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HILL'S NEW RAILROAD NORTH OF THE C. P. R.

CANADA LINE MAY RAZE TARIFF WALL

Opening of New Empire and Necessity at Home, Omens, Hill Says.

Declares the United States Must Find New Wheat Supply.

Special to The Journal.

Winnipeg, May 22.—Altho James J. Hill while in this city recently declined to make any public statement as to the route of his proposed new trans-Canadian system, he discussed the matter freely with a Winnipeg business man, indicating many details of the new line. While the facts disclosed at this interview are now becoming well known in an unofficial way, it is believed that they are none the less reliable since they fit in perfectly with the general details as outlined in his public utterances by Mr. Hill. The main question has been as to whether the new line would run north or south of the Canadian Pacific. According to Mr. Hill's private statement, the line north of the Canadian Pacific is to be chosen as the country south of the older line does not promise as well as that to the north. Asked whether the Canadian Pacific would be crossed at Medicine Hat, Mr. Hill said that that was a detail not yet decided upon. He went on to say that in the construction of this line directness of the route would be made secondary to the consideration of grades. Low grades mean cheap transportation cost. Added to this factor, was the fact that the country north of the Canadian Pacific was bound to supply heavy local traffic.

This same question of easy grades was cited by Mr. Hill in showing the strategic value of the line from Winnipeg to Duluth. While he does not expect to have an eastern outlet thru Canada over his own system, he does believe that in the north the Canadian Pacific eastward thru the United States, the Duluth line will offer ideal facilities.

Cutting Cost in Two. "The great consideration in connection with railway transportation now is the grades, both in the north and south. Proper grades and satisfactory roadbeds we can almost cut the cost of transportation in two, for it costs no more for a cost in operation to run a heavy engine and a single train of cars, carrying double the quantity that is now transported on roads where the grades are as high as, say, on the Canadian Pacific railway. For the future the line will be low grades, good roads and the largest possible rolling stock."

Promising to develop the lumber and coal resources of the Crow's Nest and Pacific regions both by transportation and favorable rates, Mr. Hill went on to discuss the capitalization of his new line. While the Northern Pacific lines in Manitoba might have been built for \$80,000,000, he considered this figure altogether too low for good roadbed and stated that the new line he would build would cost from \$18,000,000 to \$20,000,000. All this will be done by bonds or subsidy—nothing but stock—and the total cost of the road from Winnipeg to Vancouver would be about \$30,000,000. This simplicity in financing the road would permit rates so favorable that the country served would be immensely benefited.

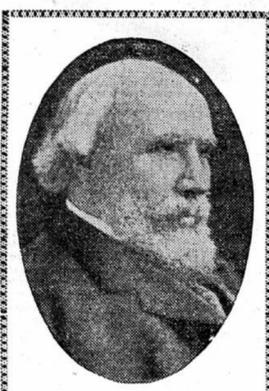
Tariff Will Disappear.

When the discussion approached the subject of the tariff on the new empire to be opened up for trade, Mr. Hill repeated the statements of his public address in which he called attention to the inevitable necessity that the United States must be an importer of wheat. At the present rate of growth, this condition would be reached by the year 1910. "Then will come your chance in the Canadian west," said Mr. Hill. "We shall be obliged to become the best customer you have, and how the order to fill our wants will increase every year will astonish you. At first we may only want a share of your surplus, but later on it may tax your capacity to supply the needs of this vast empire."

"No doubt the tariff will disappear. It should have been adjusted long before this, and the adjustment ought certainly not to be much longer delayed. Of course, your people are in no way to blame; the responsibility all rests with the statesmen this side of the line."

