Amusements.

ACADEMY OF MUSIC—8:10—The Ninety and Nine.
AMERICAN THEATRE—8:15—A Remarkable Case.
BELASCO THEATRE—8—The Darling of the Gods.
BIJOU THEATRE—8:15—The Mocking Bird.
BROADWAY THEATRE—8—The Silver Slipper.
CASINO—8:15—A Chinese Honeymoon.
CRITERION THEATRE—8:15—The Cavalier.
CIRCLE THEATRE—8:30—Jane.
DALY'S THEATRE—8:10—A Country Girl.
EDEN MUSEE—2—8—The World in Wax.
EMPIRE THEATRE—8:20—Imprudence.
FOURTEENTH STREET THEATRE—8—The Peddler.
GARRICK THEATRE—8:25—The Stubbornness of Geraldine.
GARDEN THEATRE—8:15—The Cardinal.
HARLEM OPERA HOUSE—8:15—The Two Schools.
HERALD SQUARE THEATRE—8—Julius Cæsar.
IRVING PLACE THEATRE—8:20—Alt Heidelberg.
KEITH'S—10 a. m. to 10:30 p. m.—Continuous Performance.
KNICKERBOCKER THEATRE—8:15—The Altar of Friendship.
MADISON SQUARE GARDEN—8—Christmas Festival and Street Carnival.
MADISON SQUARE THEATRE—8:15—Audrey.
MANHATTAN THEATRE—8—Mary of Magdala.
METROPOLITAN OPERA HOUSE—8—La Boheme.
MURRAY HILL THEATRE—2—8—The Streets of New-York.
NEW SAVOY THEATRE—8:20—Carrots and A Country Mouse.
NEW-YORK THEATRE—Closed to-night.
PASTOR'S—Continuous Performance.
PRINCESS THEATRE—Heidelberg postponed to Wednesday night.
PROCTOR'S THEATRE—Vaudeville.
ST. NICHOLAS SKATING RINK—Skating.
VICTORIA—8:15—The Eternal City.
WALLACE'S THEATRE—8:30—The Crisis.
WEST END THEATRE—8—The Wild Rose.

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New-York Daily Tribune.

MONDAY, DECEMBER 15, 1902.

THE NEWS THIS MORNING.

FOREIGN.—The British cruiser Charybdis and the German cruiser Vineta, on Saturday afternoon, failing to get satisfaction at the hands of the local authorities for the acts of a mob which had seized the British merchant steamer Topaze and hauled down its flag, bombarded the fort at Puerto Cabello, Venezuela; the fort replied to the fire, but was soon silenced. —— Non-union laborers are working under military protection at Marseilles, where the strike is believed to be collapsing. —— American orders for coal and iron continue to be placed on the English market on a large scale.

DOMESTIC.—Assurance has been given to members of Congress that the Anglo-German difficulty with Venezuela will be settled by arbitration, and that it will go to The Hague court; no excitement was caused in Washington by the news that Puerto Cabello had been bombarded. —— The new Pacific cable was safely landed at San Francisco, being named in honor of the late John W. Mackay by the daughter of the Governor of California; the first message was sent to the cableship, which started for Honolulu. —— The Reading Railroad Company started 75,000 tons of coal for the big Eastern cities. —— It was reported that the heaviest December snow in ten years had fallen in the neighborhood of Kingston, and that ice was making fast. —— Five railroad employes were killed in a wreck near Bucklin, Mo.

CITY.—Many streets were cleared of snow despite the fact that the Street Cleaning Department had to depend exclusively on its own equipment. —— Much coal which had been delayed by the storm was brought into the city for delivery. —— The funeral of Mrs. Sarah Ann Waters was held. —— Father Ducey severely attacked the immoral drama in a sermon to the Actors' Church Alliance. —— A Brooklyn girl accused a colored woman of choking her, rubbing pepper in her eyes, robbing her and leaving her unconscious in the snow. —— A woman's will directed her executors to sell her diamonds and, with the proceeds, purchase a communion service for a church. —— While passengers were on the West Mount Vernon station platform thieves looted the safe of over $200. —— A watchman, single handed, fought a fire which destroyed the New-Dorp Beach Hotel. —— The man who has painted several of the cup defenders caught one of his employes who fell from a staging at A. C. Bostwick's house; both were injured. —— Tammany aldermen will meet to-day to decide upon their stand toward the Pennsylvania Railroad tunnel; the Central Federated Union again decided to oppose the franchise. —— The St. Paul, Lucania, Touraine, Minnetonka and other steamers arrived late, reporting unusual storms. —— Wealthy residents of Hawthorne Beach, Conn., had officers stop a prizefight there.

THE WEATHER.—Indications for to-day: Increasing cloudiness, followed by snow. The temperature yesterday: Highest, 23 degrees; lowest, 17 degrees.

PHILIPPINE LEGISLATION.

President Schurman's denunciation of "the palpable poltroonery and cowardice of the members of the American Congress" for their failure to establish the gold standard in the Philippines at the last session is somewhat excited and overdrawn, but there can be no doubt that such action would have been highly desirable then and is highly desirable now. It is an extremely difficult thing to put an important piece of legislation through Congress, particularly when a few men in the Senate are determined in opposition, and nothing is to be gained by setting down as cowards or poltroons either those who want a reform which they do not succeed in securing in its entirety or those who, however mistaken, oppose it. President Schurman will do more good to a cause which deserves to be successful by the use of argument than by the use of epithet.

