THE JOURNAL

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THE CUBAN PROBLEM

A Havana dispatch announces that business there was in a panicky condition yesterday, because of a rumor that the United States would soon turn over the insular government to the Cubans. There would be good reason for business anxiety were it true that our government would hand the island over to the Cubans on the basis of the constitution as at present drafted, and evacuate it.

The constitution-makers are proceeding with their work without reference to any obligation on their part to defer to the advisory function of our government, and the element advocating immediate and absolute independence evidently has a strong grip upon the convention. There are practically but two parties in Cuba, the nationalists, who will not have an American protectorate, and the union democrats, who are the people of property largely, and take a conservative view of the situation and the needs of Cuba. These would object to see Cuba turned over suddenly to the keeping of the radical element, who succeeded yesterday in inserting a universal suffrage clause in the constitution and adopting a clause suspending the several guarantees of personal liberty embodied in the bill of rights "when the safety of the state requires this suspension,"—a governmental power which would, doubtless, be used improperly with a radical government in power as is the case in most of the Spanish-American republics.

President McKinley, in his proclamation of July 26, 1900, directing a call to be issued for an election of delegates to the Cuban constitutional convention, repeated the resolution of congress of April 20, 1898, declaring that the Cubans "are and of right ought to be free and independent" and that the United States disclaims any disposition or intention to exercise jurisdiction over the island "except for the pacification thereof," and expressly stated that, as "a part of the constitution," the people of Cuba were "to provide for and agree with the government of the United States upon the relations to exist between that government and the government of Cuba." When the convention was called to order by the military governor of the island, the delegates were told that it was their business to frame a constitution and "when that has been done to formulate what in your opinion ought to be the relations between Cuba and the United States," and the completed constitution would be sent to congress for its consideration and action.

There we have the respective duties of the United States and Cuba defined. The Cuban constitution will be along in a few days if the convention expedites its revision. The draft, as it came from the committee, said not a word about the relations of Cuba and the United States, but that may come after the work of revision. It is evident that congress must insist upon such relations as will insure the peace and stability of Cuba and prevent complications with foreign powers which will involve our government, and, to accomplish this, our government must have some restraining power over Cuba's foreign relations and war-declaring and debt-making power. Unless this is done the sacrifices we made for Cuban freedom will meet with but meager requital in practical gratitude. Congress so eager to fight Spain in Cuba's behalf in 1898, must face this extremely important question with all the intelligence it commands.

The missionaries at Peking have called attention to a fact that has not escaped people here at home that the protocol, signed by the representatives of foreign governments, does not provide for reestablishing the provision of former treaties with China with regard to the status of missionaries and native Christians, and makes no demand for indemnity for the Christian Chinese who suffered heavy loss of life and property by the Boxers. Former treaties with China by America, Great Britain, Germany, and other countries, guaranteed the protection of all native Christians in their persons and property. The martyrdom which these native Christians have endured affords one of the most magnificent exhibitions of the power of Christian faith to sustain the believer in the face of trial the world has ever witnessed. Hundreds and thousands of these native Christians could have saved their lives by recanting their belief in the religion of the "foreign devils," but this they persistently refused to do. Treaties with the United States have hitherto guaranteed these people protection in the enjoyment of their religious belief; that agreement has been utterly disregarded, and the government will be grossly negligent of its obligations if it does not take these people into account in the pending negotiations, both as to the matter of indemnity for outrages suffered and protection in the future.

TO ARBITRATION

Our government has sent instructions to Minister Conger at Peking to try and get the powers to agree to submit the questions of indemnity and distribution to the arbitration tribunal at The Hague. Of course the Chinese commissioners will have to be parties to such reference to arbitration. But it is doubtful if the powers can be induced to so refer the question. The fact that Russia has practically annexed Manchuria and is not pushing a damage claim against China, having taken far more than the aggregate of her damages in Chinese territory, has strengthened the purpose of the other powers to draw heavily on Chinese resources to recoup themselves. The Anglo-German agreement provides for territorial compensation if any other power appropriates Chinese territory, and Russia's action will, no doubt, lead to a further extension of the German hinterland to the Yellow river.

The proposition to refer the troublesome indemnity question to The Hague tribunal is eminently proper. The tribunal was constituted for just such purposes as this. Twenty-six nations have agreed to such permanent international court. The building for the court has been provided for it, and there are already fourteen cases awaiting for the perfection of the organization, which will be accomplished before long. When any two nations have a dispute it is provided that each shall name two representatives and these shall choose another, and the five shall adjudicate the matter. The United States has four representatives on the tribunal. Men of the quality of Judge Gray, Attorney General Griggs, General Benjamin Harrison and Chief Justice Fuller, who represent us, are associated with men of other nations of equal ability, and the court is well qualified to adjust all international disputes and stay the ravages of war.

It would be a good thing if all the powers who helped to create the tribunal were disposed to refer to it all their differences.

