



A MESSAGE FOR EACH OF THEM.

BABCOCK IS NOT YIELDING

Congressman Stands by His Tariff-Revision Guns.

WILL INTRODUCE BILL

Responsibility for Failure to Act Will Rest With the House.

SUCH A BILL WON'T BE REPORTED

A Pair of Conundrums Confronting Those Who Will Debate the Tariff.

Washington, Nov. 30.—The abuse of Mr. Babcock continues, and some of it has been reflected in the northwest. This abuse is entirely gratuitous, for it is founded on nothing tangible. In discussing Babcock it would be well for the northwest to bear in mind that the intention of congress, unless conditions radically change, to enact any tariff legislation; indeed, the republican ultra protectionists from the east are even anxious to prevent the subject coming before congress in any definite or serious way. In the senate it is probably the intention to kill the reciprocity treaties. In the house, it is expected that an effort will be made, should the situation become too warm, to refer the question of tariff revision to a commission, along with reciprocity. The ways and means committee, it may be put down as settled, will not favorably report any tariff bill. Mr. Babcock's bill will share the same fate as the others, and nothing that he can do, even were he to become a political renegade, which the situation does not demand, will secure for his bill any high standing. He appreciates this fact and very properly does not propose to put his head against a stone wall. His bill will be introduced, and he will do all that any man can do to secure favorable action; and after having done this, the responsibility for failure will be on congress as a whole, and more particularly on the republican members of the ways and means committee.

I am authorized by his friends to say that the best tax reduction has nothing whatever to do with the case. It is not influencing his action, even remotely. In the last congress he did what he could to secure a reduction of that tax, and its further reduction will be determined, not by anything Mr. Babcock may or may not do with his tariff bill, but by the needs of the government after shall have been learned just how much of an increase in expenses will be entailed by the several new schemes which congress will consider this winter. Congress will not reduce the government's income further, until it knows what the expenditures are to be for isthmian canal, Pacific cable, irrigation, rural free delivery, etc. To-day I talked with Mr. Babcock, who said: "My position is unchanged. I shall introduce my bill and do what I can to have it favorably considered. Nothing has happened to change my mind. On the contrary, I am daily more strongly convinced that my position is sound. I have collected a great deal of information and am still collecting it. This is to go to the ways and means committee for the strengthening of my position."

TWO TARIFF It is very probable that any tariff discussion which may be indulged in at the approaching session of CONUN- DRUMS. Few well informed persons expect to see anything important done, but many interesting questions will be raised, the raising of which will largely be for future reference. For example, here are two congressional conundrums, to which the guessing skill of members will be invited: One is: Why should the United States

FT. SNELLING

Minnesota Delegation Will Persist, Despite Secretary Root's Attitude.

From The Journal Bureau, Room 45, Post Building, Washington. Washington, Nov. 30.—The Minnesota congressional delegation will not be satisfied with the announced intention of Secretary Root not to consider the claims of Fort Snelling to be one of the four army posts where state and federal troops are to be drilled every summer. The delegation's plans are not yet laid, but it will be seen that the secretary's announcement does not close the case when it is said that congress will be called upon to ratify his recommendations and appropriate money to make them effective. After the matter gets into congress hands the time for the delegation to act will have arrived. It is probable the selection will not be finally made until next summer, so there is plenty of time in which to work. —W. W. Jermaine.

WHEAT TO GERMANY

Kansas Farmers Ship Direct and Get a Higher Price.

New York Sun Special Service. Solomon, Kan., Nov. 30.—The farmers of this county have made arrangements to ship all the wheat which they do not sell direct to American mills to co-operative associations in Germany. The wheat is billed direct from Solomon to Berlin, and it is therefore direct from the producer to the consumer without passing through the hands of a single middleman. It goes by rail from Solomon to New York, where it goes through an elevator which has been leased by the German associations, and it then is shipped by steamer to Berlin. During the entire summer the association has paid its members an average of 3 cents a bushel more for wheat than the regular dealers have been offering in Solomon, and this exporting arrangement enables it to pay still more for all that it can export.

