

# MINNEAPOLIS JOURNAL

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## THEY CANNOT BE FORCED TO FIGHT

### Even Tho the Merger Decision Is Affirmed the Great Northern and Northern Pacific Will Never Return to Warlike Competition.

The Stocks of the Companies Will Not Be Affected Because the Foolishness of Destructive Competition Has Been Demonstrated by the Few Years of Operation Under Co-operation—"The Form of Northern Securities May Go Out of Existence, but the Substance of It Will Remain"—A Wall Street View of the Matter.

Special to The Journal.

New York, April 15.—The Wall Street Journal discusses the merger decision and its effects and presents the following view of the matter:

The opinion of the leading railroad men who have their headquarters here are unanimous upon the point that the decision against the Northern Securities company, even if made permanent, will not adversely affect the value of the stocks of the companies now combined in the Northern Securities company. They say that the only way in which these companies could be so affected would be by a return to the method formerly practiced of competition between Great Northern and Northern Pacific when the two roads were engaged in the task of delimiting their respective territories. They claim that even under the terms of the decision the roads cannot be forced to make different rates or to compete in any other way so long as they do not desire to do so. From this they argue that the "community of interest" idea as long as it is carried out without actual corporate combination is absolutely impracticable.

Destructive Competition Is Past.

Railroad men believe that the period of destructive competition between Great Northern and Northern Pacific is a thing of the past. They base this belief on the following facts:

First.—In all cases where the courts have decided to dissolve corporations in the past there has never been a return to the same competition that existed before such corporations were formed. The Standard Oil trust was dissolved and a distribution of its constituent stocks was made. Yet the Standard Oil company now controls these same constituent companies, and is doing the same business that the Standard Oil trust of Ohio set out to do. When the law courts dissolved the Addystone Pipe and Steel company, that company went out and engaged in the same business as its constituent companies, tho not combined, and without any of the bitter warfare that first led to the formation of the trust.

Second.—Thru the harmonious operation of Great Northern, Northern Pacific and Burlington these companies gained in gross earnings in 1902, \$17,500,000, or about \$8,000,000 is ascribed directly to the increase of business growing out of the co-operation of the companies in the development of the country by them conjointly. This means that the amount in gross earnings has been added by the companies directly thru the operations of the companies, and that the roads which underlie the Northern Securities company. There is hardly a railroad man in New York who does not subscribe to this idea as exemplified in the operation of these roads to matter how strongly he may object to the principle of actual corporate combination.

The advantage which has been gained by these roads will never be given up. It is considered dimly possible that the Northern Securities company will go utterly out of existence but it is not for a moment considered possible, even by John Skilton Williams, Mr. Morgan's most bitter critic, that these roads will ever depart from the principle of harmonious operation thru which they have prospered. The gain in gross, by the way, was 4 per cent larger than the next largest gain in gross reported by any other railroad.

Third.—To throw these roads back into such conditions as existed in that territory prior to 1890 would be to undo at one step what seven years of the best and every railroad legislator in congress has been trying to accomplish for the past ten years. It would be a retrograde step toward the conditions that existed in the days when the roads were transferred to a trip from New York to Buffalo for the reason that the cars of the seven companies making up that route were unable to pass from their lines to those of the next company. Harmony of operation is the keynote of the policy of all present-day railroad systems.

Fourth.—Harmony of operation was brought into existence for the purpose of reducing the ton-mile cost of operating railroads. This problem of reducing cost of operating really underlies the great community of interest plan, the entire merger system, all efforts toward harmony of operating, all shortening and straightening of lines, elimination of grades and curves, traffic agreements, railroad appointments such as those of Kruttschnitt; in fact, almost everything that enters into the modernizing of a railroad system. The progress of the railroads in reducing ton-mile cost cannot possibly be checked without checking at the same time the steady progress that has been made in the reduction of ton-mile road rates and the corresponding progress in the building up of a gigantic commerce for this country both at home and abroad. If it should be checked at this juncture, the plans of J. J. Hill to make the cities the center of the rice industry of the world will fall with it. Mr. Hill's plan aims at making the rate for transporting a bushel of rice from Yokohama, Japan, to Minneapolis or St. Paul as low as the present rate for transporting a bushel of wheat from North Dakota to Minneapolis. Incidentally, of course, he aims likewise at the reduction of rates between points in that territory.

