

OPEN DOOR IN ORIENT

POWERS, IT IS SAID, DO NOT UNDERSTAND AMERICA'S POSITION WEST INDIES ANOTHER STORY

In Closing Ports of Porto Rico for Trade With This Country Upon All but United States Vessels, the Country is Carrying Out Its Standing Policy—Official Explains.

WASHINGTON, Nov. 27.—Administration officers do not expect that the so-called "open door" policy will be an important position in the discussions of the coming session of congress, but believe that on this matter they will wait on final disposition of the Philippines.

An official today said: "The phrase 'open door' is of later application to the possessions of European powers on the east coast of Asia. Originating in the treaty of 'open ports' of China and Japan, the words have been extended to cover ports which China has leased or surrendered to foreign powers. The phrase means that in such ports the alien government has in fact imposed no discrimination in tariff or navigation charges against imports of other countries, but has treated them on the same plane as its own imports and its own vessels. In other words foreign powers holding Chinese ports by treaty or seizure have merely announced that they will keep open to the same extent as China has opened certain free ports to the commerce of nations without discrimination of favor.

"The 'open door' policy has been politically obligatory, as the reverse policy would be in direct hostility to the purpose of civilized nations, steadily pursued for years and carried on by China, of opening the Asiatic trade to commerce.

"The phrase 'open door' has no pertinence to the Western hemisphere and no relevancy to the West Indies. The matter has been completely misunderstood by foreign newspapers giving the phrase an application to this continent. The United States restricts trade between American ports and American vessels precisely as the Dominion of Canada restricts trade to British vessels and the United States to British vessels. Under the British law any nation which elects to allow British vessels to engage in its coast trade can obtain the privilege of entering the United States ports. The United States has never availed itself of the opportunity, holding that the privilege to be granted is very much more valuable than the privilege to be obtained.

"The restriction of trade between the United States and Porto Rico to American vessels is based on the fact that the United States has overlooked towards all nations, a fact overlooked by the European press. There seems to be a disposition here to charge the United States with the mere fact that by the possession of the Philippines the United States must determine whether it will follow the 'open door' policy with other nations with possessions by seizure or concession on the east coast of Asia. Commercially, the restriction of the trade between the United States and Porto Rico is of relatively little moment, as the direct commerce is very small and alternated by American and British vessels. The value of the trade is a factor in the development of American commerce in the West Indies.

SIX FATALLY SCALDED BY STEAMER EXPLOSION PART OF BOILER OF CALIFORNIA RIVER VESSEL BLOWN OUT

Five Already Dead and One of the Injured Will Not Recover—Passengers Were Asleep When the Accident Occurred.

STOCKTON, Cal., Nov. 27.—The most disastrous river accident in the history of Stockton occurred today near Fourteen Mile slough, when a part of one of the boilers of the river steamer T. C. Walker, which left San Francisco about 6 o'clock last night, was blown out, killing five and dangerously wounding eleven persons, while property to the value of \$20,000 was lost or less badly hurt. The T. C. Walker was owned by the California Navigation and Improvement company and ran between San Francisco and Stockton. The dead: JOHN TULAN, captain of the T. C. Walker; W. A. BLUNT, the agent in charge of shipping of sugar from the Moss tract to the Crockett factory; WATSON HENRY, of Stockton, engineer of the T. C. Walker; MISS WATSON HENRY, wife of the chief engineer; JERRY DALY, fireman; Wounded: Ferdinand Law, passenger, badly scalded about face and hands and injured about the breast; George P. Smith, a native of Massachusetts, scalded about the face and body; James Corcoran, deck hand, will die; Jack Holberg, known as Jack Sperry, watchman, injured in head and scalded over entire part of the body; Coratti Dominick, deck hand, scalded about face and back and injured; John Burns, deck hand, burned about head; G. Poppiano, of San Francisco, passenger, injured in the face and breast; Edward Paul Jones, steward, scalded about face and hands; Martin McCallister, of San Francisco, deck hand, burned about the head and body; Louis Briziano, of San Francisco, wine merchant, badly injured; John Figott, of Stockton, deck hand, head cut and back hurt.