"Senator Hoar, in speaking of the Dingley bill recently attributed the prosperity of the country very largely to its operations and announced that it was the wisest act that was ever conceived by the mind of mortal man," ventured the interviewer. "How preposterous!" answered Mr. Hill. "Why, about the very time, or a little later, the Senator Hoar was giving utterance to those absurd sentiments the people of his own state of Massachusetts were clamoring loudly for reciprocity with Canada, and what is more, it looks as if they will not rest until they get it. How ridiculous for statesmen to attribute the prosperity of this continent to any mere act of parsimony! Let me tell you that the agriculturists of this republic produced last year in actual value over six billions of dollars' worth of products. There is the source of the wonderful prosperity of this country, which is able to succeed in spite of the Dingley or any other tariff."

"So you look for some more rational trade relations between the countries soon?" "Yes, I do. The great bulk of our people have been so deeply absorbed in their own affairs and in making money that they have overlooked the matter, but it is knocking at their doors most persistently, and it will have to be solved soon. Just as the tariff is being given in spite of the artificial barriers created to restrain reciprocal trade. Why, our interchange of business continues to increase at a surprising rate. Look at the returns for last



JAMES J. HILL, Who Has Completed Plans for His New Canadian Line.

NEW DISASTER IN COURRIERES MINES

Fire Again Breaks Out in Caverns Where 1,200 Met Death.

Lens, France, May 22.—Fire has again broken out in the Courrieres mines where the disaster of March 10 last occurred, resulting in the loss of about one thousand lives. The new outbreak causing galleries to fall in, and the strictest precautions are being taken to insure the safety of the miners.

EVIDENCE OF CASH BRIBERY IS SOUGHT

Stockholders of Penna. May Demand Legislative Investigation of Alleged Grafting.

Philadelphia, May 22.—Ugly stories of "graft" in the purchase of locomotives, steel rails, cars and equipment for the Pennsylvania railroad are in circulation and a legislative inquiry is now declared to be certain. Another sensation to be sprung by the interstate commerce commission on Wednesday is evidence that many of the Pennsylvania officials "got their money" from the coal and oil companies in cash. This money, it is said, was distributed regularly, all of it going thru one man's hands. The agent in this proceeding is said to have been a former superintendent of the Pennsylvania railroad. Money was given to him by the coal or oil companies and he placed it in blank envelopes, these being given to various officers of the operating department.

The rumors of graft in the purchase of supplies declare that officials of the railroad have received big sums for placing large orders with favored steel companies.

Says Carnegie Is Guilty.

In an interview which touched upon the investigation the railroad itself will carry on, Vice President John Green Catholic supported the assertion of President Cassatt in a recent magazine article, in which the Pennsylvania's president said that Andrew Carnegie's steel companies received more rebates than any other shipper. He further contradicted Mr. Carnegie, who denied that he ever had any personal interview with President Cassatt. "There is just this about it," said Mr. Green, "our records show that the steel companies governed by Andrew Carnegie received more rebates during the time they were given by the road than any other shipper in any line of business. I have not the slightest doubt that Mr. Carnegie held not one, but several conferences with President Cassatt on the subject."

"I also know Mr. Cassatt's refusal to grant rebates after the enactment of the Sherman law led to strained relations between us and Carnegie's companies."

"Why does Carnegie deny it all now?"

POOR MILLIONAIRES WEARING \$5 WATCHES

Cleveland, May 22.—In Bratenahl, a suburb where only sixty-five persons, all millionaires, own property, the assessor found only \$45,860 worth of personal property to tax. There is not a resident worth less than \$1,500,000, and every one is interested in Cleveland's largest concerns. Among the collection of articles in the village is a \$5 watch, owned by Abraham Garfield; a \$5 carriage, \$5 watch and a \$10 piano, owned by A. S. Ingals; three \$5 watches, owned by P. Sanford; and three \$25 watches, owned by Charles H. Coit. Only four persons in the village have money invested in stocks or otherwise, so they say. Millionaire L. E. Holden was found to have personal property worth \$3,900. He owns a newspaper, silver mines valued at \$2,000,000.

GRAVES GOES TO CROWNING. Washington, May 22.—Charles H. Graves, American minister to both Sweden and Norway, until different provision is made than the enactment of the pending diplomatic and consular appointment bill, has been selected to represent the president as a special envoy at the coronation of King Hakan of Norway.