BUYING ST. PAUL

Wall Street Speculating on a Deal of Some Sort.

Special to The Journal. New York, Nov. 30.—The Wall Street Journal says: "Quite a quantity of St. Paul stock appears to be on the street at present. Among commission houses and in many quarters there is a lingering belief that some kind of a deal is to be made before long. Many people are more or less under the impression that in some way the stock is to be taken in by somebody, probably the Northern Securities company, and that it's good for 200, the same as Burlington. There is, however, some evidence that a considerable line of long St. Paul stock has been unloaded by somebody above 170. There is very convincing evidence that no deal whatever involving the company is under consideration at this time, so far as any other road is concerned. St. Paul people themselves say they are satisfied with the way things are going and don't expect to make history just now." Notwithstanding this statement, influential market factors like Morgan, the Vanderbilts, Standard Oil and Gould interests were conspicuous purchasers of St. Paul stock yesterday, while the market was depressed by the slump in Amalgamated Copper.

FIGHT EXCLUSION

Chinese the Country Over Are Being Assessed a Dollar Each.

San Francisco, Nov. 30.—The Chinese are prepared to make a vigorous fight against the re-enactment of the Geary exclusion law. A proclamation has been issued by the Chinese Six companies, requiring every Chinaman in the United States to contribute at once \$1. The fund thus raised will be used in the effort to defeat exclusion. In order to compel the payment of the assessment, the proclamation states that if payment is not made within one month the amount exacted will be doubled, and delinquents who fail to pay within two months will have their assessment doubled once more. Let some should still seek to evade the enforced contribution, the proclamation adds that Chinese desiring to return to China will be compelled to exhibit a receipt showing that they have made payment and, in default of such receipt, they will be fined \$10. The proclamation has been posted in Chinatown and is to be distributed all over the country.

MESSAGE FOR SALE

Government Printing Office Attache Thought to Have Stolen a Copy.

New York Sun Special Service. Washington, Nov. 30.—Some consternation was caused at the White House by the unpleasant discovery that a printed copy of the president's message had been hawked about Wall Street for sale to the highest bidder. So far as can be learned no one cared to buy, the houses approached saying they were well satisfied the message contained no surprises. By President Roosevelt's order the message was printed earlier than usual this year, and it is supposed that some printer or pressman at the government printing office has purloined a copy and endeavored to sell it. There is a fear that the message may find its way into some newspaper in advance of its delivery to congress. The message is not quite as long as it was reported. A few days ago a seemingly authentic report gave it the extraordinary length of 30,000 words. In fact it contains 22,000 words. The document has not been cut down since the president finished it a week ago.

CUT AND DRIED

Richardson Nominated for Speaker —No Declaration of Policy.

Washington, Nov. 30.—The democratic members of the house of representatives met in caucus at the hall of the house shortly after 11 o'clock this forenoon and at once nominated James D. Richardson of Tennessee for speaker. All the former democratic nominees for offices also were renominated. Several resolutions were introduced, defining the democratic policy during the coming sessions and were discussed. There is a strong sentiment among taking any action that this time they should be referred to a special committee to be appointed by the chairman of the caucus, Mr. Hay of Virginia. The caucus then adjourned. Speaker, Mr. Richardson, Tennessee; clerk, Representative James Kerr, Pennsylvania; sergeant-at-arms, Representative E. V. Brookshire, Indiana; doorkeeper, Charles Edwards, Texas; postmaster, James K. Jackson, Alabama. The selection of Mr. Richardson as candidate for speaker clothes him officially with the minority leadership. The four places on the house roll allowed the representatives of the states of New York, Ohio, assistant sergeant-at-arms, and James F. English, California; Felton B. Knight, Georgia, and Ewing Bland, son of "Silver Dick" Bland, special employes. Representatives of the states of New York, at the direction of the democratic members of the house delegation who had met just prior to the assembling of the caucus, offered the following resolution as an expression of the sense of the caucus: Resolved, That we shall promote to the utmost of our power the removal of the

DEMOCRATIC MOSES IS HE

Struts Upon the Stage for One Brief Hour.