At 9:30 p. m. a report from the hospital says that Jack Holberg is reported in a precarious condition. With the exception of these two men no further fatalities are anticipated. The majority of the passengers were in bed when the explosion occurred and were awakened by the report. People rushed from their rooms in their night clothes and found the whole forward portion of the steamer's upper works blown away. The electric lights had been put out and the escaping steam enveloped the front portion of the bow till it was impossible to see how much of the boat had been carried away. The screams of the men who were locked in their rooms near the pilot house were heartrending. Capt. John Tulan had been blown from his bed against the floor of the state room and so seriously injured that he could not move. The door could not be forced open, as he was jammed up against it. One of the employes of the boat secured an ax and cut the upper part of the room away and finally removed him, but not until he was virtually roasted alive. Watson Henry, the chief engineer, and his wife were in their room near the pilot house when the explosion occurred. Mrs. Henry was blown through the roof. She was horribly crushed by the fury of the explosion and also badly scalded with escaping steam, and died this afternoon. Mr. Henry was terribly scalded and died shortly after being brought to the city. Mr. Blunt was instantly killed. He was standing on the lower deck, as he intended making a land-

ing a short distance above the place where the explosion occurred. Jerry Daly, the fireman, was in the fire hold of the boat when the explosion occurred. The escaping steam completely enveloped him, scarcely a portion of his body escaping the scorching vapor. He died at the receiving hospital this afternoon. Underneath the lower deck where the deck hands slept eight of the men were almost roasted alive. Dominick, who was on the lower deck, was blown into the water and had to swim ashore, after his back was horribly scalded.

One of the remarkable escapes is that of Capt. Henry Figott, who was on the deck of the Walker when the explosion occurred. The pilot house was torn away, but he was not dangerously injured, though somewhat scalded about the lower limbs.

DEATH RODE GALE

Continued From First Page. as to the safety of what little shipping may have been off Cape Cod during the past two or three days. It may be several days before a complete list of the disasters can be made known.

All points south of this city and east of Providence were struck early last evening, New Bedford being lost to the outside world as early as 8 o'clock, and Newport and New London disappearing into the unknown a short time afterward. Trains south of Providence were subject to delay. North shore lines arrived at Providence with but little delay, but beyond that point they were met with much delay, and it was morning before they reached New London. Here they were stalled nearly all day by a wreck between that point and New Haven. The trains from New York met a similar experience west of New York and after some hours of telegraphing they managed to reach New London and started late in the afternoon for Providence. At noon today the regular New York express left Springfield for this city, following shortly after by the morning train. The express was delayed by a short delay through a wreck at West Brookfield came through all right.

EUROPE ALSO SUFFERS.

Southern France and Northern Italy Swept by Intense Storms. PARIS, Nov. 27.—During the past forty-eight hours storms increasing in intensity have raged throughout Southern France and Northern Italy. Much damage has been done at Marseille, Cannes, St. Roman and Genoa. Along the Riviera sea walls and sea fronts have suffered especially. At Genoa the German cruiser Hertha, one of the vessels which were on the coast, broke her moorings and collided with the Italian mail steamer Sicilia, which was bound for Genoa. Several other small casualties are reported.

SUBURBAN LINES STOPPED.

The Blizzard Responsible for Great Havoc in Pennsylvania. PHILADELPHIA, Pa., Nov. 27.—The blizzard which came out of the West reached this city at 11 o'clock yesterday morning and raged furiously until 1 o'clock this morning. As unexpected as it was violent, it wrought havoc in the city here, but throughout the entire state. In fourteen hours the snow fall reached a depth of over nine inches and the wind tonight is blowing on its downward way. In this city traffic of every kind, as well as wire communication, was crippled. The suburban lines were brought to a complete standstill with the roads piled high with drifted snow. Dispatches from interior towns tell of like conditions. In the mountain regions of Scranton and Wilkes-Barre, where the telephone lines were to telegraph wires, but the delay to steam traffic was inconsiderable.