LA FOLLETTE IDEA MAY BE DEMANDED

Present Rate Bill Will Not Satisfy Country, Senator Cullom Declares.

By W. W. Jermans.

Washington, May 22.—Senator Cullom, who is an authority on rate questions, gives it as his opinion that the country will not for many years be satisfied with the new rate law, but will insist ultimately on the proposition advanced so forcefully in the senate by Mr. La Follette of Wisconsin, in favor of an appraisal of railroad values, this appraisal to be the standard by which the interstate commerce commission is to determine what is a just and reasonable rate. It may be said in this connection that the La Follette proposition is the only one advanced during the long senate debate to which no constitutional objection has been made. Should the supreme court decide against the new law, either on account of the Allison amendment or the words "in its judgment," it is quite likely, according to Mr. Cullom, that the country will turn to the La Follette idea. This idea looks to squeezing the water out of all railroad stock, the appraisal to be on the basis of what the roads cost and the sum it would require to replace them. The making of this sort of an issue would put Mr. La Follette very much in the limelight.

KITTREDGE AWAY; LOCK CANAL WINS?

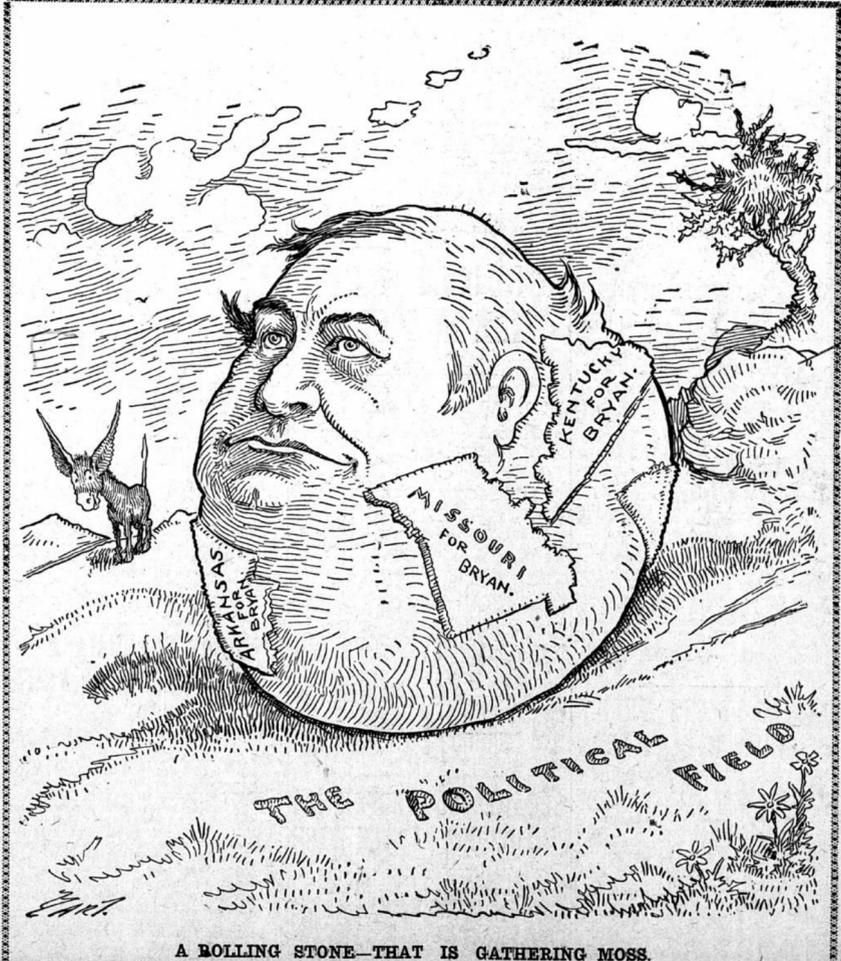
Dakotan's Going May Mean Victory for President and House.

By W. W. Jermans.

