



THEY'RE BOTH "ON HIS SIDE." Johnny Bull and Germany—You know ME, Sammy; you know ME!

CUBA GETS NO CONCESSIONS

This the Probable Result of Attempts in Congress.

OPPOSITION IS STRONG

Friends of Cuba Disheartened Over the Situation.

WE'VE DONE ENOUGH FOR CUBA

This the Argument of One Element in the House, to Which Mr. Stevens Belongs.

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

Washington, Jan. 22.—It is understood that the elements in congress which have been insisting on sugar and tobacco tariff concessions for Cuba have about reached the conclusion that they can make no headway. There is an organization in the house, headed by the solid Michigan delegation, which will try to prevent the granting of these concessions. Enough members are said to have gone in with the Michigan members to make sure that Cuba will get nothing; and, learning this, it is claimed the friends of Cuba are pretty well discouraged.

In addition to the beet sugar congressmen there are a number of members who oppose doing anything more for Cuba on the ground that we already have done enough. These men, among whom is Congressman Stevens of St. Paul, will vote against the concessions for reasons having nothing to do with beet sugar.

—W. W. Jermaine.

STATED BY OXNARD

Arguments of the Beet Sugar Interests Presented.

Washington, Jan. 22.—The hearings on Cuban reciprocity were resumed before the ways and means committee to-day. The beet sugar interests of the United States occupied most of the time, being represented by Henry T. Oxnard, president of the American Beet Sugar association, and by delegations from beet sugar states.

Mr. Oxnard made an extended statement. He said beet sugar production represented a vast industry brought into legal existence by the legislation of congress which had invited capital to invest. Already the industry was flourishing in eleven states with many people employed and prospects of rapid development. He continued:

Stripped of sentimentality and all extraneous considerations, and reducing the Cuban demands for free or free sugar to its simplest equation, it is this: Shall the United States, through its agriculturalists, produce its raw sugar and refined sugar, or shall it permit foreign lands to export to it the raw material and content their sugar needs with the sugar that I fear would eventually come to pass if you interfere at the present time in any way with the existing production of home sugar.

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LOWER RATES TAFT ADVISES

Governor Tells What the Philippines Should Have.

CHANCE FOR MARKETS

"When You Tax a Country Too Heavily You Spoil It."

15,000 TROOPS ARE ENOUGH

Native Constabulary Able to Preserve Peace Before the Close of This Year.

San Francisco, Jan. 22.—Regarding a standing army in the Philippines, Governor Taft said:

Fifteen thousand men will be an ample force in the islands before the close of the year. Officers thoroughly versed in the situation gave me the figures. We have organized a native constabulary, which is working efficiently. Congress allows us to maintain a constabulary of 5,000 men. They are the core of the constabulary, who already has enlisted 2,600 men in this branch of the service. When the force is fully organized the men will be distributed in the provinces, 250 men to each province. The detachments of constables are commanded by four officers, three of whom are retired volunteer officers and the other a native Philippine. The constabulary will be detailed in the islands to clean out the ladrones, who are intimidating the natives. These Filipino constables are maintained by the government at a cost of \$20 each a year, while the soldiers in the islands cost Uncle Sam about \$1,000 a head.

Lower the Dingley Rates.

I know that the Pacific coast people would like to see free trade instituted between this country and the islands, but I am sorry to say that I cannot see how it would work. The civil government adopted a tariff schedule which is working well, but our internal revenue receipts are not large. When you tax a country too heavily you spoil it, and that is the situation in the Philippines.

We have asked that the Dingley tariff be reduced for the products of the islands at least 50 per cent. We hope that congress will be as generous to the Philippines as it was to Porto Rico. The reduction of the Dingley tariff will mean the opening up of a large market for tobacco and sugar of the islands as well as of other products there. Hemp you need and are buying in larger quantities every day. By so reducing the Dingley tariff a good market for the Pacific coast will be opened up.

Governor Taft said there had been no serious clash between military authorities and declared that the best of good feeling existed between himself and General Chaffee.

This evening Governor Taft will be the guest of honor at a reception to be tendered him by the Union League Club, in which the chamber of commerce, board of trade and other organizations will join.

SPEDDY EXECUTION

Appeal to President Roosevelt After the Corporal is Dead.

