

The Washington Times.

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Objections to Tariff Reform.

Recent utterances by public men high in the councils of the Republican party manifest all too plainly the difficulties which are to be thrown in the way of anything like tariff reform, either through reciprocity or a general reduction of protective duties.

It is being argued that it is unsafe to reduce the revenue materially because the present prosperity may not last, and also that we have so many works of public improvement on hand that we shall need all the money that the existing tariff will bring in.

It seems strange that it should be necessary to employ argument and illustration to make clear a point that ought to be self-evident to a person of ordinary wit. But it is, and we find people who are being robbed in this way every day of their lives, engulfing their brains for arguments against the proposition of withdrawing from the trusts any of the artificial advantages which they now enjoy.

It is a somewhat significant circumstance that the best sugar industry is languishing everywhere, save possibly in the United States, where it is contained in degrees by the Government, Austria-Hungary, and Russia cause the same story of depression in this business. The trouble seems to be overproduction.

The Times has no desire unjustly to prejudice the course of the dominant party. What is here said is based entirely upon the published expressions of prominent Republicans. Such men usually outline with some correctness the probable action of their party, and it is to be feared that they are doing so in this case. But we shall hope that this time they will consider the sentiment of their own party as well as the general temper of the country, and that something like a reform of our commercial policy will be wrought in advance of the political revolution which is very likely to come if quick response is not made to the demand that is beginning to be heard in all parts of the country and among people of all shades of political belief.

The Trust Remedy. On assuming his chair in the law school at Yale, lately, Prof. Henry Wade Rogers delivered an address on the general subject of the trusts. He took the position that it was the duty of the Government to curb them, but like most others who have essayed a discussion of the matter, he seems to have failed to present any clear and definite remedy.

No intelligent person will deny that regulation of trusts by law involves many difficulties, some of which appear to be almost, if not quite, insurmountable. One of the most perplexing points is to determine where to draw the line between a combination of capital that is legitimate, proper, and necessary, and one which is purely monopolistic and oppressive.

Gold Exports and Trade Balances. Within the last two weeks the shipments of gold from New York to Europe have amounted to something more than seven million dollars, while during the week past the Bank of England showed a loss of two and a half million. From this it appears that both New York and London have been forced to aid in the relief of the Continental monetary situation.

any great industry at a single point. But to make such legislation effective, it would have to extend beyond the corporations themselves, and reach the individual stockholders. Otherwise two or more separate corporations might be organized for the same individualistic, and they could pool their interests just as effectively as if there were but one corporation.

Referring to this matter of the remedy, the "Chicago Chronicle" sensibly observes that the remedy may be found in a cessation of encouragement, rather than attempts at prohibition. In this connection it is worthy of note that the trusts have reached their highest development in the United States—the very country in which natural conditions would seem to be the least favorable for their growth. Obviously, under normal conditions it must be more difficult for combinations of capitalists to monopolize whole industries in this vast extended country than in a comparatively small one like England or Germany.

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there, and financiers are looking forward with a degree of indifference to further shipments. It has, though, once more directed attention to the central issue, which is, of course, the gold standard. The trade balance in our favor, we are also shipping gold. During the last three years these balances have amounted to considerably more than a billion and a half dollars, and still there has been no movement of gold in our direction.

We hear and read much of the extinguishment of our foreign debt, and that we have no need of a creditor nation. Doubtless it is true that many of our securities hold abroad have been returned to us, but it will take a good deal more than a return of all such securities to make us, in any proper sense, a creditor nation. A very large proportion of the foreign demands against us are of such character that they do not admit of extinction in that way. They consist of investments in American lands, in railroads, in mines, in the profits of which are promptly reinvested, thus steadily increasing the amount of the demands against us on this account. Other items, such as the expenditures of our tourists in other lands and payments on account of freights, are constantly going on, and are at all times to be offset against the trade balances.

In the fullness of time it would seem as if such a trade position of a creditor nation, but that will only be when American investments in other countries exceed the foreign investments here. That such a point has not been reached is conclusively proved by the very fact of our huge trade balances continuing. If, for example, our investments in Europe were equal to foreign investments here, the latter would be in balance, and, therefore, our excess of exports would have to be paid for with money; either that or we would be obliged to leave these great sums lying idle in Europe waiting for investment opportunities. The idea that any such condition exists is absurd in view of the fact that only a couple of months ago New York was appealing to the Federal Treasury for financial aid.