The gale was especially severe around Philadelphia. The schooner William M. Wilson, from Philadelphia for Norfolk, with a cargo of coal, sprung a leak four miles south of the city last night. Her signals were promptly answered and the guards took off her crew of six men. The schooner is anchored a mile and a half from shore and is likely to sink during the night. A number of vessels off the cape were unable to get into the harbor, and it is feared that there have been heavy losses. The tugboat John Sampson, which left Philadelphia yesterday for her official trial trip, is safely anchored behind the new breakwater.

All Trains Late. BALTIMORE, Nov. 27.—On account of the blizzard in New York all trains from points north of Philadelphia were from one to five hours late today. The Pennsylvania coasting steamer line of New York papers did not arrive until nearly noon, and the steamer line of New York papers did not arrive until nearly noon. During last night and today high winds prevailed on the Chesapeake bay, but so far as known there were no casualties.

Snow in Drifts. HARTFORD, Conn., Nov. 27.—The storm in this city has been the heaviest known since the blizzard of 1888. The snow is about two feet on a level, and is drifted badly. John Aheran, an Irishman, was killed on the Glastonbury trolley line today.

Coast Cut Off. ATLANTIC CITY, N. J., Nov. 27.—The severest wind and snow storm in ten years has been raging along this coast for the past two days. The communication between this city and the New York coast has been broken off, making it impossible to extend a message to ascertain whether there are any disasters.

BEACH SWEEPED BARE.

NANTUCKET, Nov. 27.—With the exception of the Nantucket chutes and the Marine hotel, there is not a structure left standing on the beach, between Atlantic and the Ocean View houses. Hotels, bath houses, dance houses and other structures were blown away. Property, exclusive of the Hotel Nantucket, was probably worth \$1,000,000.

CALLED ON BLANCO.

Visit of State Paid to the Retiring Captain General. HAVANA, Nov. 27.—There is a report in circulation this evening that word was received from Gen. Maximio Gomez on Friday night, but it is not credited in Cuban circles, but it is not credited in Cuban circles.

AMAZING GROWTH OF THE POSTAL TRAFFIC OF THE UNITED STATES

REPORT OF THE DEPARTMENT OF THE POST OFFICE. Matters of Interest Discussed by Charles Emory Smith and Some Totals Given That Run into Surprisingly Large Figures—Needed Legislation Suggested—Postal Facilities Followed the Flag.

WASHINGTON, Nov. 27.—The annual report of Postmaster General Charles Emory Smith was made public today. He says, by way of introduction: "The rapid and amazing growth of the postal business in all branches is its most striking feature. In 1880 the gross revenue of the department was \$33,315,473, and the gross expenditure was \$38,542,804. The number of postoffices was 43,000, and the total number of postage stamps, stamped envelopes and wrappers and postal cards issued was 1,377,397,047. In the fiscal year 1893 the gross revenue was \$59,012,618 and the gross expenditure was \$58,032,523; the number of postoffices was 73,000, and the total issue of postage stamps, stamped envelopes and wrappers and postal cards was 4,614,526,000. Within this period our population has increased about 50 per cent, while the postal business has multiplied nearly threefold. The reason of improved facilities, more enlightened methods and advancing activity is plain."

The postal revenues for the year were \$58,815,985, and the receipts from money order business \$1,196,533. The total expenditures, \$58,032,523, were \$8,020,905 more than the receipts. The estimated revenue for 1900 is \$100,958,111, and the estimated expenses, \$105,224,000, showing a probable deficit of \$4,265,889. On this point the secretary says: "But for the gross abuse of the privilege given by law to second-class matter, the deficit would long ago have disappeared. The postal business has multiplied nearly threefold. The reason of improved facilities, more enlightened methods and advancing activity is plain."

