

LAYS DUTY ON SUGAR

Export Duty on Coal; Higher Income Tax.

BUDGET IN ENGLAND

Suspend Sinking Fund and Borrow £60,000,000.

TAXES TO YIELD £11,000,000

Over 2,000,000 Pounds of This Will Be on Coal—Chancellor's Statement.

London, April 18.—The budget adds two pence to the income tax, making it one shilling two pence. It does not provide an increase in the duties on beer, wine or tea, spirits or tobacco. A duty of 4s 2d per hundred-weight will be imposed on refined sugar. Raw sugar polarizing below 98 is to pay a duty gradually diminishing, according to each degree of polarization, to a minimum of 2 shillings at a polarization of 76. A duty of 2 shillings per hundred weight is imposed on molasses. West Indian sugar is not expected. A duty of 1 shilling and 8 pence per hundred weight is imposed on glucose. A shilling per ton duty is imposed on exported coal. The total expected yield of the new taxation is £11,000,000, of which £2,100,000 will be from coal. The chancellor of the exchequer proposed to suspend the sinking fund and borrow £60,000,000. The chancellor of the exchequer asked for permission to extend the present borrowing powers to borrowing on consols. The loan will be in consols.

London, April 18.—The exceptional interest in this year's budget statement was shown by the crowd at the house of commons when it reassembled to-day. The fresh taxation proposals required to meet the expenditures for 1901-02, according to a preliminary paper issued this afternoon, totals £187,602,000, including war charges, this being an increase of £22,901,000 over last year. The national balance sheet for 1900-1901, as shown by the same paper, stands as follows: Revenue, £130,385,000; expenditures, £185,592,000; net deficit, £55,207,000.

Mr. Balfour, the government leader, indirectly announced the forthcoming loan, saying he hoped to introduce a resolution on the subject to-night if possible.

Chancellor's Statement. The chancellor of the exchequer, Sir Michael Hicks-Beach, rose amidst rounds of cheers and commenced the budget statement. "During the last five years," said the chancellor, "we have been invariably able to congratulate the house on a general increase in the prosperity of the country, but the year 1900, especially the last six months, showed symptoms of a change. Our foreign trade during the year considerably increased, but in value rather than in volume.

It was mainly derived, the chancellor said, from the high prices of certain articles, notably coal, which, naturally, have induced important industries, especially railways. Nevertheless the revenue for the past year showed no signs of decrease, and the exchequer receipts showed a surplus of £2,865,000 over the estimates. He was bound to say, however, that the excess was due to forestalment on dutiable articles. But for this his estimates would have been barely realized. The forestalment of 1899-1900 amounted to £2,150,000, which properly belonged to the revenue of last year. The forestalment of the past year somewhat exceeded the previous year. He would say that the consuming power of the people was maintained, but there was no material evidence of the expansion of that power beyond what was fairly attributable to increase of population.

Fewer Beer Drinkers. The chancellor reviewed the various items of revenue, mentioning that the revenue from beer was 24,000,000 less than the estimate. "That decrease," said he "is probably attributable to the fact that very many beer drinkers are in South Africa, and also to the decrease in the spending power of the people, owing to the high price of coal. Experience has shown that we have practically reached the limit in the profitable taxation of spirits.

The receipts from the death duties were £9,500,000 below those of the preceding year, but he had better expectations for next year. The prolongation of the war and the absence of business on the stock exchange were responsible for the unsatisfactory yield from stamps. In noting that the yield from the income tax was £1,150,000 above the estimate, the chancellor remarked that in twelve years the income, on which taxation was paid, had been increased by no less than £120,000,000, a fact that he hoped the house would remember when he reached the later part of his speech. The only other points of the revenue which he need touch upon were the exceptional receipts owing to the mint, to silver coinage and the telegraph receipts, which compared very unfavorably with the expenditures. The total receipts amounted to £130,385,000 and the expenditures, £185,592,000, of which £65,000,000 was for the war in South Africa, and £23,000,000 for China.

SUCCESSOR TO MARTINELLI Archbishop Zardetti, Lat. of St. Cloud, Is Talked Of. Special to The Journal. Milwaukee, Wis., April 18.—Friends here of Archbishop Zardetti, formerly of St. Cloud, Minn., say he will be appointed papal delegate as successor to Martinelli.

VAN HORNE'S RICH PRIZE

He Is Intrenched in His Cuban Enterprise.

ACTS UNDER LOCAL LAW

Only One Possible Way to Head Off His Railroad Plan.

EVADES FORAKER AMENDMENT

Meanwhile Applications for Franchises Are Held Up in Washington.

From The Journal Bureau, Room 45, Post Building, Washington. Washington, April 18.—In connection with the movements of Sir William Van Horne in Cuba some interesting details are furnished by the war office. Sir William was here a few days ago and had a long conference with Secretary Root regarding the proposed railroad lines which have been outlined for Cuba. The conference was sought by the secretary, who, having in mind the Foraker amendment to the army bill, knew very well that no franchise had or could be granted for railway building in Cuba, and wondered what Van Horne's authority was for the extensive operations he is now putting under way in the islands.