New York Sun Special Service

Washington, Jan. 22.—There is some inside and unwritten history back of the public execution of Phineas Foutz, late corporal of Company K, Nineteenth Infantry. A belated effort to obtain executive clemency in his case resulted in the information from Manila that Foutz was executed Jan. 3 at Cebu.

Foutz was convicted of the willful murder of a native girl in the Philippine islands last November, and was sentenced to be hanged. His execution was the duty of the military, but finally gave himself up. Immediately after Foutz's surrender, the sentence of the court-martial was carried out. This case excited the sympathy of some of the soldiers of his former regiment, who made up a purse to send a telegram to this country, and to that of life imprisonment.

When the war department came to inquire into the case, the information came from Manila that Foutz was dead and buried.

IN SELF-DEFENSE

Metzoff Exonerated From Blame for Death of Prisoners.

Kansas City, Jan. 22.—Lemuel D. Cummins, a former member of the Twentieth Kansas regiment, is quoted as admitting that he and Maurice Cohen, deceased, shot and killed two Filipino prisoners at the battle of Ocarina, and exonerating General Wilder S. Metzoff from all blame. Metzoff was ordered to take the prisoners to the rear.

"Cohen and I started with them to the rear," said Cummins. "The prisoners refused to go with us. They followed us until they were killed. Metzoff was a short distance away, but I don't think he ordered the shooting. We killed these Filipinos in self-defense."

CASH FOR BANDITS

Miss Stone's Captors Prove Shrewd in a Business Way.

Constantinople, Jan. 22.—It is understood that the American negotiators for the release of Miss Ellen Stone and Mme. Tsilka, to whom the money subscribed for the ransom of the captive missionaries was sent, may have to entrust the fund to the brigands for some days before the latter release the captives, in accordance with the precedent adopted in the cases of previous brigandages. The bandits are insisting on this point in order to enable them to dispose of the cash before retaliative measures can be organized.

There is some risk in adopting this course, but the behavior of Miss Stone's captors thus far encourages confidence that they will fulfill their engagements.

HERREID WILL SEE

Alleged Lynching of an Indian to Be Investigated.

Aberdeen, S. D., Jan. 22.—Governor Herreid to-day wired the authorities at Rapid City for information relative to a report that John Yellow Wolf, an Indian, was lynched a few days ago on White river, stretching a horse near Rapid City.

Should the report prove true the governor will undoubtedly exert himself to punish the guilty persons. Recently he took much pains in searching the records and compiling evidence to disprove a newspaper report that lynchings were common in South Dakota and he naturally feels indignant over this alleged occurrence.

SHOW THE EFFECT OF COMPETITION

Points Where Northern Lines Cross Other Roads Get the Best of the Rate Reduction.

Beyond 500 Miles the Rate Reduction Tapers Off Sharply—Some Increases Beyond That Limit.

Northwestern shippers, beginning with to-day, will be liberally supplied with railroad freight tariffs, embracing the rate reform ideas of President James J. Hill of the Great Northern, and of the traffic managers of the parallel and competing lines, the Soo and Northern Pacific, and also will receive minor rate changes from the Milwaukee, North-Western and Minneapolis & St. Louis, where the three latter roads touch intersecting and competing points.

New distance tariffs were filed with the state railroad and warehouse commission by the Great Northern and Northern Pacific yesterday, and all Great Northern companies filed new terminal tariffs to-day. The Soo and Northern Pacific terminal tariffs are known to be ready for filing. All of the new tariffs were filed with the Interstate commerce commission two days ago.

Features of the New Tariffs.

The principal features of the new freight may be thus outlined: First, there are new distance tariffs for local traffic between intermediate points not covered by terminal rates—the average reduction in distance tariff rates being about 8 per cent.

Second, new terminal tariffs for traffic between the twin cities and Duluth, on the one hand, and northern Minnesota and North Dakota, on the other hand, are issued for practically all points on the Great Northern, Northern Pacific and the Soo, within a radius of about 250 miles from Fargo.

Third, these tariffs apply only to merchandise class rates, and do not include grain, flour, lumber, coal, livestock or other commodity rates.

Fourth, the average reduction of the new over the old rates for the entire territory covered, taking into consideration the points where the rates are unchanged or increased as well as the points where the reductions occur, is approximately 8 per cent—the range being from 25 per cent down.