In this week's Commoner Mr. Bryan devotes some space to "viewing with alarm" the fact that President McKinley omits from his instructions to the Philippine commissioners any reference to trial by jury as one of the blessings to be conferred upon the Filipinos. Mr. Bryan thinks this is a dangerous abandonment of one of the safeguards of the constitution and an adoption of imperialistic methods that is to be regarded with serious apprehension. And yet we venture to say that Mr. Bryan will not undertake to defend the application of the jury system immediately to the conditions that now obtain in the Philippine islands. He must know that it would be unsafe and probably be promotive of great injustice and wrong through lack of preparation of those people for the exercise of the function of jurors. But it suits Mr. Bryan's caviling purpose and so he talks as if he thought some great wrong were being committed.

GOOD ADVICE

Some reference was made in The Journal the other day to the fact that the new governors of Indiana and Ohio had commended to the consideration of their state legislatures the fact that there is too much legislation now-a-days—too much law-making, and not enough law-enforcing. Our attention is now called to almost the first paragraph in the recent inaugural message of Governor Herreid, of South Dakota, where he utters a warning against hasty and ill-considered legislation. The governor speaks with approval of what is known as the "sifting committee," a committee often provided by the party in the majority to sift proposed legislation, advance that which will be of the most value to the public and subordinate less important matters.

This is done in the interest of good party policy. It has a tendency to secure action upon measures that are of real importance and to prevent monopolizing the time by measures which may be either vicious or valueless. The governor says "Hasty and ill-considered legislation is too often the cause of uncertainty, trouble and litigation. For the enactment of new laws, or the amendment of existing statutes, I bespeak that careful preparation and deliberation which should characterize all legislative action." Governor Herreid is to be commended for his timely and wise counsel.

AHEAD OF THE TIMES

The bill introduced by Senator Chilton, of Howard Lake, to prevent improper marriages will doubtless meet with a good deal of opposition. The probability is that public sentiment has not yet arrived at that point where it will sustain legislation preventing the marriage of persons mentally or physically defective, or whose union would be likely to perpetuate mental or physical defects in their offspring. And yet, the general proposition is entitled to respect. The absence of all such regulation and the prevalence of almost unrestricted freedom in contracting the marriage relation often results in the perpetuation of physical disease or mental weakness, and children are brought into the world who either become a source of misery to themselves or a burden upon others, and who may in turn perpetuate and multiply their own misfortunes.

And, not only so, but this restriction of marriage will some day take into account the perpetuation of criminal tendencies, and the proven facts as to the persistence of hereditary moral taint will be accepted as a scientific fact, and legislation will be enacted to minimize this result.

It is doubtful, however, if public sentiment has arrived at the point where such a measure as that proposed by Senator Chilton, and a similar one, which has already passed the Wisconsin legislature, can become law and be operative with satisfactory results.

Mrs. Nation's Methods. Mrs. Nation's methods of attacking with an ax an illegal business when the officers of the law refuse to do their duty under the law, has at least the merit of calling public attention violently to abuses of the present day. How would Mrs. Nation's methods work in other lines where the public is made a victim? Take the ancient abuse of the baggage smasher unloading trunks by the law of gravitation. Suppose the lady whose little traveling cottage is smashed should attack the depot with an ax and smash the windows? Why not?

Then there is the man who refuses to sand his icy sidewalk or to clear off the snow. Would it not be to the advantage of the public for some heavy, strong armed lady, after she has taken a fall and partially recovered her temper, to demolish the offending citizen's front fence with an ax?

Suppose the ever present boy scuffs over your lawn and refuses to keep off the grass, is there not some Mrs. Nation who will arise and smash the small boy's bicycle or tricycle?

If your husband refuses to supply the money for the new spring hat, the thing to do is clearly to cut off the two of his suspender buttons that hold the key to the situation.

We are entering on a new era.

Beautiful sidewalk, icily bright,
Softly sining with silv'ry light,
Causing the citizen heavy to balk;
Walk of the evening, beautiful walk!

In fancy's eye thou seem'st to say
"Send some old gentleman down this way,
Some heavy official, some lady of weight,
Watch then, Oh, watch their undignified
skate."

Then as they rise a foot in the air,
And drop like a barrel of flour down there,
We grieve o'er their painful and perilous talk,
Walk of the evening, beautiful walk!

Rev. Charles A. Crane of Boston, speaking of Mrs. Nation, says:

"Every excuse you make for the nullification of law is an argument for anarchy. When the law is abandoned in favor of criminals, when public officials fortify crime and make it safe, when law is annulled by politics, when executives assume the role of legislature, judge and jury, and when criminals push their crimes upon a helpless community which has been forsaken by its sworn protectors, resistence is obedience to God."

Laws must be enforced or they must be repealed.