The Tribune earnestly urged upon the last session of Congress both the establishment of the gold standard in the Philippines and the fixing of a much lower rate of duties on imports from the archipelago than was agreed upon. Events of the last few months have shown more clearly than ever the need of those measures. The recent fall in the price of silver was not foreseen when Congress had the matter under consideration, so there was a certain excuse for those who feared disturbance from the change to a gold basis and thought no harm would come by leaving things as they were until normal conditions in the islands were more nearly restored. The decline of silver, however, has resulted in a great loss both to the Philippine treasury and the private purses of the people. The evident tendency of the whole commercial world is clearly toward the gold standard. Even the nations that were supposed to be the strongholds of silver are planning to abandon their old policy, and it must be clear to everybody that the countries which continue adherence to the discredited system will suffer increasingly through their persistence. When they see, as they must now do, the loss entailed on the Philippines by neglect to reform the monetary system, Congressmen will be without excuse if they fail promptly to respond at this session to the appeal of the Philippine Commission for necessary legislation.

Not only should the gold standard be established, but the duties on Philippine goods should be lowered to 25 per cent of the Dingley rates. The present impost of 75 per cent of those rates is altogether too high. It gives no proper encouragement to Philippine commerce and industry, the prosperity of which is a better insurance of internal peace than an expensive army. In turn it limits the absorption by the Filipinos of American goods. The duties should be as low as the revenue requirements to the supply of which they are devoted will allow. The impost is likewise useful for inspection purposes and to prevent evasion of our revenue laws by foreign merchants taking advantage of the "open door" privilege to enter the United States by way of Manila. It should, however, be low enough to stimulate the closest trade relations between the United States and the Philippines on terms amply profitable to the Filipinos.

Both of these reforms are recommended by the Philippine Commission. It is the body established by Congress for the administration of the islands, and it is entitled to the fullest support of Congress. Above all, it is entitled to have its requests passed upon in the spirit in which they are made, and without prejudice of home politics. No matter what Congressmen may think about opening the tariff question or about the lingering claims of silver in the mining States, their duty is to pass for the Philippines the laws which the Philippines need. We have established the doctrine that the islands should be ruled as a thing apart, according to their needs, and we should act on it for their sake and our own.

REFORM IN THE COURTS.

We hope that the counsel of the commission now investigating the delays in the administration of justice in this city will make a thorough and detailed exposure of the abuses of the present procedure. The commission can well afford the time to have the definite facts placed on record. The temptation in dealing with this problem is to handle it with well padded gloves, to make general recommendations which will not hurt the feelings of judges who fail in their duty or injure the vested interests of lawyers who are accustomed to present conditions and in a measure profit from them. There is no need of investigating to reach the general conclusion that it takes from three to five years to secure the determination of a simple civil action; that the referee system is expensive and cumbrous, and that the administration of justice is so near a complete breakdown that a man can often better afford to let himself be cheated out of his rights than to attempt their maintenance in court. He may be driven into bankruptcy before he can collect a simple and just claim from a creditor who defends merely to put off payment. His children may starve before they can secure the benefit of his estate. All that is known, and in a general way the reasons for it are known, but no thoroughgoing reform will be secured until the specific abuses are so clearly put before the public that the commission need have no timidity in going at the heart of the difficulty, and that those who profit by the present abuses will have no standing as opponents of radical measures.

Efforts hitherto made to reform the referee system have been denounced as political grabs. Suggestions for changes to secure more rapid and efficient work by the courts themselves have been resented as wanton attempts to make the judiciary subservient to the executive power. Every step for betterment has aroused partisan prejudice. Now let the defects of present procedure be so laid bare that factious opposition to reform will be silenced. In another column glaring instances of delays are noted. We hope that the commission will show more of them to the public, and show them in definite form, telling us who does the bad work and how bad it is; for we are persuaded that, faulty as the system may be, a good deal of the fault is with the individuals. Justices are easygoing and tolerate practices which they have power to stop, and ought to stop, and referees for their own purposes delay cases outrageously simply because the courts allow them to do so instead of rebuking them and never again giving them appointments. The atmosphere here is one of delay and toleration of abuses. It is not so much the fault of the law as the lack of the right spirit on the bench and at the bar. This has been specially noticeable in the criminal courts. Our trials have been notoriously and scandalously slow and uncertain in comparison with those of New-Jersey, and the conduct of important cases by judges from out of the city, like Justice Lambert, has shown that judges with the proper grasp of their work and a firmness in holding lawyers strictly to their duty can remedy a large share of the prevailing difficulties.

It would be interesting to know how many cases of similar character a judge will dispose of here, in New-Jersey, in Massachusetts, in Illinois and in England during a given period. Perhaps we need more judges, but it is to be feared that they would be only a temporary relief so long as the frightful wastes of time are permitted, and so long as vicious systems of allowances put a premium on delays on the part of both referees and lawyers. We hope that the commission, therefore, will not be content to provide new machinery to do a little more work in the old bad style, but will take measures to make impossible continuance in the old bad ways of doing business.

THE CHAGRES RIVER.