Fifth.—Neither the government, the railroads, nor the great mass of the people actually desire a return to the period of rebates, secret cutting of rates and awarding of special privileges to large shippers. This is shown by the satisfaction expressed in all quarters over the putting into operation of the Elkins law. Even the large shippers who formerly benefited most thru such special favors seem to be united in their desire for stable rates, recognizing that such stability is likely to be the most genuine basis of prosperity, upon which prosperity their own final well-being must depend.

Here is the Case in a Nutshell.

The conclusion to which the railroad men came from consideration of these facts can be stated simply thus: Northern Securities may go out of existence. The common interest on the boards of directors of Great Northern and Northern Pacific may be eliminated by law. The supreme court may stand upon the letter of the Sherman anti-trust law. The merger principle may be limited

## JEALOUS 'FLY-BOB' POSTS PRISONER

### Told One of the Owatonna Suspects to Make No Admissions.

### Acting on This Advice, Wm. Sutton Recants His First Confession.

### Later He Voluntarily Confesses Again Under Oath and in Writing.

William Sutton, suspected of the Krier murder at Owatonna, has confessed, recanted and confessed again. A certain Minneapolis detective is in hot water for meddling, his action evidently inspired by jealousy.

Sutton's original confession implicated with him Charles and Henry Nelson, also arrested yesterday by Detective Brown.

Other Systems Follow Suit. In principle, all the great systems of the country are following hard upon the example set by Mr. Hill. Pennsylvania includes in its community of interest, Baltimore & Ohio, Norfolk & Western, C. & O., Reading, and a dozen smaller roads. Rock Island has become great thru the combination of many scattered roads. "Prisco has grown to be a giant thru the same principle. New York Central likewise, Canadian Pacific too, has learned the lesson.

The fruit of the genius of Mr. Hill is written on the records of the commerce of the country in the figures that represent the cost of carrying a bushel of grain from Seattle to New York or a bale of silk from Vancouver to Montreal as compared with the figure that represents the cost of the same transportation fifteen years ago. There can be no going back.

## "SECURITIES" TALK

### The G. N. and N. P. Dividends—No Attempt at "Compromise."

New York, April 15.—A quorum of directors of the Great Northern is now in St. Paul and will take action probably within a few days on the question of dividends which it is understood will be at the usual rate. A meeting of the Northern Pacific directors will be called probably for next week, to act on that company's dividend.

There was a conference on the Northern Securities situation yesterday in the office of J. F. Morgan & Co. At the conference there were present besides Mr. Morgan, E. H. Harriman, James J. Hill, George F. Baker, president of the First National bank; and W. P. Clough, general counsel for the Northern Securities company. It was understood that the appeal papers were being talked over.

All the leading figures in the Northern Securities company and the attorneys in the case characterize as "absurd" and "ridiculous" the report of the intended descent upon Washington. It was pointed out that the Supreme court is powerless, even if he were so disposed, to compromise a court decision.

It was further pointed out that if an appeal is not taken the decision of the circuit court of appeals will stand as final, and thereafter be quoted as approved law, the same as the supreme court has done in the past.

It is said that Attorney General Knox, soon after the judgment was handed down at St. Paul, instructed the United States district attorney there to oppose any modification of the decree.

## FLY BATTLE CREEK!

### The Seventh Day Adventist Prophecy Advises Her Friends to Move.

### She Decrees that the Burned Review & Herald Publishing Office Must Not Be Rebuilt.

Battle Creek, Mich., April 16.—Mrs. Ellen G. White, a prophetess of recognized standing among the Seventh Day Adventists, has decreed that the Review and Herald Publishing office, recently destroyed by fire, must not be rebuilt here. She says the Lord is displeased because the office had been doing commercial work instead of denominational work and declares that the Adventists, numbering 10,000, living in Battle Creek, must scatter.

## PLANS MODIFIED

### Macedonians See the Uselessness of Insurrection.

Sofia, April 16.—It is thought unlikely that European intervention can be obtained by means of a rising unless wholesale massacres take place, and the leaders apparently shrink from such a prospect. Consequently it has been determined to prosecute a guerrilla warfare and detached bands will fall upon isolated bodies of Turkish troops, and when possible interrupt communications by blowing up railway bridges and stations.

In this way it is thought that the cause of Macedonia will be promoted more effectively and with less sacrifice than by a general insurrection.