A local paper speaks of a bill introduced yesterday "providing for issuing certificates of indebtedness to the amount of $195,000, to be devoted to building two bridges in Hennepin county, one on Twenty-fifth avenue NE. and the other on Thirty-second avenue N." These "two bridges" would bump right together in the middle of the river unless one was built on top of the other.

A good many lawyers smiled contentedly yesterday when a bill was introduced in the legislature accompanied by the comment that it "would probably occasion much litigation." Are you "next?"

Nat Goodwin wants to play Shylock and Maxine Elliott is anxious to take a fall out of Portia. Only rich actors can play Shakspere.

To-morrow ushers in February. The winter is more than half over and we are not frozen yet.

A Buddhist priestess named Oatman Olivia is letting Chicago into the secret of how the universe is run by the inner circle.

Editor Rice, deported from the Philippines, is likely to have some hot copy in his vest when he strikes 'Frisco.

The South Dakota farmer is now thoughtfully running his finger along the cutting edge of his plow.

Have you written King Edward yet telling him how to run his decadent country?

One Kansas joint has laid in a live mouse and is fully prepared for Mrs. Nation.

Lewiston, Me., now rejoices in a Carnegie library. Hold up your hand.

Aguinaldo the Dead has issued another proclamation.

Kansas is taking her liquor with a dash of anarchy.

AMUSEMENTS

Foyer Chat.

Seats are selling rapidly for the remaining performances of "The Sign of the Cross" at the Metropolitan. Charles Dalton's fine portrayal of Marcus Superbus, the Roman prefect, will be seen only four more times in Minneapolis, as this will be his last season in this role.

What promises to be the comedy event of the season, is the engagement, beginning Sunday evening at the Metropolitan for four nights and Wednesday matinee of Harry Corson Clarke, the well-known and popular comedian in his new farce comedy, "What Did Tomkins Do?" Mr. Clarke holds an enviable reputation as a fun-maker of distinction. He comes here now, for the first time as a star at the head of his own company and the critics everywhere have indorsed, with highest praise, the play, the support and especially the comedian's portrayal of the title role.

Dan'l Sully, who will present "The Parish Priest" for the first time in Minneapolis next Thursday at the Metropolitan, has, it is said, found the play he has for years been seeking. It deals with everyday life and shows how ambition for wealth will make one give up friends and those who are near and dear. Daniel L. Hart, the author of the "Parish Priest," has gained considerable fame as a writer from his "Government Acceptance" and "The Jucklins."

The performance of Charles Cowles as "The Stranger" in "A Hole in the Ground," at the Bijou this week, is a clever impersonation. Mr. Cowles maintains throughout a strict impersonation of the role, thoroughly natural and without burlesquing or ridiculing it in any way. Another clever impersonation is furnished by Nettie De Coursey as the lunch-counter girl. Her singing and dancing bring her into good favor with the audience immediately. Musically, the performance is thoroughly up-to-date and clever. The specialty features are all of a high class order, the ensemble numbers being particularly pleasing. Those who enjoy a good laugh and enjoy Hoyt comedies will find a visit to the Bijou a source of much enpoyment.

The revival of "M'liss," which is being made by A. J. Spencer, is a very elaborate one. It is doubtful if there was ever an American play which made the success that it has been the good fortune of this play to make. It represents a phase of life that at this distance is very interesting, for Bret Harte is one of the best word painters among the American authors. The company which has been engaged is reported to be one of exceeding excellence. It is headed by Nellie McHenry, one of the leading comediennes of the stage, and the supporting company is well balanced. "M'liss" is to be the attraction at the Bijou next week.

Edwards "Ancestors."

To the Editor of The Journal.

Your correspondent, A. M. Goodrich, in your issue of the 25th, says: "The new king of England is evidently not well up in the family geneology." He says: "I have resolved to be known by the name of Edward, which has been bourne by six of my ancestors. The king evidently means to refer to the Edwards who have been numbered from one to six respectively. Yet three of these were no ancestors of his."

For the information of Mr. Goodrich, I have to say that an ancestor as known in the English language is one that precedes in the order of nature or blood—or a predecessor in the order of office. The king was right.

—F. T. Russell.

Impatiently Waiting.

New York Tribune.

Must we wait until the next generation for one-cent postage, for lower telegraph and telephone charges, for lessened express rates, for cheaper coal, ice and gas, for the abolition of "tips" and for a less expensive cab service? All these blessings are likely to come in time. But when?

Pleased to See Money Brought In.

Dakota Huronite.

Washington dispatches announce that Senator Pettigrew will not retire to private life in poverty—that he has replenished his fortune during the past two years. This will be good news even to his old-time political associates, none of whom wish for the senator anything but success and happiness in private life.

New York Daily Letter.

BUREAU OF THE JOURNAL, No. 21 Park Row.

Battle of the Iron Masters.

