in getting the prisoners to the Eldridge-st. station. The raids indicate the doom of the old Bowery, for they are said to be the preliminary step to the thorough cleaning out of that famous thoroughfare. The places on which raids were made are at Nos. 1, 9, 15, 23, 119 and 121 Bowery and No. 308 Broome-st. In nearly every raid the proprietor of the resort was arrested. The women found in the places were also bundled into the patrol wagons and driven to the station. The first step toward this campaign was taken on January 1, when Commissioner Partridge issued a general order to inspectors and captains to clean out and exterminate all low places in the city. This order was repeated a few weeks ago, and then a plan of action was decided upon. Captain Walsh's precinct takes in the lower part of the Bowery, the district most infested with crime and certain kinds of vice. Inspector Cross, who was in command of the Eldridge-st. station years ago, knew well that the lower end of the Bowery should be first cleaned up, and, accordingly, the plan of action centered there. In many cases it has been almost impossible for the police to get evidence against these resorts, but great precaution was taken last night in conforming to the law, with the result that the attack on vice was successful.

CONSULTED WITH JEROME. To avoid any friction Inspector Cross had consulted with District Attorney Jerome, and the latter had heartily indorsed the plan of action mapped out. With his approval detectives and plain clothes men from the Eldridge-st. station went to Essex Market police court yesterday morning and obtained warrants for the arrest of the proprietors of the resorts and the women who frequent them. For the last two weeks detectives have been practically doing nothing but getting evidence against these places, and it was so strong in each case that Magistrate Zeller, in the Essex Market court, readily issued the warrants. The evidence was corroborated, approved by Mr. Jerome and the raids resorted. Inspector Cross displayed good generalship in mapping out the course pursued by the policemen and the detectives. The uniformed policemen were divided into seven squads, each squad under the command of a sergeant and a roundsman. With each squad there was a detective, or plain clothes man, who had the warrants for the proprietors and the inmates of resorts. The patrol wagon of the Eldridge-st. station left shortly after 9 p. m., loaded with policemen. It drove to No. 1 Bowery, backed up to the curb, and the policemen then surrounded the place. A detective entered, found the reputed proprietor, Thomas Bearman, thirty-eight years old, of No. 91 Johnson-st., Brooklyn, and then signalled the policemen to enter. Everybody in the place was taken completely by surprise. Before they had time to stir from their seats they were prisoners. The men who were in the place were driven to the street, and three women arrested. The wagon then drove to No. 9, where William McLaughlin, twenty-nine years old, of No. 47 Catherine-st., was charged with being the proprietor. He and four women were taken in that place.

MORE PATROL WAGONS ARRIVE. Mean time the patrol wagons of the Oak and Madison sts. stations were working down the Bowery and cleaning out the places that had been marked out. At No. 15 Bowery, which is known as "The Little Atlantic Garden," three women were taken, but the proprietor escaped. At No. 23 three women were arrested, and at No. 119, which is known as "Little Jumbo," the alleged proprietor, Joseph White, thirty-five years old, of No. 24 Madison-st., and five women were arrested. Flynn's saloon, said to be one of the most notorious that has ever existed in the Bowery, was next visited, and the proprietor, William J. Flynn, twenty-three years old, of No. 57 Sutton Place, and five women, were taken to the station. Another place, at No. 308 Broome-st., was entered, and the alleged proprietor, Morris Dubinsky, thirty-eight years old, of No. 108 For-

sythe-st., was captured. Three women were arrested in his place. THESE PLACES LANDMARKS. The majority of these places have been landmarks in the Bowery for many years. Most of them have been known as places where "crooks" congregated. The places were all dives, the police say, and were frequented by the worst classes of men and women. The police have been handicapped time and time again in getting evidence against these places, for many of them have been run by politicians who, if raids were made, would antagonize the police and make it warm for the captains. Some of these resorts were the most repulsive in the city. In the front were saloons, where the worst kind of liquors and beers were served. Walking along the Bowery, one could hear the sound of a piano and the yells of the revellers in the rear. In spacious rooms were scores of men and women seated around tables drinking. Young girls not out of their teens drank with men and smoked cigarettes in these places. Many of these girls were lured from good homes.

