

PRICE TWO CENTS.

SENATORS TO BLAME

Responsible for Possible Anti-American Tariffs.

DESIGNATED BY NAME

2 Californians and 3 New Englanders Who Opposed Reciprocity.

LEADING QUESTION FOR CONGRESS

Belief That President McKinley in His Message Will Recommend Reciprocity.

From The Journal Bureau, Room 45, Post Building, Washington.

Washington, June 24.—If the commercial hard feeling developing among the foreign competitors of the United States results in a tariff war the people who will be chiefly responsible are Senators Bard and Perkins of California, and Lodge, Aldrich and Platt of New England. The Jamaica reciprocity treaty was the one which was first considered in the senate committee. After it came the French treaty. If a start had been made several of the treaties would doubtless have been ratified. But the California men opposed the Jamaica one and the New England senators fought the French treaty. About \$500,000 worth of oranges come in every year from Jamaica, and the proposal to reduce the tariff on these oranges 20 per cent gave California orange growers a fit. So the prospect of a little competition with the knitting mills of New England by foreign hose made an obstructionist of Lodge and his colleagues.

Secretary Chamberlain, those who believe in commercial war quite within the bounds of possibility, if not probability. He deprecates the prospect. He believes the injury of retaliatory tariffs would be serious. It is not impossible that even wheat and breadstuffs might be put under the ban. A commercial war, he points out, is like any other war. The purpose of the warring parties is to injure the other. In so doing they may injure themselves; but they are ready to take punishment as well as to inflict it. So, while it might hurt the people of Germany or France to our detriment, it would do us a great and undeniable damage.

What Russia is Doing.

The Russian government, without knowing it, is helping mightily in the work of creating a condition of public sentiment in this country that will bring the closely related questions of the trusts and reciprocity to the front as the principal topics for debate in congress next winter, and the principal issues in the campaign next year. All last week practically the only question of general public interest in this city was the order of the Russian government imposing by way of retaliation, higher duties upon certain American goods which are being consumed quite liberally in that country.

Russia's action has focused attention in a significant way upon the United States senate, which for two years has willfully ignored certain important reciprocity treaties, drawn up in good faith by the domestic representatives of various friendly European powers and in response to special invitations from this government. On both sides the high contracting parties were quick to see that the treaties meant the good of all concerned. That they should be hung up in the senate, out of deference to certain members of that body, who were acting, not as representatives of the people, but in a very narrow and restricted sense as representatives of selfish local interests, presents a phase of American politics which other countries have much difficulty in understanding.

May Follow Russia's Example.

Russia has begun a movement which shrewd thinkers in this country are beginning to fear may become general. Germany is talking loudly about higher duties. So are France and Italy. English newspapers began to discuss the advisability of imposing a tariff upon American flour and meat. In practically every foreign country with which the United States is carrying on a large export trade there is a talk of retaliation, because of the failure of the senate to consider the reciprocity treaties prepared two years ago. Should this talk take concrete form in united action, what becomes of the much-talked-of McKinley reciprocity? American manufacturers are now producing many times more than enough goods to supply the home markets. The surplus is all sent abroad into countries which, through the medium of reciprocity, have been anxious to cultivate closer commercial relations with us. The failure of the treaties has raised a storm of indignation in those countries. One of them has aimed a blow in return. Others are likely to follow suit, and then American mills and factories and shops will begin to close their doors and another period of hard times will be at hand.

This is not altogether a theory. It is rapidly threatening to become a serious condition. The president sees it. So does the secretary of state. The consular reports are almost daily discussing it. What is to be done? Well, that is a big question. There are several things which might be done. First, the president might urge reciprocity in his message to congress. This is what some of the high protectionists are fearing he will do, and already Senator Aldrich of Rhode Island, who represents perhaps the most narrowly and blindly selfish and unfeeling coterie of protectionists on the continent, has been at the White House to advise the president to be "conservative" and

Continued on Second Page.

New Bill for Ship Subsidies

New York Sun Special Service

Washington, June 24.—The western members of congress who have taken an interest in the steamship subsidy question have prepared a bill which they will introduce upon the opening of congress. They believe it embodies the western ideas on the subject and will receive the support of members from that section who favor a subsidy in any form.

The bill rejects the speed basis of subsidy payments and absolutely bars foreign ships. A rigid inspection of vessels enjoying the subsidy is provided for, as the gradual employment of American steamers. The members of the bill believe that the manufacturing and agricultural elements of the country will support the proposition to pay a subsidy on cargo carried instead of upon speed. The bill excludes positively all vessels peculiarly constructed for liquid cargoes.