Fifth, the largest reductions in merchandise terminal rates are on the fourth and fifth classes; the former including groceries, and the latter covering carload lots in iron and steel, oil, paper, glass, etc. There is also a comparatively well marked reduction in "class A," which includes farm machinery and vehicles in car lots.

Sixth, the greatest reductions in terminal rates are to Red River valley points, notably in the northeastern corner of North Dakota, where five roads—the Great Northern, Northern Pacific, Soo, Milwaukee and North-Western—meet with competing lines. The reductions here reach about 15 per cent, and thence taper off east, west and south for a radius of about 250 miles and gradually disappear.

Seventh, the new terminal rates from the twin cities and Duluth to North Dakota points are still 30 to 80 per cent higher than twin city rates south into Iowa or east into northern Michigan.

Itinerary of the Charges.

Beginning at Minneapolis and going northwest over the three parallel lines of the Soo and the two northern roads, there is no material change for the first fifty or sixty miles. For Wright county towns there is a reduction of 1c to 2c per hundred pounds on about one-half of the merchandise list, the rest of the list being for the most part unchanged. For the towns of Monticello, Buffalo, Montrose and Waverly, however, for some reason that does not appear, there is an increase of 1c per hundred on carload classes "C," "D" and "E," with few or no reductions on the remainder of the list.

First Important Reduction.

The first material reduction is made at Paynesville, 83 miles, where the Soo crosses the Great Northern. Similar changes are made for Atwater and Kandiyohi, on the Great Northern Breckenridge main line, and for Roscoe, the next station to Paynesville. The reductions at this competing point are 12 to 16 per cent, as shown by the following new and old rates from Minneapolis:

Table with 5 columns: Class, A, B, C, D, E. Rows for Old rates and New rates.

On carload classes to the same points the reductions are 1c to 3c per hundred. From Paynesville the northwest for a distance of about 200 miles, to about Oakes, N. D., occur the principal reductions, which for this territory may, average about 12 per cent. This is the competitive territory of the three systems. Movement over through part of this territory, notably along the western border of Minnesota and the southern border of North Dakota, there is additional competition from the two Chicago roads, the Milwaukee and the North-Western.

Going north from Paynesville, the Soo crosses the Northern Pacific at Glenwood, 120 miles, and the Great Northern at Elbow Lake, 160 miles. The reductions at Glenwood on the respective merchandise and carload classes average about 10 per cent, and are comparatively uniform. At Elbow Lake the reductions are somewhat greater, perhaps 12 per cent on the average; the new and old rate from Minneapolis over both Soo and Great Northern being:

Table with 5 columns: Class, A, B, C, D, E. Rows for Old rates and New rates.

At Oakes, N. D., 264 miles, the Soo, Northern Pacific and North-Western join tracks and rates; the Milwaukee likewise competing at the next stations, Cogswell and Harlem. Perhaps the heaviest reductions made by the new tariff apply to this competitive territory of the Soo, Northern Pacific, North-Western and Milwaukee.

Old and new rates for the first three roads named are for both Soo and Milwaukee:

Table with 5 columns: Class, A, B, C, D, E. Rows for Old rates and New rates.

Cuts in Competitive Territory.

At Hankinson, N. D., 206 miles, the Soo again meets the Great Northern, both roads being crossed by the Milwaukee in nearby territory. In this more or less strongly competitive district the reductions reach the average of about 12 per cent. Old and new rates from Minneapolis over Soo and Great Northern to Hankinson and also over the Northern Pacific to the neighboring village of Great Bend, follow:

Table with 5 columns: Class, A, B, C, D, E. Rows for Old rates and New rates.

Old and New Rates for the First Three Roads Named are for both Soo and Milwaukee:

Table with 5 columns: Class, A, B, C, D, E. Rows for Old rates and New rates.

Where Cuts Taper Off.

As the Soo and the two northern roads proceed northwesterly and west from the strongly competitive territory of the southern tier of North Dakota counties, the rate reductions gradually taper off until at Minot, the last meeting point of the Soo and the Great Northern, only the ten merchandise and carload classes show any reduction whatever.

