

SERVES BETTER TREATMENT FROM THE RAILROADS

NEXT TARIFF STRUGGLE

High Protectionists Clinging to Childish Things.

HOSTILITY TO EUROPE

Combination There That Our Statesmen Must Face.

EAST ARRAYED AGAINST WEST

Probable Penalty of Tame Submission to the Pampered Interests of the East.

Washington, July 12.—Where there is a great deal of smoke there is likely to be some fire. During the past six months repeated notices have come to this country from widely separated points in Europe that the great commercial powers, England, France, Austria, Germany, Russia and Italy, are arranging to form a tariff league, for the purpose of protecting one another against American commercial aggressions. These notices appear to have been given each independently to the others. Some have been communicated through the channels of the consular bureau, others have appeared as editorial utterances in the high class journals of Europe, others have appeared in these journals as interviews with eminent men; and all have had for a key note the rising tide of American commercialism and its threatening danger to existing commercial conditions in the old world.

It was only recently that M. Jules Siegfried, one of the most noted of French statesmen, interviewed in Chicago, referred to the state of European business sentiment regarding American trade expansion, and hinted at something like reprisals unless satisfactory adjustments could be made. The latest word of warning comes to the state department in the form of a Vienna newspaper editorial, to the effect that Austria, Germany and Russia have already formed a tariff league, directed against the United States, and that Italy and France are likely to join it. Dr. Hill, assistant secretary of state, says the department has no information bearing out the Vienna story, but that in Italy and France are likely to join it. Dr. Hill, assistant secretary of state, says the department has no information bearing out the Vienna story, but that in Italy and France are likely to join it.

There can be little doubt that the facts referred to in the preceding paragraph will be used with good results in congress next winter by members of both houses who are in favor of adapting our present high tariff laws, which are at the bottom of existing dissatisfaction in Europe, to the situation in which America now finds herself as Europe's competitor in the great world markets. The chief trouble in this country is that the high protectionists, now that the country has grown to man's estate, do not want to put away childish things. They think that what was done for the country a score of years ago ought to be good for it now, losing sight of our recent marvelous growth and commercial development, and of the changed relationship which we sustain to the rest of the world by reason of that growth and of the results of the Spanish war. Europe, with her power to levy retaliatory duties, will not be satisfied with the just and proper reduction of the high-tariff folk of New England and the middle east. In our dealings with Europe we must give and take, and not take only; live and let live, and not selfishly try to force to the wall nations with which we are dealing.

The foregoing are the views that tariff revision Republicans from the west are expressing in Washington, but their words fall upon deaf ears. Solid republican sentiment in the east, north of Maryland, seems to be blindly and tenaciously opposed to tariff revision of any kind. Every republican member of either house from that section who has been interviewed—and many of the leaders among them have gone on record in the metropolitan press—tries to make a big fuss over the fact that the intelligent democratic sentiment of the south, headed by Senator McClure, thinks the Babcock bill and related ideas all right.

It is a hard row which Babcock and his friends will have to hoe next winter. Should western republican opinion continue to uphold them, and should they stand manfully by their guns, it is not impossible that a break in the republican party more serious than that which came with the McKinley bill and more permanent in its consequences may result. Should the east have the strength to prevent moderate tariff revision, intended to meet the tariff issue at home and enlarge abroad the markets for our surplus, there may be a complete readjustment of party lines, for the first time since the war, the high protectionists of the east remaining in a class by themselves, and the moderate revisionists of the west joining hands with the south in an effort to accomplish their ends. That the east will be strong enough, in the senate at any rate, to prevent tariff legislation, is conceded.

The only question that remains, therefore, is one which only the people themselves can answer. If they tamely submit to the dictation of the east, the country will probably be engaged in a gigantic and destructive tariff war before the close of the McKinley administration; if, on the other hand, they assert themselves earnestly, the eastern wing of the republican party, seeing the danger which is inviting, may shift its ground and permit a compromise bill to go through. The subject possesses much interest to the student of politics, and cannot fail to make the next session of congress one of the most important in recent years.

Revision of the tariff law by next winter's congress is a subject which is already being pressed upon the attention of President McKinley. The discussion which is going on has moved certain influential senators and members of congress to interview the president, and to urge that course be favored. Some of them have taken this early occasion to urge their views upon him, and to suggest that he deal discreetly with the matter in his message. In a general way it is known that President McKinley shares the sentiments expressed by the majority of the ways and

TOURIST GOES ON

More Illustrations of How Mercury Can Climb.

THE NORTHWEST FARES BETTER

Record Promises to Be Broken in Other Parts of the Sweating Land.