Jan. 31.—Accustomed as it has become to big figures, Wall street is staggered more than it is willing to confess by the amounts involved in the battle of the iron masters now in progress. It is a battle not of millions, as has been the case in railroad and industrial wars in this country, but a battle of hundreds of millions, with the world's market for the laurel wreath. It was Andrew Carnegie, the far-seeing Scotchman, who threw down the gauntlet and demanded open war. This was when he hurled his firebrand in the shape of an announcement that he would spend $12,000,000 in equipping an immense plant at Conneaut, where he would make steel tubing in competition with the National Tube company, sheet steel in competition with the American Steel Sheet company, bands and hoops in competition with the American Steel Hoop company, and wire in competition with the American Steel and Wire. The next move was a counter demonstration from the Battery Park steel companies, now controlled by the so-called Moore group of capitalists, consisting mainly of western moneyed men, who have taken up their residence in this city. It was an exhibition of the power and strength of these companies. They declared a dividend of 8 per cent on the common stock of the American Tin Plate company, and made a statement that they had earned 25 per cent on the common stock and 32 per cent in all, on a capitalization of $50,000,000. Wall street has learned to fear the old Scotchman, and prices fell. The next demonstration came from the Federal Steel company, which is owned largely by Morgan and Standard Oil interests. It was allowed to leak out that Federal Steel intended to compete with the Carnegie company in the manufacture of structural steel. For this purpose it proposed to raise $20,000,000 of cash by an issue of bonds and thus prepare itself for the battle which is now under way. When this news came out steel stocks went tumbling. Next came a move from the Carnegie company. C. M. Schwab, the president of the great $320,000,000 company, came to this city, and after a short conference with the "old man," as he is familiarly known to the whole trade, it was decided to built a steel mill which would equal in capacity that of the American Sheet Steel company, which, by the way, is one of the Battery Park steel companies. Its stock then took a tumble, and every one is wondering where the next bolt will fall.

Some Mighty Figures.

In preferred stock and bonds, which may be assumed to represent the actual valuation of the several properties engaged, there is in sight $373,000,000. The Carnegie stock and the common stock of the opposing corporations carry the grand total of $737,000,0000. An amalgamation of the seven properties that have been mentioned as likely to consolidate cannot well be on a basis of less than $750,000,000, and the figure may be considerably higher, possibly $1,000,000,000. That is so far beyond anything ever effected in the field of railroad financing that even the seasoned veterans of Wall street gasp as they contemplate the magnitude of the undertaking and the far-reaching possibilities of such a consolidation. That negotiations for the deal are now far advanced well informed persons no longer doubt. There may yet be fatal hitches in the dicker and in the arrangement of the details, but the chances are that nothing will come up beyond the capacity of the promoters to adjust. Should the deal fall through such bad blood will have been engendered that no power can avert a trade war on a scale never before witnessed in the history of the world. That certainly increases the probability of a successful outcome, for the modern multi-millionaire is averse to foolishly jeopardizing fortunes once collected. The Carnegie plants on the one side and Federal Steel, Steel and Wire, Tin Plate, Hoop and National Steel on the other give employment to not less than 125,000 men. In times of greatest rush the number approaches 150,000. That means livelihood for 750,000 people at the lowest calculation. Directly and indirectly the daily bread of two or three times that number is involved, for a titanic iron trade war such as is threatened would disturb allied interests that give employment to a half million men.

The Railroads Are Affected.

Railroad men are becoming anxious. They fear Carnegie more than all the rest of them combined. The Federal Steel company, the National Steel company, the Lackawanna Iron and Steel company, and the American Steel and Wire company are more or less mixed up with the railroad magnates and are therefore subject to the dictates of the railroad syndicate. In the case of the Federal Steel company, the directors of the company include two representatives of the Morgan syndicate, and two representatives of the Standard Oil company, together with Chicago capitalists, who are large factors in the Western railroad situation. It can be seen therefore that the Federal Steel company, from its relations with those directors, would have to accept the terms of the different railroads controlled by those syndicates, or else it would be called to order. In the case of the National Tube company it is practically controlled by Mr. Morgan and the Standard Oil company, and no other interests, with the exception of the holdings of the Converses, of this city and Boston, are of any account. It is the same with the other steel companies, with the exception of the Carnegie company. Mr. Carnegie has never branched out in any other business than the steel and iron trade. In that he is so collossal a figure that all others sink into insignificance. He is therefore the best equipped for the fight, but he has not the co-operation of the railroads. The point, therefore, with his attracting the attention of the whole railroad and industrial world, is whether or not he will build a railroad of his own to tidewater. If he makes this bluff it is said he will make the rest come to terms.

There Are Giants in It.