It is no way in which we can continue indefinitely to sell hundreds of millions of worth of goods annually more than we buy, unless those goods go very largely in satisfaction of foreign demands against us. As soon as Europe has to pay cash for them, she will stop buying, for the simple reason that she will be obliged to do so.

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FOREIGN TOPICS.

The Japanese Commercial Commission, which has been announced to be leaving at Odessa on the 10th inst., is actually an official commission, appointed by the Japanese Minister of Commerce and Industry, although the scheme is projected by a collection of commercial firms in Japan. The commissioners will carefully collect material concerning Russian exports, and ascertain what opening there is in Russia for Japanese commodities. The statistics relating to Russia's export of sugar and petroleum have received especially careful examination by the Japanese. A heterogeneous collection of samples of Japanese products has been brought from Japan to Russia with the object of acquainting Russian importers with Japanese exports, and it is hoped shortly to open tea warehouses in several of the largest ports in Russia for the sale of the tea scale, of tea grown in Japan. Incidentally, the question of establishing direct communication between Odessa and Japanese ports will, it is said, be attended to at the meeting. It will be attended to at the meeting. It will be attended to at the meeting.

During the last three years the Japanese mercantile marine has increased from 67 steamers with 227,711 tons to 107 steamers with 357,396 tonnage. The increase in sailing vessels for the same period has been extraordinary—from 177 vessels with 25,911 tonnage to 316 with 33,757 tonnage. The whole record is remarkable. The development of the Japanese mercantile marine is a fact of great importance, and it is not surprising that the present liberal system of international trade is being questioned. The increase is due to artificial fostering. A notable fact is that whereas the Japanese mercantile marine has increased only one steamer of 5,000 tons or over this year, it has now twenty-one vessels of that class.

Some idea of the inconceivable that is being experienced in nearly all commercial centres of European Russia owing to the difficulties of navigation on the Volga has already been given in the cable despatches. But according to reports from Odessa actual calamity is threatened. For example, 15,000,000 pounds of oil alone are lying in barges in the lower reaches of the river between Astrakhan and Saratoff, and the hope of getting the barges up the river before its surface is frozen over, as the water is constantly sinking. Scores of towns along the Volga, from Saratoff northward as far as Rybinsk, are absolutely dependent on the navigation of the river. The oil is said to be in a state of serious difficulty, which may be followed by actual calamity, owing to their supplies of kerosene and "naphtha" having given out. An important incident in the history of the river is the fact that the higher reaches of the river, are lying at Astrakhan, and preparations are already being made to store it there until the spring.

What is considered to be the worst feature of the blocking of the Volga is the fact that the Russian Ministry of Ways of Communication has refused to consider the claims of the Government. A case against these officials, including Engineers Alexander and Shtrom, has been formulated by the Government, and the defendants placed on trial on charges of misappropriation of Government funds. Alexander has been sentenced to imprisonment for twelve months, while his colleague has received a year. The specific charge was connected with the execution of certain dredging and maintenance work on the river. The Government has refused to consider the claims of the Government. A case against these officials, including Engineers Alexander and Shtrom, has been formulated by the Government, and the defendants placed on trial on charges of misappropriation of Government funds.

The Kaiser's interest in art, and especially in painting, has been mentioned recently to a couple of extraordinary incidents which have created much commotion in Berlin. The other day a picture was presented to the royal hall at the Kaiser's residence, which shows the Kaiser riding into Danzig, and at the head of the Second Hussars. On that occasion Wilhelm was mounted on his famous white charger, but by the Kaiser's command the painter has represented him riding his horse, and a magnificent animal given him by Lord Lansdowne.

But this improvement on history is quite unimportant beside the allegation that the Kaiser has been seen in a famous historical painting which hangs in the Danzig town hall. This depicts the meeting of the Kaiser under the old Emperor William and the old Emperor William. The Kaiser is shown in a very graphic picture of portraiture, and the painting is a masterpiece. The Kaiser's interest in art, and especially in painting, has been mentioned recently to a couple of extraordinary incidents which have created much commotion in Berlin.

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TO CARRY FOREIGN MAILS.