Washington, May 22.—The going home of Senator Kittredge threatens to upset the status quo in the senate of the canal question. He has devoted the winter to laboring for a canal at sea level, and just as he seemed to have won his fight he is called away by the political situation in South Dakota, and may not return to Washington until the canal matter has been definitely settled. His going away will leave the senate committee by a close vote in favor of a lock canal, thus placing that committee in line with the present canal committee and the house of representatives. A majority of the senate is also said to favor the lock plan.

REFUSED PASSES, FEW ATTEND CONVENTION

Excelsior Springs, Mo., May 22.—The democratic judicial convention to name two judges for the state supreme court met here today. The state nominating convention will be held in Jefferson City in June. The railroads, for the first time in years, declined to furnish delegates with passes and this was said to be the cause of the small attendance.



A ROLLING STONE—THAT IS GATHERING MOSS.

DISEASE DANGERS LURK IN R.R. CARS

Public Health Officials Warn Against Perils that Beset Travelers.

Dr. Rosenau Urges Tourists to Carry Own Drinking Utensils.

Washington, May 22.—The dangers of infection incident to travel on railroads and the proper methods of sanitation occupied the attention of the National Conference of State and Provincial Boards of Health at today's meeting. One of the principal addresses was by Dr. Milton J. Rosenau of the United States public health and marine hospital service. He declared the dangers of the sleeping car or coach and their furnishings were not quite as great now as they once were, he said, such danger did at all times exist. He particularly inquired against the wash basins in sleeping cars as well as the drinking glasses. He thought that some system of running water should be adopted and that the travelers should carry their own drinking utensils.

Finds Grave Danger.

He regarded as vital the question of the likelihood of spreading disease along the line of travel thru the train lavatories and believed that the subject was one demanding prompt and serious consideration with the view either of placing a germicide in the flushing tanks or else a receptacle beneath the car which could be taken out at stated points and properly disposed of.

Dr. T. R. Crowder, superintendent of sanitation of the Pullman company, explained the system of disinfection and sanitation of that company. Every sleeping car, he said, was thoroughly disinfected at least once a month, but cars carrying passengers to the Adirondacks, Colorado, southern California and other points visited by consumptives, are disinfected at the end of each trip.

Dr. Bracken Speaks.

The necessity for greater uniformity in the anti-spitting laws of the several states was discussed by Dr. C. O. Probst of Columbus, Ohio. He also called attention to the care that should be exercised by railroads in refilling the water tanks of railroad cars with distilled water to avoid the danger of typhoid.

Dr. Henry Bracken, secretary of the Minnesota board of health, also spoke, urging increased effort in the matter of car sanitation.

ERICH MUENTER IS SEEN IN MADISON

Fugitive Harvard Instructor Said to Have Been in Wisconsin's Capital.

Madison, Wis., May 22.—It is reported that Professor Erich Muentzer of Harvard, wanted for the murder of his wife, is in Madison, having been seen yesterday by the people who knew him in Chicago. The police are investigating.

STUART ASSASSIN SOUGHT BY RUSSIA

Every Effort Being Made to Capture American Consul's Slayer.

Washington, May 22.—Russian officials are making every possible effort to capture the murderer of W. H. Stuart, the American vice consul at Batoum, Russia, according to dispatches received by the state department today from Ambassador Meyer. Mr. Meyer says the reasons for the attack on Mr. Stuart are still unknown.

Mr. Stuart, having dined at the house of a friend, was returning to his country place at Manzatdiani, five miles from Batoum. He was fired on twice from a clump of trees half a mile from his home, one bullet piercing a leg and another his breast.

Mr. Stearne, the British vice consul at Novo Rossisk, who was a guest at Mr. Stuart's house, hearing the shooting hurried out with the servants and found Mr. Stuart. He was still conscious, but said he would not be able to recognize his assassin owing to the darkness. Mr. Stuart expired two hours later.

Aside from the troubles during the revolutionary disturbances last fall, Mr. Stuart had had no friction with the native population. He was so generally respected that he was several occasions called upon to act as intermediary during the racial war between the Tartars and the Armenians, saving the lives of several of the latter.