### Powers Will Not Be Drawn In.

Sorrento, April 16.—Count von Buelow, the chancellor of Germany, said: "The European situation is excellent. There is the Balkan question, of course, but a perfect understanding exists between the powers to circumscribe the danger zone and prevent the danger spreading. They not only hope that the present troubles will not disturb the peace of Europe, but are firmly determined that they shall not."

### After Another Consul.

Vienna, April 15.—It is reported here that an attempt has been made upon the life of the Austrian consul at Serres, Macedonia. No details are given.

### WHY THE ARSENAL BLEW UP.

Hongkong, April 16.—It is reliably reported that a recent explosion in the Canton arsenal was due to the officials in charge of the arsenal. They had appropriated large quantities of powder, which they sold to the rebels, and the becoming known to the government that an investigation was made. The officials, fearing that the shortage in the powder would be noticed, deliberately blew up the arsenal to conceal their dishonesty.

## THE COLONISTS KICK AT BARR

### Four Hundred of the Two Thousand to Come Have Reached Winnipeg.

### Many Are Thoroughly Disheartened and Are Much Incensed at the Preacher.

### Hateful Voyage Across the Atlantic on the Overcrowded Lake Manitoba.

Special to The Journal. Winnipeg, Man., April 16.—Of the 2,000 immigrants for the Barr colony in Saskatchewan about 400 reached Winnipeg last night. This first contingent is composed principally of young men, sturdy looking and willing to face whatever trials and troubles there may be along their way to fortune in the west. They left their

homes in England with their minds full of hope for their future in "the land of milk and honey," and even tho they have already met with disappointments in not finding their pathway as rosy as it was pictured for them, and are somewhat discontented and apprehensive of greater difficulties ahead, there was not one to be found among them unwilling to face the music.

The colonists are bitterly complaining of their treatment in the voyage out. The crowding was excessive, there being over 2,000 on board their vessel, the Lake Manitoba, while the registered accommodation is something like 650. On the very first night out from England a deputation waited on the captain of the ship asking to be taken back to the port of embarkation. There were more than 1,000 passengers crammed into the third class accommodation, which, they complain, was exceedingly bad. Many of them had ap-

peared to be taken back to the port of embarkation.

Now it is proposed to have official information for the guidance of the interstate commerce commission in the enforcement of the Elkins law. There is any evidence tending to show a conspiracy in restraint of trade, that will be brought out and referred to the attorney general with recommendations for the enforcement of the criminal penalties.

—H. C. Stevens.

## KNOX THE MYSTERIOUS

### His Sudden Trip West Not Satisfactorily Explained.

Pittsburg, Pa., April 16.—Attorney General Knox dropped into Pittsburg late yesterday on a very mysterious visit. Immediately after his arrival he went to his office in the Carnegie building, where he was joined by United States District Attorney James S. Young. The two remained in consultation for some time, and then went to the Union club, where they dined. They remained in a private dining-room until almost 9 o'clock, when they were driven to the Union depot. A compartment had been engaged for them on the Pennsylvania Limited, which started for the west soon after 9 o'clock. The conductor of the train refused to state their destination.

One report is to the effect that they are bound for Chicago on business connected with the beef combine suit.

Another story is that they are going to St. Paul to look into the Northern Securities case.

A third report is that Mr. Knox is on his way to Yellowstone Park to consult the president on trust litigation.

## THE "MINNESOTA" LAUNCHED TO-DAY

### Material for "The Greatest Cargo Carrier in the World" Was Dug Out of the Mesabi Range.

### Many of the Details of the Ship's Construction Were Given to the Architect and Designer by Mr. Hill—A Crowd of 10,000 Visitors in New London To-day—The New Floating Palace of Steel Slides Into the Water at 2:15 To-day—By Next Year She Will Be Carrying Goods To and From the Orient.

