The St. Paul Globe

VOL. XXV.—NO. 61. SUNDAY MORNING, MARCH 2, 1902.—TWENTY-SIX PAGES. PRICE FIVE CENTS.

AUDITORIUM CAMPAIGN BEGINS THURSDAY NIGHT

SEE PAGE 14

PRINCE SPEEDS TO WAR FIELDS

NOTABLE RECEPTIONS TENDERED ROYAL VISITOR ON HIS WAY TO CHATTANOOGA

HE RIDES IN ENGINE CAB

Train Delayed by Wreck and the Ride Over the Alleghenies in Making Up Time Is Exciting

OHIO HAS WARM WELCOMES

CINCINNATI, March 1.—Prince Henry of Prussia traversed Maryland, Pennsylvania and Ohio today, and tonight his special train is speeding through Kentucky into Tennessee, with the battlefields around Chattanooga as its final southern goal.

He stopped for formal reception at Altoona, Pittsburg, Columbus and Cincinnati, but the welcome extended to him was not limited to those places. Everywhere on the line after daylight came and until long after darkness the people gathered at the stations to cheer him as he speeded along. The storm that swelled the rivers to the danger point had passed away, and saw a zone of three states in bright sunlight.

He saw a stretch of fifty miles of the Allegheny mountains from the cab of an engine, and most of it was down grade at a speed that thrilled. The train had lost two hours at Portage by reason of a wreck to the westward of that point, and when the special got a clear track again an attempt was made to win back some of the time that had been lost.

At times the swaying engine was running sixty miles an hour, and when the prince left the cab he was almost as grimy as the engineer. He was admitted to the cab upon his own request.

When not responding to the receptions he was busy sightseeing, and studying a large map which had been set up in his car. He asked many questions as to the industries of Pennsylvania and Ohio, and made extended notes on the margin of the map.

He was very enthusiastic over the events of the day, and it was late in the afternoon when he retired to rest before the evening receptions.

Crowds Even at a Watertank.

He dined at 7 o'clock in the evening, and while he and his guests were at the table the speed of the train was cut down to forty miles an hour. His guests

Continued on Tenth Page.

FIND DEAD 'NEATH SLIDE

KNOWN FATALITIES OF AVALANCHE NOW NUMBER 19.

TELLURIDE, Col., March 1.—Five names have been added to the list of snowslide victims, making the number of known dead nineteen. The bodies discovered today are of the following: Olaf Swanson, J. G. Cedarberg, Louis Lundberg, Andrew Aho, unknown boy.

They were among the men who took part in the search for the victims of the first slide.

They started for Telluride, and it was not until their bodies were found today that it was known that they were caught in the slide. The revised list of known dead follows: Gus Swanson, F. C. Clemmer, Gus von Fintell, George Rohwer, W. S. Gregory, H. S. Summerland, Harry Golden, Gus Kraul, Raymond Bishop, Wade Crow, Harry A. Chase, L. A. Stanley, J. R. Powell, Paul Dalpra, Olof Swanson, J. C. Cedarborg, Louis Lundberg, Andrew Aho, unknown boy.

John Bowers, the cook, who sustained a fracture of the skull, as well as a broken thigh and several ribs, is not expected to live. Henry Bauer is in a critical condition.

The city council of Telluride has decided to pay half the expense of recovering and burying the bodies of the slide, and the Tom Boy and Smuggler mines will be closed to enable all their employes to aid in the work.

Several slides have occurred today in this vicinity, but so far as known there has been no loss of life. The Gold King mine was closed today on account of a slide which carried away 250 feet of snow shed, leaving the mine building unprotected.

DERELICTS A MENACE

GOVERNMENT SEEKS TO RID SEA OF ONE DANGER.

NEW YORK, March 1.—Steps have been taken by the government to rid the sea of derelicts, the dangerous menaces to navigation which are now so thickly strewn along the Atlantic seaboard. The cruiser Cincinnati, one of the squadron which was ordered here to meet Prince Henry, has been directed to proceed to Newport, R. I., there to take on a supply of mines and then to cruise along the coast and blow up every derelict that can be found.

TAWNEY FOR HIGH DUTY

CONGRESSMAN FIGHTS PROPOSED REDUCTION OF SUGAR TARIFF.

Special to The Globe.

WASHINGTON, D. C., March 1.—Congressman Tawney is taking an active part in the fight made by the beet sugar representatives against a reduction of duty of Cuban sugar. He contends that it will be inconsistent to reduce protection on sugar and not reduce it on steel industries, which no longer need it. The activity of Tawney is taken by some to indicate that alliance is being formed between members who favor the Babcock bill and representatives of the beet sugar growing states. Tawney will make a fight in caucus Monday against the proposed reduction of the duty on Cuban sugar.

FIVE CRUSHED TO DEATH

MANY ALSO INJURED IN COLLAPSE OF CLEVELAND FACTORY.

CLEVELAND, Ohio, March 1.—The fourth floor of the Cleveland Banking company's plant on Central avenue fell under the weight of a large number of barrels of flour today, crashing through the three under floors, into the basement.

Five persons are missing, four girls and a man. They are buried beneath the mass of debris in the basement and are undoubtedly dead. Their names are:

Mary Kelly, Mollie Roemer, Florence McGraht, Maggie Heiser, Joseph Woelker.

Besides the missing, the following persons were injured:

Lena Zuzy, will probably die; Emma Rupp, will recover; Ralph Cohen, Lizzie Koepernick, Maggie Kesser, Mary Norovec, Hope Otto, Emma Schutsumple, Anna Graham, Kate Wisnowski, Agnes Neumann, Maggie Kane.

