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FRIDAY, MAY 24, 1901.

MORE GIGANTIC COMBINATIONS.

The day of independent action among transportation lines has passed. It matters not whether the Morgan-Hill combination of the Harriman-Rockefeller interests are found to be in control of the Northern Pacific and the Burlington at the next annual meeting of the Northern Pacific. The community of interests programme will be carried out, not only among these three great systems, but among all others. The alleged object of J. P. Morgan and James J. Hill to secure a combination of railroads and steamship lines which would enable them to control the freight of the Northwest and direct its course to the uttermost parts of the earth is being emulated by other and equally as strong combinations.

The men who preside over the great lines of transportation, both on the land and on the sea, are just awakening to the wonderful possibilities of the Oriental trade. While Mr. Hill with his new fleet almost ready for the Pacific trade originating in the Sound district, and Mr. Morgan providing for the export of the products of the United States Steel corporation by a purchase of the Leyland steamship line are attracting the attention of the world, there are other schemes in progress no less important. The great Hamburg-American steamship line, with its 130 ships, is negotiating for the purchase of the A., T. & S. F. railroad. The plan is to purchase the Atlas line and add new steamers to ply between San Francisco and Honolulu, Yokohoma, Hongkong and Shanghai. It does not appear as yet what railroad line or lines will co-operate with the Hamburg-American combination from Chicago, the Eastern terminus of the A., T. & S. F., to the Atlantic. It will be necessary to have in this new "community" a trunk line with terminals either at Boston, New York or Baltimore. One of the directors is quoted to have said that the enterprise would girdle the globe.

But this is not the only roc's egg that is hatching. It is stated, on what seems to be good authority, that a syndicate with abundant backing proposes to establish another and somewhat unusual route to the Orient. In this deal are the St. Louis & San Francisco and the Mexican Central as main lines. The "'Frisco" will be extended to the Rio Grande at El Paso, where it will connect with the Mexican Central. The Eastern connections will be made by the way of St. Louis, Memphis, Birmingham & Savannah. The combination is purely a Southern one. The great advantage claimed is the shortening of the distance to Oriental points by 1,200 miles, over the route via San Francisco. The Pacific terminus will be at Manzanillo on the southwest coast of Mexico.

There are a number of features in this tale which give it the appearance of plausibility. The completion of the Mexican Central to the coast and the securing of a direct connection with the heart of the United States as well as with a Pacific steamship line reaching the Orient would be of incalculable benefit to Mexico as a nation. The reduction of the distance by land from St. Louis to Hongkong by 1,000 miles will give that route an advantage over either that via the sound or San Francisco. And when we add to this, the fact that the roads mentioned, as well as the A., T. & S. F., are as yet independent lines, lines not controlled by the great financiers now occupying the stage and interested with Southern, Union and Northern Pacific deals, the proposition seems not only feasible but in the nature of things probable. With this Southern route established and with the Hamburg-American company in control of a trans-continental system, the nightmare of "community of interests" which is oppressing the public will vanish into thin air.

GOOD WEATHER, GOOD CROPS.

The weather conditions prevailing since the opening of the spring have been especially favorable to the crop situation, especially in this state and generally throughout the Northwest. The warmth which distinguished the opening days of the season has been followed by sufficient moisture to make its effect all the more enduring and to give an impetus to vegetation, the benefits of which will make themselves apparent in a very decisive way within the next week or so.

Neither heat nor moisture have been in excess or too long continued up to the time of writing. The mild rain storm which has prevailed within the past two days has occasioned the statement that the country hereabouts has now had just enough rain, and that any material addition will impair an extremely favorable situation. That statement will hardly be found to be borne out by the facts. Throughout Iowa and Wisconsin the rain of the past few days has been accepted as Providential; while from North Dakota comes complaints that in certain areas the rain has not fallen and the country is likely to suffer temporarily at least from its absence.

Thoughtful persons are everywhere immediately concerned in the weather conditions, especially at this period of the year. We in the Northwest have been especially favored during the winter. The snow fall has not been as heavy as in previous years; but there have been no complaints to any extent of the paucity of the snow fall. There has prevailed, too, generally sufficient of coolness in the atmosphere recently to promote the growth of certain classes of cereals; and unless there is exceptional weather during the next few weeks, either through excess of moisture or otherwise, it may safely be assumed that the crop prospects are of the most gratifying nature. The light frost which prevailed for one or two nights came too early to injuriously affect any growths in the northern section of the country.