WIFE A SUICIDE, HE FORSAKES ART

Famous Sculptor Shatters His Masterpiece with Consort Cold in Death.

Journal Special Service.

New York, May 22.—With his wife lying cold as marble, a suicide by poison, Robert T. Paine, the noted donor, protégé of Augustus St. Gaudens, last night, mallet in hand, quietly entered the studio in his home, which is built upon the brow of the Palisades, and with a giant's strength, urged on by supreme grief and halted ambition, shattered into fragments his masterpiece and life work—a heroic model in clay of Neptune and his mermaids.

Today the sculptor, broken in spirit, with his four little girls, will follow his dead wife to their former home in Valparaiso, Ind., with the announced intention of forsaking his art and starting life anew in some other occupation.

The self-inflicted death of Mrs. Beatrice Paine proved the tragic culmination of ten years of unrequited effort and endeavor by her sculptor husband in this city.

THIRD OF PEACH CROP KILLED BY FROST

Muskegon, Mich., May 22.—Reports from all sections of Oceana county, the second largest peach-producing county in the state, say that the heavy frost of Saturday night killed at least one-third of the crop.

IMMUNITY BATHS DENIED BURLINGTON

Judge Smith McPherson Orders that Alleged Rebaters Must Stand Trial.

Kansas City, May 22.—Judge Smith McPherson today overruled the demurrer of the Burlington railway to its indictments against officials of that company and they must now go to trial.

The defendants in a demurrer filed several weeks ago contended that congress was without power to enact legislation regulating export rates, in the city of alleged rebates on which the Burlington was charged with having violated the interstate commerce act.

H. B. Duncan, a special agent of the department of justice, arrived here yesterday to assist in prosecuting the cases and will aid A. S. Van Valkenburg, United States district attorney, and Leslie Lyons, assistant district attorney. The government has forty witnesses among whom is J. A. Roberts, an expert on rates in the employ of the interstate commerce commission.

JILTED, MAN GIVES GIRL MORTAL WOUND

Springfield, Ohio, May 22.—Alfred Davis, aged 30, fatally shot Hazel Reed while on a date, and then escaped. The shooting was done in front of the girl's home. With one arm about her neck he pressed a revolver to her side and fired.

PEEPING PASTOR IS ASKED TO RESIGN

Utica, Ohio, May 22.—The Rev. Boyd Gay, a Presbyterian minister, was asked last night by a committee to resign his pastorate. The committee says it has evidence that he was seen peeping in a window at night.

KING HOLDS LEVEE

London, May 22.—King Edward held a levee in the throne room of St. James palace today. The Prince of Wales, the Duke of Connaught, cabinet ministers and many other distinguished persons were present. Ambassador Walford Field was accompanied by all the staff of the American embassy.

McCUMBER DENIES HE INSERTED A "JOKER"



SENATOR P. J. McCUMBER, North Dakotan, Who Denies He Put "Joker" in the Rate Bill.

LEPERS WELL; FIRST CURES IN HISTORY

Three Victims of Dread Scourge Cured in Louisiana State Home.

Journal Special Service.

New Orleans, La., May 22.—In a lengthy report submitted to Governor Blanchard, the board of control of the Louisiana Leper home, announcement is made for the first time that a definite cure has been obtained in three cases of leprosy. These patients have been discharged.

POLAR HONEYMOON FOR FLEISCHMANN'S

Vessel Chartered to Take Millionaire and Bride Far to the North.

Cincinnati, May 22.—Max Fleischmann, a young millionaire, and his bride, who was Miss Sara Sherlock, have started on the first stage of their voyage to the Arctic regions. They will go to London to meet friends who are to accompany them. A vessel has been chartered for the trip, which will set out from some Norway coast town. It is the intention of the party to penetrate into the polar regions as far as possible. It will return in October.

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SAYS HE DID NOT HARM RATE BILL

Dakotan Defends His Amendment Against Insinuation That Measure Is Killed.