If any one cherishes the least doubt about the suitability of the Chagres River to the needs of the Panama Canal he would do well to read General H. L. Abbot's article in "The Engineering Magazine" for December. No living man is better qualified by engineering ability, special knowledge of the Panama route or high personal character to speak authoritatively on this subject. His treatment thereof has exceptional value.

General Abbot devotes much space to the history of the freshets and floods along the stream which will furnish the water for the canal, and which for several miles will be identical with it. Adequate information is lacking in regard to the flood of 1879, but there is reason to believe that it was but little more serious than that of 1890. On the latter occasion, at Gamboa, near the junction of the river with the proposed canal, the river rose twenty-five feet in seventeen hours and subsided twenty-one feet in twenty-three hours. This is the most sudden and violent oscillation of which there is any record, and the statement effectually spoils the story of a fifty-two foot rise in two hours, told before a Senate committee in Washington two winters ago. In its introduction to General Abbot's paper "The Engineering Magazine" says editorially that the Chagres belongs to a class of streams that are less formidable than others which engineers have already learned to control. It is not so eccentric as the Black and Warrior rivers, in Alabama. General Abbot himself declares that the Chagres is not a "menace," but, properly regulated, will prove a "friend."

Nor need there be any fear as to the adequacy of the water supply during the dry season of four months, which begins with January. Since the plan of having two storage reservoirs—one at Alhajuela, near the source of the stream, and the other down at Bohio—was adopted it has been found practicable to lower the height of the proposed dam at the latter site from eighty-five to seventy feet above sea level. By thus diminishing the "head," or pressure, the chance of loss by filtration through the soil along the lower valley is correspondingly reduced. Careful observation shows that during the dry season the outflow at Bohio is greater than the recent rainfall. It thus appears that the soil in the upper basin, above the level of the proposed Bohio dam, acts as a sponge and retains water for months. Obviously this could not be so if there were any bad leaks in the underlying rocks further down stream. Moreover, records for the last twenty years indicate that of late there has been a minimum of precipitation, and that in the next decade the amount will increase perceptibly. General Abbot makes a careful estimate of the amount of water needed for lockage, leaking gates, power for electric lights and operating canal gates and other contingencies. He is thus convinced that there is water enough for the greatest traffic which can be anticipated for centuries! There will be more than is necessary even in the dry season. For that period about two hundred and fifty million cubic metres ought to be stored, three-fifths of it behind the Alhajuela dam and two-fifths at Bohio.

In addition to holding more than half of the reserve water, the upper reservoir will so control the flow of the river that mischievous currents will be averted at the point where the stream first acts as a feeder. Some silt will be deposited, of course, and a little dredging will be requisite. But the solid matter carried in suspension by the Chagres is only about one-third as abundant as that in the San Juan at Sabalos, by actual measurement. Far less trouble from sediment is to be expected there, therefore, than along the Nicaragua route. General Abbot believes that the superiority of its water supply alone justifies choosing the Panama route in preference to the other.

RIVALS AT BAT AND BASE.

Expectation now runs high that next season there will be two competing baseball clubs of professional players in the Borough of Manhattan, and that the emulation between them will insure lively and interesting contests and a high standard of skill and achievement.

In recent years New-Yorkers have walked softly and shamefacedly when the long list of the failures and defeats of the local nine was talked about. The lovers of the sport between the Battery and The Bronx may perhaps now look ahead with confidence to a better state of things, more creditable scores and every other element of fine play worthy of metropolitan support.

MONEY AND BUSINESS.

Instead of the dull, waiting market that was generally expected during the closing weeks of the year, the combination of tight money and uneasiness over the Venezuelan outbreak produced a season of liquidation that carried sales above a million shares daily, and depressed the average of the active railways to about $102, which compares with $116 27 at the high record established in September. Margined accounts were wiped out in great number, and large blocks of bonds were sold in order to protect other imperilled holdings. Declines in bonds were less striking than in the other department, as a moderate investment demand appeared to support the leading issues. Trading was heaviest in the new Rock Island bonds, Union Pacific convertibles and Wabash debentures, which have all been semi-speculative in character. The situation was in every way abnormal, as intrinsic values have not fallen, and those who were able to purchase stocks outright will secure large profits early next year, unless some unforeseen disaster occurs. Full statements of earnings during the month of November show splendid gains over the corresponding month in any preceding year.

Heavy calling of loans on Stock Exchange collateral was necessitated by the effort of banks to establish themselves upon a firmer footing. The recent disparity between loans and deposits in the weekly report of the associated banks has generated a desire to contract accommodation, especially in connection with speculation. Rates for money have been advanced, especially for short time loans. Even six months' money has been put on a 6 per cent basis, and call rates reached 10 per cent. While this contraction has been general on Stock Exchange accommodation, commercial paper is readily accepted, the banks meeting all demands of mercantile customers. Transfers to the interior have continued, and it was announced from Washington that shipments during December would probably equal those of the two preceding years, or about $5,000,000. In addition there was another consignment of $1,000,000 to Argentina, although the position of foreign exchange did not threaten any engagements for Europe. Heavy imports of merchandise made a steady withdrawal into the Sub-Treasury for customs, and the gross gold in government vaults attained a new high record at $613,992,-495.

