THE JOURNAL

LUCIAN SWIFT, MANAGER. | J. S. McLAIN, EDITOR.

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KINGSLEY T. BOARDMAN, Manager Circulation.

Sworn and subscribed to before me this 11th day of January, 1902.

C. A. TULLER, Notary Public, Hennepin County.

THE CHINESE EXCLUSION BILLS

The hearing before the senate committee on immigration on the Chinese exclusion bills reveals a pretty strong sentiment against drastic legislation, such as is embodied in Senator Mitchell's bill and that introduced by Mr. Kahn of California in the house. A very proper objection is made to the passage of such measures before our treaty with China expires in 1904. Ex-Secretary of State John W. Foster suggested to the senate committee that the extension of exclusion beyond the date of the expiration of the present law (Geary) would be in violation of treaty stipulations and without international authority. The Geary law, indeed, which is rather drastic, was passed to the statute books two years before the present treaty was negotiated and put in operation, and it does not comply with the terms of the treaty altogether. The Mitchell bill strikes at classes of Chinese immigrants who are exempted from molestation by the Geary law. The latter as well as the treaty gives students and travelers the right to reside in this country if they wish. The Mitchell bill requires these classes to leave the United States as soon as they complete their particular business. The Proctor bill is more reasonable than the others, as it provides for the extension of the present law two years, or until the treaty expires, when the subject of exclusion and a commercial treaty with China can be taken up in due order. The American Asiatic Association, through Mr. Ford, its secretary, stated to the senate committee that the association supports the Proctor bill, knowing as they do that any legislation making more drastic regulations as to Chinese immigration might compel the Chinese government to retaliate and refuse us the favored nation clause and business is so well organized in guilds in that country that their hostility would be ruinous to our commerce which has been laboriously built up there, and which, as to cotton goods, is becoming of the largest importance to the southern cotton manufacturers, who, since the fall of Peking, have sold nearly 300,000 bales of their products to China.

The desirability of excluding Chinese laborers is admitted, but there is no justice in putting very drastic legislation upon the books two years before a treaty expires which expressly guarantees to all Chinamen in this country the most favored nation consideration and treatment, which includes protection of their persons and property. So long as the treaty of 1894 stands, the drastic legislation proposed is in direct violation of its terms and should not be considered.

A great nation like ours is bound to maintain its agreements with Chinamen as well as other nations. The Procter bill is in keeping with the honor and dignity of this nation. It properly extends the Geary law two years or until the expiration of the treaty of 1894. It will be perfectly proper then to consider and effectuate a new law in accordance with the terms of a new treaty which will be negotiated. Our representative in the negotiation of commercial treaties with China, Mr. T. S. Sharretts, has begun his work on the new tariff schedules jointly with the commissioners of other powers, and they expect to adjust even such difficult questions as the interior likin taxes and open the interior of China to the commerce of civilized nations. This is no time to stimulate the hostility of China by enacting extraordinary, drastic exclusion legislation, in violation of solemn treaty engagements.

MORGAN OBJECTS

Senator Morgan, who has exhausted his resources of objection to the Panama route for the interoceanic canal, has now signified that he will withdraw his objections to that route if the French government will put up a guarantee that no old claims of original stockholders will be presented. Mr. Morgan claims that if the United States purchases the Panama Canal company's property at the stipulated sum, $40,000,000, it will become liable for 1,400,000,000 francs ($280,000,000) worth of stock and bonds of the company; that is, our government will have to pay the bills for the old De Lesseps financial debauch, and Mr. Morgan asks, with some excitement, if congress is ready to accept such a burden.

That is a very important question, of course, but the Walker commission has satisfied itself that the new Panama canal company can give a clean bill of health, as it did not go into the renewed construction of the De Lesseps prism without shaking off every possibility of an onslaught by the gentlemen or their heirs who bought De Lesseps' $435,000,000 of canal bonds for $256,000,000 and found themselves whistling for their money. Our government will not relieve the treasury of $40,000,000 unless it is absolutely certain that the goods are delivered free from any attachments. Mr. Morgan has named his last objection and it amounts to nothing. Mr. Hepburn may as well abandon his position that the commission's report "will not lead to any abandonment of the efforts in behalf of the Nicaragua route by the friends of that measure." Both Hepburn and Morgan have professed to be ardently in favor of an interoceanic canal and a canal to be built immediately. They have the ripe opportunity to get the work started now, but they have unfortunately argued themselves into the conviction that there can be but one route and that via Nicaragua. They have arrived at the belief that there is something sacrosanct about the Nicaragua route and that it will be sacrilegious to adopt any other. The sentiment in favor of Nicaragua is possibly due to the fact that all the legislation as to canals submitted to congress, since the failure of the Frelinghuysen-Zavala treaty, referred to that route. This fact, however, does not make the building of a canal by that route a fixed national policy. The idea is ridiculous. It is a business proposition and all the arguments aginst the Panama route have been fully disposed of by the Walker commission, which has followed the dictates of common sense in deciding to recommend a route which is 134 miles shorter than the Nicaragua route, has fewer locks and less curvature and enables a deep-draught vessel to pass from ocean to ocean in about one-third the time by the Nicaragua route, and will cost $6,000,000 less than a canal by that route, and cost $1,300,000 less a year to operate it than the Nicaragua canal would cost.