Everybody has more or less intimate knowledge of the three principal characters in the amazing drama now on the boards—Andrew Carnegie, J. Pierpont Morgan and John D. Rockefeller. A lesser number are familiar with those cast for the minor parts, and every one of them is a giant in his way and in his specialty. A word about them is therefore timely. Federal Steel, with its bonded and live share capitalization of $128,000,000, is controlled by H. H. Rogers, who stands for Standard Oil, J. Pierpont Morgan, Nathaniel Thayer of Boston and H. H. Porter of Chicago and New York. Judge E. H. Gary, president of the corporation, owes his official prominence to the friendship of Mr. Porter, who discovered him on the Chicago bench and was impressed with his level-headedness and his knowledge of corporation law. When Federal Steel was organized they wanted just such a man, and he was transplanted from Hyde Park to New York to steer the affairs of the company safely. Judge Gary is not rated as a very wealthy man, but his backers are good for anything they put their names to, no matter how many millions may be in the bond. Porter has been conspicuous in railroading for many years. The west has been the scene of his operations, and eastern Illinois the pet of his later career. Long ago he put money into Illinois Steel, which is the backbone of Federal Steel, and he has stuck to it like a leech. Thayer, also a railroad man and a friend of Porter, added his millions to those of Porter's and eventually they became the factors in the mammoth combination into which the concern eventually grew. Morgan went into it because he had faith in Porter and Thayer. Rockefeller was similarly influenced, and he had the further inducement of immense iron mine holdings in Minnesota and northern Wisconsin.

The Gates Party.

Colonel "Ike" Ellwood is the richest man in the Steel and Wire crowd, and Thomas Dolan of Philadelphia is next on the last. The Gates party consists of John W. Gates, Colonel Ellwood, William Edenborn and John Lambert. Loyal Smith and John A. Drake may also be classed as thick and thin Gates men. Nobody excepting himself knows what Gates is worth. He may swing $5,000,000 in his own name, and the amount is quite as likely to be $12,000,000 to $15,000,000. Edenborn is probably worth $5,000,000 to $7,000,000 and Lambert nearly as much. Ellwood, Gates, Lambert and Edenborn are experts in the iron business. There is nothing about it with which they are not perfectly familiar. Steel and Wire has a share capital of $90,000,000, plus $5,000,000 in guaranteed steamship bonds. The guiding spirits in the Moore properties, Tin Plate, Hoop, Sheet Steel and National Steel, capitalized jointly at $194,000,000, are Judge W. H. Moore of Chicago and New York, and D. G. Reid and W. B. Leeds, formerly residents of Richmond, Ind., and now of New York. Reid and Leeds, together with S. C. Guthrie and W. E. Reis, are the practical men in the combination. Judge Moore is the promoter and legal genius who welded the properties together, and contributed more than any one person to making everybody connected with them very rich. The poorest of them is a multi-millionaire. Judge Moore is understood to be playing a leading part in the negotiations now under way, and all concerned look to him for counsel and advice. He is accounted a marvel. Until the present huge emergency arose Mr. Morgan and Mr. Rockefeller were not prepossessed in his favor. They now find him useful.

—N. N. A.

ACTIVITY IN IRON

Trade Review Notes Greater Demand for Finished Material.

HEAVY PURCHASES OF BESSEMER

Give a Better Tone to the Market—No Trouble at Valley Furnaces —Rails and Plates.

Cleveland, O., Jan. 31.—The Iron Trade Review this week says:

Increased activity in finished materials, as compared with the earlier weeks of the year, is now apparent, and close students of conditions believe that buying will soon show itself that will give indication of the scale of operations in important consuming lines in 1901. Pig iron buying by foundries and mills is still postponed, and it may be some time before liberal contracting will be seen. There is no doubt of the better tone given to the market at large by the heavy purchases of bessemer iron reported last week. These showed that in spite of the large increase in blast furnace capacity, the leading interests still require considerable outside iron. Two important consolidations are expected to be in the market later for bessemer iron for shipment in the first half. The price has advanced 25 cents, as shown by sales of the past week, and it is now reported that bessemer iron is not to be had below $13 at Valley furnaces.

It is now likely that the expected labor trouble at Valley furnaces will be averted. An adjustment at one furnace on the basis of a reduction of 10 cents, or from $1.90 to $1.80 for turn work, was made this week, and it is understood that other furnace companies will follow with similar offers, which will be accepted. This will dispose of one cloud upon the situation.

The firmer feeling in bessemer is accompanied by some yielding on foundry irons. Sale of both southern and northern irons, where any considerable tonnage was involved, have been made at about 25 cents below the figures at the opening of the year. It is to be said, however, that most buyers are taking small lots and postponing consideration of large requirements, the sentiment being general that lower prices are to be had later.

Whatever concessions have been made have come grudgingly, and furnaces are a unit in the statement that there is no adequate profit in the present basis. The week has shown that bessemer billets for prompt shipment are scarce, and 50 cents above the pool's price has been paid in Pittsburg the past week. The opinion prevails that an advance of $1 a ton will be made at next week's meeting of the steel manufacturers. The action on rails and plates seems not so certain. The rail market has been quite active since the opening of the year, and the object of the recent announcements of sellers that an advance was probable seems to have been accomplished. Chicago reports a rail tonnage of about 60,000 booked in the past week. The total is now estimated above 1,600,000 tons for all mills.

