

PRICE TWO CENTS.



OUR REPRESENTATIVE AT THE CORONATION. Where Whitelaw Gets His Scoop.

LIVES TO TELL OF IT

U. P. Conductor Was Blown 75 Feet in the Air.

SAYS CONSCIOUS ALL THE TIME

Eight Bones Broken and Body a Mass of Cuts and Bruises.

Special to The Journal. Omaha, Neb., Jan. 15.—Blown seventy-five feet into the air from the cab of a locomotive moving sixty miles an hour, six months in a hospital, eight bones broken, twenty-seven cuts on head and body and severely scalded by escaping steam is a story which David Fleming is today alive to tell as an incident in his life.

Mr. Fleming is a freight conductor on the Union Pacific and was riding with the engineer of a fast freight when off duty. The engine was one of the latest "1800" class, the largest on the Union Pacific system, and was coming east with a short train.

I had been riding on the engine half an hour when the explosion occurred. The fireman and I were talking and had no idea that anything was wrong until I heard the report of the explosion. Instantly I felt myself going up in the air. I felt as though I was perfectly rational all the time and when I was in the air I was thinking I would be killed.

As soon as I struck the ground I felt I would not die. I felt no confident that I was going to live that when a man came running up to help me I told him to go to the others, that I was all right. Even when he told me they were dead I felt no uneasiness about myself.

Presently I began to get cold. Then I became thirsty. Then I thought the train would catch on fire and I got up and moved some distance. It was two hours before the physicians arrived and during that time I just kept saying to myself, "I must not die; I must live for my children," and I firmly believe that it was that thought which brought to Omaha and sent to the hospital. It was just eighty days before I could leave my bed.

FIGHT LYNCHERS

Kentucky Jail Successfully Defended and Troops Will Help.

Special to The Journal.

Maysville, Ky., Jan. 15.—Sixty would-be lynchers attacked the jail at Flemingsburg, near here, before daylight this morning. The jail was stoutly defended against the attack by the sheriff and guard. The object of the lynching party was to get hold of Charles Gaskins, colored, who killed James Ryan, the son of Officer Ryan of Flemingsburg, last summer.

Frankfort, Ky., Jan. 15.—Governor Beckham this morning ordered the Frankfort military company and a detail of the Lexington battery to Flemingsburg to protect the negro there against whom an attempt at lynching was made last night. The battery will be equipped with a Gatling gun. The troops are in command of Assistant Adjutant General Haley.

FUNERAL STOPPED

Woman Found Dead Near Sogn May Have Been Murdered.

Special to The Journal.

Red Wing, Minn., Jan. 15.—A woman named Mary Sogn was found dead in the woods near Sogn, this county. She was presumably frozen to death and the coroner deemed no inquest necessary.

PAYNE SWORN IN

Wisconsin Man Is Full-Fledged Postmaster General.

Special to The Journal. Washington, Jan. 15.—In the presence of the president his cabinet, the entire Wisconsin delegation in congress, Governor Durbin of Indiana, Senator Hanna and a number of other friends, Henry C. Payne of Wisconsin was sworn in as postmaster general this morning in the cabinet room at the White House. The oath was administered by Chief Justice Fuller.

WARSHIP LOST

The British Condor Believed to Be on the Pacific's Bottom.

Special to The Journal.

Victoria, B. C., Jan. 15.—Hope for the safety of the British warship Condor is all but abandoned. Naval men here are convinced she went to the bottom during the recent typhoon, while on her way from here to Honolulu.

ALL IN ONE COUNTY

Articles Filed for a Branch of the Omaha in Wisconsin.

Special to The Journal. Madison, Wis., Jan. 15.—The Eau Claire, Chippewa Falls and Northeastern railway company, a branch of the Omaha to connect that line with Little Falls in Chippewa county, filed articles of organization with the secretary of state today.

S. D. POSTMASTERS

A Trio of Them Nominated by the President.

Washington, Jan. 15.—The president today sent the following nominations to the senate: Postmaster Agents—Edwin D. Coe, at Milwaukee; Register of Land Office—Stephen J. Weekes, at O'Neill, Neb.

ASKED AS TO BRITAIN

That Country Said to Be Violating the Hague Convention.