The chief hydrographer of the Isthmian canal commission, who is good authority, says that 70 per cent of the total traffic would prefer the Panama route and the traffic to and from the west coast of South America, about a third of the whole, naturally prefers the Panama route as some 400 miles of steaming are saved. The question of routes appears to have been decided by the commission from a purely business standpoint, which ought to be accepted by all who mean business. To block the construction of that canal now after a quarter of a century of logomachy over routes would be supreme and unmitigated folly.

VALUABLE STATE LANDS

It is announced that the state of North Dakota will dispose of more of its school lands this year. The sales will undoubtedly add a generous sum to the school fund. North Dakota has been both wise and fortunate in its sales of school lands. The wisdom has consisted in the constitutional minimum price of $10 an acre and in holding most of the land for high prices. There were no sales of North Dakota school lands between 1893 and 1901. In 1891, 1892 and 1893 the state sold 130,000 acres of Red River valley lands an at average price of $17.50 an acre. Last fall, 79,000 acres were sold, some of the land bringing $30.75 an acre, and large quantities going at from $18 to $25. These land sales have already yielded the state $3,730,000, and not one-eleventh of the state's original holdings have yet been disposed of.

The North Dakotan as well as the Minnesotan has reason to bless the congressional foresightedness and generosity that has led to such magnificent endowment of the schools.

BEHIND THE SCENES

Messrs. Hill and Harriman, railway magnates par excellence, are like two lawyers, who, being on opposite sides of a case, seem to be on the point of gouging each other's eyes out in the court-room, and yet are the best of friends. Between sessions of the court they probably have no difficulty in enjoying many a laugh over their rather mock set-tos in the court-room, for the benefit of the jury and the judge.

The chronicles of Saturday related that these two gentlemen, after appearing before the interstate commerce commission, journeyed together to New York in Mr. Harriman's private car. The conversation of the magnates as they sped on to Gotham to stir up some new corporation colossus, would be worth repeating—if we knew what it was. But the chances are that they had many a long, diaphragmatic, resounding laugh as Mr. Hill dwelt on the good points of the bogey man he had been drawing for the delectation of the northwest.

"Say, Harriman," we can imagine Mr. Hill saying, "what do you think of that awful vision of mine in which I saw the whole northwest prostrate at your feet, after you had advanced over my dead railway body, the body of the martyr?"

"Ha, ha, ha! Hill!" Harriman might have answered, "that was a stroke of genius. You should have been a romantic novelist. Dumas himself could not have done it better. Why, when I read your moving recital of how you and your aged band, from 75 to 85, with a few noble and generous capitalists in London who would not for millions and millions permit one hair of the northwest to be harmed, fought that great fight on that fell day in Wall street, fought as King Arthur fought by the silent mere, fought as the Texans fought in the Alamo, fought as the Spartans at Thermopylae, fought as Chambron at Waterloo, I almost believed what I read. I was ashamed of myself. I marveled at your literary genius."

Persons who have read Mr. Hill's story of the great battle of railway giants in Wall street for the control of the Northern Pacific and have also read Mr. Harriman's testimony before the interstate commerce commission, in which he says there was absolutely no contest for the control of Northern Pacific, will understand that many conversations have been given forth to the world as accurate that did not have a tenth of the probability that this imagined one has.

NEW LINES AND CONSOLIDATION

One of the great dangers of the consolidation of competing trunk line railways, such a consolidation as that contemplated by the Northern Securities company, is well set forth in a communication from C. E. Faulkner, printed in another column.

One of the greatest blessings of railway competition has been the rivalry for new territory. It has led to the building of new lines before there was any traffic in the country penetrated to justify the great outlay entailed by railway construction. That, of course, has led to the development of the country, has brought in settlers and provided them with cheap lands. Eventually the line usually pays.

There is no doubt that many of the Great Northern and Northern Pacific spurs have been built on the theory that if one company didn't get into a new country early the other would. This sort of competition looked to the future for its profits and was content, in the meantime, to do all in its power to encourage the growth and prosperity of the new region. Thus competition resulted in access to cheap lands and homes for the million, and gave them the benefit of the lowest possible railroad rates and co-operation during the period of their early struggles to convert a wilderness into a fruitful region.

But when the fear that some other company will enter into the tributary new country is eliminated the trunk line will not build spurs, as a rule, until there is already established a business that will justify the expenditure. In the meantime the people can use wagons instead of cars, and the farmer must be content with the long wagon haul to market.