French and English Will Use the Pacific Route. NEW YORK, Nov. 11.—The West Coast route for the New York Central Railway offices from Springfield, Mass., to San Francisco, who own and operate the Oceanic Steamship Company, that the Government had offered it the contract to carry the Australian mail from now on. Later in the day a despatch was received from the same company stating that it had also got from the French Government the contract for the transfer of the territorial rights which in the chief ports of the French possessions among the Pacific Islands.

Both of these new contracts are the result of the recent-breaking trip made by the two trusts over the American route. Up to last August the mail had been carried by way of the Suez Canal to Brindisi and from there to London by rail, the trip taking three-and-a-half days. When the Oceanic Steamship Company was offered the contract three new steel steamships it was decided to try the route from Australia by way of the line to San Francisco, thence by rail to New York, and to London on the Continent. On the first trip the custom officials at San Francisco delayed the mail for fourteen hours, and it was hurried across the continent, and left New York on a liner that reached London four days ahead of the best time ever made by the Suez route.

George H. Daniels, general manager of the New York Central Railroad, was stated over the despatches from San Francisco, and is of the opinion that this mail trial will be the cause of much business. "Now that we have secured the work of carrying the mail you will soon see that we will be carrying the people also. They say the mail will be carried by the mail. These new ships are fine and speedy." Daniels said that he had issued booklets telling about the first race with the present officials at San Francisco, and that, together with newspaper clippings, to be scattered broadcast in Australia.

OPPOSED BY THE HARRIMANS.

No Announcement of the Northern Pacific Settlement Desired. NEW YORK, Nov. 11.—Representatives of the Union Pacific and the Northern Pacific are busy discussing for the last few days the advisability of making a formal announcement of the settlement of the general question involved in the Northern Pacific-Burlington conference. The Harriman people are not so ready to make any official announcement at present. They take the ground that the public is already informed that a basis of agreement has been reached, and that any further details would be incomplete, and possibly misleading. James J. Hill is believed to be in favor of making a formal announcement.

A report prevailed in Wall Street today that the Harriman people are not so ready to make any official announcement at present. They take the ground that the public is already informed that a basis of agreement has been reached, and that any further details would be incomplete, and possibly misleading. James J. Hill is believed to be in favor of making a formal announcement.

CIVIL SERVICE IN PORTO RICO.

The Commission Reporting to Hold Interviews Shortly. Within the next few weeks the full Civil Service Commission machinery will be in operation in Porto Rico, and all applicants for appointment to Federal positions in the Territory will be required to pass an examination. The positions in the Postoffice, Customs, and Marine Hospital Service were placed in the classified service some time ago, still the appointments in those several branches of the Federal service in Porto Rico are held by political parties as holders of Northern Pacific stock.

It may be stated as a fact that the competition for the positions in the Porto Rico Civil Service will be given an opportunity to take the examination for positions in the Porto Rico Civil Service, Marine Hospital, and the Postoffice.

PERSONAL.

John Armstrong Chanler has about decided to resign his office of the Porto Rico Civil Service Commission. He is a position of a confidential character, the appointed duties consisting of holding the books. The next position which is available is a vacancy that the President took from the Porto Rico Civil Service. This is a very important office, and was placed in the classified service by Mr. Roosevelt. The last amendment, or special rule, promulgated by the President was on the 10th inst., and is as follows: "An appointment to the vacancy now existing in the position of laborer, with the rank of chief clerk in the Porto Rico Civil Service, shall be made without examination under the civil service law."

Camille Flammarion, the astronomer, at a recent meeting of the French Astronomical Society, spoke on the extreme loquacity attained by members of the society. He mentioned the case of President Michou, who was nineteen years old at the time of the Battle of Waterloo.

DELAY IN NEGOTIATIONS.

Change of Ministry Blocks Sale of Danish West Indies. The conditions for the purchase by the United States of the Danish West Indies are likely to be the subject of considerable additional diplomatic correspondence before the terms can be concluded for the transfer of the sovereignty authority over those islands.

The incoming of a new Ministry at Copenhagen has caused great difficulties to arise and new obstacles to be raised by a portion of the Danish populace opposed to the sale of the territory. Special privileges and immunities may be secured for the residents of the islands immediately upon the signing of the treaty. These various suggestions from the other Government are being considered by the State Department, and rather than agree to any of them, the officials having the matter in charge would deem it advisable to drop the negotiations entirely.