### STATISTICS OF STEAMSHIP MINNESOTA

Length over all	650-0	Depth to orlop deck at side	15-8
Length L. W. L.	608-0	Depth to lower deck at side	25-0
Beam—Extreme	73-4	Depth to tween deck at side	34-6
Minimum depth at side molded	54-0	Depth to main deck at side	46-0
Minimum depth at center molded	55-6	Depth to upper deck at side	54-0
Normal draft	33-0	Depth to promenade deck at side	62-6
Number of life boats	16	Depth to bridge deck at side	70-6
Chamber of main and upper decks	11-6	Depth to boat deck at side	70-4
Number of water-tight compartments	18	Number of cargo holds	9
Number of water-tight compartments—first class	52	Number of masts	4
Number of cargo hatches, large	23	Number of smoke pipes	4
Number of side cargo ports	20	Number of second class passengers	127
Number of life rafts	16	Number of third class passengers	132
Number of derick posts	4	Number of steerage passengers	1,044
Number of cargo derricks	40	Number of officers	48
Number of deep ballast tanks	30	Number of crew	254
Dead weight cargo capacity, tons	28,000	Number of troops	1,353
		Total number of berths	3,112
		Diameter of propellers	20-0
		Gross tonnage displacement	28,000

New London, Conn., April 16.—The Minnesota was launched at 2:15 p. m.

As the last remaining link that held the ship to its place on the ways was severed, Miss Hill broke a bottle of wine over the steel bow and named the craft Minnesota.

With a gliding movement, barely perceptible at first, the vast mass of steel, weighing thousands of tons, started down the ways, and gathering speed rapidly, plunged into the water with a wave under her stern that seriously threatened the safety of hundreds of small craft in the harbor.

Although her momentum seemed sufficient to carry her far over to the other side of the wide harbor, the precautions taken to slacken her speed were sufficient to bring her to a standstill within a mile of the Croton shore. Tugs then took her in tow and she was guided to a dock.

After the launching luncheon was served to the guests of the ship building company in the mold loft of the yard.

New London, Conn., April 16.—Final preparations for the launching of the Minnesota were begun early to-day at the yard of the Eastern Ship Building company in Groton. The entire force being busied in knocking away the heavy blocking, and getting every last detail in readiness for the initial plunge of the ship into the water.

While the preliminary work was going on thousands of people from various vantage points watched the labors of the men and Minnesota and her sister vessel, the Dakota, which is to be launched a few months hence.

Every trolley car from Norwich, vehicles from the suburban districts and special trains on the New York, New Haven & Hartford road brought loads of spectators, and by 11 o'clock the streets bore the appearance of a university boat race day.

The weather was cloudy. A stiff north-easterly gale was blowing and the air was chilly enough to make heavy coats desirable.

It was estimated that there were fully 10,000 visitors in town during the morning. The steam yacht Wacousta, bearing President James J. Hill of the Great Northern Steamship company and party arrived early in the day after a tempestuous sound trip from New York. Miss Clara Hill, daughter of President Hill, was one of the party. President Hill's party were taken to the shipyard and passed a large part of the morning there.

## DUG OUT OF THE MESABI

### Story of the Greatest Cargo Carrier in the World.

Special to The Journal. New London, Conn., April 16.—Fashioned out of Minnesota iron ore to express a Minnesota man's idea, and bought by Minnesota capital to be operated by a Minnesota transportation system whose headquarters and main terminals are on Minnesota soil, the great floating palace of steel, the steamship Minnesota, was launched from the New London ship yards to-day and now rides in the harbor off the east-

ern end of Long Island sound—the greatest cargo carrier in the world.

It is a fact, that the iron ore represented in the 12,000 tons of steel plates and shapes in the hull and decks of the Minnesota is the product of Minnesota's giant iron range, the Mesabi. The steel is carried thence to the Duluth docks by the Lakes Erie ports by Minnesota barges, and directed for the development of Pennsylvania furnace and rolling mills transformed the ore into steel plates and shapes, and Connecticut shipbuilders rivet the plates and posts into place; but the idea and design of Minnesota's iron-making is from Minnesota soil and the mission of the vessel completed is that which Minnesota brain and energy have planned and directed for the development of American commerce with the Orient.

It is easy to make the general statement that the Minnesota is the greatest cargo carrier in the world. There are those who need an optical demonstration of this assertion, in view of the fact that the Minnesota and her sister giantess of steel, the Dakota, which are known to be shorter than the famous Cedric and Celtic, or than the Oceanic, the Deutschland, or the Kaiser Wilhelm der Grosse and Kaiser Wilhelm II.