BURLESON'S AMBITION

Young Texas Congressman as Mentor to His Party.

SAYS "PIE, PLUNDER AND PELT"

He Will Make an Effort to Tear Things Up in the Democratic Caucus. New York Sun Special Service. Washington, Nov. 30.—Time was when hustle, bustle and excitement marked the canvass for the speakership nominations of the two great parties in the house of representatives. In recent years, however, speakership caucuses have come to be tame affairs, the outcome having been decided upon months in advance, and so it is that in Washington there are few, if any, indications that the opposing teams of the fifty-seventh congress are lining up for play. Everybody knows that David Bremner Henderson of Iowa will be the republican candidate and James Daniel Richardson of Tennessee the candidate of the democrats. The present antecaucus situation is prosaic in the extreme. The only bit of color in it is the self-suggested offer of a young democratic member from the lone star state, who has stepped lightly into the arena, and without antagonizing any of the captains, dares to criticize them generally and to offer himself as the proper one to lead his party out of the wilderness and restore them to the proud place they once held as real flesh and blood opponents of the republican party. This would-be Moses is Representative Albert Sydney Burleson of Texas. He is only nearly so old as President Roosevelt, having been born in 1853, but has already served one term in congress and thinks he knows just what the matter with the democratic party. He holds:

No Democratic Unity. There is no unity of mind or purpose on the part of the men calling themselves democrats. The party stands for one thing in Maine, another in Texas and still another in the middle west. In fact, there is no democratic party, and the only hope of entering a caucus with men professing to be democrats who represent populistic, socialistic and semirepublican ideas. If the democratic party desiring to get into power to-morrow, there would be grave debates throughout the country whether the populistic ideas of Kansas and Nebraska, the socialistic ideas of Ohio and Illinois, or the semirepublican ideas of New York and Louisiana would control the particular representative of the party who might be in authority.

To show the faith that is in him, Mr. Burleson will present the following resolution at to-morrow's caucus: That the country can see that the democrats are earnest men, devoted to certain noble and well defined principles: Resolved, That every representative in congress participating in this caucus shall be governed by the action of said caucus where the same does not conflict with the declaration of principles and platform of the democratic party. Texas warrior will not, perhaps, cease to be a democrat, but he will cease to be a Moses just as sure as the democratic caucus meets. He will be the halcyon of the house shelf of the caucus room and in his place will be raised the attenuated frame of James Daniel Richardson of Tennessee. Burleson is only 38 years of age while Richardson is 58; and while youth, ambition and high purpose are qualifications that enable the character of any man, especially when fortified by a hatred of the Chinese, to rise to the top of the house, the old man has no other aspirant advocate of democratic principles may hope to reach, at least not yet.

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Continued on Second Page.

WHY W.B. DEAN LEFT THE SOO

Northern Securities Roads to Have Exclusive Directors

TWO SOO VACANCIES

They Will Be Filled by Special Election Monday.

SOO'S RELATIONS TO THE MERGER

Hill Credited With a Desire to Secure a Pledge of Neutrality. W. B. Dean, of St. Paul, who was recently elected a director of the Great Northern railway company, to succeed Jacob H. Schiff of New York, has filed his resignation as a director of the Soo road. Mr. Schiff, who is a director in the Northern Pacific, resigned in accordance with the policy adopted by the financiers interested in the Northern Securities merger, who seek to have the directorate of each road free of men who may be serving on the directorates of parallel or competing lines. It is known that President Hill has for some time been anxious to bring Mr. Dean into closer association with his interests and especially with the Great Northern. Through that he becomes one of the northwestern business men interested in the big merger. The reasons offered for his resignation from the Soo are practically the same as the explanations offered for the withdrawal of Schiff from the Great Northern.