Kansas City, July 12.—At 9 a. m. the mercury here reached 91 degrees with the prospect that all previous heat records will be broken before noon. Last night was the most oppressive experienced here in years. Hardly a breath of air stirred and among the poorer residents of the bottoms there was great suffering. One prostration had been reported up to 9 o'clock.

Omaha, July 12.—At 7 a. m. the mercury registered 81.7 degrees warmer than yesterday. At North Platte it was 76, a rise of 8 degrees. The humidity here was 70 per cent. The weather bureau forecast no relief.

At noon 78 was reached. Indications are that yesterday's maximum of 100 will be exceeded.

Louisville, July 12.—The temperature fell rapidly during the night and at 9 a. m. to-day stood at 80.

St. Louis, July 12.—At 9 a. m. the government thermometer registered 87 with a prospect that yesterday's record will be duplicated. In parts of Missouri and southern Illinois where the crops are being literally burned up by a temperature, which, during the past ten days ranged up to 110, records of thirty years have been broken.

Chicago, July 12.—At 9:30 a. m. to-day the temperature was 70 while a slight breeze materially aided in rendering the weather pleasant.

Cincinnati, July 12.—A cooling breeze from the northwest during the night dispelled the phenomenal heat of yesterday and at 7 a. m. the mercury registered 70.

London, July 12.—The heat wave here is becoming more tropical. Londoners were not prepared for it and, consequently, they are suffering greatly. The official thermometer at 10 o'clock this morning registered from 85 to 87 in the shade, but the ordinary thermometers showed several degrees higher. There were many sunstrokes, prostrations and faintings in the streets.

Tepeka, Kan., July 12.—At noon the mercury reached 97. No sign of rain is apparent in this section.

COLUMBIA FIRST

Beats Constitution by Over a Minute and Independence by Nearly 10 Minutes.

Bateman's Point, R. I., July 12.—2:10 p. m.—Columbia won to-day's race, crossing the line at 2:09:37. Constitution crossed the line at 2:10:58. At that time Independence was just ten minutes behind the other boats. Columbia beat Constitution at the finish by one minute and twenty-one seconds, as estimated from the shore. Independence crossed the line at 2:20:02, the second mark, which Columbia and Constitution were making by only ten minutes and twenty-five seconds behind Columbia and nine minutes and four seconds behind Constitution.

Bateman's Point, R. I., July 12.—Columbia won to-day's race, the fourth of the series, beating Constitution by a minute and a half at the finish, but by something more in corrected time. The feature of the day's race was the fine work of Independence, after a delay of nearly six minutes in clearing away the wreckage, rounded the first mark about as many minutes behind Columbia. On the beat the second mark, which Columbia and Constitution were making by only ten minutes and twenty-five seconds behind Columbia and nine minutes and four seconds behind Constitution.

The inference is plain, although Mr. McHenry declined to elaborate his remark by further explanation. Kendrick Succession Involved. His friends, however, are pretty well informed as to the situation. The result of James J. Hill's influence in Northern Pacific affairs has been seen in so many instances as to give the present one an easy explanation. On the resignation of Vice President and General Manager J. W. Kendrick it was generally supposed that Mr. McHenry would be advanced to the position of general manager, but this plan, it is understood, was thwarted by Mr. Hill, who had his own candidate.

Mr. McHenry, in point of seniority and length of service, was generally considered the logical successor of Mr. Kendrick, and when it turned out otherwise, it was generally admitted that Mr. Hill's influence was more far-reaching than generally supposed. Is Mellen Strong Enough? If Mr. Hill's influence is stronger than that of the chief executive of the company, it would surprise no one if in time the current rumors of Mr. Mellen's resignation were verified. Chief Engineer McHenry has been connected with the Northern Pacific for seventeen years. During that time he has risen through the force of his own indomitable energy and marked ability. In 1883 he entered the service of the company as a rodman in a crew of surveyors. He was soon promoted to the position of leveler, then became in turn transit man,

RAN AGAINST STEEP "HILL"

Chief Engineer McHenry's Figurative Language.

HE RESIGNS FROM N. P.

His Act Voluntary but Attributed to Hill Influence.

IS PREST MELLEN FORTIFIED?

Mr. McHenry's Action Renews the Question as to the President's Status.

Edwin H. McHenry, chief engineer of the Northern Pacific, and receiver for the old Northern Pacific Railroad company during the period of reorganization in

resident engineer, assistant engineer, principal assistant engineer and chief engineer. He was chief engineer when the old Northern Pacific went to the wall. Mr. McHenry was chosen receiver and filled the position of trust with fidelity and ability. On the reorganization of the road he was again made chief engineer, which position he has held since. Mr. McHenry says that he has no plans sufficiently developed to speak of. He is the owner of a number of valuable patents, and has business interests to which he can turn his attention.