Spooner Thinks Clause Is Meretricious—Hints at Scheme of Roads.

By W. W. Jermans.

Washington, May 22.—Senator McCumber of North Dakota got up in the senate today on a question of personal privilege, holding a copy of today's New York Tribune in his hand. On the first page of that paper is a special dispatch from Washington headed "Joker in Rate Bill—McCumber's Amendment Seems to Enable Carriers to Disregard Commission's Orders."

Senator McCumber denied the story and said the amendment referred to by the Tribune, and then proceeded to an elaborate explanation of the amendment in order to justify his assertion.

The Tribune article says in part: "Leading lawyers in congress are of the opinion that a tiny amendment put in the railroad-rate bill by Senator McCumber of North Dakota, constitutes a 'little joker' which vitiates the effectiveness of the measure."

Deceiving, Spooner Says. Senator McCumber admits that his amendments will purpose to order of the interstate commerce commission going into effect until a court has determined whether or not such an order is "just and reasonable," and a final decree has been obtained by the court, whenever a carrier chooses to disregard such an order.

Senator Spooner, to whose attention the McCumber amendment was called for by the Tribune correspondent this afternoon, expressed the belief that it was meretricious and should have been rejected.

"Mr. McCumber," said the senator, "explains that his purpose in offering the amendment was to insure the court review in the case of carriers refusing to comply with an order of the commission, being as broad as that provided for in the Allison amendment, where a carrier may appeal to the courts against an order of the commission."

No Need of Appeal. "Under the McCumber amendment the carrier who objected to complying with the order of the commission would have no occasion to appeal to the courts for relief. He would need merely to refuse to carry out the order and no one could compel him to do so until the commission, on which would be the burden of proof, had demonstrated to the satisfaction of the courts that its order was not only regular but 'just and reasonable.'"

The amendment which, in the opinion of the leading lawyers in both houses continues to great a menace to the efficacy of the bill, merely provides for striking down or dividing, and inserting the word 'lawfully' in section 5 of the act.

Roads Wanted It. "The motion was made last Saturday, without explanation, and was agreed to without objection, no one appreciating, evidently, far-reaching effect of this slight change."

"It is in my opinion a question that this question was freely discussed in senate committee on interstate commerce, and that several representatives of railroads urged the amendment proposed by Mr. McCumber, but that the committee rejected the proposition. It would seem, therefore that effect of amendment must have been fully understood by some at least of those who permitted its adoption without objection or division."

"It is generally assumed that amendment will be promptly rejected by house conferees, and that senate will be only too glad to yield that point."

SCORES IMPERILED BY STEAM PIPE EXPLOSION

New York, May 22.—A score of men employed in the engine and dynamo rooms of a New York Glucose company's plant in Rhinecliff, N. Y., were more or less injured today by the explosion of a big steam pipe. The roof of the building was blown off and the wreckage sawed off the works regularly.

Some of the thirty men who were at work in the building had narrow escapes, but were taken out of the ruins by their fellow laborers from adjoining buildings belonging to the same company.

In the confusion which followed the explosion, many reports of serious loss of life were spread among the relatives of the employees, thus exaggerating the extent of the disaster. The company's force of firemen fought the flames, which were spread among the buildings, and succeeded in destroying several other buildings.

HOUSES ROCKED BY QUAKE IN ILLINOIS

St. Louis, May 22.—Southern Illinois felt an earthquake yesterday afternoon. The shock was from west to east, lasting two seconds. In some places the people ran from their homes into the street, that at Flora water mains burst and a portion of the town was flooded. Chimneys fell at Clay City, but otherwise there was no damage.

The greatest alarm was at Louisville, where houses rocked and glassware and bric-a-brac fell. Clay City, Flora and Louisville are in Clay county, the heart of the soft coal district.

MR. DAVIS MAY RECOVER. New York, May 22.—Mrs. Jefferson Davis was reported so much better today that her recovery was considered almost certain.

Continued on 2d Page, 6th Column.