Washington, Jan. 15.—Mr. Hearst today presented a resolution, which was agreed to, calling upon the president to inform the senate whether the state department had any official information as to whether the British government charges duties on goods intended for prisoners of war in Bermuda, in violation of the fifteenth article of the Hague convention.

HIS "COPY FOLLOWED"

Death of W. M. Scribner, Editor of School Penmanship Books.

Chicago, Jan. 15.—The death here of William Marshall Scribner, widely known as the editor of penmanship copy books, was announced today. Mr. Scribner took an active part in educational work in the west and it is said that his name as author has appeared on 50,000,000 copy books published during the past forty years.

BANK CHECKS

House Authorizes the Return of the Stamped Ones.

Washington, Jan. 15.—The bill to allow the redemption of war revenue stamps which in two years passed the house today. A resolution was adopted authorizing the secretary of the treasury to return bank checks and drafts with war revenue stamps after such stamps were cancelled.

A NEW SHIP CANAL ROUTE

Proposition Comprising One Only 30 Miles Long.

THROUGH THE ANDES

Canal From Gulf of San Blas to Pacific Ocean.

SLVEN-MILE MOUNTAIN TUNNEL

This is to Be Equipped With a Trolley Appliance to Tow the Vessels.

New York, Jan. 15.—Plans for a new ship canal will be presented next Thursday before the senate committee on canals by General Edward J. Serrill for the American Isthmian Canal company and the Isthmian company, both corporations of New Jersey. The route for the canal proposed is from the Gulf of San Blas to the Pacific ocean, behind the Pearl Islands, and is called the Mandigo route. It will be proposed that the company build the work under the supervision and protection of the government without any cost to the United States, which will be asked to guarantee the bonds of the company.

The newly suggested route is less than thirty miles long and therefore is shorter than any other far proposed. No engineering difficulties are encountered, its supporters say, until a spur of the Andes is reached. This mountain chain must be pierced by a tunnel seven miles long and it will be 200 feet high, 130 feet wide and deep enough for the largest ship which would be going through the canal. In the tunnel a trolley appliance would tow the ships.

"SUICIDE OF ENGLAND"

French Writer Contributes to the Canal Discussion.

London, Jan. 15.—The Paris correspondent of the Times quotes an article on the isthmian canal which Victor Berard contributes to today's Revue de Paris. M. Berard insists that the Panama project is impractical and that the canal could be completed in ten years at a cost of \$100,000,000. He declares that the Nicaragua route "is impossible, that the American canal is a mere dream, and that the Panama route is the only one which is practical. This is the reason, he thinks, why the British government signed the Hay-Pauncefote treaty. He goes on to say that the canal which Great Britain seems to renounce the policy of a century and the guarantee which alone can defend vital British interests. All Europe has interests at stake, France and Germany perhaps risking the clientele of Spanish America, which they have secured or preserved."

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BLOWN UP?

Belief That a British Transport Has Been Exploded or Foundered.

New Orleans, Jan. 15.—It is believed in shipping circles here that a British transport, laden with American mules bound for South Africa, has been either intercepted and blown up by a Boer spy in the Gulf of Mexico, or has foundered.

A schooner arriving of the lower coast reports hundreds of dead mules floating in a distance of thirty miles. This news has greatly stirred shippers here, who fear that further desperate attempts will be made to stop the export of mules to Cape Town.

The more conservative elements attribute the floating carcasses to a disaster recalled by those persons who incline to the opinion that a British transport has been blown up. The attempt to destroy the Mechanician was charged to Boer agents.

REIMBURSEMENT

ING TOBACCO CO MEN.

This matter was called to the attention of the Commission yesterday afternoon and he investigated it. He found 49,000 claims, aggregating \$3,250,000 on file and recommended an appropriation of that amount to liquidate the claims. The committee on appropriations today decided to include the item in the urgency deficiency bill.

DANISH ISLANDS

There is no truth in the story that the Danish government has withdrawn or is contemplating the withdrawal of its offer to sell its West India islands to the United States. On the highest authority it may be stated that the Danish government has no intention of such a proceeding and that when the Danish authorities were last heard from last week, the negotiations were following the course they have followed for months.