STEEL RIVAL

Thirty Million-Dollar Organization to Go Up Against the Trust.

Special to The Journal. New York, July 12.—A report that a gigantic corporation to compete with the United States Steel corporation was being formed served further to depress the shares of the steel combine to-day. It is said that the new company will have a

NO STRIKE SETTLEMENT

Second Day of the Pittsburg Conference.

SHAFFER IS EMPHATIC

Objects to Amalgamated Board Against Delay.

MAY ORDER A GENERAL STRIKE

Possible Culmination of Failure to Settle Soon on Terms Laid Down by the Men.

Pittsburg, July 12.—At the meeting of the Amalgamated board preceding the general conference this morning it is reported that President Shaffer made a



THE SKELETON GETTING OUT OF THE CLOSET.

1895-96, has resigned to take effect Sept. 1. The resignation does not surprise those who have closely followed the affairs of the Northern Pacific, and the influences which have been guiding its affairs during the last few months. When asked to-day if the report of his resignation was true, Mr. McHenry replied in the affirmative. Asked as to the causes for his act, Mr. McHenry replied in terms worthy of a diplomat. Said he:

I have not resigned because I need rest or am in ill health. Neither have I resigned to take a better position, or because I was asked to resign. I resigned because—well, because in trying to figure out the problem of grade reductions, I found a "hill" which could not be overcome.

The inference is plain, although Mr. McHenry declined to elaborate his remark by further explanation. Kendrick Succession Involved. His friends, however, are pretty well informed as to the situation. The result of James J. Hill's influence in Northern Pacific affairs has been seen in so many instances as to give the present one an easy explanation. On the resignation of Vice President and General Manager J. W. Kendrick it was generally supposed that Mr. McHenry would be advanced to the position of general manager, but this plan, it is understood, was thwarted by Mr. Hill, who had his own candidate.

capital of \$30,000,000, most of the stock of which has been underwritten by prominent iron and steel and international banking interests. President Schwab of the United States Steel corporation, when seen to-day said that if such a corporation was being formed he had been kept in ignorance of the fact. The new company, it is said, will manufacture heavy material, such as structural work for bridges and armor plate.

CRITICAL FOR CORN

Situation Will Approach a Calamity Unless Relief Comes Soon.

Chicago July 12.—Advices to the board of trade and grain commission houses to-day are that the drought in the southwest is unbroken. It is said the damage outside of Kansas and Missouri is slight, but that unless there is relief within ten days the corn crop situation will approach a calamity.

A message from Topeka, Kan., declared the prospects are for a crop of only 50,000,000 bushels of corn, although last year's crop was 163,000,000, and that of the previous year, 237,000,000 bushels. The loss on hay and potatoes also is great—second only to the loss of corn. It is estimated that the farmers of Kansas and Missouri already have sustained losses reaching \$50,000,000. It was but natural that hundreds of reports, of which the above are fair samples, should have been reflected in the course of prices on the board of trade. Corn for September delivery opened from 52c to 52 1/2c, compared with the close yesterday at 51 1/2c to 51 3/4c. Prices continued upward with a few reactions on profit-taking. At 12:25 p. m., September corn had risen to 54 1/4c, or 16 1/2c above the price one month ago, shortly before the heat and drought began. Not in years have natural conditions attracted the present prices for corn, although manipulation has, at times, forced them higher. Fear that the climatic conditions in Kansas will spread to the spring country in the northwest was influential in the wheat market, and at noon September touched 65 1/2c, 3 1/2c higher than yesterday's close. Oats also were reported drought-stricken. September opened at 32c, 1 1/4c higher than yesterday and 7c higher than a month ago. This market held steady at the advance.

Pittsburg, July 12.—When the conference between the Amalgamated association executive board and officials of the American Steel Sheet, Steel Hoop and Tin Plate companies to settle the existing strike was resumed to-day the situation apparently had not changed from yesterday morning, although both sides appeared hopeful of ultimately reaching a settlement. Nothing could be learned from the conferees, however, as an agreement was made not to give out anything for publication until after the final adjournment.

Gossip on the outside indicates confidence that the trouble will not be allowed to continue much longer, but the concessions on both sides will be necessary to a settlement this week. Previous to the opening of the conference, the executive committee of the Amalgamated association met and discussed the course to be pursued at to-day's meeting.

Conference Goes On. The conference was resumed at 10:25 a. m., with the same representatives in attendance as yesterday. It was reported that Judge E. H. Gary of the United States Steel corporation had arrived in the city and will take part in the conference, but he could not be located, and a New York dispatch says he has gone to Chicago.