The reports of the railroads from all sections, as far west as the Missouri river are uniformly of the same favorable tenor. We have to depend upon such reports quite as largely as on any other agency in determining the actual meteorological situation; and when they combined with the reports received from the weather bureau point to as favorable conditions as are shown to have prevailed this spring, there is much cause for public congratulation.

At the basis of all our prosperity, especially in this region, lies the prosperous condition of our agricultural interests. Combined with the satisfactory business and financial money conditions now prevailing the crop outlook certainly justifies the most hopeful predictions for the material condition of the country during the ensuing year.

WE ARE PAYING THE FIDDLER.

"He who dances must pay the fiddler" is as true in a business as in a social sense. The law of compensation prevails, notwithstanding our efforts to get something for nothing. For the past twenty years the United States has been booming. The country has been visited with a degree of internal expansion equaled in no other country except Germany.

We had a merry dance. We whirled in the waltz of speculation and trod the stately measures of material development. The fiddler! Who cares for him, let him saw away, it is his business—we will dance. That was fifteen years ago—this dance. We were flushed with the wine of protection and taxed ourselves to build our aircastles. A time came when the castles fell—the dance came to an end—the music stopped, but no one thought of the fiddler. He was patient—this fiddler, he waited for his time. It has come.

We are now congratulating ourselves upon our unprecedented commerce. Our exports are swelling while our imports are shrinking. The balance of trade is in our favor, and largely, too. We are prosperous. Soon our private and public coffers will be filled with the wealth of the world. So we say, and so we think. But notwithstanding the fact that the shipping books show a large balance of trade in our favor the cash book shows a balance against us. What is the matter? Is the bookkeeper falsifying the record? Not so, he is honest. But we are paying the fiddler. We had a good time at the dance, and now in the day of our prosperity the fiddler demands his own.

Mr. Adams, chief of the bureau of statistics, explains this peculiar financial phenomenon, by the fact that during our boom days much foreign capital was attracted to this country and invested in securities and stocks. To pay the interest on these securities and the earnings on the stocks, an amount estimated from $150,000,000 to $200,000,000 is shipped abroad annually. Another $50,000,000 goes to pay the freight on our exports, all of which would remain at home had not our navigation laws driven our shipping from the seas. Seventy-five million dollars is supposed to be spent in Europe by American tourists and American heiresses in search, and in the possession of titles. Another sum, impossible of determination, has been used in the actual taking up of foreign debts. These items are said to be sufficient to wipe out the balance of trade in our favor, of which we are so proud.

Uncle Sam is in the position of the farmer with a mortgage on his farm, the interest of which he is just able to pay. Although he has the appearance of prosperity, he is barely able to pay his interest and keep the machinery of the farm going. He works hard, but the profit of his labor goes to the man who clips the coupons. Europe is clipping Uncle Sam's coupons.

THE TAX PROBLEM.

There is a good deal of popular faith in the successful and satisfactory discharge of its duties by the state tax commission appointed by Gov. Van Sant, and now engaged in the active discharge of those duties. That body has shown the most commendable activity, and the disposition has been manifested quite generally on the part of the public to cooperate in the work undertaken by the commission.

The commission has gone out generally into other communities and states to learn the methods prevailing in such places in the formulation of tax laws and their enforcement. The members of the commission are all well informed on the laws and institutions of the state, and are personally men of such high standing in their several professions, as well as in public life, as to dispense with all thought of their being influenced by any partial or personal views of the extent to which they should carry their efforts to secure an equitable and effective taxing system for the state.

There have been many suggestions offered to the tax commission as to the lines on which its work should be done in one direction or another. None of these suggestions have come from the Globe, and none will come. This paper recognizes too fully the difficulty of the big task which the commission has set before it, and the utterly unformed and, indeed, uninformed, condition of public sentiment on the subject, to engage itself in any effort to offer instruction to that body. It does sympathize, however, with one suggestion thus far made, and that is that that body should seriously consider at least one feature of the methods of tax levying which prevail in Australia—that which leaves to the property owner some voice, in the first instance, in placing a value on his possessions for purposes of taxation. Indeed Australia is teaching lessons to the world in the school of economy which, while they may be ignored now and for a long time to come, must force themselves sooner or later on the mature judgment of every people pretending to the possession of a free social or political system.