During the conference the attention of the secretary was called to certain local laws in Cuba, which are still in force. It is under these laws that Van Horne is proceeding, and he was not long in convincing the secretary that he didn't need a franchise in order to carry out his plans. The Foraker amendment has repealed the general franchise law of Cuba, which in the section relating to railroad construction, provides for the right to condemn lands for right of way, stations, side tracks, etc., following the principle of right of way of eminent domain for public improvements.

But Van Horne is not acting under that law. He is acting under a local law, still in effect, which provides that the owner of land may construct a railway on his premises without asking permission of anybody. This law was passed in the interest of the sugar planters and tobacco growers, who, in order to expedite the handling of their crops, have built short lines through their plantations in all directions. Sir William Van Horne has bought, or is buying whole farms contiguous to one another, and along the general route of the trunk line, which he is to build from one end of Cuba to the other. In this way he has secured his right of way in spite of the Foraker amendment.

Instead of building a light and poorly equipped road, as the planters do, Van Horne will lay heavy rails, provide a solid roadbed and equip the line with the latest and most expensive rolling stock. What I have just said refers to the right of way through the country districts. Every Cuban village and town has the authority to grant right of way over its streets and alleys to railways, and Van Horne is taking advantage of this authority to extend his main line into the principal towns of the island. The municipal authorities are more than anxious to make all customary concessions, for they believe that their future welfare depends on their being located on this main artery of travel through the island. The town which are passed will die of dry rot in a few years, or be distanced in the race for prosperity.

The American government cannot interfere with the municipal law here referred to any more than it can with the law under which Van Horne is building his line in the country districts. The secretary of war has just one opportunity to interfere with the scheme. All public highways in the island are military roads, and, therefore, directly under governmental control. This control is presently vested in the United States. As the Van Horne line goes from plantation to plantation, it must cross these highways, and in order to cross repeated, there will be nothing but the secretary's written permit signed by Secretary Root.

This permit matter was discussed at much length by the secretary and Sir William when they met in this city recently. It seems that Secretary Root does not intend to grant a revocable permit to Van Horne. Whether he will do so or not, however, he declines to say; but it is important, since no request for permits has yet been made. The secretary tells me that such a permit would be temporary in character, and not in any sense a franchise, nor would it follow the rule of eminent domain, which is a necessary part of nearly all transportation franchises. But no matter if temporary, it would give Van Horne the right to cross the highways, and once his trains are running regularly and carrying the commerce of the island, it would be impossible to call the power of revocation into operation. The people of the island would be the first to protest against it. So, if Van Horne gets the temporary right from the secretary, which he probably will do, his cinch will be complete and he will have scooped the world on one of the most flattering railway opportunities of a generation.

The singular part of this story is that there are now on file with the war department thousands of applications from responsible people for franchise of different kinds in Cuba, among them railroad franchises, all of which are pigeon-holed, and cannot even be considered on account of the Foraker amendment. The enterprise of Van Horne will strike these franchise-seekers with the cold shivers. By the time the Foraker amendment is put into effect, the secretary will have left Cuba that the railway world will want Van Horne will have it all. Thus is the way being prepared for an evasion of the Foraker amendment which Secretary Root so carefully drafted to prevent the very thing which is now being done. It is understood that the secretary of war will hold, as a lawyer, that he has no right to withhold the temporary permits when Van Horne asks for them.

The right of way across Cuban plantations is not costing, on an average, more than 38 per acre, through the villages and towns it is free, with good bonuses. Such a system of connecting lines as is here proposed, covering all of the important and prospectively important points in the island, would, in the opinion of American railway experts, be a veritable gold mine, developing almost immediately into a dividend-paying concern of the highest class. Secretary Hitchcock has prepared himself for criticism in abolishing the agency at Sisseton, S. D. Before he made up his mind to discontinue the office he cast about and selected Mr. MacArthur, superintendent of the school at Osage, Oklahoma, for the position of superintendent of the Sisseton school. MacArthur has the reputation of being a good business man, as well as a successful Indian educator. For that reason he was transferred to Sisseton and required to give bond for money he will handle. If his reputation is lived up to, complaints that educators are not qualified for business men will be refuted, and Secretary Hitchcock's action in firing Nathan P. Johnson and refusing to appoint a new agent will be vindicated. It is said in official circles that an important trade in American nursery stock between Manitoba and the Northwest territories and the United States will follow as a result of the action of the department council in modifying the operations of the San Jose scale act. The original effect of this act was to prohibit the importation into the United States, the natural source of supply. The modified law permits American stock to be entered at Winnipeg between March 15 and May 15 and between Oct. 7 and Dec. 7 of each year. It is said that trees and shrubs propagated in the northwestern states of this country are peculiarly adapted to use in Manitoba. —W. W. Jerome.



THIS IS THE REAL GAINSBOROUGH J. PIERPONT MORGAN HAS ACQUIRED.

SOUTH IS STORM-SWEPT

WIND AND RAIN IN ALABAMA

Buildings in Several Towns Are Unroofed and Cities Are Flooded.