Domestic trade in all the leading staple lines has reached large proportions, the arrival of seasonable temperature and snow accelerating purchases of winter clothing, footwear and kindred lines. This business frequently exceeded facilities, and the fact was again made evident that despite the marvellous growth of transporting lines and terminals the development has been utterly inadequate. Reports from all the leading cities are unanimous regarding the record breaking demand for holiday goods of all kinds, and it is again conspicuous that the better classes of goods sell most freely. This situation was also noticed last year, and, as at that time, bears testimony to the unusually well employed condition of labor. A few small controversies are reported at interior cities, but taking the country as a whole there is very little idleness, while it is a matter of general comment that work on the new tunnel will provide a demand for workmen in this vicinity that may be difficult to fill.

While speculative activity in the great staples is less of a feature just now, partly because of money market influences, there is a notably liberal cash demand, and foreign orders are conspicuously heavy. Even at the high level of prices, corn is moving abroad much more freely than a year ago, while the inquiry for wheat and flour is on a large scale, both at the Pacific and Atlantic coasts. This outward movement, in connection with numerous reductions of foreign crop estimates, has caused a sharp advance in prices, and producers are eager to sell, but frequently find transporting facilities inadequate to reach desired markets. Despite the large crop, oats are also commanding remunerative prices. The outlook is most favorable for a large current winter wheat yield, the department placing the acreage at 34,000,000 acres, while the condition is over 99, exceeding even the good figure of two years ago. While it is obviously much too early to ascertain anything definite regarding the final crop, indications are much better than heretofore at the corresponding date. Frost throughout the Southern States has ended the work on plantations, and some authorities are inclined slightly to reduce estimates that the yield will reach eleven million bales.

Textile mills have large orders on hand and find no difficulty in disposing of their product, while distant deliveries of overcoatings and other woollens for next fall are advanced above the prices at which similar lines were opened a year ago. Cottons are comparatively quiet, buyers holding to the hope that better terms may be secured. As this is dependent upon cheaper raw cotton, the situation is somewhat uncertain. Shoe shipments from the East are smaller than a year ago, but interior shops are producing more freely, and most manufacturers have orders for several months. While the hide market has again declined sharply, the seasonable deterioration of quality is a prominent feature, and leather is not responding, except in isolated cases. In the heavy lines of manufactured iron there is a continuance of activity, rolling mills and machine shops being worked to the limit of their capacity, except when it is impossible to obtain material. This factor is still disturbing, although blast furnaces are producing more freely and imports still arrive. Billets are also coming from abroad, while the level of prices is easily maintained. Several large buildings and bridges call for an abundance of structural steel, and there seems no limit to the quantity of rails, cars and other railway supplies for which a ready market could be found.

Irrigation enterprises in Egypt and in Western areas in the United States have already brought about marvellous results. With water enough, almost any desert may be made an Eden.

As the ages crawl slowly by, the eagle of Wolfert's Roost, clutching at his crag with crooked claws, murmurs feebly, "It might have been, it might have been," while the Commoner of Nebraska moans in weary answer and sad refrain, "But it never was; it never was."

While fuel of all kinds is quoted at present figures it will be a waste of breath to ask the woodman to "spare that tree."

The detestable assassin who killed a helpless woman in Philadelphia in the most cowardly manner is dead of the wounds which he inflicted upon himself. If every murderer took his own life he would add a second crime to his first, but he would save the taxpayers a considerable expense. Murder trials cost a great deal of money, especially in our big cities.

Mr. Carnegie comes back to a cold and frosty town. Nevertheless it is likely that he can afford to buy coal enough to heat his big new house in Fifth-ave., one of the largest city homes to be seen anywhere in America.

Is it impossible to forge practically unbreakable steamship shafts and propeller blades on transatlantic liners, or at least to supply shafts and blades which can be counted upon to hold their own for a definite series of years? The frequent collapses in parts of the machinery of huge ships at sea suggest the theory that the forging is not always impeccable.

The Spanish Treasury is not expecting a deficit. Wonder of wonders! The age of miracles is not yet ended.

PERSONAL.

Rumor has it that M. le Bargy, the well known actor, may be included among the newly created Knights of the Order of the Legion of Honor on January 1. He has just returned with Mme. Bartet from a very successful tournée in Spain and Portugal, and they have both received an enthusiastic welcome from their comrades of the Comédie Française.

Miss Florence Hayward, who has been appointed Special Commissioner of the St. Louis Exhibition to Europe, is said to be the first woman who has been appointed to such an important post. She was born in New-Mexico, and has lived in St. Louis since her childhood, though she was for several years a resident in this country as correspondent of one or more American newspapers.

The Rev. E. S. Ufford, formerly of Willimansett, Mass., is now in California, and will leave for the Philippines the first of the year. He left Holyoke about two months ago, and has been on an evangelistic tour across the Continent. He intends going around the world. When exhorting to a Christian life Mr. Ufford has near him, by way of illustration, the paraphernalia of life saving, including two life lines that have seen servce in actually saving twenty men in wrecks off Nantasket Beach. Mr. Ufford is well known as the author of "Throw Out the Life-Line," the hymn which he sings while handling the apparatus. A visit to a life saving station in 1886 inspired the song that became so popular six years later. As the transport which is to take Mr. Ufford to Manila swings off from the dock, he will sing the familiar salvation song, which has made him celebrated.