In this behalf let us encroach on the domain of the Minnesota tax commission a little further by saying that during the present week—we think it will be during tomorrow some time—if current newspaper reports are correct—they will have an opportunity of listening to the views on taxation of one of the broadest minds in the entire country, one of the first tax experts to be found anywhere and one of the most devoted, upright and self-sacrificing public characters of his time, Louis F. Post. An able and experienced lawyer, an able, eloquent and earnest newspaper man, Mr. Post for the past twenty years has given his splendid intellect over mostly to the consideration of tax problems, and is informed as few men are on that topic of public concern. He has been during that time the consistent adherent of the single tax idea; but a personal knowledge of the man, of his singleness of purpose and of the sacrifices which he has made of worldly interest in the maintenance of his views of social and economic problems enables the Globe to bespeak for him from even men of the high standing of the tax commission the most respectful and earnest consideration.

Of the many problems of government which await intelligent solution there is none which demands the thoughtful and earnest consideration of the best trained minds of the country to a greater extent than the one which relates to the distribution of public burdens. The Globe believes that the contribution of the present tax commission which will be embodied in its report to the work of tax revision will result in the serious advancement of the question of taxation toward rational adjustment.

A GOOD EXAMPLE.

The country has not yet wholly forgotten the scandals growing out of the circumstances attending the meat supply during the military campaign in Cuba. Out of that situation the national administration emerged with very little of credit to itself. The exhaustive efforts made afterwards to whitewash those most prominently identified with the embalmed beef frauds were pure and simple the product of questionable politics. The people themselves at the last presidential election, however, took a hand in the whitewashing operation, with the result that those frauds may now be regarded as belonging to the dead past. Gen. Miles is still at the head of the army of the United States. Folger is in perhaps permanent oblivion; while Egan is in the enjoyment of his comfortable retirement.

The lesson of the Cuban frauds has not been lost on the administration. The method of handling subsequent scandals has differed very materially from that pursued in the embalmed beef cases. While it is recognized by all thoughtful men that more or less of scandal is a necessary attendant of army contracts, both here and in other countries, the people at Washington have exhibited the most commendable determination since to show little toleration of those who have been detected while engaged in like frauds. The deportation of Neely was followed by the punishment of the minor frauds discovered in Manila. And now, as the dispatches show, Quartermaster Barrows and his accomplices have been handled by their superiors without gloves.

The reading public is not in a position to judge of the merits of the case made out against the army officers involved in the latest scandals in Manila; but they may be regarded as perfectly willing to accept the conclusions reached as entirely warranted by the evidence. There is unlimited popular faith in the honor of those in command in army circles. The men of the regular army have their own code of ethics, which differs mightily from that which is recognized as prevailing among civilians, especially among those civilians who actively engage themselves in politics and officeholding. The court-martial is a very useful institution especially when considered in connection with the summary trial and punishment of those found to be engaged in dishonest public transactions.

There will prevail more or less regret that a volunteer officer of a Minnesota regiment has been found engaged in these transactions. Among the immediate friends and townsmen of Capt. Barrows there will prevail a good deal of genuine regret, if not for him at least for those who through family connection are identified with him. But the result is one which will give general satisfaction, and for which the administration is entitled to the full measure of credit. The prompt and effective punishment of such offenses offers the safest assurance that can be provided against the extension of such frauds. It is not possible to prevent them wholly; but the example which is offered through the conviction of these men will have the most healthful influence on the future administration of the quartermaster's department, as well as in civil employments, in the new possessions.

Shamrock II. was caught in a gale and the blow almost killed Edward.

The people of Kansas accept with demonstrations of delight the report that Gen. Funston has further distinguished himself by devouring a Luzon octopus. Now bring on your steel trusts and your railroad combinations.

The Pacific railroad lines have set the pace by granting a reduction of fares to the Pan-American which seem to be within the reach of the ordinary citizen. There is no evidence so far of a disposition on the part of the railroads to Buffalo the public.

The beautiful Princess de Chimey is about to be declared a spendthrift by a Chicago court. It is alleged that she spent $35,000 in Paris recently, on her wardrobe. We cannot imagine what part of her wardrobe would call for such an expenditure unless it be de chimey.

The Pioneer Press agrees with the Globe on the question of mosquito extermination. The Press has been showing signs of returning consciousness lately. There is nothing like the festive mosquito to disturb the slumbers of the aged.