The position taken by the State Department is a direct purchase without any agreement. The most satisfactory sort of an agreement would be a mere statement of the amount to be paid and the date when the money. But while the officials of this country have been holding out for this sort of sale or purchase, the Danish officials altogether, the change of Ministry in Denmark, and the fact that the Danish Government also wishes to secure favorable concessions in trade relations with this country, and deems the present Ministry unwilling to do so, are forcing these demands to a conclusion.

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AMENDS CIVIL SERVICE RULES.

The President Excepts Three Positions From Classification. Since President Roosevelt's advent into the White House he has found time to modify on several occasions the rules of the Civil Service Commission. The most notable, however, the modifications made were in keeping with the teachings of the liberal civil service reformers. The ultra civil service reformers, however, will probably criticize the President when they learn that the vacancy in the office of steward at the White House was created by the President.

The three amendments to the civil service rules, as made by the President, are: 1. The position of steward at the White House, which are, in a measure, personal. In other words, the appointing officers are privileged to select some one known personally to them as possessing peculiar qualifications for the position. 2. The position of steward at the White House, which are, in a measure, personal. In other words, the appointing officers are privileged to select some one known personally to them as possessing peculiar qualifications for the position.

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Southern Tributes to Mr. Gorham.

The enthusiasm with which some of his countrymen in the South are greeting the news of the return of the Senator ought not to pass unnoticed. Here are a few specimen paragraphs from the "Natchez Banner": "Mr. Gorham is not the least admirable type of statesman that the South has ever known. He is an improvement on Senator Wellington. His political conscience is of the elastic variety. No positive dishonesty has been laid to his charge. Though he is not a man in whom absolute faith can be placed, he can be relied upon as a fair and honest politician, loyal to the country's interests."

NEUTRAL ON WATERWAYS.

Isthmian Canal Commission's Report to Be Signed Today. The final report of the Isthmian Canal Commission will be signed today at a meeting of the Commission this morning and forwarded to the President.

There is much general interest as to whether the investigations of the past year regarding the trans-Isthmian routes will cause any change in the previous neutral attitude of the members of the Commission. There is also a considerable amount of speculation as to what degree of prominence will be given in the document to the Panama route. It is generally understood that the Commission will adhere to its previous decision not to recommend in formal terms either of the two routes discussed, but leave the matter to the decision of Congress. This was the position taken by the Commission before the Senate Committee on Inter-oceanic Canals last winter.

M. Hittin, of Paris, President of the Panama Canal Company, is in the city to discuss, if requested, at any session of the Commission, the details of the proposed holdings of his company to the United States. Mr. Hittin expects to leave shortly for Paris to attend the annual meeting of the stockholders of the Panama Canal Company, which must take place before the end of the current year, but as he is as that duty is discharged he will return to Washington to watch developments in Congress connected with canal legislation. Senator Culberson was quoted yesterday as saying: "In my opinion the Panama Canal scheme will not cut any figure in the construction of the Isthmian Canal. The proposition to construct an Isthmian Canal, in my opinion, I can see no objection that can be raised to it, and I look for its ratification without further delay. The Panama Canal Company, in my opinion, is a very good company, and I think it would be well to have it under the management of the United States. Mr. Hittin expects to leave shortly for Paris to attend the annual meeting of the stockholders of the Panama Canal Company, which must take place before the end of the current year, but as he is as that duty is discharged he will return to Washington to watch developments in Congress connected with canal legislation. Senator Culberson was quoted yesterday as saying: "In my opinion the Panama Canal scheme will not cut any figure in the construction of the Isthmian Canal. The proposition to construct an Isthmian Canal, in my opinion, I can see no objection that can be raised to it, and I look for its ratification without further delay. The Panama Canal Company, in my opinion, is a very good company, and I think it would be well to have it under the management of the United States."

THE MONTHLY CROP REPORT.

Estimate of the Yield Per Acre of Corn Very Low. The November crop report of the Statistics of the Department of Agriculture, giving preliminary estimates for all crops per acre of corn and other crops, and the average of quality, is as follows: The preliminary estimate of the average yield per acre of corn in 1901 is 22.5 bushels, against an average yield of 23.5 bushels in 1900, and 24.5 bushels in 1902. The yield per acre of corn in 1901 is 22.5 bushels, against an average yield of 23.5 bushels in 1900, and 24.5 bushels in 1902.

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