SIoux ACCOUNTS

Sioux Indians, for lands undisposed of February 10, 1900. The treaty of cession of the Great Sioux reservation provided for payment for lands vacant on the date named at the rate of fifty cents an acre. The secretary of the interior would call on the South Dakota delegation tried to have this account adjusted last session, but there has been some hitch in getting at the records in the Indian land office. The secretary of the interior would call on Commissioners Herman and Jones for a report.

HOT AFTER HITCHCOCK

Senators Try to Get Him Out of the Cabinet.

SIoux LAND LEASING

This the Cause of Wrath at the Secretary of the Interior.

HE SHOWED ERROR OF JUDGMENT

Probability of Small Standing Rock Ranchmen Being Frazed Out by a Large Corporation.

Washington, Jan. 15.—The alleged mistake made by Secretary Hitchcock in Standing Rock Indian agency leases has renewed discussion on his proposed retirement from the cabinet. Within the past three days, half a dozen well-known western senators have called on the president to recommend that the next change at the head of the interior department. The president has not said what he will do, but his thorough understanding of the Indian question will enable him quickly to know whether it is a mistake as western members are saying it is.

Nobody imputes unworthy motives to Hitchcock. He is the soul of honor and integrity. But he is not a good administrative officer and his judgment is frequently at fault. In the Standing Rock case, for instance, he failed to confer with a single member of the north or south delegation in either house and the first those members knew leases of grazing lands was proposed. He was when they began to get letters by the dozen from small grazers all over those states protesting against the Hitchcock policy of leasing the Standing Rock tract, some 2,000,000 acres, in one lump. This is the land which will fall into the hands of some large corporation of ranchmen, freezing out the small ones who are citizens of these states.

Representative Burke to-day had interviews with President Roosevelt and Secretary Hitchcock about the proposed leases. He failed to get a word from Hitchcock. The secretary had talked about these leases to the president and cabinet yesterday in a very simple way, called to explain how the people in South Dakota viewed the question. The president was inclined to approve the action of the interior department, but now will wait until the fact is laid before congress before he interferes.

To Secretary Hitchcock the South Dakota representative pointed out the fact that the advertisement calling for proposals to lease Standing Rock lands was dated Dec. 23 and the bids were opened in Washington Jan. 1. It takes five days each way for mail to go from Washington and Standing Rock and he contended that only those who were prepared to make bids and knew of the department's intention would have had time to present them in time. He contended that the advertisement should have been presented to the president and cabinet yesterday in a very simple way, called to explain how the people in South Dakota viewed the question. The president was inclined to approve the action of the interior department, but now will wait until the fact is laid before congress before he interferes.

Intimations have reached Washington from South Dakota that persons outside the state have been informed about these proposed leases and that a combination was formed to secure control of the entire area to be leased. The secretary will leave for South Dakota until further evidence is placed before him.

NELSON AND SUBSIDY

In committee he will not oppose the bill, nor will he support it on the floor when it comes up for final passage. Whether he will himself vote on it, or not, he is not entirely clear. At the northwest may know, Senator Nelson is a number of important matters of state interest in the commerce committee, and while he does not say so, it is evident that he would be in the line of trying to stir up a row over the subsidy bill, even if he were disposed to do so, which is not certain.

SUGAR "KICK"

A petition is being circulated in the house by leading members of the Michigan and Wisconsin delegations, asking members not to vote for the Philippine tariff bill, should it be returned from the senate with amendments granting tariff concessions to Cuban sugar. The New England members, signing the petition because they will not support the bill, should it contain Cuban tobacco concessions. Altogether, the prospects for the tariff bill are not good if the senate makes concessions to Cuba for either of these commodities.

TWIN CITY TOBACCO

Clear dealers are to be reimbursed for excess of tobacco paid on cigars and tobacco in the tariff bill. The amended war revenue act went into effect last July.

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TRUST BELT 'ROUND EARTH

Hill and Morgan Credited With Fostering It.

ALL THE U.S. AFFECTED

A Startling Yarn From St. Paul Published in New York.

SECURITIES CO'S AD INFINITUM

One for Each Section of the Country With Provision for Controlling International Traffic.