Dr. Ament when asked by the Twentieth Century club if he thought that Christ would have looted if he had been in China, hesitated a second and replied: "Yes, I believe he would." That throws a new light upon the teachings of Christ as they are promulgated in China.

The stars have indicated that President McKinley will be assassinated in June. So says Gustav Meyer, astrologer and soothsayer. If Gustav would consult the stars on what the supreme court is going to do with the insular cases and report the same he would confer a blessing on the nation.

The speaker of the Pennsylvania house of representatives out-Reeds Tom Reed. He calmly counted a majority for a pet bill of his political henchmen when its friends were in the minority. Those absent, he counted and voted for the bill and when the next morning they endeavored to correct the record he refused to allow it. This was in the state of Matt Quay.

The world has been taught for lo! these many years that it is a discourtesy to look a gift horse in the mouth. That epigram, however, is now out of date. Since Andrew Carnegie has been distributing his hobby horses, it becomes the duty of the donee to examine the animal, not only as to the condition of its teeth, but to ascertain how much oats it will need to be kept alive. Some of Andrew's gifts would ruin the donee if accepted.

The fair Helen Grantley, of New York—not Helen of Troy—objects to having her picture used as a corset advertisement. She objects because the picture shows her in partial undress uniform. If the fair Helen only knew how fetching she looks in that costume she would pay a premium for the opportunity to thus show off her charms. Many a woman has paid Worth thousands of dollars for a costume that notwithstanding the price did not come so high.

We are about to lose hell. We have been getting hell from the pulpits for many years and to be compelled to sit for weary hours with no display of fireworks will be terribly monotonous. So radical is to be the change that the telephone girl will no longer call out hell-O, hell, O, hell, but will demurely remark when you take down the receiver, number please, and if you do not at once respond she will by way of advising you of her presence at the other end of the wire remark Hades, O hades, O—.

While the United States has been freeing and organizing Cuba for the future, Canada has gone in and is licking the cream from the crock. Sir William Van Horne is busy building a road into the heart of the island without asking leave of the federal military government. He avoids the prohibition of the Foraker resolution by buying outright the right of way and securing from the local municipal authorities the privilege of entering the cities and towns. But he is balked at the highway crossings.

Mrs. Nation has struck her gait at last. No, oh, no! she is not going on the stage in "Ten Nights Smashing a Barroom." She is going into the hardware business—selling hatchets. A nickel plated hatchet with the word smasher and with the old dame couchant done in red will adorn one side of the blade near the eye. On the other side will be a saloonkeeper rampant in the midst of broken fixtures, done in blue. The hatchets, full size, will be sold for 25 cents for household use, and small ones for watch charms and others with pins to be worn on the bosom, will be retailed for five cents. It is expected that every member of the W. C. T. U., their sisters and their cousins and their aunts will buy. There is millions in it.

STATE PRESS COMMENT.

Anoka Union: Mayor Ames wild, Tom Brown scared to death and Chief Ames up a stump, Minneapolis is in a bad way.

St. James Plaindealer: George Washington and his hatchet will never be forgotten, but already we behold the passing of Carrie Nation and her hatchet.

Faribault Republican: Chatfield, with a population of less than 1,500, exacts a license of $1,000. There are but three saloons and these are kept in an orderly manner.

Duluth News-Tribune: Speaking of the presidential campaign of 1904, a Chicago paper says: "Senator Hanna is a great deal more than a possibility." Yes; he's an impossibility.

Moorhead Daily News: Minneapolis is getting her fill of Mayor Ames even this early in the game. His new cry of "reform" will delude no one. "You can't make a silk purse out of a sow's ear."

Albert Lea Standard: A dispatch, colored for the benefit of the administration, says that the exports of Porto Rico have fallen off since the hurricane. Why not tell the truth and say that they have fallen off since American rule obtained in the island?

Albert Lea Enterprise: There is a growing sentiment amongst women of the larger cities that they have as much of a moral and legal right to "irrigate" as the sterner sex. Why not? If a "smile" is good for man why should it not be for a woman.

La Moure County Transcript: The visible supply of coal in the United States is sufficient to set at rest all fears of a fuel famine for the next two or three hundred years. We will leave to our posterity the problem of what to do when this supply is exhausted.

Granite Falls Journal: If the primary election law was such a good thing for county, town and congressional officers, why was it not also good for state officers? The state gang were anxious to have the act passed, but they did not want it to apply to themselves. Looks as if there was an African in the fence somewhere.