Provision is made for vessels running between lake ports and Europe, a subsidy being given ocean mileage. All vessels enjoying subsidy are to carry the mail free and are to be subject to requisition of the government in case of war. The Sherman anti-trust law is made applicable to all contracts for subsidy. An important section of the bill applies to the trusts, with a view to preventing ship trusts from being organized with a view to controlling rates, docks and terminal points.

The fundamental object of the bill being to promote exportation of American products, the authors hold that they are consistent in giving sailing ships 33 1/3 per cent of the amount of subsidy proposed. The new bill cuts the subsidy down from twenty to ten years and the annual payment from \$5,000,000 to \$5,000,000.

OHIO REPUBLICANISM

State Convention Opens Up at Columbus This Day.

RENOMINATIONS TO BE GENERAL

Senators Hanna and Foraker on Hand to Influence Their Destinies.

Columbus, Ohio, June 24.—The republican state convention convenes here at 4 p. m. to-day to nominate the state ticket and organize for the election of state officers and members of the legislature which will select the successor of Senator J. B. Governor. Senators Hanna and Foraker, the Ohio congressman, and other leading republicans arrived yesterday and were in conference during the night. The indications are that the old ticket headed by Governor Hanna will be renominated, with the exception of candidates for supreme judge and clerk of the supreme court. The only one against whom there is any opposition is Lieutenant Governor Caldwell, who is opposed by the state anti-saloon league because he has been the attorney of the brewers in certain suits.

The contrary of the legislature is of unusual importance this year, as the next general assembly will apportion the state under the census of 1900 for legislative representation as well as other purposes and that apportionment cannot be changed until after the census is taken in 1910, while the apportionment for congressional districts can be changed at any time.

As the next legislature selects the successor of United States Senator Hanna, he is considered the leader of the coming campaign and much interest was taken to-day in his keynote speech as temporary chairman of the convention. It is understood that the committee on permanent organization will to-night select Senator Hanna to preside over the convention to-morrow.

While the platform will endorse the administration of President McKinley and Governor Nash strongly, it is stated that Senators Foraker and Hanna will be consulted on the resolutions on national issues and Governor Nash on state issues. The only issue causing any difference of opinion is that of local option.

Senator Hanna, Peter W. Durr, of Cincinnati, called the convention to order shortly after 4 o'clock, reviewed the last campaign and called attention to the importance of the coming contest. He then introduced Senator J. H. Foraker as temporary chairman.

Tumultuous applause had greeted the entrance of Senators Foraker and Hanna, Governor Nash, and other leaders, and the cheers that swept through the hall as Senator Foraker arose to speak were loud and prolonged. Senator Foraker warmly commended President McKinley's administration. He discussed the disfranchisement of colored voters and the question of expansion and sharply criticized the democratic party. The supreme court's insular decisions and the Porto Rican situation also received attention. The speech closed with these words:

Let us be Americans, and be worthy of the events with which we are associated. This is a great history-making epoch. Except only Washington, no president has had such opportunities as have fallen to McKinley. Not one has escaped him. All have been improved to the hilt or glory of the republic. No emergency has arisen that he has not triumphantly met and no duty of war, peace or diplomacy has been so delicate or so difficult that he has not performed it grandly and successfully. All his achievements are the nation's. His name fills the earth. All races honor and applaud him. The single note of discord is here, at home, among ourselves, under our own flag. It misrepresents the American people. It misrepresents the people of Ohio. Their verdict in November will so declare.

LET TARIFF ALONE

Senator Warren Thinks This the Duty of Congress.

UNCERTAINTY INJURES TRADE

The Wyoming Senator is in Minneapolis on Purely Private Business.

Francis E. Warren, United States senator from Wyoming, is at the West. Mr. Warren is in Minneapolis looking after private business matters. Regarding national legislation, he said:

The duty of congress is not to enact tariff legislation of any kind, but to let it alone. The business of the country is on an excellent basis and prosperous. Tariff tinkering always serves to inject an element of uncertainty into the business affairs of the country and if I am any judge that is just what the people of the country do not want. As to trusts, we do not know yet whether they are detrimental to the country or not. Time will tell and after we are sure of our ground there will be plenty of time to act. I do not take much stock in this talk about trusts and the tariff being closely allied as public questions.