Mr. George Riddle can be heard at Memorial Hall, Brooklyn, on December 15 and 22, in a reading of "The Tempest" and other works, and the opportunity of hearing him should be improved, for he is a sympathetic reader and he gives a capital entertainment.

THE TALK OF THE DAY.

The stickler for punctilio is always a nuisance, and in the matter of the proposed duel between Parisian and Neapolitan fencing masters he threatens to spoil what the Irish fire eating squire in the old farce termed "as pretty a challenge as ever was penned." Taking their stand on a recent French arbitration on the point, the French seconds declare that, as their principals are the offended parties, it is for the Italians to come to them. They offer, however, to go as far as Nice, while the Italians refuse to budge from Naples. "The Figaro" adds that the French conditions of fighting are of almost mortal severity.

Wigg—Many a woman discovers that she has married the wrong man.
Wagg—Well, I've heard that marriage sometimes makes another man of a fellow.—(Philadelphia Record.

Policemen are, as other men, rather sensitive of allusion to their failures. Richmond has lately suffered at the hands of burglars, and the burglars are still at large. A well known minister met a policeman in the street the other day at Richmond, and could not avoid an allusion to the local topic. "What a number of burglars there are about!" he said; "why don't you constables arrest them?" The policeman regarded the minister solemnly. "Sir," he replied, "there are thousands of people going to hell every day. Why don't you ministers stop them?"

Early Lessons in Ornithology.—Squire (to rural lad)—Now, my boy, tell me how do you know an old partridge from a young one?
Boy—By teeth, sir.
Squire—Nonsense, boy! You ought to know better. A partridge hasn't got any teeth.
Boy—No, sir; but I have.—(Punch.

By far the most interesting bird emblem of a modern state is that of the Republic of Guatemala. It has been adopted as the national crest for so long that (partly through the taste for stamp-collecting) the existence of one of the rarest and most beautiful of the bird creation has been made far more widely known than it otherwise would have been. There is a race of birds called trogons, most of which have very fine feathers and remarkable coloring. They are found in India and the Malays, but are most numerous in Central and Southern America. It was from their plumage that the Mexicans made their famous mosaics of feather work. From the tail feathers they made the lustrous green helmets of their kings and nobles. The most gorgeous of all was the long tailed or resplendent trogon, which was kept as a sacred or royal bird in the palace of Montezuma, or in one of the two houses which formed the royal menageries. Adequate description of the bird is almost impossible. It has a rounded plume on the head, cascades of feathers falling from the back over the shoulders, plumes falling over the tail a yard long, and a most elegant contour. The color of the whole of the upper surface and plumes is a most resplendent golden green, that of the breast and under parts crimson or scarlet. Such is the national emblem of Guatemala.

Man and wife wishes caretaker's situation or work for the wife.—(Edinburgh Evening Dispatch.

The chain pump was invented in China long before the Christian era. This simple machine, which seems never to have been improved upon, is in such common use that every agricultural laborer is in possession of one. Where irrigation is conducted on a large scale the chain pump is made proportionately larger and moved by a very simple tread wheel, and still larger ones are operated by yoking a buffalo or other animal to a suitable driving machine.

THE EASIEST WAY.

She's sent me a "bid" to her wedding,
And I, when I think of my debts,
Am glad that I've something to send her—
It's cheap. I shall send my "regrets."
—(Philadelphia Press.

Here is the advertisement of a hotel at Ostend: "Hôtel 'in den Koophandel,' Place Vanderzweep, to one's face the Station (railway). Ostend. Tennous from Peter Vandenkerckhove-Houtappel. Telephon 331. Breakfast from 5 o'clock the morning, ordinary at noon to 1 o'clock. Pottage: Two plains of meat and legume. Dessert: Beefsteak to the potato, one shilling; at whole hour tenpence. Milk, coffee, tea, chocolate, beer of the country and outlandish." One would like to know the precise difference between Belgian beer and outlandish beer.

BIG VALUE.

When after lingering years he had
The maid his longing told,
And won her quick consent, he said,
"You're worth your weight in gold."

"That's giving me high value, dear,"
She said, with look elate.
"For as you must admit, it was
An awful lengthy wait."
—(Richmond Dispatch.

Tariff on Cuban Tobacco.

Conditions Set Forth on Which Argument for Reduction Is Based.

By Marrion Wilcox.

To a student of the situation it appears to be not an exaggeration to state that the most serious crisis in the history of the Cuban tobacco industry is at hand. The market of the United States virtually fixes the price of Cuban tobacco; the amount consumed in this country largely determines the profit to the Cuban grower, yet the present tariff is almost prohibitive. To secure a reduction of this tariff is the most important problem that confronts the Cuban manufacturer, and no effort should be spared to place the matter clearly before the public of both countries.

So far as the tobacco industry is concerned, the interests of both countries are identical. The growth and manufacture of the product in the island may be stimulated and encouraged without in any way injuring the producers in the United States. If this can be demonstrated, and our people and Congress can be persuaded that a reduction of tariff duties on tobacco will save the industry in Cuba without harming the industry at home, there is no apparent reason why the reduction should not take place. The relations between Cuba and our own country are such that the prosperity of the protégé will redound to the credit and benefit of the protector. Cuba is and always will be a consumer of manufactured articles, and as the population of the country increases the demand for foreign goods will naturally keep pace with it, and there is no reason why the United States should not supply this demand. But if the island is going to be permitted to sink into a condition of economic ruin, exporters in the United States will learn that the dead consumer requires nothing but a coffin and sufficient ground for burial. These the Cubans have always had at home.