A Special Soo Election. On his return home yesterday President Lowry, of the Soo, after a conference with General Manager Pennington, decided to call a special meeting of the board of directors for next Monday. At this meeting two directors, to succeed Mr. Dean and the late Governor Pillsbury, will be elected. The present members of the board are: Thomas Lowry, John Martin, W. D. Washburn, C. H. Pettit, F. H. Peavey and E. Pennington of Minneapolis. The Canadian Pacific interests are represented on the board by Sir William Van Horne, President Shaughnessy and R. B. Angus of Montreal.

President Lowry makes a correction in his interview of yesterday in which the newspaper men misunderstood his attitude toward the general proposition of railway combinations. He says that as a general principle he is not opposed to railway combinations. But the uniting of the Soo road with a combination of northwestern roads would, he believes, be detrimental to the interests of the north-west.

Will the Soo "Be Good?" The opinion is general that Mr. Hill is planning to bring influence to bear upon the Canadian Pacific to lead to persuade it to use its influence for peace in northwestern traffic affairs. The Soo is the big question mark to Hill's big plans of perfect railroad co-operation and harmony in the northwest. Reports from New York indicate that President Stickney of the Great Western has given assurances that his system will not be a trouble maker. To complete the program some such assurance is wanted from the Canadian Pacific and the Soo. The argument that Morgan, Hill and Harriman will be unable to incorporate the Canadian Pacific into their big scheme because public sentiment in Canada and England would be strenuously opposed to it, is not taken as final. If the merger can be made a success on the American side of the line, there would be no trouble in extending its operations to Canadian roads. The stock of the Canadian Pacific is scattered through Germany, England, Canada and the United States. It could be purchased and a Canadian Pacific alliance with the community of interest arrangement could be obtained by furnishing the funds and starting a quiet campaign for the stock.

Shippers Vitaly Interested. Since the further progress of community of interest plans through the organization of the Northern Securities company and other details connected with the Northern Pacific settlement, shippers and business men generally in Minneapolis and throughout the northwest have been able to see much hope in the situation as long as the Soo remained an independent road free from the influence of Morgan, Hill and Harriman. Many of the large shippers have expressed the opinion that as long as the plans of the big triumvirate did not reach the Canadian Pacific and the Soo, those systems would furnish enough competition aided by the competitive influences of the markets of the country and the world to keep rates in the northwest within satisfactory limits. The declaration by Mr. Lowry that he is opposed to any move toward placing the Soo under the influence of the persons interested in the northwestern railway combination, together with the known antagonism of other northwestern owners of Soo stock, who have been identified with the Soo since its organization has had a reassuring effect.

The Canadian Pacific owns 51 per cent of the Soo stock and with the Soo interests in the northwest lined up against an alliance with the "community" party, interest turns to the probable action of the triumvirate toward the Canadian Pacific. While in Minneapolis recently, President Shaughnessy plainly said that he did not agree with Mr. Hill's ideas in his departments of railroading; but the banker management of American railways as typified in Morgan, Harriman and Hill, has sprung so many surprises in big deals that prominent railway men and financiers would not be surprised to hear that the Canadian Pacific had been drawn into the triumvirate's plans, although opposed by men prominent in the operation of the property.

A remarkable old horse has just been turned out to grass in Newark, N. J. He has been used for producing antitoxin for diphtheria. He cost \$15 originally, and has produced \$9,000 worth of the antitoxin.

Crowded Cars Relief Promised

MORE CARS

Vice Pres. Goodrich Promises an Immediate Improvement of Service.

Small Cars Will Be Used if People Will Patronize Them.

Yesterday The Journal began the publication of facts bearing upon the present and long suffered overcrowding of the street cars at certain hours of the day. To-day C. G. Goodrich, vice president of the street railway company, came to The Journal office to say that the street railway company were aware of the fact that the demand upon their present equipment were very heavy but that they were trying to the best of their ability to meet it. There are, he said, about sixty large cars under way at the shops at Thirty-first street for the Twin City system which will go into service between now and spring. In the meantime they intend to furnish additional accommodations during the crowded hours of the day by putting on more of the old, smaller cars. Their experience, however, has been that the people are so fond of the large new cars that they choose to stand in them rather than to sit down in the smaller ones.