Pine County Courier: Hinckley is after a flour mill, and Pine City is counting on a branch of the Gedney Pickling company's works. It is to be hoped that both towns succeed in securing to themselves these valuable industries. Both ask a small bonus and both are worth and worthy of it.

GREAT TRAFFIC CONTEST TO BE FOUGHT ON THE SEA

James J. Hill Says It Is Between the Pacific on the One Hand and the Suez Canal and Cape Horn on the Other.

"The fight is on the high seas. The great traffic contest is between the Pacific on the one hand, and the Suez canal and Cape Horn on the other."

This is the way James J. Hill, of the Great Northern, put the traffic situation, in an interview which he gave the Minneapolis Journal yesterday.

"It is not a fight between this section, or city, or road, or the other," continued Mr. Hill, "at least so far as I am concerned. It is a big question of traffic development; it is a question of commercial development and industrial development for the country at large. Our competitor is not here, not in New York, not in San Francisco; he is on the high seas. Our fight is national, or rather, it is international. Our problem is to get hold of the commerce of the Pacific ocean and bring it across the Pacific and across the United States, instead of allowing it to be diverted around the globe via the Suez canal and Cape Horn."

Then he had a word to say regarding those who thought he was engaged in a traffic fight. Shoving his hand through his hair and striding quickly across the room, he said in a subdued tone full of energy:

"All I desire is to be let alone, to be left in peace, and do what I can to develop the country's commerce, unhindered by petty jealousies and slanders.

"I do not expect to receive any blessings for my labors during this life," said Mr. Hill with a laugh. "But I shall try to lay the foundations of my work so deep," he continued, "that when I pass from the scene it will not be necessary for those who follow to dig it all up and begin over again."

A GLANCE INTO THE FUTURE.

"Now, looking at it broadly, what is the situation? What of our commercial future? Turn to our rate of population growth. We are doubling every thirty years. We have multiplied more during the past thirty-five years than during the 300 preceding. From the landing of the Mayflower down to the close of the Civil war we grew to 35,000,000; but since 1865 we have increased 41,000,000. At this rate during the next thirty years we may grow to 150,000,000.

"What shall we do with this population? How many can we use in manufacturing? We now employ less than one-quarter. At the most not over one-third, or 50,000,000, can be employed in manufactures, railroading, trade and the professions. The bulk of the remaining 100,000,000 must go to the land. Where will they go? Not to New England with its rocky and unproductive hills. New England, to use a term in physics, is filled to the 'saturation' point. Nor will the South take much of the increase, with the exception of the Latin influx from Southern Europe. No, the great increase will be in the valleys of the Ohio, Mississippi, Missouri and westward, the fertile prairies of the great Central West and beyond, wherever irrigation is possible.

"Now, then, what will these 100,000,000 on the land of the West produce? Food, will they not? They will produce the three great staples of traffic—food, fuel and shelter—but food in the main."

WHAT ASIA WILL BUY.

"Now, cross the Pacific and what do we find? Millions of people, and what can they buy? What can a man who earns a shilling a day, and that is the average wage of the Orient, buy of us? Can he buy luxuries? Can he buy any great amount of manufactured goods at all? No. He will buy only what he is compelled to buy to sustain life. He will do most of his own manufacturing, after a little, for labor with him is cheap and plenty. He will want of us only the simple staples, as grain, provisions, raw cotton, etc., from which to weave his cloth, and perhaps a little lumber, coal and some hand tools. But his principal demand will be for food—just the products which the present coming population of America's great central and western zone is prepared to furnish.

"So here we have a big traffic proposition—to place the great surplus staples of Central and Western America at the door of the Orient, and bring back from the latter anything that we can use. The future has in store for us along this line a vast commerce.

PUGET SOUND THE SHORT CUT.

"The next question is: How shall it be handled; by what route shall it go? Shall America handle it, or Europe? Will it go by the Pacific or by the Suez and Horn? I hope that America will handle it, and by the Pacific. Geography and nature declare it and trade cannot resist them."

Mr. Hill then brought out from a stack of atlases a number of maps giving ocean distances; showing that Puget sound, by the great meridian circles, is the short cut for commerce, not only with Japan and Northern China, but with Manila and the entire Pacific coast of Asia.

THE BURLINGTON TERRITORY.