Mr. Faulkner's recollection of the interference of Governor Martin of Kansas, to prevent the consummation of an agreement between competing railway lines in that state, providing that a certain line—that from Ottawa to Salina—should not be extended clear to Salina, where it would enter into competition with the Union Pacific, is very interesting. It would seem as if such an agreement were the private business of the companies, but Governor Martin was able, on the score of public policy to force the abrogation of the agreement, the building of the road, and the keeping of faith with the people who had aided in its construction.

The Northern Securities company menaces the northwest a thousand times more than this little agreement between Jay Gould and Charles Francis Adams, president of the Union Pacific railway, menaced the interests of Kansas. On the score of railway building, alone, it means that numbers of possible, desirable and projected lines between Minneapolis and Tacoma will not be built for years. And that means retarded development for the whole northwest—central and Pacific.

OTHER PEOPLE'S NOTIONS

On the Tax Commission Report.

To the Editor of The Journal:

No meeting of the legislature since this state was organized is so important to the people as the extra session called to meet Feb. 4, 1902. So far the people are not aroused to its importance, and may not be until they are saddled with a law whose baneful effects we shall not recover from in many years.

The taxes have rapidly increased, and the pressure is felt by nearly all classes of people, hence it is but natural that they should seek a remedy. Either the income from taxes must be increased or the expenses of our state, counties and cities must be reduced. The tax commission have considered only the first proposition; that is, how to increase the income.

The tax commission, composed of capable and honest men, recognize the fact that it is impossible for them, without amendments to the constitution, to prepare a just and satisfactory law, even one that they would recommend. They admit that the one submitted is unwise and impracticable.

Let us look at some of the provisions of this proposed law and see how bad would be their working out.

For example, consider the provisions of sections 154 and 155, changing the making of the tax statements and receipts from the county treasurer, as at present, to the county auditor. These rest on no demand for a change from present methods, which are satisfactory to the taxpayers, are simple, practical and safe. The contemplated change involves many times the present work and expense, with no practical result to the public except much greater cost and a burdensome waiting for tax statements, which will not be endured. Furthermore, no provision is made for tax statements by mail.

It is one of the pet theories of the late bank examiner, General Pope, which was brought before the last legislature, but met its fate in the committee.

Under the head of "Delinquent Taxes" (section 159), collections are to be made by the county treasurer by distraint and sale of personal property to pay taxes, penalties, costs, etc., instead of by the sheriff, as at present. This duty comes at a time of year when the county treasurer and all his force should be in the office attending to taxpayers who are present in crowds to pay real estate taxes just before the June penalty goes on, instead of doing work which properly belongs to the county's sheriff. Such a change is theoretical rather than practical.

The change in the amount of exemption of personal property from $100, as at present, to $25, would distress a multitude of worthy citizens and yield scarcely enough revenue to pay for enforcing it.

This is the wrong handle of the dilemma. There are some features of our present tax law that, no doubt, could be made much better. But the remedies proposed by the new law are unfair, inquisitorial and hateful, amounting almost to confiscation of some kinds of property, and plainly against public policy. In trying to remedy it, we shall find we have jumped out of the fryingpan into the fire.

I have not time to discuss all its objectionable features, but will consider some practical objections that I think should have weight with our legislature before they pass the law recommended by the tax commission.

It would seem at first glance that, to increase the amount of assessable property, would reduce the rate of taxation. Experience has proved this to be a fallacy. So long as human nature remains as it is, the desire and aim of most common councils and others who have the spending of the people's money, will be to have more high-salaried officials; more contracts for work; to lay out more parks; to build larger courthouses; to issue more bonds, which means a higher rate of taxes to pay the interest each year, to say nothing of paying the bonds. These things a higher valuation will enable them to do and keep within the legal limits.

If the farming community think they are to be benefitted by a more searching assessment of personal property, they will be badly mistaken. It will, I think, work this way for them. The real estate of cities is now assessed at about its full value. Under the proposed law all property is to be assessed at its full value. This will put up farming land in a general way from 100 to 200 per cent for assessment purposes.

Second, it will work badly for the farmer to tax mortgages. The reason why farmers can borrow money at 5 to 6 per cent is that most mortgages pay no taxes. If they are taxed the money will be withdrawn from the state or the rate will have to be increased to 7 and 8 per cent. Now, the bonds of counties and cities can be sold from 3½ to 4½. Assess these at full value and no one in Minnesota can buy a municipal bond, and all the interest paid on bonds must be sent out of the state instead of being paid to our own people.

The small merchant and county trader cannot pay on full valuation of his stock and live. The local building associations, which have been a good thing for small investors and others to secure homes, etc., and whose assets are mortgages, will be wiped out of existence.

It is against public policy to tax the savings of the poor. The average savings account amounts to about $375, on which savings banks pay depositors 3 per cent. When this is taxed 3 per cent there is nothing left for the depositor. Hence he may as well spend his hard earned savings and put in no more, as there is no inducement to save when he gets nothing on his savings, and he knows the county will have to take care of him in case of illness or misfortune. So the saving habits of men, women and children, on whom the prosperity of the state depends, will be broken up. There will be no inducement, under this law, to start savings accounts. The average merchant and manufacturer, it would seem, who has his deposits in commercial banks to meet his daily bills, will withdraw his money and put it in deposit vaults or government bonds, for if in banks in any state, the assessor will look it up for taxation.