If it is a question of revenue to the United States it can be easily demonstrated that the present tariff on tobacco and cigars is detrimental to the interest of the treasury of our country. For a period up to the end of 1890 Cuban cigars entering the United States were assessed $2 50 a pound and 25 per cent ad valorem. During this time the customs receipts derived from this item averaged $3,854,000 a year. From 1890 to 1896, the duties having been raised to $4 50 a pound and 25 per cent ad valorem, the customs receipts amounted to only $2,496,000 a year, which fairly demonstrates the fact that during that time the United States lost each year $1,358,000 in duties on cigars. These figures are taken from the statistics of the Treasury Department.

Unfortunate exaggerations of the press of both countries with reference to the possibility of production of tobacco in Cuba have led the growers of that product in the United States into the erroneous belief that, should the tariff barriers be lowered, say, 50 per cent, the Cuban product would crowd American tobacco out of the field, or at least greatly injure it through competition.

This is simply a delusion, for while it is true that the soil of Cuba, as well as its climate, is especially adapted to the growth of tobacco, it is also true that the amount of available soil in which first class tobacco can be produced is extremely limited. More than all, the conditions under which it must be grown are not favorable to either great or cheap production.

First class tobacco lands of the Vuelta Abajo or Partido districts are exceedingly high in price, and large rentals are demanded. Irrigation and constant care in most sections are absolutely necessary. Efficient labor is scarce, and untrained laborers would ruin the product of the best fields. Add to this the fact that in many localities Peruvian guano or vegetable manures are necessary in order to secure a first class crop, and it will be readily understood why the high grades of Vuelta Abajo tobacco cannot be produced at a cost of less than from $50 to $60 a hundredweight. Even the cheaper tobacco, or what is known as the "Vuelta Arriba" or Remedios of the eastern end of the island, cannot be produced for less than 30 to 35 cents a pound.

The following tables show the cost of production in several districts of the Vuelta Abajo:

SAN LUIS, PROVINCE OF PINAR DEL RIO.

The tobacco plantations in this district produce 6,000 bales of tobacco, the quality of which is considered the best in the Vuelta Abajo, on account of its advantages for manufacture, its aroma and its good burning qualities. In this district one caballeria (33 1-3 acres) of land planted in tobacco produces to the crop, in normal years, 260 bales of tobacco of 100 pounds each, at the following cost:

Rental of one caballeria of land, prepared for planting	$800
Cost of 800,000 seedlings at $2 a thousand	1,600
(Note.—Only 650,000 seedlings are required a caballeria, but of these at least 150,000 die out and must be replanted, bringing the total number planted up to the 800,000 stated.)	
Cost of 16,250 pounds of Peruvian guano or its equivalent in other fertilizers at 5 cents a pound	812
Rental of fifteen yoke of oxen at $30	450
Wages of thirty men during nine months at $17 (gold) a month	4,590
An overseer for the year at $50 monthly	600
Three extra hands, a cook, a night watchman and a stableman at $15 a month	540
Cost of maintenance of thirty men during nine months at $10 a month each	2,700
Cost of maintenance of four men during twelve months at $10 a month each	480
Cost of repairs on tobacco sheds and living quarters and wear and tear on agricultural implements	300
Cost of selecting the leaf on the basis that this work is done on the plantation itself, taking advantage of the help of the overseer, extra hands and other resources of the plantation—that is on the most economical system, 260 bales, at $8 a bale	2,080
Total	$14,952
Extras and unforeseen	850
Total	$15,802

RESULTING COSTS.

260 bales of tobacco on the plantation cost		$15,802
Cost of a bale on the plantation	$60 80	
Carriage to Punta Cartas	50	
Steamship and railroad freights	70	
Carriage to warehouse	6	
Cost of a bale of 100 pounds delivered in Havana	$62 06, or .6206 a pound	

SAN JUAN Y MARTINEZ.

The cost of production, the carriage, freights, etc., in this district are the same as in San Luis; therefore the total cost to the bale of tobacco delivered in Havana is as given before.

From the 260 bales of tobacco from San Juan or San Luis, product of one caballeria of land and costing delivered in Havana $15,802 50, there must be deducted at least 25 per cent, which amount of tobacco can only be employed in cigarette factories, with average price of $20 a hundred pounds. This percentage of waste ("cola") has sold sometimes as low as $5 a bale. On a basis of $20 a bale for this waste, the receipts on this account will amount to sixty-five bales of colas at $20 (equals $1,300), leaving 195 net bales of tobacco for the cigar factory, costing $14,502 50, or $74 40 each bale.

Each bale will yield on the average three thousand cigars. Therefore, the leaf required for the manufacture of one thousand cigars will cost $24 80. Wages to cigarmakers, including the picking and stripping, average $15 a thousand.

The wages just given are the minimum paid. During the years 1899 and 1900 $34 a month was paid for regular hands, and as much as $3 a day for extra help.

The cultivation of tobacco requires expert laborers, and they cannot be obtained for less than $17 a month. The extra laborers employed for planting and harvesting receive not less than $1 or $1 50 a day.