"We come now," said Mr. Hill, "to your question regarding the Burlington and the resources of the Burlington territory. The Burlington has food and fuel to a degree not possessed by any other transportation system. Reaching from Chicago to Denver, and from the Twin Cities to St. Louis and Kansas City, it covers the richest and most diversified zone in the world in the production of grain and provisions and fuel. Now, what do these central prairies of Illinois, Iowa, Missouri and Nebraska require in return? They need lumber. From where is the lumber to come? From Washington and British Columbia. That is the only region with a heavy lumber surplus. Now look at the volume of this traffic. The great central belt between the Alleghenies and the Rockies consumes something like 10,000,000,000 feet of lumber annually, and produces perhaps half of that. Some of this will come from the South, but the bulk from the Puget Sound country.

"Thus, on the one hand, we have a vast surplus volume of grain, provisions and fuel in the Mississippi and Missouri valleys seeking Eastern and Western outlets, and a similar large surplus product of lumber in the Puget sound country likewise pushing for markets, and especially for the treeless prairies of the Mississippi and Missouri. Now, grain, provisions, fuel and lumber constitute the principal heavy staples which govern traffic and make traffic routes. What, then, have we reached? We have a tremendous volume of traffic across the Northwest between Puget sound and the Mississippi valley. The Northern roads will carry westward the meat and corn and coal, together with the raw cotton originating within Burlington territory at St. Louis, and will place these products on the Pacific docks for export to Asia, and for the return trip the freight trains will bring back lumber for the Central West and East. Nature and her products govern transportation routes and traffic; we railway men can simply get in line or fall out by the way. Now, these facts, which I have gone into farther than I intended, demonstrate the future of a great Northwestern traffic, do they not?"

BURLINGTON-NORTHERN PACIFIC STATUS.

"What is the status of the Burlington deal, Mr. Hill?" was asked.

"The purchase of the Burlington by the Northern roads is accomplished. The condition that two-thirds of the Burlington shares be deposited for exchange for Great Northern-Northern Pacific bonds on or before May 20, has been more than met. In fact, 95 per cent of the shares had been deposited with the directors on May 18, when I left New York."

"How about the control of the Northern Pacific? Have the Union Pacific interests bought the road, as claimed?"

"The Northern Pacific," said Mr. Hill, with a smile, "has not changed hands. It is in the same control that it was, and under the same traffic policy."

"Does the purchase of the Burlington by the Northern roads, then imply that the Burlington will handle Great Northern and Northern Pacific freight east and south of the Twin Cities?"

"The Burlington, of course, along with the other Chicago roads. There are six good Chicago roads, and they must always interchange their traffic."

"But it is claimed, Mr. Hill, that in order to make good the guarantee of 8 per cent on the Burlington shares, which the basis of exchange implies, the Northern roads will have to give the Burlington a largely increased slice of their traffic volume, for Burlington stock now is earning only 6 per cent."

NATURE AND THE SHIPPER CONTROL.

"It is too early now to talk of transportation economics and traffic management, and I do not propose to do so simply to satisfy the critics. But let me ask this: Who is the man who says by what road a certain lot of freight shall be hauled? The shipper has the say, not I. How can I dictate to you what road shall haul your goods? That is your affair. And what will govern you in your choice of road? Two things—the directness of the route and the rate. But these, again, are governed by the fact as to which road is built and run most closely in accord with nature and commerce; in other words, is the shortest cut between the sources of supply and demand, possesses the easiest grades, has the most economical and scientific methods, has in its territory the greatest volume of the staple articles of traffic, and has laid its rails along the natural trade highways of present and future generations.

"After all is said, we railway managers are largely automatons in the shuttle. We must move as nature and commerce dictate. We succeed only as we obey the great natural laws and the public interest. As between roads and magnates, it is a case of survival of the fittest. Who is the fittest; which road, what route? That which geography, gravitation, climate, production, population, commerce and progress select, control and support. The others must pass from view."

POLITICS OF THE STATE.

In the operations of the Republican state press bureau is to be found a most remarkable example of systematic organization and political unity. The men who conduct this bit of campaign machinery are in a position to give the managers of Tammany any number of pointers. The perfection of their organization is admirable, but the effect is disgusting.

In twenty-three, and perhaps more, of the Republican country papers, may be found in the editorial columns the same article, word for word, on the excellent work of the recent legislature. It is perfectly apparent that all these editors did not receive the inspiration at the same time and all write the same editorial. It is useless to deny that the thing emanated from one central source and that source is the press bureau, located in St. Paul. This is only one of the many editorials that appear from time to time in these papers.