I have tried to show that the law is unfair. Now, as to its inquisitorial provisions. They propose to send each man's returns to his neighbors in the town or ward, and if any flaw can be found by a spiteful man, fine him and have him cited before the district court for examination. This feature is worthy of the dark ages.

From many who have considered this subject I hear this, as the best solution of this while question—that the legislature meet and pass the constitutional amendments recommended by the commission. Then, at the next meeting of the legislature, when this whole matter of taxation is more fully discussed and understood, frame a law that will be wise and fair, as nearly every one is perfectly willing and ready to pay his part for the support of good government. One plan that has been tried and worked out by many of the states taxes mortgages ½ per cent and bonds the same. In New York state it is estimated that the tax on mortgages alone will amount to more than $2,000,000.

Another fair and feasible way to reach personal property, approved by practical business men, is to tax the income derived from it. A tax of this kind derived from municipal and railroad bonds, real estate mortgages, deposits, notes, etc., would yield many times more than the drastic methods proposed by the tax commiscion.

If the report is adopted it will have to be changed by the next legislature after it has done, as I have shown, incalculable damage to the state. —J. E. B.

AMUSEMENTS

Foyer Chat.

Frank L. Perley's immense singing organization, that will open at the Metropolitan tonight in the new musical comedy, "The Chaperons," is admitted to be stronger musically than the Alice Nielsen opera company, for which Mr. Perley was responsible. In his new company of 100 singers and comedians, he has more than one surprise for the music-loving public. Harry Conor, in the role of a reformer studying social conditions in Paris, is fitted with a part as unique and typical as anything the late Charles H. Hoyt furnished him. Joseph C. Miron, yast year with "Princess Chic," makes the basso role one of the strongest. Then there is Walter Jones, funniest of all eccentric comedians; Edd Redway, the grotesque English dancer, especially brought from London; Marie Cahill, the artistic comedienne of "A Runaway Girl" and "Three Little Lambs" reputation, and Eva Tanquay, the magnetic and vivacious soubrette. Miss Tanquay is the little girl who went to New York unheralded last season and in a few weeks became the favorite of the "My Lady" company at the Victoria. Margaret McKinley is the sweet-voiced prima donna; May Boley has the contralto role and dainty Nellie Follis, formerly with "The Burgomaster," has a prominent part. A feature of the second ast is the sensational instep dancing of Mae Stebbins.

"The Parish Priest," the play that Daniel Sully will present at the Metropolitan next week, has earned the reputation of being one of the most delightfully interesting productions of the day. There is on straining after effects, no hidden meaning, no offensive situations or dialogue, but the interest is held by appeals to the heart.

"At the Old Cross Roads," a pretty southern melodrama, opened a week's engagement at the Bijou last night. The production will be reviewed in this column tomorrow.

Lost River valley, in southern Indiana, is the locale of Joseph Arthur's pastoral melodrama, "Lost River," which is announced for next week at the Bijou. The locality is named after the mysterious stream which springs from the base of one mountain, and, after rippling merrily along for six miles, takes a drop at the foot of another mountain and is lost to human ken. The characters are typical hoosiers, whose humor is as keen as their scythes and whose quaint appearance, odd sayings and homely pleasures have been reproduced with wonderful accuracy. The producing company is promised to be a most capable one and will be headed by the well-known Paul Gilmore.

ILLUSTRIOUS SHE

She's a woman with a mission; 'tis her heaven-born ambition to reform the world's condition, you will please to understand.
She's a model of propriety, a leader in society, and has a great variety of remedies at hand.
Each a sovereign specific, with a title scientific, for the cure of the morbific things that vex the people sore;
For the swift alleviation of the evils of the nation is her foreordained vocation on this sublunary shore.
She can lecture by the hour, with incomparable power, on the gloomy clouds that lower o'er the country's fair domain.
And you weep for Eve and Adam, for the devil ne'er had had 'em if they'd only known the madam, and we'd all been proud of Cain.
And while thus she's up and coming, always hurrying and humming, and occasionally slumming, this reformer of renown,
Her neglected little Dicky, ragged, dirty, tough and tricky, with his fingers soiled and sticky, is the terror of the town.

—Chicago Tribune.

AMERICAN PEANUT INVASION

London Express.

The floury potato and baked chestnut stalls are just now at a discount in the east end.

It seems that a few weeks ago an enterprising American firm, mindful of the great success which has attended the street sales of hot peanuts in the United States, established a street oven for the sale of this delicacy at the junction of Bishopsgate with Shoreditch.

The youth of the locality soon showed a decided preference for the crisp peanut (Anglice, monkey-nut), and the single oven venture being a most successful one, the firm in question decided to start other stalls, and in several parts of the east end hot peanuts were dispensed in large quantities to the very appreciative Christmas holiday crowds.