Gigantic transportation schemes are attributed to James J. Hill in a recent issue of the New York Commercial. The article in question says that Hill contemplates a merger of all of the railroads in the United States. Everything is said to be dependent on the outcome of the merger of the Northern Pacific, Great Northern and Burlington roads. "A St. Paul financier," credited with being familiar with Mr. Hill's plans, is quoted as follows:

"For the purposes of this great consolidation Mr. Hill has the railroads under the Northern Securities company as a nucleus. He will form five others. "The Northern Securities company will comprise the lines of railroad in the northern portions of the country. "A Central Securities company will own the New York and Chicago railroads—the Vanderbilt lines, for instance, and the Union Pacific. "A Southeastern Securities company will control the railroads along the Atlantic coast and Florida. "A Southwestern Securities company will control the Gould lines such as the Missouri Pacific and the Atchison. "A Southern Securities company will control the southern roads. "The United States Securities company will control the capital stock of the securities companies mentioned. This is the ambition of both James J. Hill and Pierpont Morgan. They also plan an International Securities company controlling ocean transportation and placing the world's commerce under the control of a few men.

"Of course, there will be much public clamor, but this will be appeased by reducing rates, freight and passenger, which will make the public the friend of the gigantic combine. Hill and Morgan are already at work buying ocean lines."

POPE DYING?

Report That the Pontiff Loses Comprehension of His Surroundings

Special to The Journal.

London, Jan. 15.—Vanity Fair's correspondent at Rome writes: "The death of the pope may be expected any day, as his holiness can only be said to be just alive. He takes little nourishment and is generally half unconscious. He suffers no pain and simply dozes the hours away without comprehension of what is going on around him."

BLOWN TO PIECES

Two Killed and Three Injured in an Explosion in Idaho.

McKay, Idaho, Jan. 15.—Two men were killed and three injured in an explosion this morning three miles west of here. The killed: BERNARD HINTERHOLZER, JAMES PETERSON.

The names of the injured are not known. They will recover. Hinterholzer was blown to pieces. The accident was caused by the men attempting to remove an old charge of dynamite which had failed to explode.

NO DECISION YET

Content Cases in Washburn Road Difficulty Argued at Madison.

Special to The Journal. Madison, Wis., Jan. 15.—The arguments in the content case against A. W. McLeod and others for interfering with the order to tear up the Washburn, Bayfield and Iron River railroad were completed in the federal court today, and Judge Jenkins, who has been sitting alone, Judge Dunn will look the matter under advisement until to-morrow.

UNANIMOUS

Allison and Dooliver the Caucus Choice in Iowa.

Des Moines, Iowa, Jan. 15.—Senator William E. Allison was nominated last evening by the republican caucus for the position of United States senator for the sixth consecutive term, and Senator Jonathan P. Dooliver was nominated to succeed himself at the expiration of his appointed term.

ACCOMMODATING OFFICIAL

S. D. State's Attorney, Charged With Neglect, Resigns.

Special to The Journal. Pierre, S. D., Jan. 15.—The county commissioner of Stanley county yesterday filed a complaint with Judge Guffy, charging States Attorney Donohue of the county with neglect of business, and to save any action on the part of the court, Donohue tendered his resignation, which was accepted. M. G. Simon has been appointed in his place.

WASHINGTON SMALL TALK

Postmasters appointed to-day: Iowa—Arthur O'Brien county, H. K. Smith; Des Moines county, Amos Preston. Wisconsin—South German town, Washington county, A. Dieffenhauer. Postmaster McGill of St. Paul has been here several days looking after some matters connected with the new postoffice in his city. O. L. Stacey and wife, D. W. Longfellow and wife, Frank Collins and wife, L. E. Gamble and wife, and E. E. Conroy of Minneapolis are in Washington on their way home from the meeting at Philadelphia of the National Association of Commission Merchants.

HISTORICAL SOCIETY MERGER AND MINNESOTA

Advantage Thus Far Is With the State.

WALL STREET OPINION

At Last an Expression There Favoring the Prosecution.

COMMON SENSE AND THE LAW

State of Minnesota Starts the Litigation With Points in Its Favor.

Special to The Journal. New York, Jan. 15.—The Wall Street Journal says: "An impression exists that the United States supreme court will decide it has jurisdiction in the Securities case. Hence the main question comes on the law in the case as it has so far been established. The decision of the supreme court in the trans-Missouri case seems to have an important bearing on this case."