Experience has shown that if tobacco is cultivated with non-expert labor the resulting crop will yield fillers only. To acquire the necessary expertness a laborer requires an experience of work during three crops at least, as the cultivation of tobacco involves not only special methods in planting, but also knowledge in the destruction of the tobacco caterpillar, picking the buds, thinning out the plants, cutting and curing in the tobacco houses, etc.

REMATES DE GUANE.

This is the most westerly tobacco plantation district in Cuba, and produces 25,000 to 30,000 bales a crop. The lands are richer than those of San Juan and San Luis, and the yield of tobacco a caballeria rises as high as three hundred bales. The rental of land varies from $400 to $500 a caballeria.

A bale of tobacco in Remates de Guane costs to produce about $48 50 under normal conditions. Cost of carriage to warehouse a bale, $1 30.

A tobacco plantation in the Vuelta Abajo, where the tobacco houses, dwellings, tobacco rods, agricultural implements, etc., were destroyed during the war, has cost the following to rebuild and replant:

Three tobacco houses, four rooms each	$1,500
One selecting house	800
One dwelling house with kitchen	400
Fourteen thousand tobacco rods for curing	2,100
Ploughs, tools, etc., and furniture for dwellings, etc.	300
Total cost	$5,100

The above buildings may be taken to last for six or seven years. Cost a bale in depreciation in value of above plant, $850 a year on 260 bales, or $3 26 for one bale.

It is only necessary for the American agriculturist to reflect on the foregoing figures for a moment to discover that serious competition on the part of Cuba with the domestic leaf of the United States is impossible. During the year 1900 only 209,000,000 cigars, all told, were exported from the island of Cuba. Of this amount, only 40,000,000 were sold to the United States, while in the mean time the United States produced 5,800,000,000 cigars within its own borders. Cuba's contribution to the general tobacco market of the world is merely a drop in the ocean.

Even if it were possible to increase Cuba's exportation of cigars to 500,000,000, and to sell the entire output to the United States, what possible damage could result from competition with our country, which increased its production of cigars from 4,088,000,000 in 1890 to 5,800,000,000 in 1900, or at the rate of 1,500,000,000 in the last ten years?

During the period from 1877 to 1896, with a tariff of $2 50 a pound on cigars and 25 per cent ad valorem, the importation of cigars into the United States did not amount to 3 per cent of the domestic production. With the enforcement of the schedule in the latter year, which raised the duties to $4 50 a pound, still retaining the 25 per cent ad valorem, the importation decreased so rapidly that in 1900 Cuban cigars in the American market only amounted to 40,000,000, or to less than 1 per cent.

To every man who has studied the subject it seems clear that the more liberal use of Cuban in conjunction with native tobacco would render the American cigars far more acceptable to the consumer, thus naturally increasing the demand and enhancing the price of the domestic article. The domestic cigar of America, instead of being in danger, absolutely needs the Cuban leaf to make it worthy of a place on the market, and thus it is difficult to understand why the importation of Cuban tobacco should be discouraged by excessive tariffs.

When the American grower and manufacturer thoroughly understand the facts in the case, they will cease to demand the exorbitant tariff of the present day. A duty of one-half of that which is at present enforced, with the complete removal of the ad valorem tax, would not only yield a much greater revenue to the Treasury at Washington, but would furnish all of the protection that tobacco manufacturers in the United States should ask.

Twenty-five pounds of tobacco are required to make one thousand cigars, weight net 12½ pounds, as the remaining 12½ pounds represent the stems and off-falls. The duty on this material, at 17½ cents a pound, or one-half the present rate, amounts to $4 37. A thousand cigars weighing 12½ pounds, at $2 25 a pound, one-half the present duty, would yield a revenue of $28 12. This sum would still leave the American cigar manufacturer a protection of $23 75 on every one thousand cigars, which amount, it would seem, should be sufficient protection for an industry which is at present turning out, in the United States, cigars at the rate of 5,800,000,000 a year.

One can readily understand that to the capitalist, or to the individual who is deriving a benefit from this protection the tariff levied upon Cuban tobaccos, which virtually excludes and does not yield the best results for purposes of revenue, is simply a matter of business, into which sentiment cannot enter. But the people of the United States are not all of them engaged in the tobacco industry, and to those outside of that field, to the great mass of the American people, another side and other interests must be apparent.

It is at least possible for the average American to appreciate the words of a manufacturer who is generally regarded as one of the most intelligent men in Havana: "The tobacco industry cannot thrive in this country unless the government at Washington sees fit to come to our rescue by reducing tariff which is not productive of revenue and which is not essential to the best interests of that country.

"The United States, at the time of the signing of the Treaty of Paris, assumed certain obligations with reference to Cuba which were political in their nature, but it would seem to me that the economic life of the country is of really paramount importance at the present time. It is quite as necessary for a people to live as it is for them to have a satisfactory and stable form of government. The limitations of the Platt amendment restrict the government of this island, and make it to all intents and purposes a protectorate, and such being an accepted fact, the first and best protection which can be given us is to remove the unnecessary tariff barriers to our economic life. Without these the country has been rescued in vain."