ALL NIGHT REVELRY. These places have kept open all night, and the revelry has kept up until after daylight. Anybody who looked "all right" could enter through the side door to the rear room when the festivities were at full height. Women, the police say, robbed the men who visited these places, and paid the proprietor or the manager for the privilege of "turning the trick." Inspector Cross, at the Eldridge-st. station, looked after the arraignment of the prisoners who were brought in. He said: "We have made bona fide raids, but we took our time about it. With the evidence we obtained we could have made two hundred arrests and made a bigger display. But this is just the preliminary, and the old Bowery is doomed, for we mean to clean it out. Every disreputable joint will be exterminated, for there is nothing to save them. If the policy Commissioner Partridge has outlined is carried out in a very short time the Bowery will no longer have attractions for sightseers, as it will be as clean as most other streets in the city. Inspector Cross said that he would ask the courts to break the licenses of the proprietors of these resorts. A year ago Captain Walsh made raids on the Bowery, and took 185 prisoners. The evidence was good, the prisoners were held, but they were released on writs, and the resorts were in full blast the following night. Backed, it is said, by political heaters and ward politicians, the places ran in defiance of the police. M'CALL FOR RECIPROCITY. CONCESSIONS TO CUBA WOULD NOT HARM THE BEET SUGAR INDUSTRY, HE SAYS. Washington, Jan. 24.—The Republican members of the Ways and Means Committee are beginning to line up for the fight over Cuban reciprocity. Representative McCall, of Massachusetts, is the first to declare himself openly in favor of reciprocity. He made the following statement to-day as to his position: Our beet sugar industry is a rapidly growing one, and should not be injured, but it seems clear that it would not be affected at all by a moderate reduction in the duties on Cuban sugar. So long as we import, in addition to Cuba's crop, a great mass of sugar, paying the full duty, raw Cuban sugar in New-York will bring the foreign or Hamburg price with freight and full duty added. Either that or there would be two prices for the same grade of sugar in the same market. The prime ground for a concession is not to secure an increased trade, but that we may inaugurate the new Cuban government with the most favorable auspices. The success of the little republic is highly important to ourselves. It will mark the noblest result of the war with Spain, and will aid us to solve righteously our insular problems in another part of the world. CUBAN DELEGATES IN WASHINGTON. Washington, Jan. 24.—F. De P. Machado, J. F. Jimenez, Octavio J. Smith and J. A. Piedra, a delegation of Cubans engaged in the production of sugar, have arrived in this city to present the existing conditions in Cuba to the authorities of the United States, especially the Ways and Means Committee, and to do all they can to obtain a reduction of duties on Cuban sugar and tobacco. They had a conference with Secretary Root, at the War Department, to-day, and thanked him for the efforts he has made to secure trade concessions to Cuba. UNRULY CANADIAN TROOPERS. Halifax, N. S., Jan. 24.—The military authorities declare that the reports sent out from here that a number of the Canadian Mounted Riflemen had planned to mutiny on the passage to South Africa are not justified. It is admitted that the discipline at the concentration camp is very strict, and that there have been murmurs among the men against it, but the officers do not anticipate any trouble. Up to date it is said that fifty-six men have been given their discharges, many of them for minor offences, and last night nine troops were placed under arrest, but they were paroled to-day. The commanding officers state that they expect no trouble on shipboard, and declare that strict discipline will be maintained. YORK COMMANDERY BALL. Full report in Standard today. News-features. Five cents.—Adv.