ENTERPRISE APPRECIATED

Elbow Lake Herald—With characteristic enterprise The Minneapolis Journal gave its readers a complete report of the state tax commission and the accompanying tax code the day it was filed with the governor. They have to get up in the morning to get ahead of The Journal.

LeSueur News—The tax commission reported a new tax law that seems a great improvement over existing laws. The Minneapolis Journal, with its usual promptness, was first to publish the report.

Chance for the Irish.

Boston Globe.

The new English stamps must be very popular with certain Irishmen across the sea. They can punch the king's head every time they mail a letter.

Fortunate Marriages.

Atchison Globe.

An Atchison man points with pride to the fact that he married off his sons well; all have comfortable homes with their fathers-in-law.

The Nonpareil Man

Casually Observed.

The Gentleman's Home Journal idea seems to be growing. Robert Fitzsimmons will write one of the earlier articles on "How I Have Hunted Through the Pistol Pockets of Old Trousers for a Bit of Tobacco."

Articles on "Books That Have Helped Me" are now supplemented by Mr. A. Borrower's remarkable series on "Books I Have Helped Myself To."

We have practically acquired the Danish West Indies. Now let us slap a heavy tariff on their goods.

The policy of "enlightened selfishness" may be a good one, but what is the matter with this more modern policy of unenlightened selfishness as a world-beater.

Speaking of the military execution of Commandant Scheepers by the British, Tom Reed was led to remark, "Sympathy is now out of style." That is, sympathy for the weaker party.

Carnegie has no idea how to have the "mostest fun" in the world. He is collecting a library at Skibo and has hired the professor of history at Oxford University to select the books. Shucks!

Admiral Schley's "rest in Chicago" will be a good deal like the repose the farmer's boy catches after sunrise.

A Mr. Berry has come out flatfooted in that city for "a clean St. Louis." What do you think of that?

Governor Taft says that the taxes in the Philippines are too heavy. Possibly the poor 'Pino has caught a sewer, sidewalk and park tax all in one year.

The interstate commerce commission is long on ideas but short on authority.

One advantage of the trust is that it is said to be a splendid tax dodger. Why not run a sewer through New Jersey and just tax the octopi to death once.

Our Trip to Europe.

(Delayed Letter.)—Strasburg, Jan. 9.—We have seen the wonderful clock of Strasburg and the watch on the Rhine. We found that this joke, dating 1872 in America, has just been "made in Germany." At least it has that label on it in the guide book. A writer in the Fliegende Blabber says to his aunt:

"Aunt, have you the clock at Strasburg seen already yet gehabt haben worden sein?"

And the lady replies:

"Ich habe not only the clock already seen, aber have I also the watch am Rhine gesehen gehabt haben, nicht vehr."

The guide book takes this ponderous effort aboard with much joy.

But the clock is certainly a wonder. When the hour strikes, the twelve apostles come and remark "Gesundheit." Judas is seen in the background with a hammer. As the quarter strikes, the rooster on the top of the clock crows lustily and proceeds to pick up a grain of corn and eat it himself after calling the hens. At the half hour, Charlemagne comes out and does his stunt, standing on his hands and winking rapidly at the audience. At the three quarters, the sexton of the church goes out and takes his beer. He has not missed it for twenty-two years.

Marks of the Franco-Prussian war are seen everywhere. A steel shell weighing at least 1,000 pounds stopped in its flight over the church was found accurately balanced on the top of the spire. A heavy wind will rock it, but it has not fallen yet, and no one dares to climb the steeple to dislodge it. Here Napoleon the Little made his first stand against the German invaders. It is reported now that these latter did not know that he was doing this and never discovered it until they read it in the history of the war.

Strasburg is a wonderful city. It contains considerable architecture of the period of 1200 or 1500 A. D., and several smells of about the same date. The people live in houses and eat food and seem quite comfortable and happy. We were much surprised to detect a civilization fully equal to that of the United States, but we long to see the old flag flying above us and to feel that congress is carefully doing nothing at Washington. Trusting that you are all well and happy, lovingly, Lucille, Mary L. and Margaret.

—A. J. Russell.

INTEREST IN RY. CONTROL

One Phase of Public Concern in Consolidation.

To the Editor of The Journal:

Public interest in the principle of railway control is not limited to the subjects which have been so liberally discussed by those who discover only benefits to accrue from the operation of such a corporation as the Northern Securities company, which comes to Minnesota from New Jersey, to teach the public a new creed of morals in government, whereby state control may be nullified, and the undesirable policy of federal control be at the same time avoided, through the accommodating agency of a thrifty agency for the sale of charter privileges.

Granting much that is claimed by the promoters of such a policy concerning the mutual interests of owners and patrons of railway, conveniences, to safeguard business by fair and stable tariffs, and to avoid the surprises and fluctuations incident to the strategy of railway competition, there still remains a much larger question of peculiar concern to the agricultural interests of the states which have been carved from the new territories of the west, and northwestern sections of the country. All who are familiar with the history of railway construction throughout this vast area of great distances know that much of the rapid development of these new regions is the result of railway building provoked by offensive and defensive railway enterprise, rather than the promise of immediate returns to the promoters. Without question many branch line roads have been constructed which have proved of little value to those who assumed responsibility for them, but in the majority of instances these lines have been projected in the offices of the trunk lines, and after masquerading for a period under different corporate names have been absorbed by their natural sponsors.