In other words, an economic error is responsible for the continuance of conditions that must eventually bring on a contest between employer and employe. The former is compelled to accommodate himself to unfavorable circumstances; the latter feels most acutely their pressure. Moreover, the effect of a transfer of large interests to American capitalists is at first naturally a marked increase in the tendency toward misunderstanding between people of different races, which cannot be expected to abate except under the mollifying influence of prosperity.

BRYAN GOING TO MEXICO.

[BY TELEGRAPH TO THE TRIBUNE.]

Austin, Tex., Dec. 14.—Colonel W. J. Bryan will arrive here next Friday on his way to Mexico. He will remain here a few days as the guest of E. M. House. It is said that his object in visiting Mexico at this time is to investigate the financial situation in that country, and personally to study the effect of the great decline in the price of silver.

FAIR TO AID BETH ISRAEL HOSPITAL.

The annual fair and festival in aid of Beth Israel Hospital, which will open at Madison Square Garden on Saturday evening, January 3, will represent the work of about two thousand volunteers. Governor Odell will formally open the fair, while the head of each municipal department is expected to attend. It is hoped to raise $40,000 to relieve the suffering of women and children of the East Side. Half of this sum is subscribed, and gifts representing $5,000 have also been received.

The patronesses of the fair are:

Mrs. Jacob H. Schiff.	Mrs. Isidor Straus.
Mrs. William Einstein.	Mrs. Adolph Lewisohn.
Mrs. Felix M. Warburg.	Mrs. Henry Morgenthau.
Mrs. Louis Marshall.	Mrs. Cyrus L. Sulzberger.
Mrs. Jacob A. Cantor.	Mrs. Henry Rice.
Mrs. Randolph Guggenheimer.	Mrs. Simon Borg.
	Mrs. Lazarus Kohns.
Mrs. Mayer Lehman.	Mrs. Samuel Greenbaum.
Mrs. Albert F. Hochstadter.	Mrs. Joseph Hernsheim.
Mrs. Isaac Adler.	Mrs. Daniel P. Hays.
Mrs. Adolph Ochs.	Mrs. Marcus M. Marks.
Mrs. W. J. Ehrich.	Mrs. Sariel Guggenheim.
Mrs. Isaac Guggenheim.	Mrs. J. Bookman.
Mrs. S. B. Guggenheim.	Mrs. J. Fuld.
Mrs. M. Fatman.	Mrs. Henry M. Block.
Mrs. Frederick Nathan.	Mrs. Isidor Lewi.
Mrs. Jacques Levy.	

FIRE MAKES FIFTY HOMELESS.

Bowdoinham, Me., Dec. 14.—Fire made a big gap in the business part of this village early to-day, the buildings destroyed including a hotel, four blocks and eight dwelling houses. Families whose aggregate membership is fifty lost their homes. The total losses will be $29,000, with about $9,000 insurance. In the blocks burned were the town offices, the Masonic, Grand Army, Modern Woodmen and Grange halls and a drug store. The town records were saved, but the fraternal orders lost all their property. Many people were frost bitten in going through the snow to places of safety after their homes were on fire.

TRANSATLANTIC TRAVELLERS.

On the steamship St. Paul yesterday, from Southampton, were:

Mrs. E. M. Balfour.	E. Romayne Simmons.
Senator W. A. Clark, of Montana.	Miss Helen C. Staley.
Mlle. La Chapelle.	Ramon A. de Toledo, Argentine Consul General, New-York.
Mme. Nordica Döme.	Mrs. de Toledo.
C. S. Drummond.	Miss Susana de Toledo.
Mr and Mrs. G. W. Hoadley.	Master Ramon de Toledo.
Miss Hoadley.	Rogers K. Wetmore.
Edmond Kelly.	E. R. Wood, jr.
James Henry Mergentime.	

Among the passengers on the steamship Lucania yesterday, from Liverpool, were:

W. J. Bain, British Vice Consul, Puerto Cortes, Central America.	Mr. and Mrs. John Mackay.
	Donald Macmaster, K. C.
	J. H. McFadden.
Mrs. Archibald Forbes.	Bernard Quin.
Henry S. Glazier.	F. Norman Riley.
Rear Admiral George E. Ide, U. S. N.	The Marquis Spencer-Turner.
	A. E. Turner.
Mrs. Ide.	Walter Wellman.
Master J. J. Ide.	F. W. Wilkinson.

Among the passengers who will sail to-day for Hamburg on the steamship Deutschland, of the Hamburg-American Line, are:

H. Montagu Allen.	Robert McClure.
Albert A. Hirsch.	Director Dr. G. Platt.
Professor Hilprecht.	Professor von Steinen.
John G. A. Leishman, Minister to Turkey.	Mr. and Mrs. Philipp Schiff.
	Lothrop Withington.

On the Coamo, from Porto Rico, were:

Robert M. Bashford.	Captain Dion Williams.

Among the passengers on the steamer Minnetonka, from London, yesterday were:

H. H. Andrews.	Colonel J. W. Hannay.
H. Duckworth Bayne.	J. E. Holloway.
Frank T. Bakeman.	George Lewis.
Charles H. Bull.	Charles Martell.
John Gibson.	Charles Towneley Martin.

Among the passengers who arrived yesterday of La Touraine were:

Eugene Altmey.
Paul Gentil.
Blanche Lacruz.
Alexandre Ducrot.
Dr. Mousseau.
Francesco Rossetti.