The plate market is fairly active, but with the probabilities rather against an advance. Further vessel requirements in the central west will be heard from soon. Structural wants are large, and the mills expect to hear shortly from a number of projects pending. Car works and agricultural demands are counted on by bar mills to add largely to their bookings in the next two months. The railroads are still heavy buyers, but agricultural works need to know more about the crop outlook before completing the contracts. An advance of $2 a ton in wire products has come in the midst of an unusually heavy demand at this season, and the outlook is regarded in every way as promising. It is reported that a reduction of 20 cents a ton on pig iron from southern furnaces to the north will be made, taking effect Feb. 5.

UNITE AGAINST GERMANY

RUSSIAN PAPER'S SUGGESTION

It Predicts a Tariff War as a Result of Agrarian Agitation.

New York Sun Special Service

St. Petersburg, Jan. 31.—The Novoe Vremya thinks that in view of Chancellor von Buelow's recent speech in the Prussian diet and the growing readiness of Prussia to increase the duties on corn, the United States, instead of competing, ought to come to some arrangement on the question of supplying the European markets with grain. The Americans, it adds, should remember that their interests are also threatened by Germany. The Novoe Vremya predicts that the agrarian agitation in Germany will inevitably lead to a tariff war between Germany and Russia.

Berlin, Jan. 31.—A trade return shows that during 1900 there was an increase in German-American trade, both in imports and exports. The imports from the United States into Germany were valued at $829,000,000, against $793,000,000 in 1899, an increase of $36,000,000. The exports were valued last year at $1,478,000,000 as compared with $1,253,000,000 during the preceding year, an increase of $225,000,000. German trade with all countries except France and Belgium, and especially with Canada, shows an increase.

Sheffield, Jan. 31.—The Chamber of Commerce discussed the proposed doubling or trebling of the German tariff on steel. The members regarded such action by Germany as a serious blow to the British steel trade. Several speakers advocated a British protective tariff.

STATE PAYS BURIAL BILL

EX-SENATOR TABOR OF COLORADO

None of His Former Friends Will Pay the Former Millionaire's Funeral Expenses.

New York Sun Special Service.

Denver, Col., Jan. 31.—The funeral expenses of Horatio H. W. Tabor, former senator from Colorado, who was at one time owner of mines and mining stock in Denver, real estate and other property valued at $15,000,000, have not been paid, and the legislature will be asked to make an appropriation to pay the undertaker.

Mrs. Tabor, who, since her husband's death, has been endeavoring to secure through the courts some portion of the property left by her husband, has failed, owing to the tangled condition of all his business affairs, and has been barely able to support herself and her three children. Men made rich by her husband's generosity, have not only refused to assist her, but have fought her in the courts. Other relatives of Tabor, who are abundantly able, have declined to settle the undertaker's bill, and the legislature will now be asked to appropriate $643 to pay the funeral expenses of Mr. Tabor, who died nearly two years ago.

M'GILL'S LITTLE BILL.

Special to The Journal.

Douds, Iowa, Jan. 31.—Gilbert McGill, a farmer of this vicinity, has filed a bill against the county for $5 damages to his sheep by reason of cockle burrs which they came in contact with while being driven in the public road. There is a state law to compel the supervisors to keep the weeds mowed during the months of July and August, and Mr. McGill threatens to sue the county if the bill is not paid.

Aboard the Queen

BY MARGARET VAN NORMAN.

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"Jack, Old Fellow—Did you know that I have a sister? I had half forgotten the fact myself until there came a letter coolly announcing that she was tired of boarding schools and was 'coming up to keep house' for me. She sails on the Queen. Deming tells me you take the same boat. Look after the kid a bit, won't you? Keep her from flirting or falling overboard. Yours, —Tom Brierly."

Jack Hamilton swore softly to himself. The idea of being "chaperone, and probably, father confessor to a bread-and-butter schoolgirl," filled him with horror. What on earth could he talk to her about, he asked himself, and why hadn't he enough common sense to open his letters before coming on board? Then he could have missed the boat.

The truth of the matter was that genial, whole-souled Jack was in love—had been for three days—and, worst of all, he did not know her name. He only knew that "her face, it was the fairest that e'er the sun shone on," and that mornings she rode in Golden Gate park.

He had haunted the park and exercised all his ingenuity, but had not managed an acquaintance. And now he was off for six months of bridge building in the White pass. He realized he had not even a fighting chance with fate, and felt correspondingly disagreeable, as he stood looking back over the fast widening waters.

Already the distance was blotting out the Golden Gate; the Cliff house was a blur against Sutro Heights, and only the faint, green sweep of trees above the sand dunes marked the Golden Gate park.

In fancy he could see a certain dainty little figure riding there in and out among the winding paths.