The new communities have profited by this, for in any sort of comparison where the relative value of wagon wheels and car wheels to the comfort and prosperity of agriculture is involved, the man who farms for a living abhors the long wagon haul and hopes for the coming of the car wheels to lighten the burden and anxiety of his toil.

Thus it is that the farmers of any new country have more to hope from independent railway companies which are seeking to develop and protect their systems by premature construction of branch lines, than they could possibly expect from companies which agree that the intervening territory between their systems shall remain without conveniences of transportation until settlement shall justify the expenditure necessary to secure railroads. The merger of interests by the Northern Pacific and Great Northern companies means that all territory which is now dependent upon one or the other of these roads for hoped-for extensions must wait until the straw man who lives in the new merger signal tower shall swing his lantern and give the signal to go ahead. In such a matter there is no possible community of interest between the farmers and the proposed method for avoiding the proper and natural business rivalry which alone can lead to an early development of the resources and opportunities of every new country.

Railroad companies can afford to wait for what they know will surely come to them by wagon, and if they are sufficiently merged with the industries which hold control over the steel rails and supplies which enter into railway construction, they have nothing to fear in the way of competition; while the farmer who is trying to believe the assurances that he is to be blessed by the merger policy, will wait in vain for the shortening of his wagon haul.

The state of Minnesota interposes no objection to the business consolidations projected by private companies, and which do not hold a threat of a disturbance of the public good, but it has wisely declared that the quasi-public corporations which enjoy a monopoly of the carrying trade shall not exploit their control at the expense of a sound public policy which preserves competition as an insurance that the development of remote farming districts shall not await the pleasure and immediate profit of those who seek to nullify the principle of business competition in the carrying trade, through such organizations as the Northern Securities company. An interesting side light is thrown upon the whole subject by the experience of the Union Pacific, and Missouri Pacific Railway companies, in their effort to so apportion the territory tributary to their respective lines, and projected lines, that the construction of branch lines from either side would be stopped.

Possibly they had a right to do this, but fortunately for the public the manner in which they attempted to perfect a binding agreement afforded an opportunity for the governor of Kansas, John A. Martin, to interpose an objection which was effectual in securing a partial abandonment of the merger contract.

Jay Gould, the president of the Missouri Pacific company, held an expiring lease of the Central Branch Union Pacific railway, which he desired to renew. His application was refused by the Union Pacific Railway company, owner of the Central Branch line. In this strait he took up a project to build and operate a new road which had been organized largely through the efforts of citizens of Kansas, and which entered the territory of the Kansas Pacific branch of the Union Pacific Railway company. Charles Francis Adams, president of the latter company, in order to defeat this movement, had a reconsideration of the action of his company made, and concluded a new lease with Mr. Gould for the Central Branch road, on condition that he abandon the new enterprise. This contract was executed between the Union Pacific and Missouri Pacific companies, but its terms were in such a specific violation of the powers of railway corporations, and of the public policy of the state, that Governor Martin was successful in compelling a recognition of the power of the state to compel equity. Notwithstanding the fact that these companies had contracted to secure the abandonment of an undertaking to build a certain part of the new road which Mr. Gould had taken up, both of them yielded readily to the demand that the public interest should be considered as paramount.

Governor Martin's letter to Charles Francis Adams, president of the Union Pacific Railway company, gave notice that as the executive of the state he would exhaust every resource to compel respect for the public welfare. The step which Governor Van Sant has taken in Minnesota is not without a most wholesome and successful precedent. If the courts shall not discover a present peril to public interests in the proposed method of control, the issues presented are so vital to the very life of a sound public policy that they will only be settled when they are settled right.

—C. E. Faulkner.

BEFORE THE GALE

by COLIN S. COLLINS.

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In his fury Bert Moore called the wrath of heaven down upon the Beaconsville Dramatic Society, which alone seemed responsible for the misery which had overtaken him, and when he had exhausted his supply of anathemas he buried his face in his hands and reviewed the whole wretched business.

Bess Ainsworth and he had been engaged for a year when the Dramatic society was formed, and the pretty little cottage which was to be their home was almost paid for when "Lorna; or Alone in New York," was produced at the Beaconsville opera-house before "a large, cultured and appreciative audience," as the Weekly Clarion described it. Bess' vivacity and melodious voice, together with a faint trace of natural dramatic ability, had fairly captured the house. Again quoting the Weekly Clarion: "The role of Lorna could not be improved upon. Its interpretation by Beaconsville's Bernhardt was a surprise even to her most ardent admirers."

The sensation produced by his sweetheart filled Bert's mind with uneasiness and stifled his pride in her accomplishments. It filled the mind of T. Haworth Burnside with new schemes and ambitions.