* * *

It is not the least amusing to observe the legislation that is held up by the bureau writer for condemnation and praise. The board of control act, which has been the cause of such aggravated discussion as to certain powers meant to be conferred by it; the bill which Attorney Douglas, himself a consistent Republican, so far as politics are concerned, has pronounced invalid in part; the bill whose title provides one thing and body another and whose ultimate object will have to be abandoned partially, at least, because of its defectiveness, is being constantly lauded as a specimen of rare legislation.

* * *

Of course in the case of the board of control bill, the disparagement, to which its partial worthlessness is due, exists only because the author of authors "forgot" to see that the title and bill conformed. It has been argued that the error is not a serious one, but this argument will scarcely appear logical or truthful since the attorney general has ruled that a part of the act is invalid. It is rather singular that such a grave mistake should have been made in one of the most important pieces of legislation which the Republican legislature undertook. It will make it a little embarrassing for the press bureau writer and the stump speakers to refer to this act or hold it up to the people of the state as an evidence of what the Republican legislature did.

If they cannot find sufficient merit in the board of control act, however, to warrant making a campaign on it, they might resort to another very serious and important law—the law calculated to protect the people of Minnesota against adulterated lard. This is a menace which should have been removed. The act was framed by George L. Dingman, assistant dairy and food commissioner. But unlike the board of control bill it does not differ in principle from its title. It simply lacks the penalty clause. This, of course, may prevent the act from ever becoming valid or of the slightest use to the people of Minnesota, but then it was enacted and helps to swell the list.

The act is an amendment to the old law, which nearly all admitted was defective in that it did not extend far enough, but no one would admit that the new act, which lacks the penalty clause, is any improvement upon the former statute.

* * *

Then running still farther down the line there is a law which was passed to keep state oil inspectors and other people from catching more than fifty trout apiece in a single day. Like the lard law, this act is devoid of a penalty clause and independently is of no consequence.

* * *

Of course these are all minor matters when compared with the "wonderful work of the last legislature," but perhaps even they might be of some interest to the readers of the state press bureau editorials. They might seem to illustrate at least something of the real character of the legislation which was enacted in St. Paul between Jan. 8 and April 12, 1901.

* * *

In a recent issue of his Anoka Union, G. S. Pease wrote the following:

Brother Grimes, of the Le Sueur News; Langum, of the Preston Times, and Allen, of the Battle Lake Review—you had better be careful how you express your opinions on politics, or all of you will be read out of the Republican party. You must swallow all shortcomings in order to be classed as good Republicans.

In reply, A. B. Allen, of the Battle Lake Review, asks:

Which Republican party, Bro. Pease, the one that gave McKinley 75,000 majority or the one that gave Van Sant 2,000?

* * *

The Lakefield Standard, a Republican paper, one of "de gang's" incorrigibles, thus expresses its opinion of the "able administration" of Gov. Van Sant:

The busiest newspaper in the state these day is the St. Paul Review. It has undertaken to whitewash the state administration, defend Gov. Van Sant's appointees, and vouch for the Schiffmann-Warner-Reese outfit. That is too big a load to carry, Bro. Berryhill.

GLOBE'S CIRCULATION

FOR APRIL.

[Advertisers may remember that the average daily circulation for December last was 17,201. For April last it was 19,060. Therefore an increase of nearly 2,000 has been made since the beginning of the current year.]

Ernest P. Hopwood, superintendent of circulation of the St. Paul Globe, being duly sworn, deposes and says that the actual circulation of the St. Paul Globe for the month of April, 1901, was as follows:—

Total for the month..571,800
Average per day.....19,060

ERNEST P. HOPWOOD.

Subscribed and sworn to before me this 30th day of April, 1901.

H. P. PORTER.
Notary Public, Ramsey Co., Minn.
[Notarial Seal.]

FURTHER PROOF IS READY.

The Globe invites anyone and everyone interested to, at any time, make a full scrutiny of its circulation lists and records and to visit its press and mailing departments to check and keep tab on the number of papers printed and the disposition made of the same.

AT THE THEATERS.

METROPOLITAN.