More Smaller Cars. However, more of the smaller cars, he said, would be added to the crowded lines during the busiest hours of the day, and he asked The Journal to call the attention of the public to the fact that these cars would be offered as the best the company could do now to meet the heavy demand upon their equipment. This company, he claimed, is furnishing in its new equipment the best accommodations afforded anywhere in the country. There are no cars finer than these, and few, Mr. Goodrich says, to compare with them. But the company is not yet fully equipped with them, and he attributes the crowding of these cars in part to the fact that they are so popular that the small cars are not used as much as they might be.

He thinks that a mistake may have been made in trying to distribute this equipment over so many lines before there were enough built to supply every line in full; that if the larger cars had been confined to such lines as they were able to equip fully in that way, and the old cars had been run until the company was able to equip a particular line in full with the new cars, the crowding might have been averted in a measure.

The Public Must Help. Mr. Goodrich insists, however, that the solution of the problem is largely in the hands of the public; that their preference for the larger cars, and their disinclination to ride in the smaller ones, explains the crowding, and the only way to remedy that for the present is for the public to accept the service which the company promises to furnish in the way of more small cars until such time as the company can build enough of the big cars thoroughly to equip the entire twin city system.

Unnecessary Loss of Time. In this connection, reference was made to the loss of time in the large cars, when crowded, due to the failure of passengers to leave and enter the cars promptly. The deliberate manner in which Minneapolis people get off the street cars is the subject of comment among visitors, and much time is lost owing to this leisurely habit. The requirement of that habit may be attributed in part to the use of gates and the character of the entrance to the cars. But the street railway company are reluctant to do anything to secure greater celerity in filling or emptying the cars lest sensitive people take offense and resent any suggestion from the conductors that they should hurry up. It no doubt true that many would take exception to suggestions of that kind, but they submit to suggestions to "crowd up in front, please," and certainly, it would be greatly to the advantage of the public generally if the habit of sitting still in front seats until the cars stop, with no effort to reach the rear of the car, were less frequently indulged in, and passengers had sufficient regard for the convenience and interests of their fellow passengers to betake themselves to the door by the time the crossing is reached at which they wish to alight.

RICH BOOTBLACK

"Scrip" Proves to Be Shares in a Paying South African Mine.

New York, Nov. 30.—William Y. Jones, Newark, N. J., that William Y. Jones, who, when a boy, blacked boots and sold papers at the Lackawanna railroad station in that city, had died in South Africa recently, and left to his sister, Mrs. Henry McCann, a fortune in mining interests and other properties. Jones many years ago located near Johannesburg, and worked as a cook on the Rand for a time, and later started a restaurant. Many of the miners patronized his place, and often he accepted in payment for meals "scrip" which stood for interest in some of what were considered useless mines. A lot of this "scrip" later proved to be shares in a mine which suddenly became a paying one. There was a rush for stock, and Jones became wealthy.

GLASS BLOCK CLOSERS EARLY

Done Solely to Enable Employees to Catch Cars.

L. S. Donaldson, one of the best known retail merchants of the city, and a man whose judgment carries great weight, expressed himself this morning, as highly pleased with the stand taken by The Journal in regard to crowded street cars. Said he: "The overcrowding of street cars has gone so far that it has begun to hurt business. Because of it, we have been compelled to close our store 10 minutes earlier so that our employees can get to their homes without being compelled to wait a street car half or three quarters of an hour for a car. This, of course means a direct loss to the business; and

BAD SQUEEZE

A Sample Trip on the Como-Harriet Street Car Line.

Passengers Were Standing Till the Car Passed 26th Street.