Jack drew himself up with a start, his "mooning" would never do. He resolved to hunt up the little schoolgirl and amuse her. He turned, only to stand transfixed, for there, almost at his elbow, was his "Lady of the Park." Her habit was replaced by the jauntiest of yachting costumes, and her face was radiant with health and happiness.

Jack felt the spirit of the conqueror upon him. The Queen was a very different matter from San Francisco. As the day wore on, however, he felt his courage wane He bribed the mate to introduce him, but she said gently to him that she did not care to make any acquaintances. And, indeed, conversation would have seemed sacrilegious to her. There was the glorious ocean and the wonderful wind out of the west and she had eyes and soul for nothing else. She thought of life in far-away lands, of the little brown people in their island of flowers, of the fighting line in the Philippines, until, at last, the sea grew grim under a leaden sky, and the fog came down and shut out the world.

Everyone fled to stateroom or cabin. The great fog horns were shrieking, the sea was running high, but its voices called her, and she struggled back to the railing, only to discover that the boat was rocking so that she dared not leave. She laughed a little to herself, and wondered if she must stay there all night. No, some one was coming.

"Will you help me, please?" she called.

Would he help her! Jack managed to restrain his joy enough to offer his arm with some degree of calmness.

"I believe I prefer the dark and the fog to the cabin," she continued, "I am not in the mood for laughter. All this is too wonderful."

"Let me stay with you. I want so much to know you," blurted out poor Jack.

The girl looked frightened. Then an inspiration came to him. He would appeal to her sympathy.

"You see, I have a little charge some place on board," and Jack, who had promptly and completely forgotten his protege until the present moment, went on: "She'll be an awful bore, but Brierly, that's her brother, wrote me to look after her, and I really haven't an idea what to do, and—and I thought perhaps you would help me—for her sake, you know."

"What did you say her name is?" asked the girl. "May I see the letter?"

And they paused by the cabin door, while she read the letter, a smile lighting up her piquant face.

"So you are to keep her 'from flirting or falling overboard'," she said. "I think I may be able to help you. Perhaps Miss Brierly need not bother you at all."

"Oh, if you will help me, I shall not mind in the least," returned Jack, eagerly. "And may I not know your name?"

"Certainly," she was giving him her hand at parting, and looked up with a queer little smile. "It is Jocelyn Brierly," she said.

* * * * *

"But I am such an awful bore."

"Are you never going to forgive me? I carried out half of Tom's instructions when I rescued you that night, and—and," but she was off leaning over the side of the boat, watching an Indian canoe as it skimmed the waters.

It was Jack's last day. He had been merciless in his wooing, but he was desperately in earnest, and fighting against time.

To Jocelyn, who knew nothing beyond a trip to Oakland or around the bay, under the guidance of Sister Celestine, the days had seemed like a fairy tale. There had been the long, long tramps while the fog hung over the Pacific, and later, the magical days when the ship floated among the piney islands of the Canadian coast. And now there was a queer little ache in her heart which she could not understand.

"Do you know, Jocelyn, it's our last afternoon?" Tom's voice had a hopeless ring.

Jocelyn was quite absorbed in the Indian canoe, but she nodded in reply.

"I shall not have an opportunity to write, but—I shall think of you, very, very often. May I keep a diary, pretending I am talking with you? Perhaps you will let me show it to you some day.'

Her face was turned away, but a more emphatic nod told she heard.

"Jocelyn, little girl, unless it may mean coming to you, it will mean little whether I return or—" At last she looked up at him, and his hand covered the little one on the rail.

"You darling!" he whispered.

IT'S NOT A LIKELY TALE

FROM CHICAGO TO BUFFALO

Report That Northern Steamships Will Run From Chicago to Buffalo—Denied Locally.

Passenger officials of the Great Northern have heard nothing of an agreement between President J. J. Hill and officials of the Northern Steamship company by which the Duluth service was to be abandoned in favor of Chicago. A morning paper declares thit the two great boats, the North Land and the North West, will ply between Chicago and Buffalo instead of between Duluth and Buffalo next season, owing to unsatisfactory revenues from the last named route in former seasons.

A passenger official said to-day that he had never heard of such an agreement, and did not believe a word of the yarn. He had received no notification of any contemplated change, and he would certainly be apprised as early as any one. "I fail to see where the boats of the Northern Steamship company could make anything by such a change," said he. "If they run from Chicago to Buffalo they will be brought in competition with low railroad fare, about $13, besides heavy water competition. The rate from Duluth to Buffalo is nearly $5 more while the actual distances between Duluth and Chicago and Buffalo are about the same."

FOUR DESERVED PROMOTIONS

Railroad Men Well Known Here Climb the Ladder.

Fast freight men in the twin cities will be interested in the promotions of four prominent railroad men well known in the northwest. Percy R. Todd, formerly traffic manager of the West Shore, will become second vice-president of the New York, New Haven & Hartford road after Feb. 1. Mr. Todd's former position is abolished. F. L. Pomeroy, general manager of the New York Central fast freight lines at Buffalo, will become assistant traffic manager of the New York Central in charge of through traffic.