Senator Warren says that the recent discoveries of oil in Wyoming will prove a great thing for that state. The development of the properties is proceeding rapidly.

SENATOR GREER VERY ILL

Word From Denver That His Condition is Critical.

Special to The Journal. Lake City, Minn., June 24.—Word has been received that Senator Allen Greer of Wabasha county, one of the best known men in the state legislature, is dangerously ill. His condition is said to be serious enough to arouse grave apprehension. He and his wife are in Denver, where it was hoped his health would improve.

DRANK ACID BUT MAY BE SAVED. Special to The Journal. Davenport, Iowa, June 24.—Miss Lillie Stebb drank carbonic acid in an attempt at suicide. A heroic effort was made to save her and she may recover.

CUMMINS AS THE NOMINEE

Iowa Machine Cannot Stop Him.

VICTORY IS IN SIGHT

Ninety-Two More Delegates Will Give Him a Majority.

45 CONVENTIONS YET TO BE HELD

Control of the Next Legislature the Main Content—As to Second Place.

Special to The Journal. Des Moines, Iowa, June 24.—The most important phase of the campaign in Iowa

hope that Cummins will take his place. Dolliver has remained unmoved by the storm, and it appears certain his course will be to his advantage. In case the antagonism against him in machine circles should reach to the extent of causing another candidate for the senate to be brought out, there is little question the Cummins men will rally to his support and seek to prevent his defeat.

As the campaign progresses more interest attaches to the nomination of a lieutenant governor. The withdrawal of Senator Penrose has simplified matters to some degree. David Brant of Clinton seems to be in the lead for the nomination at present, but there are symptoms that the nomination will eventually go to one of the candidates for governor. Much will depend on whether the Cummins men gain the lead they anticipate in the convention. In case they are in absolute control, there is a strong possibility that John Herriott, ex-treasurer of state, will be the nominee for lieutenant governor.

Brant has weakened himself with the Cummins men by trying to trim between both factions and to divide the Clinton county delegation between the machine and antimachine candidates for governor in order to attach machine strength to himself. On the other hand, Herriott is the original champion of reforms in railway taxation in the state, and is considered to be in complete sympathy with the antimachine party. Not a few Cummins men are also friendly to Senator W. F. Harriman for lieutenant governor, and will support him in preference to Brant.

Washington, June 24.—Surgeon-General Wyman of the Marine hospital service to-day was informed by Dr. McKay, quar-

antline officer of San Diego, Cal., of the arrival at that port of a plague-infected ship. The vessel is the British steamer Carlisle City, which sailed from Hongkong on May 16, and coming via Yokohama and Honolulu, reached San Diego late last Saturday.

Dr. McKay reports that there were six deaths en route, five of which were certainly caused by plague and the sixth is supposed to have been. All the deaths but one were among members of the crew, the exception being a Chinese steerage passenger. The first death was that of the cook, who died on June 9, after three days' illness. There is some doubt as to plague in his case. The next case developed on June 14, being that of a fireman, and his was a well-developed case of bubonic plague. The last death occurred on the day before the vessel reached San Diego. Dr. McKay reports that all the rest are in good health. Nevertheless, the vessel is being thoroughly disinfected and kept away from the wharf to prevent the escape of rats as well as persons. The dead bodies were all buried at sea. The baggage of the deceased was burned.

Dr. McKay says that dead rats were found on this ship before the sickness made its appearance. The crew of the Carlisle City consisted of eight Europeans and forty-four Chinamen. The vessel carried one European cabin and passenger and twelve Chinese steerage passengers.

BOERS STILL "WAVE"

Colonial Troopers Surprised and a Long Fight Follows.

Craddock, Cape Colony, June 24.—The detachment of the Colonial Mounted Rifles which was attacked by the Boers at Waterkloof, June 20, was pursuing Commandant Malab, when General Kritzinger surprised the rifles' camp at Waterkloof while the colonial troops were saddling up. The fight lasted two-and-a-half-hours.

London, June 24.—Lord Kitchener has as yet sent no report of the Waterkloof mishap. Recent events in Cape Colony seem to prove the Boer invasion of the country to be serious. A letter to the Times, dated Cape Town, June 5, confirms the pro-Boer report and says the invaders number anything from 7,000 to 10,000; that they are swarming all over the eastern and midland districts, and getting recruits and horses.

TWO MINERS KILLED

Fatal Accident in the Calumet & Hecla Mine.