The dispatch from Judge Day was first absolutely definite statement as to the conclusion of the following of the commission that has been received, and quite naturally it afforded the president and his advisers considerable satisfaction. The president will discuss, in his message to congress, which will be delivered one week from tomorrow, the successful progress of the administration in the negotiation of a peace treaty, although there is a possibility that the treaty itself may not have been signed at that time.

Live Stock Markets. SOUTH ST. PAUL, Nov. 26.—The receipts at the Union stockyards today were: Cattle, 1,200; hogs, 1,200; sheep, 1,200; and goats, 1,200. The market was steady in all grades and grades and good stuff in splendid demand. The market was steady in all grades and grades and good stuff in splendid demand.

The bond market has been active and broad and prices are higher, with few exceptions, any higher, than has been seen for some time. The market was steady in all grades and grades and good stuff in splendid demand.

STOCKS. The following are the quotations of the leading railway and industrial shares published by C. H. F. Smith & Co., members of the New York stock exchange and Chicago board of trade:

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and security to letters sent in the registered mails both foreign and domestic, a special denotation of 10 cents be adopted, and that all persons who desire to register letters be required to purchase these envelopes at the face value of the stamps thereon, and that the postage stamps be taken up and cancelled by a currency effecting some legislation, which, if it would be a simple matter, with stamps as a medium of exchange, may be less certain than in this manner.

DAY PROMISES PEACE.

Definite Assurances Received by the President From Paris. WASHINGTON, Nov. 27.—Throughout the peace negotiations the president has been confident that the peace treaty will be drafted and signed. From time to time assurances of substantial progress have been received from Paris, and the president has received from the American commission, today advice were received by the president from Mr. Day, president of the American commission, reiterating the confidence of the commission in the success of the negotiations. The president will discuss, in his message to congress, which will be delivered one week from tomorrow, the successful progress of the administration in the negotiation of a peace treaty, although there is a possibility that the treaty itself may not have been signed at that time.

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Fifty cents per head for cattle of all ages, up to \$10 per carload; veal calves in less than 100 lbs. not less than 250 per head; cars of calves containing less than five calves and less than 500 lbs. weight. Double-doubt commission on the calves delivered. Double-doubt commission on the calves delivered. Double-doubt commission on the calves delivered.

Financial

"On or Before" MONEY "On or Before" To loan on improved property in Minneapolis and St. Paul. 5 OR 6% In sums to suit. 4 per cent allowed on six months' deposit. R. M. NEWPORT & SON, Pioneer Press Bldg., Minneapolis.

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The Stock Markets. Dealer, New York, Nov. 27. Call money, New York, 6 1/2-8 1/2. Gov. 100-105. U.S. 100-105. U.S. 100-105.

NEW YORK, Nov. 27.—Today's short session of the stock market was enough for several uncertainties to develop and to resolve themselves again so that the session, as a whole, continued of the same general character as those of the whole week. The strength of Americans generally, and the fact that the market was sufficiently pronounced to affect the opening prices here, were the main features of the day's trading. Even here gains were shown. It was clear enough, however, that there was continued demand for the market, and that the market was not so much encouraged to bear operations in such a market, and that the market was not so much encouraged to bear operations in such a market.

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Travelers' Guide. Trains leave and arrive at St. Paul as follows: UNION DEPOT, SIBLEY STREET. TICKET OFFICE, 100 East Third Street. Phone 1142.

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TICKET OFFICE 8th & Robert Sts. Union Depot, Sibley Street. Phone 1142.

"North-Western Line"—C. S. P. & M. O. Office, 885 Robert St., Phone 480.

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M. ST. P. & S. S. M. RY. Trains leave and arrive at St. Paul as follows: UNION DEPOT, SIBLEY STREET. TICKET OFFICE, 100 East Third Street. Phone 1142.

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