A fair audience greeted the reappearance in St. Paul last evening, at the Metropolitan theater, of De Koven's comic opera, "The Highwayman." The company is practically the same as that seen here last March, although the chorus has diminished. H. W. Tre Denick, who was cast for the part of Foxy Quiller, is ill and unable to appear, so E. S. Bresee has assumed the role. De Koven has not written his best music for "The Highwayman." In fact, except in two or three instances, the music is decidedly mediocre. The opera is saved, however, by its picturesqueness and by the humor and genuineness of one of the characters, Foxy Quiller, the constable. The story takes one back to the days when highwaymen were gallant gentlemen, whose habit of collecting purses was considered a misfortune rather than a crime. Capt. Scarlet, the hero of the story, is not only a highwayman, but he is an Irish highwayman, as gallant, devil-may-care, witty and handsome as it is possible for any Irish highwayman to be. The plot is a trifle more lucid than is usual in a comic opera. The highwayman is beloved by a lady of rank, who obtains a pardon from the king for her lover in the first act, and triumphantly produces it in the last and saves him from being hanged.

Edmund Stanley is a very satisfactory Capt. Scarlet. He looks the part and sings the role with a spirit and dash that are infectious. Considering the fact that the role of Foxy Quiller is comparatively a new one for Mr. Bresee, he acquitted himself very well. He was not very forceful in the first act, but in the two succeeding ones he "warmed" to his work with very satisfactory results.

Miss Germaine makes a fair—and, alas, a very fat—Lady Constance Sinclair. It is difficult to be coy when one is burdened with "too, too solid flesh," but, at least, Miss Germaine sings tunefully. Petite and pretty Addie Sharp was delightful as Doll Primrose. This little actress is brimful of vivacity, apparently, and, in spite of a severe cold, was the life of the play last night. Her coster accent was excellent.

Miss Germaine's solo, "For This," and Mr. Stanley's song, "To the King's Highway," are the most tuneful numbers in the opera, and both were well sung. The chorus is small, but it sings with spirit, and all the ensemble numbers were good.

"The Highwayman" will be repeated the rest of the week.

GRAND.

"Knobs o' Tennessee," Hal Reid's stirring Southern play, drew another large audience last evening at the Grand, notwithstanding the inclemency of the weather. The piece runs the balance of the week, including a popular price matinee tomorrow at 2:30.

The story of the new colonial drama, "At Valley Forge," which comes to the Grand opera house next week, is promised to furnish a notable example of dramatic construction in the nice balance of comedy and dramatic effect.

STAR.

Baker and Bunell contribute ten minutes of good music in a sketch in the olio of this week's bill at the Star, and George Scanlan and Pearl Stevens have a new act in which the man does some parody singing that takes so well that it is difficult for him to give the audience enough. Evans and Vidocq give the same black face act they had in their last visit, and it is the only thing that is the same. Phil Mills and Ruth Beecher give a clever comedy sketch, and Fyne and Dandy, the comedy acrobats, are among the cleverest in their line. Allie Lesslie in child impersonation has an act with John E. Howley that is engaging.

PEOPLE'S CHURCH CONCERT.

The success of the public bath benefit concert at the People's church last evening must be very gratifying to Mrs. Hermann Scheffer and her assisting artists. The church was comfortably filled by an appreciative and fashionable audience. Mrs. Scheffer's playing is always a delight. Her numbers last evening were executed in a manner which drew forth the warmest applause. Madame Olund, soprano, Mr. Riedelsberger, violinist, and Mrs. Connor, accompanist, assisted in making the concert most enjoyable.

THE GOLDEN CROSS.

"The Golden Cross" will be presented at Mozart hall, May 26, by members of the Mozart hall. Claude Maddon is directing the production. The last dress rehearsal with Danz' full orchestra takes place Sunday morning.

Specimen Menu.
Use Gas for Cooking.
BREAKFAST.
Fruit.
Cereal. Cream.
Eggs a la Buckingham.
Potato Scons, Coffee.
LUNCH.
Broiled Shad Roe, Sauce Tartare.
Escalloped Potatoes.
Wafers, Cheese.
Cocoa.
DINNER.
Onion Soup.
Planked Shad, Mashed Potatoes,
New Beets, Cold Slaw.
Strawberry Croquettes, Hard Sauce.
Coffee.
Use Gas for Cooking.

Lake Crystal Union: We think Gov. Van Sant is doing the best he knows how, but the best does not excuse him for dropping his friends and compromising with his enemies. It seems to be a mistake most men fall into.