The Minnesota and Dakota, in the first place, leave from 5 to 8 feet greater breadth than any of the above group of largest vessels afloat, with the exception of the Cedric or Celtic. In the second place, the Minnesota and Dakota have 13 feet greater depth than the Kaiser Wilhelm der Grosse, 12 feet greater depth than the Deutschland or Kaiser Wilhelm II., and 7 feet greater depth than the Oceanic, the Cedric or the Celtic. In the third place, the Minnesota and Dakota, to meet the characteristic traffic ideas of James J. Hill, head of the Great Northern Steamship company and railway system, is arranged on the strictest principles of economy of space and has greater cargo capacity in proportion to its general dimensions than any other large vessel ever designated.

The result is, that the Minnesota and Dakota will be able to stow away a cargo of 28,000 long tons dead weight; which is one half more than the dead weight cargo capacity of the Cedric and Celtic, and from 60 to 100 per cent greater than that of the other big vessels named.

In gross tonnage displacement, the Minnesota and Dakota show practically the same measurements as the Cedric and Celtic, the largest vessels afloat, namely, about 28,000 tons. This is 16,000 tons greater than that of the Kaiser Wilhelm der Grosse, 12,000 tons greater than that of Kaiser Wilhelm II., 14,000 tons greater than that of the Deutschland, three times that of the Kroonland and Finland, recently built for the American Line by the Cramps, and three and one-half times the gross tonnage displacement of the United States battleships Oregon, Indiana or Massachusetts.

It is an interesting fact that the famous battleship Oregon, the armor monitor which in the recent Spanish war struck terror to the heart of Spain, and to-day holds European world powers in wholesome respect of Uncle Sam's armament capability, has a gross tonnage displacement of 10,288 tons, by comparison with



TOO BIG A BIRD Macedonians—No, I Don't Want Turkey! Who Said I Was Looking for Turkey?

## ARE THEY AFTER THE COAL TRUST?

### The Interstate Commerce Commission Calls a Hearing Next Week in New York.

Special to The Journal. Washington, April 16.—Many people here believe that the administration proposes to bring the coal trust to account for its sins at once, and that the coal roads will be made to feel the full effect of the interstate commerce act and the penalties of the Sherman anti-trust law.

"I have learned that this custom of 'knocking the new men on the force has been practiced by the older officers in this city for many years, but it is a thing which I will not tolerate under any circumstances. I will call a meeting of the detectives to-night and tell them if I hear of another attempt upon the part of any member of the department to disregard the work done by another officer, I will ask for the resignation of the offender, no matter whether he is the best or the poorest man on the force."

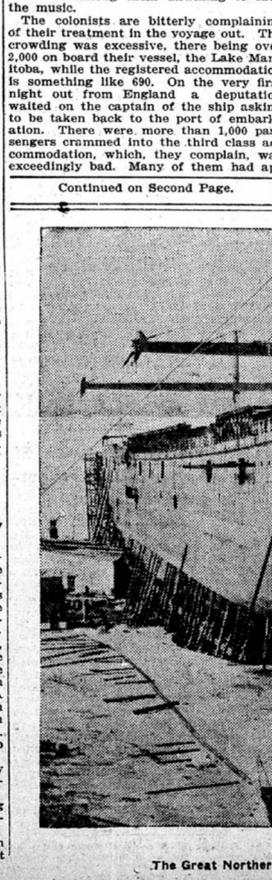
"I know there is a great deal of jealousy of the newer members of the force, entertained by some of those who have served several years, and that this is cropping out every day. Since Brown came on the force last fall he has done some excellent work and it hurts some of the other men. They have tried to 'knock him upon other occasions, as they have other new members of the force that could be mentioned. I have no doubt but that this tampering with the Owatonna prisoners was done to hurt Brown, who made the arrest."

## Second Confession Under Oath.

Judge Littleton, county attorney of Steele county, and Sheriff Misgen, felt much better this morning when Sutton recanted his confession. He said that when they went out to the railroad, Charles Nelson said that they would kill Krier if necessary. He described the murder in the same way that he did yesterday, and then followed the movements of the trio in detail from the time they left for Fairbault. They were in the depot when officers telephoned for the coroner to view Krier's body and to the surrounding towns to watch for suspicious characters. This confession was made voluntarily, and he says that he will tell the same story when called in court.

## THE MINNESOTA, LAUNCHED TO-DAY

### The Great Northern Leviathan Ship as She Looked a Few Days Before the Launching.



THE MINNESOTA, LAUNCHED TO-DAY The Great Northern Leviathan Ship as She Looked a Few Days Before the Launching.