T. Haworth Burnside's card in the dramatic papers stated that he was "at liberty." They did not add that the company with which he had opened the season had stranded at Morgan, the county seat, twenty miles from Beaconsville. Those of its members who had the fare to Chicago counted themselves blessed and started at once for the midwest haven. Those who lacked the price, Burnside among them fell back upon their wits and wrote to their nearest friends for assistance.

It was just at this time that the Beaconsville Dramatic Society had determined to produce "Lorna." Burnside, with well-feigned reluctance, agreed to postpone his engagement with a Chicago stock company to coach the amateur Thespians of Beaconsville. This would pay his board for a few weeks, and then perhaps something better would turn up.

The inspiration came with Bess Ainsworth's success. He again postponed his start for Chicago and cultivated the acquaintance of his "star" and her unsophisticated aunt. He fascinated them with his experiences on the road and his acquaintance with the great men and women of his profession, and kept Bess well supplied with dramatic publications. He coached her so assiduously that she had no time for walks through the autumn woods with Bert or for long talks in the front room, with its embroidered tidies and wax fruit. She lost interest in the pile of household linen which had been slowly gathering for a year, and when Bert talked about the little cottage she replied with quotations from Shakspere.

In the meantime Burnside had written to the manager of a repertory company headed toward Morgan as follows:

If you can make room in your company for a good light comedian and an ingenue, I can fill the bill for you. You know me. The girl is a darned pretty amateur, a bit gawky, but is improving under coaching, and she's got a tidy bit of money, which would come in handy if we struck hard lines up in Wisconsin. Let me hear from you.

And from the manager came this:

Never mind if she's a bit gawky if she has the dough. Grey has been playing light comedies for me, but as he's been hitting the pipe again, I'll give him two weeks' notice, and you and the girl join us at Morgan. We play there one night, the 17th.

Burnside naturally did not read the letter to Bess. He told her that he had an opening in view for her, holding off the truth until the 16th, when he laid the proposition before her. Of course, if she were going on the stage she must do it in the most romantic fashion. She should run away, and the papers would ring with her story. It was the only way.

They left the next morning, Bess sobbing and laughing together at the last moment on her aunt's shoulder and leaving a hysterical message for Bert. When she was famous he should come to her in New York—Paris perhaps—and they would be married and live happy ever after. Bert listened to the message grimly, said some bitter things to the now thoroughly frightened aunt and stormed back to his stuffy shop.

Of one thing he was convinced—Bess cared nothing for the crafty Burnside. And with Burnside it was Bess and her money as a bait for the manager. Bert knew this somehow, though he had never seen a line of the correspondence between Burnside and the manager. His little sweetheart's head was turned, but her heart was loyal to him.

And, having thus settled the question in his own mind, Bert was quick to act. Train to Morgan? Just one a day, and the runaways had boarded that. Livery rig? A fierce storm had arisen, the first of the year, and the phlegmatic proprietor of the Palace stables refused to rent a team. Good horseflesh was not to be risked in the face of such a storm.

Bert was desperate. He rushed up the street, and the keen wind from the east struck him full in the face. With it came an idea—he would skate up the river to Morgan. The furious eastern gale would fairly carry him to his beloved.

* * * * * * * *

Three hours later a strange figure, swathed in a fur coat edged with small icicles and hung with sleet, staggered into the Ashland hotel at Morgan.

"Is Miss Bess Ainsworth stopping here?" came to the clerk in gasping tones. The astonished man nodded.

"I want to see her right away."

He strode up to the parlor, and when Bess entered he stood shivering and haggard in the dim light.

"Bert—" she exclaimed, then stopped awkwardly.

He seized her hands.

"I had to come, Bess, to save you from a life you would hate. I've—I've risked my life to do it, Bess, and you won't refuse to go back with me?"

She hesitated, then stretched out both hands.

"Bert, dear, I'm—glad—you came."

But it was not until they had been hurriedly married by the nearest justice and had taken apartments at a hotel far removed from the stopping-place of the Empire Comedy company that Bess opened her heart to her husband.

"O, Bert, it wasn't at all what I expected! We had a rehearsal the first thing. The girls whispered and made fun of the way I read my lines. That horrid manager—h-hugged me— O, Bert, don't look like that! I pulled right away from him, and I heard one of the men say that Burnside had found another easy mark. Now, what did he mean by that?"

"I'm sure I can't imagine," answered Bert, with well assumed innocence; but a few minutes later he asked, in the most casual way, whether she had given Burnside her money to take care of.

"O, no!" she replied. "Aunt told me to be sure to sew it in my underskirt pocket. I just lent him enough for our fare and to get his wardrobe out of the express office."

"Express office is good," murmured Bert under his breath, then aloud: "Never mind, little woman. We can afford to lose that ten times over. The gale saved my railroad fare, too, you know."

Daily New York Letter

Your Biography for $1,500.