A trip on a crowded Como-Harriet car from the business district of Minneapolis to the southwestern section of the city would be an experience long to be remembered were it not such a common occurrence for the many patrons of the line. A representative of The Journal, who ordinarily mixes in the rough and tumble of a Sixth avenue N car at supper time, varied the monotony last evening by taking passage on one of the big cars which run half way across St. Paul and completely traverse Minneapolis from east to west. The capacity of these cars is well taxed at any hour of the day, but around 6 o'clock there is certainly "something doing." It very often happens that these cars are well filled in St. Paul by through passengers, many of whom hold down their seats until they get well into the eighth ward of Minneapolis. The result is that the people who begin to get aboard the cars in Southeast Minneapolis have a long, wearisome stand in prospect, and it is almost a certainty that the unfortunate who are shoved up in front when the car reaches the business district, will find no seats to drop into until they have reached or nearly reached their destination.

As a rule the people who are forced to stand pay little heed to the conductor's constant injunction to "crowd up the aisle." The result is that they insist on bunching on the rear platform and as near the door as possible inside. A Sample Car Observed. This was the case with Como-Interurban car, No. 776, leaving transfer at Hennepin and Washington avenues, which the Journal man boarded shortly before 6 o'clock last evening. The register showed that the conductor had rung up 128 fares. There were about 100 people on the car at that time. The seating capacity of these cars is 52, so that there were nearly as many people standing as sitting when the car got fairly started out Hennepin avenue.

As those standing insisted on crowding toward the rear to avoid being carried beyond their seats, the car seemed much more congested than it really was. In consequence, they were packed in so tight that the passengers on the rear platform had to back off to let people out. When the car started, women threw their arms around men standing next to them to keep from falling, the passengers were thrown violently against their neighbors and forced to sidestep rapidly to keep their feet. At Groveland avenue an elderly gentleman gravely inquired of a friend with whom he kept up a desultory conversation between times if he were hanging on by his eyebrows. "Yes, and I've scratched all the skin off my teeth holding onto the roof," was the reply.

Shoppers Buck the Line.

A sudden stop at the next corner precipitated a trail, seaward-looking young woman through the crowd in the aisle and onto the rear platform, much as a player might go through the line in a football game. After making a touchdown at the gates her parcels, which narrowly missed being lost in the shuffle, were pitched over to her "catch-as-catch-can." At Twenty-fourth street a portly gentleman, who looked as though he could afford a carriage, remarked: "We'll have to get a different alderman before we can get better service from the street railway company." The crowd had thinned out so by the time that every one bound for the Lake street district was able to find a seat. The experience of the passengers on car 776 was but an ordinary incident in the lives of Como-Harriet patrons.

Conditions Not Temporary.

On the evening of Nov. 25, the weather being pleasant, Como-Harriet car No. 774, west-bound, arriving at the transfer point at Washington avenue, at 5:18, brought twelve passengers who were compelled to stand; and by the time Seventh street was reached the number had increased to thirty-one, despite the general exodus at Washington. On the same evening the Como-Harriet car No. 764, west-bound, reaching Washington avenue at 5:44, carried thirty-three passengers who were unable to secure seats after it left Sixth street. On other cars the number was about the same, ranging from thirty up, and after 6 o'clock there were invariably as many people clinging to straps, as were seated.

Russia Appropriating Armenians

Paris, Nov. 30.—Dr. Alexandre Ular, a well known authority on Russian matters, writes: Russia considers the Armenian question from a different point of view than the western powers. Ignoring the condition of the Armenians in Constantinople and Asia Minor, her attention is always given to Armenia itself. The possession of the Armenian districts will give Russia control of the Euphrates. Russia intervened to prevent France from compelling Turkey to execute reforms in Armenia. Russia is taking steps to make Russian subjects of all the Armenian refugees in the trans-Caucasian districts, who are estimated to number 40,000. It is expected to be of great use to Russia to have that many more Russians in trans-Caucasia where there are forests to be reclaimed and immense tracts of land to be cultivated.