Special to The Journal. Calumet, Mich., June 24.—Two miners, Vincent Vigo and Joseph Pichetno, were killed by a fall in the Hecla branch of the Calumet & Hecla mine.

PLAGUE AT SAN DIEGO

Deaths Aboard a Ship That Arrives There.

VICTIMS NUMBERED SIX

Five of Them Certainly Died of the Bubonic Scourge.

PREVENTING ESCAPE OF RATS

The Vessel is the British Steamer Carlisle City, From China and Japan.

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SWEPT BY LIQUID WALLS OF DEATH

Cloudburst and Flood in West Virginia Cause Loss of Life Various Estimated at From One Hundred to Six Hundred.

Property Valued at Millions of Dollars in the Elkhorn Coal Region Swept Away, Towns Being Destroyed.

NUMBER OF LIVES LOST - - - - - 200

PROPERTY DAMAGE - - - - - \$2,500,000

NUMBER OF TOWNS DESTROYED - - - - - 10 TO 15

Huntington, W. Va., June 24.—Governor White is here making arrangements to get tents and provisions for the flooded district along the Norfolk & Western railroad. Governor White fears the death list will exceed 1,000.

New York, June 24.—Mayor Land of Bluefield, W. Va., wires as follows: It is estimated that 200 lives were lost in the Elkhorn flood. The damage to the Norfolk & Western Railway company is estimated at half a million dollars and to the coal companies and individuals at two million dollars. There is no communication with any point further down the valley than Elkhorn. I am unable to tell whether outside assistance will be needed until further information comes in.

Richmond, Va., June 24.—Conflicting reports received here place the loss of life in the Flat Top region from the flood at from 200 to 300. It is pretty certain that Keystone has been virtually washed out, but the loss of life there probably is over-estimated.

The Norfolk & Western people here know nothing except that they have suffered heavy damages to tracks.

The tracks of the Chesapeake & Ohio near Hinton also are heavily damaged and trains are tied up. There has been a tremendous flood at Charlestown, W. Va. Several children were drowned near Tazewell.

Roanoke, Va., June 24.—Norfolk & Western officials here say that owing to wires being down and no direct communication, they are unable to estimate the damage caused by the flood in the coal fields. They do not believe the damage to property will amount to \$500,000, as at first reported. Estimates of 200 lives lost are now thought to be too great.

TOLD IN DETAIL

Calamity Said to Rival the Johnstown Horror.

Roanoke, Va., June 24.—A cloudburst and flood swept the Elkhorn coal region of West Virginia Saturday night, killing hundreds of people, destroying a score of towns and inflicting a property loss of \$5,000,000. Estimates of the loss of life range all the way from 200 to 600. Keystone, Vivian and Rolfe were among the towns destroyed.

The passenger train from the west over the Norfolk & Western railroad which was due here at 11:15 p. m. did not reach Roanoke until half-past 5 o'clock this morning. When the train came in there were many people at the station who had waited anxiously all night for the belated news carrier from the devastated coal fields of West Virginia. Among those who came in on this train and who had been in the storm were a prominent business man of Roanoke, several railroad men and a woman, and two children. They came direct to Roanoke from Vivian and were compelled to walk a distance of eleven miles from that place to the small town of Ennis, where they were enabled to get a train for this city.

Think but 100 Were Lost.

These passengers declare that the number of deaths has been exaggerated, in their opinions, and feel confident that not more than 100 people have lost their lives, though they cannot say with any certainty as to the number. The mountain district lying back from the railroads probably have suffered heavily and the exact loss of life will not be known for several days.

A railroad man who has been working at Vivian said that the rain started last Friday night and continued for some time in moderation, but shortly after midnight the heavens seemed to open and pour forth great volume of water. When the cloudburst over the town of Vivian there was a passenger train standing in the railroad yards. About forty passengers, of whom three were women, were in the cars. The water rose rapidly and soon was over the trucks of the cars. Houses and cars were being washed about before the eyes of the frightened people. Ropes were thrown to the cars and the male passengers caught them and waded through the water, which was now waist deep, to places of safety around the coke ovens on the adjoining hill. The ladies were too much frightened to get into the water and were placed on the tender of the engine, where they were safe. Other portions of the railroad yards were washed out and a hundred box cars were wrecked.

Rode Four Miles on Driftwood.