Chattanooga, Tenn., April 18.—This section was swept by a terrific gale early to-day. Two churches in the suburbs were wrecked, the Richmond spinning mill was unroofed, the Vance cotton mills were damaged, Congressman Moon's house was unroofed. Look-out was partly unroofed and much damage was done to railroad and telegraph wires. New Orleans, April 18.—During the night 5.48 inches of rain fell and the city was partially flooded. Telegraph services were crippled for a time.

St. James, Miss., April 18.—Professor Humphrey has resigned the position of principal of the city schools, and his place will be filled by Mr. Brennan of Mississippi. J. N. Miller, the leading real estate dealer of St. James, is having plans drawn for a \$7,000 residence. New Men Profit. Charlton, Iowa, April 18.—The coal shovellers here struck forty raise from \$1.15 per day to \$1.25. The company refused to grant the request. The places have nearly all been filled with new men at \$1.25, but none of the old ones will be taken back.

TO ENTER KANSAS CITY

TERMINALS SOLD AT AUCTION

North-Western, Baltimore & Ohio, Southwestern and Other Roads Said to Be Interested.

Kansas City, April 18.—At public auction to-day the Winner bridge piers in the Missouri river here and other terminal property of the Kansas City & Atlantic railroad were sold to Theodore C. Bates of Worcester, Mass., for \$100,000. The sale was made to satisfy a mortgage for \$100,000 held in trust by the Massachusetts Loan and Trust company of Boston, and the property was purchased in the interests of the bond holders. The sale will end the receivership of the property and will terminate ten years of litigation. Mr. Bates is at the head of an eastern syndicate controlling the property, which, it is said, will begin a reorganization of the terminals that will result in the building of a large passenger station at the city of the Baltimore & Ohio Southwestern, the Chicago & North-Western and other railways. The bridge will also be used, it is said, to bring in suburban electric roads.

PATRICK'S CASE UP

Grand Jury Hears the Statement of Valet Jones.

New York, April 18.—The murder charge against Patrick was submitted to the grand jury to-day by Assistant District Attorney Garven. Valet Jones was the first witness. Patrick is accused of causing the death of Rice, the Texas millionaire.

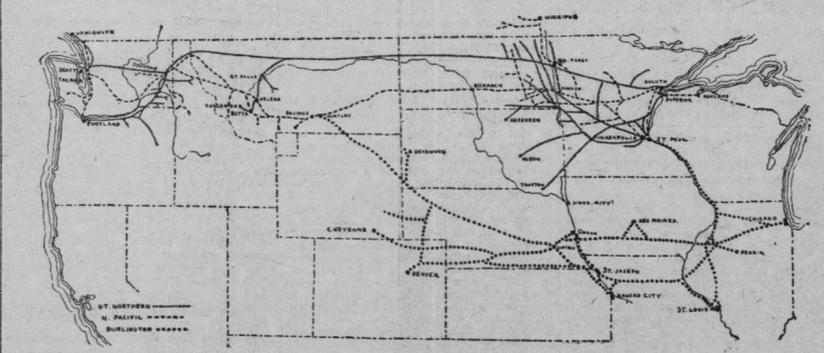
WITH THE JURY

Case of Captain Ripley Charged With Goebel Murder.

Frankfort, Ky., April 18.—Judge Cantrell to-day delivered his instructions to the jury in the case of Captain Garnett Ripley, charged with complicity in the Goebel shooting.

THE THREE BIG SYSTEMS.

MAP SHOWING THE GREAT NORTHERN AND NORTHERN PACIFIC SYSTEMS AND THE BURLINGTON, WHICH THEY ARE TO OPERATE UNDER THE TERMS OF THE LONG PENDING DEAL NOW REPORTED COMPLETED.



The gigantic deal by which the great branches, controls 8,661 miles of road. These lines include the Chicago, Burlington & Quincy, the Great Northern and the Northern Pacific railroads have been brought under the same general financial control, is practically completed. But few men of affairs now deny that the Morgan-Hill interests have been successful in this latest and most stupendous combination of railroad interests. President Hill of the Great Northern does not deny the story, and so accurate and well digested are the details for weeks that there is no longer a semblance of denial. The best traffic men in the country believe that the consolidation, or rather financial arrangement, has taken place, and when traffic men see a thing clearly, it is pretty apt to be there. The magnitude of the so-called Burlington deal is but little understood even by railroad men. It not only brings nearly 19,000 miles of railroad under one financial head, but it places the entire transportation facilities of the northern middle west in the control of one set of men. The Burlington, with its various branches, controls 8,661 miles of road. These lines include the Chicago, Burlington & Quincy, the Great Northern and the Northern Pacific railroads have been brought under the same general financial control, is practically completed. But few men of affairs now deny that the Morgan-Hill interests have been successful in this latest and most stupendous combination of railroad interests. President Hill of the Great Northern does not deny the story, and so accurate and well digested are the details for weeks that there is no longer a semblance of denial. The best traffic men in the country believe that the consolidation, or rather financial arrangement, has taken place, and when traffic men see a thing clearly, it is pretty apt to be there. 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