W. F. Wilson, for many years northwestern agent of the West Shore in St. Paul, and latterly general manager of that road's fast freight lines, will become general manager of all the Vanderbilt fast freight lines at Buffalo after the first of the month.

E. L. Somers, at present general western freight agent of the West Shore road at Chicago, will become general western agent of the New York Central and West Shore after Feb. 1.

The Southern Gets M. & O.

New York, Jan. 31.—The Southern Railway company yesterday secured control of the Mobile & Ohio Railroad company. The terms were briefly outlined in a statement given out last night by W. Butler Duncan, chairman of the board of directors of the Mobile & Ohio Railroad company.

Mellen Denies the Latest.

New York, Jan. 31.—President Mellen of the Northern Pacific Railway company yesterday denied the truth of certain western dispatches to the effect that the lines of that road in Manitoba territory had been disposed of to the government of Manitoba for a consideration of $6,000,000. He said that to the best of his knowledge no such transaction had ever been contemplated.

Earnings of D. & I. R.

The Duluth & Iron Range railroad has submitted to the state railroad commission a statement of its gross earnings for the calendar year ending Dec. 31. A substantial increase over the preceding year is shown. The statement follows: Earnings for 1900, $4,340,742.68, the taxes on which amount to $130,222.28; earnings for 1899, $4,080,686.09, and taxes, $122,426.64; increase in earnings, $260,054.59, and increase in taxes, $7,801.64.

Must Build a "Y."

Special to The Journal.

Waterloo, Iowa, Jan. 31.—The Iowa railway commissioners, in session here, have ordered a "Y" connection made between the Chicago Great Western and the Illinois Central roads. The railroads are given until Feb. 15 to make amicable arrangements for the construction of the track. If it is not commenced by that time the commissioners will take a hand in railroad building.

Railroad Notes.

The Omaha road has twenty-five new refrigerator cars under construction at its Hudson shops.

The Northern Pacific, it is understood, will again place the "North Coast Limited" in service about May 5.

The North-Western has changed the name of the station at Long Lake to Lake Owen. There are a number of towns by the name of Long Lake on its system.

A deed has been filed in the office of the register of deeds of Redwood county, conveying from the Winona & St. Peter Railroad company all its lines of railroad and other property in the states of Minnesota, North and South Dakota to the Chicago & North-Western Railway company. The consideration is merely nominal—$100.

When the question of granting to the Omaha road right of way along the levee in West St. Paul comes before the committee on streets of the St. Paul board of aldermen to-morrow, representatives threaten to appear and protest because of the fact that the council's records show the same right to have been granted to the Great Western in November, 1884, and possession has never been relinquished.

A NEW ELECTRIC PLANT

GUARANTY BUILDING TO HAVE ONE

It Will Be of the Latest Type—Nothing Like It in the West.

The Guaranty Building company has let the contract for a new electric plant to be placed in the basement of the big office building in about sixty days. It is purposed to put in the latest and best apparatus obtainable. The system to be employed is in use to some extent in the east, but Engineer C. F. Dew says there is nothing like it in Minneapolis, or anywhere in the west. The contract calls for two 125-horse power Corliss engines with two directly connected generators of low speed—100 revolutions per minute. The generators will be of 80 kilowatts each. The old boilers will be used, but the contract calls for an entirely new blue Vermont marble switchboard. The Twin City Iron Works will build the engines, and the Electric Machinery company will make the generators and install the switchboard. When the contemplated changes have been made the Guaranty building will have one of the handsomest engine-rooms in the city. The change will be made without any break in the service.

The arcade of the building is being retouched in a light brown.

SPOOK TELEPHONE

Spiritualist's Application for a Patent Is Rejected.

Washington, Jan. 31.—The commissioner of patents has rejected an application for a patent on an apparatus designed to facilitate communication with the inhabitants of the spirit world. The inventor is a western man, and the device is a sort of combination of telephone exchange and mediums' cabinet.

The application was denied on the ground that it was not a useful invention and could not be operated by the public—at least, by the examiners of the patent office, who were not able to make it work. The inventor says it has never failed in his hands.

HEROIC MEASURES TO CHECK DISEASE.

Oshkosh, Wis., Jan. 31.—The barn and stables on the farm of Anton Brotz have been burned by order of the town board in order to check the spread of anthrax, which had swept the place of all live stock. It is hoped in this manner to confine the disease to that particular farm.

FOUNDER OF FINCHFORD DEAD.

Finchford, Iowa, Jan. 31.—Word has been received of the death of Mrs. J. L. Finch, who, with her husband, founded this town in the year 1868. Her death occurred at Rock Valley, Iowa, where she moved in 1876. She was born in New York and was 78 years of age.