New and old rates from Minneapolis to Minot, 489 miles, are for both Soo and Great Northern:

Table with 5 columns: Class, A, B, C, D, E. Rows for Old rates and New rates.

Some Frontier Reductions.

Within the rate cutting territory, reductions are made by the respective roads at practically the same ratio for non-intersecting as for intersecting points. For example, to Fessenden, N. D., 380 miles out from Minneapolis, the Soo makes the following marked cuts in merchandise rates, which on fourth and fifth class goods reaches 15c per hundred, or about 25 per cent, as follows:

Table with 5 columns: Class, A, B, C, D, E. Rows for Old rates and New rates.

The Northern Pacific also makes a very substantial reduction for Bismarck:

Table with 5 columns: Class, A, B, C, D, E. Rows for Old rates and New rates.

Likewise the Great Northern gives a considerable and greatly needed reduction to St. Vincent shippers:

Table with 5 columns: Class, A, B, C, D, E. Rows for Old rates and New rates.

Where Hill Spoke.

The "piece de resistance" of the rate reform tariffs is supposed to be the new schedule for Fargo—the point at which practically the entire mileage of the Great Northern, the Milwaukee and the Milwaukee's northwestern terminal.

Old and new rates from the twin cities to Fargo, as put in force by the three roads named are:

Table with 5 columns: Class, A, B, C, D, E. Rows for Old rates and New rates.

Perhaps an average of the rate reductions for the entire mileage of the Great Northern, Northern Pacific and Soo, from the twin city and Duluth terminals to the Northern Dakota frontier would be about half way between the marked reduction at Fargo, the center of the rate reform wave, and the slight change at Minot, 200 miles west of the Red River valley. This average would approximate about 8 per cent.

Still Room for Reform.

In comparing the new twin city (and Duluth) rates to Fargo and Minot, with twin city rates south and east over the Chicago roads, there is still a sharp margin of difference. Minneapolis & St.

UNCLE SAM GETS DANISH ISLANDS

Definite Decision that the Necessary Treaty Will Be Signed at Washington This Week.

Copenhagen, Jan. 22.—It has been definitely decided that the treaty with the United States providing for the sale of the Danish West Indies is to be signed at Washington this week. All the formalities here are completed.

CENSUS CLERKS WAR REVENUE

Probability That President Roosevelt Will Have a Fight With Congress

Washington, Jan. 22.—President Roosevelt is likely to have a fight with the house of representatives. He has made a flat declaration of hostility to the plan of the house committee on census to unload several thousand clerks at present employed in the census bureau upon the civil service.

The committee, in obedience to instructions from the house, has revised the permanent census bill by including a provision which places all of the present clerks in the bureau under the civil service and makes them eligible for transfer to the several departments. The civil service reformers of the country are up in arms against the project on the ground that it is a violation of the primary principles of the service. The president has requested the committee to reopen consideration of the bill so that Messrs. Proctor and Pouike of the civil service commission may appear before the committee and explain the reasons why the bill ought not to pass in the form it now has.

CHURCH ROW

Semi-Riot Over Confirmation of an English Bishop.

London, Jan. 22.—The ceremony of the confirmation of Right Rev. Charles A. Gore as bishop of Worcester, at the church house, Westminster, to-day, was attended by an extraordinary scene of tumult. The hall was thronged and there were numerous objectors to the confirmation, among whom was John Kensit, a notorious antiritualist crusader. They protested so vehemently that what was intended to be a semi-religious ceremony assumed the character of a disorderly political gathering. Bishop Gore's editorship of Lux Mundi and the fact that he is the founder of a monastic celibate society, figured largely among the arguments.

The vicar general ruled out most of the protests, whereupon Kensit defied the vicar general and threatened to clear the hall that Kensit consented to sit down. Orles of "Faree" and "Conspiracy" accompanied Bishop Gore's declaration and the administration of the oath.

Tacoma, Wash., Jan. 22.—A reporter just returned from McNeils Island brings the news that every one of the eleven criminals who escaped from the United States penitentiary on McNeils Island Sunday noon slept behind prison bars last night.

The last four to be taken, James Moriarity, Mike Williams, Bruce Kenwright and J. P. Stewart, were captured at 11 o'clock last night near the Cross Roads where the other prisoners were taken. The capture was effected without a shot being fired. The men had a sack full of chickens and were evidently prepared to make a feast.