Continuing their argument along this line, they assert that the proposed abrogation would benefit the Cubans, as it would enable Cuban sugar producers to sell their clarified yellow sugars in this market if the trust endeavors to beat down the price of the raw product. They assert that Cuban sugar growers can make clarified yellow sugar very easily, and thus establish a new industry. This new move, however, has had no appreciable effect upon the situation. The fact seems to be that it has only confirmed the belief among the members of the Ways and Means Committee that concessions can be made to Cuba without doing injury to any industry in the United States. Moreover, it appears certain that the greater light being thrown upon the beet root industry in this country only tends to multiply the growing doubts in the minds of Representatives and Senators of the adaptability of that industry to American labor conditions. DEBASING AMERICAN LABOR. It has been shown that the tendency of the industry is to debase American labor in a direct way. The cultivation of the beet root requires a class of laborers that are not native to the country, or else it demands that the farmer put his wife and children in the field to do the work. If he should employ the labor at hand, the cost of production to him would reduce his profits to the vanishing point. This condition is met by the beet root lobby with the statement that the crop is such that the women and children can easily be employed by the farmers to cultivate it. It is a well known fact that the great bulk of the labor that produces beet roots in Germany and other countries where the industry has been encouraged is performed by peasant women and children. The labor is not sufficiently remunerative, even in Europe, to attract grown people who are not paupers. It goes without saying that this system of child labor can never become established or popular in the United States. In isolated cases American farmers may keep their children from school to till the soil, and in other cases the American farmer may compel his wife and daughters to work in the fields, but this custom does not long prevail in any community. Hence, even if families should be brought from France and Germany to cultivate beet roots, it would not be long before these people would become sufficiently Americanized to discard the European system of child and woman labor in the fields. It is, therefore, suggested, as a natural outgrowth of the establishment of the beet root industry on an extensive scale in the United States, that eventually cheap labor would be imported from China and other parts of the Orient to keep the cost of production down to a basis of profit for the farmer. It has been indisputably demonstrated by experience that machinery cannot be introduced into the cultivation of the beet crop. The bulk of this work must continue to be done by hand. The laborer engaged in it must get down on his knees to perform the most of his task. It is pointed out that in this day of the sulky plough, the riding cultivator, the harvester and the other numerous forms of machinery employed in American agriculture, the farmers of the United States cannot be induced to revert to the hard methods of their early ancestors in raising a crop that brings small profit to them at the sacrifice of self-respect and large profits to the manufacturers, who reap all the benefits of the tariff protection afforded by the government. Experts frankly avow that the only solution of the labor problem in the beet root industry in this country is found in the hope of an ultimate repeal of the Chinese exclusion laws, so that a horde of coolies may be brought here to do the work that the American farmer will not consent for his wife and children to perform. DUTIES LIKELY TO BE REDUCED. At the same time, there is no disposition in Congress to interfere in any way with the present employment of women and children in the beet root fields of the West and New-York, fully realizing that such employment is only a temporary bad in scattered communities, and that it will soon run its course. Nor is there any disposition in Congress to injure the beet root industry by adverse legislation. On the contrary, Congress still desires to encourage the industry, in order that it may be amply tested in the United States. But Congress is not yet convinced that a substantial reduction in the Dingley rates on Cuban sugar will do the least harm to the beet root business, and consequently it is entirely safe to predict that provision will be made for this reduction at the present session. ANOTHER SUGAR HEARING. PLEAS FOR AND AGAINST RECIPROCITY WITH CUBA. Washington, Jan. 24.—The Cuban reciprocity hearings were resumed to-day before the Ways and Means Committee with a large attendance of those representing the beet and cane sugar, tobacco and other interests opposed to concessions to Cuba. The attitude of the Hawaiian sugar planters, opposing concessions to Cuba, was presented by William Haywood, formerly United States Consul General at Hawaii, and now representing the planter and the Chamber of Commerce of Hawaii. In the course of his statement he said: Hawaii is not opposed to Cuba being assisted if Congress, in its wisdom, decides that the United States is morally responsible for Cuba's welfare. To give to Cuba a free market for her sugar will be to give an alien people just as much advantage as American citizenship gives to Hawaiians and the extra advantage of not being obliged to conform to the stringent laws regarding labor and immigration. With annexation Hawaii lost her best source of labor supply—China. The islands are so isolated that labor does not naturally come to Hawaii, but must be sought. All her food, clothing, machinery and in fact everything but a few vegetables, com-

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THE RECIPROCITY FIGHT.

BET SUGAR LOBBY GROWING DESPERATE.

DESPITE ITS EFFORTS, HOWEVER, CONGRESS WILL PROBABLY GRANT CONCESSIONS TO CUBA.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, Jan. 24.—Increasing desperation on the part of the beet sugar magnates characterizes the closing hours of the hearing by the House Ways and Means Committee on the subject of tariff concessions to Cuba. To-day their lobby promulgated a story to the effect that the sugar manufacturers favorable to liberal concessions to Cuba were anxious to "compromise," but the magnates indignantly had declined to consider the proposition, and had about induced the Ways and Means Committee to agree to report a bill for the abrogation of the differential duty on refined sugar. The differential tariff is the extra duty between raw and refined sugars, established originally for the protection of the American refiner, including, of course, the beet refiners. The beet men are now saying that the measure, designed in part for their protection, has proved their undoing, as according to their statement it has enabled the American Sugar Refining Company to get more for its product in the East than in the West, which should from their point of view belong to them. If this differential is removed, the beet root people declare, the Sugar Trust can no longer control the market.