The conference adjourned for lunch at noon. The morning session was taken up entirely by the arguments of the manufacturers and the main issues of the conference remained untouched. President Shaffer said nothing definite had been said by the arguments of the manufacturers at the conference is what is called the "non-interruptive" clause in the new scale. The clause was accepted by the Republic Iron and Steel company and the American Tin Plate company, when their concerns signed the Amalgamated scale, but it was contingent upon its acceptance by the American Sheet Steel company and the American Steel Hoop company.

OKLAHOMA OIL

Spouter Struck That Does Business Like a Veteran. Granite, Okla., July 12.—Oil has been discovered near here at the depth of 107 feet and spouted to the surface in great quantities.

LITTLE BRO. PAUL AND HIS TRADE

On a Business Basis He Is Not Entitled to the Consideration That Is Due to Minneapolis.

Some Figures Which Will Shed Much Light on the Consistency of the "Omaha" Railroad.

Table titled 'TWIN CITY TRAFFIC ON "OMAHA"' showing shipment percentages for St. Paul and Minneapolis from 1890 to 1900.

Traffic facts on which are based the demands of Minneapolis in the case of the Omaha road are large enough to be seen of all men, albeit they seem to have escaped in part the recognition of the road or roads engaged in rate discrimination, and the eyes of some of our editors down the river. The facts which make Minneapolis the traffic center and chief distributing point of the country northwest of Chicago are in part as follows:

Minneapolis is the leading primary wheat market of the country, and wheat is the most important traffic staple of the northwest. We are the largest shippers of flour and lumber in the United States, and flour and lumber play a larger part in the nation's traffic than any other articles of manufacture. We are among the first traffic centers as a market for flaxseed and as a producing and shipping point for its products, linseed oil and oil cake. As a distributing point for farm implements and machinery we are equaled by no city in the world, unless possibly by Kansas City. In furniture, sash and doors and cereal products we are the principal producing and shipping point between the Mississippi and Puget sound. In fruit and produce, in iron and steel construction, in general volume of jobbing trade, we are the leading center northwest of Chicago. Compared with our closest competitor, St. Paul, our aggregate freight receipts last year were 234,983 cars, as against 154,609 for St. Paul, and our shipped and received being 473,450 cars to 269,902 for St. Paul, an excess for Minneapolis of over 200,000 cars, or 75 per cent. in traffic volume. Conceding the superiority of Minneapolis in grain, flour, lumber, farm implements and general manufactures, St. Paul has claimed precedence heretofore as a jobbing center and in receipts and shipments of general merchandise. But even in this St. Paul must now yield the palm to Minneapolis.

TWIN CITY MERCHANDISE RECEIPTS. Of the railway receipts classified as "merchandise," the ten freight carrying roads entering the twin cities brought into Minneapolis last year 58,569 car lots, as compared with 44,399 into St. Paul. In 1895 the merchandise receipts in cars were 41,890 for Minneapolis and 36,713 for St. Paul. In 1890 they were 45,722 for Minneapolis and 36,828 for St. Paul. In other words, of the freight classified as "merchandise" alone, Minneapolis made a better showing than St. Paul by 9,094 cars, or 26 per cent. in 1895; by 5,107 cars, or 14 per cent. in 1896; and by 13,667 cars, or 30 per cent. in 1900. The figures by roads, as shown by the Chamber of Commerce records of the respective cities, follow:

Table titled 'CARS OF MINNEAPOLIS MERCHANDISE' showing car counts for various roads in 1890, 1895, and 1900.

Table titled 'CARS OF ST. PAUL MERCHANDISE' showing car counts for various roads in 1890, 1895, and 1900.

By all roads... 45,722 41,890 58,569. *Six months.

TOTAL FREIGHT RECEIPTS. Rail receipts as compiled by the respective Chambers of Commerce of the two cities for the calendar year ending Dec. 31, 1900, were by roads, in car lots: Minneapolis. St. Paul. Difference. Per Cent.

Table showing freight receipts for various roads in 1900, including Milwaukee, Omaha, Great Northern, Northern Pacific, St. Paul & Duluth, Minneapolis & St. Louis, Great Western, Wisconsin Central, Burlington, and Soo.

Total cars shipped... 234,983 154,609 80,374 52. *Six months. *In favor of St. Paul. As a traffic distributing point, therefore, Minneapolis tops St. Paul by something over 100 per cent. This is because Minneapolis is a manufacturing center. Flour, lumber, farm machinery, furniture, linseed oil, sash and doors, are manufactured and jobbed at Minneapolis in quantities equaled by few or no cities in the country. In boots and shoes, dry goods, hardware, groceries, confectionery, fruit and produce,