The four men did not take their capture much to heart. Moriarity will lose a credit of twenty months on his sentence, and Williams will forfeit two years and two months. All the officers are jubilant over the successful and exciting man hunt of the last three days and nights.

HITS McCLEARY

Tawney Denounces His Colleague's Methods as to Oleo Bill.

Declares That McCleary's Action Is Without Precedent.

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

Washington, Jan. 22.—Before the house agriculture committee to-day Congressman McCleary and Tawney spoke in support of their bills to regulate the sale of oleomargarin. McCleary spoke first, and confined himself to a plea for the passage of the Groat bill of the last congress, which is now his bill. It leaves a small tax on uncolored oleo. Tawney's places uncolored oleo on the free list. Both bills (the colored article 10 cents a pound.

Mr. Tawney, in his speech, referred caustically to the methods Mr. McCleary has resorted to in advancing his bill, and said in the beginning of his address:

I am here at the request of the committee, not for the purpose of urging you to support my bill or any particular bill. Any bill which the friends of the man who makes honest butter may report from this committee will receive my hearty support.

Tawney then referred to the "gross misrepresentations that have been circulated throughout the country, especially among dairymen and agricultural newspapers concerning the bill I introduced," and the "strenuous attempt thus made to discredit the bill and impugn the motives of its author," and although McCleary was not named it was evident that Tawney had him in mind. After giving a history of the attempted oleo legislation, including the old Groat bill, Tawney said, again referring to McCleary:

It is a common thing for those outside of congress to endeavor to accomplish the same end as the process by which the bill is introduced in which they are interested, but I doubt if prior to this congress, within the experience of the oldest member of the house, and certainly not in my almost ten years' experience, has a member introduced a bill, and then, by printed and written circulars sent broadcast by him over his signature and under his name, sought to discredit the bill of a fellow member relating to the same subject and at the same time endeavoring to discredit him by impugning the character of his motives. That is not the practice of statesmen nor of gentlemen. It is childish.

Tawney's strongest argument against the old Groat bill in addition to these previous allusions to it, was that it was that it has recently been discovered that it is possible for the purchaser or user of uncolored oleo to color it without removing the adulterating ingredients. "If this is so," he said, "the quarter of a cent tax on uncolored oleo is as objectionable as to tax it at all. The entire oleo product would be uncolored and the retail dealer carefully instructed how to color it, thereby enabling him to evade the entire tax."

Tawney advocated an amendment of the bill to carry out his threat to clear the hall that Kensit consented to sit down. Orles of "Faree" and "Conspiracy" accompanied Bishop Gore's declaration and the administration of the oath.

TELLER TOO LATE

Intervention Asked After Scheepers Was Executed.

Washington, Jan. 22.—Senator Teller to-day introduced a concurrent resolution asking the president to request the British government to set aside the death sentence of Commandant Scheepers, because he was captured while sick in a hospital, in violation of the Geneva convention.

New York, Jan. 22.—An Associated Press dispatch announced that the death sentence upon Commandant Scheepers of the Boer army had been confirmed by General Kitchener and that he would be executed next Saturday. The fact is that he was executed last Saturday, Jan. 15.

MERGER

Speculators Claiming Minnesota's Application Will Be Denied.

Special to The Journal. New York, Jan. 22.—For some reason a rumor was circulated in speculative circles to-day that the supreme court will decide against the state of Minnesota, Monday, in the application to bring suit before that court against the Northern Securities company. This belief induced buying at intervals during the day by speculative commission houses. The same idea was understood to prevail in the west, and to have caused buying from their to-day.

KILLED A MAN

Carlson, a Woodsman, Run Over by a Wisconsin Central Freight.

Special to The Journal. Marshfield, Wis., Jan. 22.—Ed Carlson, a woodsman whose home is at La Crosse, was killed one mile south of the city this morning by being run over by a freight train on the Wisconsin Central. It is thought Carlson was intoxicated and laid down on the track to sleep. He has been working for the Arpin Lumber company at Arpin.

ONE ON PA

Willie—Ma, does the Atlantic ocean ever freeze over? Ma—No, indeed. Why do you ask? Willie—I just heard a telling Mr. Chumley that when he was coming over from Europe last month he had a skate on all the time.