Jan. 27.—A lot of rich men have been approached lately by a man professing to represent Town Topics. He has presented a card from E. D. Mann of that publication and has opened up to them a great scheme, namely, an edition de luxe of the "One Hundred and Fifty First Families of the United States." Cost? Why, only $1,500 a copy. This proposition included a contract under which Town Topics was to see to it that everything was to be published just so about the man who put up the bagatelle of $1,500. He could even write it himself if he wished to do so. It was to be very complete, going into even such details as pictures of the townhouse and of the country-house of the fifteen-hundred-dollarer.

One man, worth a goodly number of millions, to whom this emissary came said yesterday that he had declined the proposition looking toward his immortalization, but that before he had done so he had been permitted to see the contracts and the list of subscribers. On the list were the signatures of Levi P. Morton, Andrew Carnegie, Daniel O'Day of the Standard Oil company, and other men of money. These signatures were genuine enough, for he recognized them.

"I did not care to be handed down to fame in just this way," said this millionaire, "but I told the man that I would subscribe for a copy of the book and asked him how much. 'Fifteen hundred dollars,' was the reply. That ended it with me, and the man left."

Mr. Morton said that he had not been asked to subscribe $1,500. Not long ago, he said, a former member of the Stock Exchange had asked him for an account of his life, which was to be published in a history of the noted men of Wall street. That was the only biography he had contributed to, Mr. Morton said.

Anarchist "Roast" of Prince Henry.

A report has been in circulation to the effect that New York anarchists intended to give a burlesque of the coming reception in this city to Prince Henry of Prussia, if they could find a hall. At the late Justus Schwab's saloon, 50 First street, no one would see reporters to-day, and the report could not be verified.

An article appears in the current issue of Johan Most's Freiheit in which Most ridicules the coming visit of Prince Henry, whom the calls the "pickled Heinrich Aegir."

"In view of the coming of this pickled 'Heinrich Aegir'," he says, "our countrymen of the people of the thinkers and worse than thinkers, will make the occasion a terrific one. All the members of the Schulzefest, the bowling experts, the pinochle players and other heroes will be in procession. Ex-deserters from Germany, members of the Kriegerbund and all the crawlers will go through their motions. Clergymen will be there and there will be moral frog jumping and moral coochecooche dancing. There will be Henry with his thirteen-inch soles among all the seamen and landsmen."

The anarchists held their last public meeting at the Social Science Club to-day at Civic hall, 128 E Twenty-eighth street. The present lessee of the hall said to-day that anarchists would need to be well disguised to procure it for a meeting hereafter.

The police will be on the lookout for all anarchist meetings.

Tammany Likes Parkhurst Now.

Dr. Parkhurst, who has been an object of scorn and abhorrence to Tammany men during the past four years, has developed almost into favor with them since his letter to Mayor Low. They are delighted that he is making as much trouble for the reform administration as he did for two Tammany administrations.

Osteopathy Wants Recognition.

The osteopaths have become very numerous in this city, and have gained a large number of clients who believe in their methods of cure. Now they ask the legislature to give them the full legal standing of regular practitioners, so that they may sign birth and death certificates and the like. Against this bill the regular practitioners of both schools of medicine are arrayed in solid mass. They declare that if the osteopaths will undergo the same long years of training, and will pass the regents' examination, they might be entitled to the desired privileges, but under the present conditions they claim that the bill is outrageous. A delegation from the New York Medical association will appear before the legislative committee next Wednesday in opposition to the bill. "We claim," says Dr. Harris, "that osteopathy, so-called, is an agent used in the treatment of disease, and as such has no more right or reason to be separated from the general practice of medicine than electricity, mechanical exercise, bathing, nursing, massage or any other valuable agent or method used in the treatment of disease, and is not entitled to a special examining board."

Cold Street Cars.

Health Commissioner Raymond of Brooklyn has made an investigation to show that the street cars of the borough are inadequately heated, and, therefore, detrimental to health. The investigation was made Saturday evening when the external temperature was 25 degrees. Thirty-two degrees is freezing. The average temperature of the cars was only 43 degrees. The street car companies are unable to obtain sufficient electrical power from their plants to operate and heat the cars at all hours, but intend to double the capacity of the power houses.

Mr. Morgan's Hospital.

The new lying-in hospital which J. Pierpont Morgan has built in Second avenue, Seventeenth and Eighteenth streets, at a cost of $1,250,000, will be opened this week for the reception of guests. The building, which occupies a site 184 feet on Second avenue, 166 on Eighteenth street and 83 feet on Seventeenth street, is eight stories high, and is built with every modern convenience for successful hospital work.

DRAFT HORSES TO GO

Henri Fournier In Success.

I look to se all the ordinary work of transportation in the great cities of the world—such as New York, London, Paris and Chicago—done without horses, and I think the change will be made such sooner than most people have any idea of. Everything will be done with greater dispatch; the streets will be less congested, and, most important of all, clean. Think what a crowded thoroughfare like Broadway, New York city, would be with no horses in sight, only motor vehicles speeding about hither and yon.