Continuing their argument along this line, they assert that the proposed abrogation would benefit the Cubans, as it would enable Cuban sugar producers to sell their clarified yellow sugars in this market if the trust endeavors to beat down the price of the raw product. They assert that Cuban sugar growers can make clarified yellow sugar very easily, and thus establish a new industry. This new move, however, has had no appreciable effect upon the situation. The fact seems to be that it has only confirmed the belief among the members of the Ways and Means Committee that concessions can be made to Cuba without doing injury to any industry in the United States. Moreover, it appears certain that the greater light being thrown upon the beet root industry in this country only tends to multiply the growing doubts in the minds of Representatives and Senators of the adaptability of that industry to American labor conditions. DEBASING AMERICAN LABOR. It has been shown that the tendency of the industry is to debase American labor in a direct way. The cultivation of the beet root requires a class of laborers that are not native to the country, or else it demands that the farmer put his wife and children in the field to do the work. If he should employ the labor at hand, the cost of production to him would reduce his profits to the vanishing point. This condition is met by the beet root lobby with the statement that the crop is such that the women and children can easily be employed by the farmers to cultivate it. It is a well known fact that the great bulk of the labor that produces beet roots in Germany and other countries where the industry has been encouraged is performed by peasant women and children. The labor is not sufficiently remunerative, even in Europe, to attract grown people who are not paupers. It goes without saying that this system of child labor can never become established or popular in the United States. In isolated cases American farmers may keep their children from school to till the soil, and in other cases the American farmer may compel his wife and daughters to work in the fields, but this custom does not long prevail in any community. Hence, even if families should be brought from France and Germany to cultivate beet roots, it would not be long before these people would become sufficiently Americanized to discard the European system of child and woman labor in the fields. It is, therefore, suggested, as a natural outgrowth of the establishment of the beet root industry on an extensive scale in the United States, that eventually cheap labor would be imported from China and other parts of the Orient to keep the cost of production down to a basis of profit for the farmer. It has been indisputably demonstrated by experience that machinery cannot be introduced into the cultivation of the beet crop. The bulk of this work must continue to be done by hand. The laborer engaged in it must get down on his knees to perform the most of his task. It is pointed out that in this day of the sulky plough, the riding cultivator, the harvester and the other numerous forms of machinery employed in American agriculture, the farmers of the United States cannot be induced to revert to the hard methods of their early ancestors in raising a crop that brings small profit to them at the sacrifice of self-respect and large profits to the manufacturers, who reap all the benefits of the tariff protection afforded by the government. Experts frankly avow that the only solution of the labor problem in the beet root industry in this country is found in the hope of an ultimate repeal of the Chinese exclusion laws, so that a horde of coolies may be brought here to do the work that the American farmer will not consent for his wife and children to perform. DUTIES LIKELY TO BE REDUCED. At the same time, there is no disposition in Congress to interfere in any way with the present employment of women and children in the beet root fields of the West and New-York, fully realizing that such employment is only a temporary bad in scattered communities, and that it will soon run its course. Nor is there any disposition in Congress to injure the beet root industry by adverse legislation. On the contrary, Congress still desires to encourage the industry, in order that it may be amply tested in the United States. But Congress is not yet convinced that a substantial reduction in the Dingley rates on Cuban sugar will do the least harm to the beet root business, and consequently it is entirely safe to predict that provision will be made for this reduction at the present session. ANOTHER SUGAR HEARING. PLEAS FOR AND AGAINST RECIPROCITY WITH CUBA. Washington, Jan. 24.—The Cuban reciprocity hearings were resumed to-day before the Ways and Means Committee with a large attendance of those representing the beet and cane sugar, tobacco and other interests opposed to concessions to Cuba. The attitude of the Hawaiian sugar planters, opposing concessions to Cuba, was presented by William Haywood, formerly United States Consul General at Hawaii, and now representing the planter and the Chamber of Commerce of Hawaii. In the course of his statement he said: Hawaii is not opposed to Cuba being assisted if Congress, in its wisdom, decides that the United States is morally responsible for Cuba's welfare. To give to Cuba a free market for her sugar will be to give an alien people just as much advantage as American citizenship gives to Hawaiians and the extra advantage of not being obliged to conform to the stringent laws regarding labor and immigration. With annexation Hawaii lost her best source of labor supply—China. The islands are so isolated that labor does not naturally come to Hawaii, but must be sought. All her food, clothing, machinery and in fact everything but a few vegetables, com-

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