The house in which the section master

at Vivian lived was washed away. A young son of the section master rode on driftwood four miles and was then lodged in a tree from which he was rescued. A colored section hand was in the section master's house when the flood waters struck the building and was drowned. The rain ceased falling about 5 o'clock Saturday morning. There has been no rain since that hour and the streams are gradually falling. A big furniture store and a large clothing house were washed away at Vivian, as also were about a dozen small dwellings in the lower portion of the village. Two dead bodies, both colored men, were seen at Bekman and three colored and one white corpse at Empire. Two iron bridges were washed away at Vivian and another at North Fork Junction, and three persons are reported to have been drowned near the latter place. All the bridges and trestle work has been washed away on the Simmons river branch of the Norfolk & Western system. All telegraph lines are down and tracks are badly washed out on this division.

The people who came from Vivian did not come through the town of Keystone, but only around it. They state, however, that the damage done there is nothing like as great as was at first reported. They think that not more than a dozen houses were washed away. They cannot say how many, if any, lives were lost at Keystone. Of the ten miles of railroad between the towns of Vivian and Ennis it is stated there is not 100 yards of track in one place and it is thought this division will not be repaired for a fortnight. Fifty people walked over this washed-out territory Sunday to get from Vivian to Ennis.

Too Excited to Investigate.

The damage done all over the coal fields is immense, and every one seems to have been too greatly excited and too anxious to get away to take time to inquire into the affairs of their neighbors. It is certain, however, that much valuable machinery has been washed away. Many of the wrecked cars along the Elkhorn valley have been washed down the river and probably will be a total loss. East of Ennis the train had little trouble getting through to Bluefields. Two bridges are gone between Vivian and Welch. At Shawnee the Shawnee coal company lost all their mine mules, which were in the stable when the storm swept down on them.

A report from Keystone has it that a mob of negroes there refuse to work for 32 a day, but are loafing around and watching their chance to steal from the debris. Another report says that the number of dead there is seventeen and that of this number ten have been buried.

FIRST ACCOUNT

Impossible to Ascertain the Full Extent of the Horror.

Bluefields, W. Va., June 24.—This entire section has just been visited by a flood, the extent of which, in all probability, will equal or exceed that of Johnstown in 1889, so far as the loss of property is concerned.

Early Saturday morning, shortly after midnight, a heavy downpour of rain began, accompanied by a severe electric storm which violently increased in volume and continued for several hours. This



A RUN-AWAY ISSUE. The Fat Boy—Hi, Uncle! Did you see anything of that Tariff Issue Horse? He's broken loose again. Uncle Sam—Yep. He was goin' west as tight as he could run and I'm afraid you won't ketch him.

EDITOR MAKES GOOD

Liesch, a New Ulm Publisher, Acquitted of Libel.

FAMOUS OLD CONTEST REVIVED

Christians and Turners of the Northwest Interested in the Outcome.

Special to The Journal. New Ulm, Minn., June 24.—The jury in the case of A. J. Alwin against Phillip Liesch, publisher of Brown County Journal and New Ulm Volksblatt, returned a sealed verdict Saturday afternoon after four days' trial. The verdict was opened to-day at the opening of court and was in favor of the defendant.

The case arose from the tenor of a speech delivered at the laying of the corner stone of the Turner hall in this city, last September. The plaintiff delivered an address, advocating the principles of free thinkers and ridiculing Christianity and church customs. Publisher Liesch replied to the speech, and attacked the private record of Alwin, whose business transactions in the past were somewhat under a cloud while in partnership with Ferdinand Fischer at Springfield, this county.

The case attracted widespread attention among people in this part of the state and from Turner societies in all parts of the northwest, as the result was known to be largely another round in the well-known antagonism between Christians and Turners, which has prevailed for years in this state. The contest between the warring factions had been dropped until Alwin ridiculed the churches and Christianity in general. He called upon Liesch to retract, but was denied. The defendant in court alleged the facts published to be true and proved them in every instance to the satisfaction of the jury.

MR. KYLE IMPROVING

Heart Action is Stronger, According to a Late Bulletin.

Special to The Journal. Aberdeen, S. D., June 24.—The condition of Senator Kyle is somewhat improved. The trouble, malarial originally, resulted in a functional affection of the heart. The heart action was stronger at noon, according to a bulletin issued by a consultation of physicians.

Postmasters appointed to-day: North Dakota—Barlow, Foster county, H. A. Barlow. South Dakota—Brisbane, Soudan county, John Astumaker. Wisconsin—Davis, Dunn county, Edward Webster; Graytown, Dunn county, H. J. Mass.

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