"The paper quotes extracts from the court's decision in the case referred to and then says: "It seems clear that the supreme court has decided that the anti-trust act applies to railroads and that it considers a railway combination which has the effect of shutting out competition between roads a violation of the anti-trust act. The issue in the Securities case, therefore, will turn upon whether common ownership of the Northern Pacific and Great Northern is shutting out competition between the two companies. It will be said on one side that the Securities is a holding company which has nothing to do with questions of management; that the boards of directors of the Northern Pacific and Great Northern are not composed of the same persons; that each has its own officers and the management is entirely independent.

"It will be shown, on the other side, that while this is true, yet the directors and officers are in each case agents of the owners and each must carry out the instructions of those who own both properties. Hence the apparent distinction are not real distinctions. It is a case where the common sense of the situation is very clear. Nobody would doubt at all that the common sense of the situation is very clear, because some decisions are already written down. It is possible to obey the letter of the law while violating its spirit. It would be very unsafe to predict what the decision of the supreme court will be in the Securities case, but it can be said that the state of Minnesota will start the litigation with points in its favor."

WHAT THE "SUN" THINKS

The Case Against the Merger Is Well Stated.

Special to The Journal.

New York, Jan. 15.—Phillip Kling, in his weekly financial review in the New York Sun, has the following summing up of the merger situation: "Ever since last April the varying aspects of the Northwestern railroad situation have been one of the most important factors in the general market. The fact that it is within a short time the supreme court of the United States will announce its decision upon the application of the state of Minnesota to restrain the merger of the Northern Securities company from exercising control over the Great Northern and Northern Pacific railroads. From a lay point of view, it seems almost certain that leave will be given to the state of Minnesota to bring its action, for even if its cause was less strong than it appears to be, a great state appearing in the high court of the nation in the person of its attorney general, has rights which must be regarded as paramount. It is clear, however, that sooner or later, in some way, even if the Minnesota lawyers in the present proceeding have mistaken their jurisdiction, or have made other technical errors, an investigation into the legality of the plans and purposes of the Northern Securities company must be passed upon by the supreme court.

It will be then contended in behalf of the Northern Securities company that it has an inalienable right to buy and own as much or as many railroads as it can pay for, and that it does not propose to manage jointly, but simply to own separately the competing railroads in Minnesota.

It will be urged by the state, to use Judge Peckham's language in the Pearl-salt case, that "there can be no inalienable right to commit a manifest wrong," and that such a wrong will be the entrance into any state of a corporation clothed with powers by another state to do business in sweeping and absolute violation of the laws of the state to which it enters; that competition between the railway lines necessarily and obviously ceases when their ownership is vested in one man or in one corporation; that the idea of separate ownership by one man or corporation of two naturally competing railroads without actual joint management of them, is simply a lawyer's quibble; that the organization of the Northern Securities company is, in fact, whatever its avowed purpose, an effort to actually merge and consolidate competing railway lines in the state of Minnesota; and that if this is not its purpose, there is no other recognizable object of its being.

There is, moreover, the question of an alleged impairment of the revenue and other property interests of Minnesota by the proposed arrangement—a matter which has been little remarked in the newspapers.

Whatever the upshot of the case may be, there is this thought which must occur to everyone. If it is possible for a corporation owning property in a certain state to acquire property in that state by incorporating itself in some state which will grant any kind of a charter for the asking, then local and state government in this country has a right to question the litigation ever put upon it since the foundation of the nation.

There is another side of the question, too, which must be fully and carefully considered—and there is no disposition to do injustice to it here—and that is its economic and industrial character as distinguished from the legal issues involved. It is this exceedingly interesting aspect of the Tri-State Grain and Stock Growers' convention in Fargo, N. D., James J. Hill extolled the great advantages which he declared would accrue to the people of the entire northwest by a "community of interest" between the railroads in that section. He maintained that the railroads had already been the chief factor in developing that territory, that grain and other products were now carried there at low cost, and that a closer relationship between the two great railway properties chiefly concerned could only result in further reductions in railway tariffs, and in a general enhancement of material property in the northwest. Unchecked competition often meant business depression and the destruction of injurious competition and the maintenance