Twelve women and three men were carried through with the falling floors.

Those who were rescued were dug from the ruins by the firemen and police. A number of other girls in the building saved themselves by rushing to the windows and clinging to the sills until rescued by firemen on ladders.

PLANS A BIG DEPOT

CHICAGO IMPROVEMENTS OF C. & N.-W. TO COST MILLIONS.

Special to The Globe.

CHICAGO, Ill., March 1.—Improvements in the terminal facilities of the Chicago & North-Western railway to cost several million dollars are in prospect. It is asserted upon good authority that the company purposes erecting a modern ten-story office building on the east side of Franklin street, between Jackson boulevard and Quincy street, and tunneling the river just west of Fifth avenue, for the purpose of providing easy access to a new depot to be erected upon the site of the present structure.

The inadequacy of the present terminals is a handicap with which the company has had to deal in competition with the St. Paul and other roads. At the last annual meeting, in June, the matter was left in the hands of the president.

REBELLION IS GRAVE

UNITED STATES CALLS ON CHINA TO PROTECT FOREIGNERS.

PEKIN, March 1.—The Chinese foreign office now admits that the rebellion in the vicinity of Nan Ning, province of Quang See, seventy miles north of the Gulf of Tonquin is very grave, though this was denied yesterday. Over 1,000 former soldiers are engaged in pillaging. An edict has been issued commanding the Chinese authorities to afford protection to the missionaries and other foreigners. Mr. Conger, the United States minister, has notified Prince Ching, head of the foreign office, that he expects China will speedily suppress the rebellion and protect the foreigners in that part of the country.

SEE MORE TAX DODGING

OFFICIALS SUSPICIOUS OF ACTS OF LEAD TRUST COMPANIES.

COLUMBUS, Ohio, March 1.—Two branches of the Lead trust, the Anchor and the Eckstein companies have reduced their capital stock, the former from $1,000,000 to $10,000 and the latter from $350,000 to $7,000. State officials express suspicion that the purpose is to escape taxation under the Willis bill, which proposes to tax corporations one-tenth of 1 per cent on their issued capital stock.

CHARLES A. STAPLES DEAD.

Prominent Stillwater Business Man Expires at Age of Sixty-One.

Special to The Globe.

STILLWATER, Minn., March 1.—Charles August Staples, one of the leading residents of Stillwater, died shortly before midnight at his home at South Third street. He was sixty-one years of age, and had resided in Stillwater nearly forty years. He is survived by a widow, four sons and one daughter.

Mr. Staples was for many years engaged in logging, and was a member of the Staples Towing company. He was a prominent Mason.

FLOOD MAKES 50,000 IDLE

WATER IN PITTSBURG HIGHER THAN EVER BEFORE BUT ONCE IN CITY'S HISTORY

GREAT DAMAGE IN SOUTH

Railroad Traffic to the East and Southwest of Northern Georgia Is at an Absolute Standstill

MASSACHUSETTS ALSO SUFFERS

PITTSBURG, March 1.—At 9 o'clock tonoght the Allegheny river marks show 32.6 and is still rising. The flood mark of 1884—33.3—will in all likelihood, be passed, and 35 feet, the highest point ever reached by the waters here, in 1832, may be equalled. It is certain that the great damage by the '84 flood will be exceeded by many thousands of dollars, and many more interests will be affected. No reliable estimate of the money damage can be made at this time, but it will be very heavy. Already 50,000 men have been made temporarily idle by the forced closing down of mills, factories and other industries, and the number is likely to be considerably increased by Monday. To the timely warnings given by the government weather bureau officials to all interested, may be credited the lack of fatalities. In most instances business men and residents were prepared, consequently no drownings nor serious accidents have resulted up to the present.

Like a Modern Venice.

Tonight Allegheny is a modern Venice, and every sort of improvised water craft is in service. Every street in the lowlying districts of the city from Herr's island to the Western penitentiary has more or less water in it, in some places it is from two to four feet deep, forcing the householders either to abandon their homes or move to the upper floors. In numerous cases families have taken their cookstoves to the attic and have prepared to camp out as it were, until the waters subside. All of the railroad tracks except the Pittsburg, Fort Wayne & Chicago are submerged, and many factories have been closed down. The Western penitentiary is in particularly bad condition. The water has flooded the underground portion of the institution, ruining fine machinery, including the air renovating and the electric lighting plants. The building is now without heat, and the only light in it is from candles and lamps. A small sized iceberg has been deposited in the grounds and the warden's house has been rendered untenable.

In Pittsburg proper, from 'the Point' to Ninth street, and as far back as Penn avenue, everything is flooded. Skiffs and wagons are being utilized to get residents to and from their homes. Few Pittsburgers have ever before seen the water so deep on these streets. The Hotel Lincoln has ten feet of water in its basement, while the Victoria and Boyer hotels are in almost as bad condition. Water surrounds the Anderson, but no particular damage has been done.

Stops Performances at Theaters.

The Duquesne and the Alvin theaters were forced to abandon their performances tonight and business in all the districts named has been suspended since noon. Every mill along the Allegheny river as far as Thirty-third street is closed down. From Twenty-first street, in the Allegheny valley, railroad tracks

Continued on Ninth Page.

MERRIAM'S PLAN WINS

PERMANENT CENSUS BUREAU ASSURED, WITH HIM AS DIRECTOR.

WASHINGTON, March 1.—President Roosevelt will sign the bill to create a permanent census bureau as soon as it reaches him, which probably will be Wednesday.

Gov. Merriam, the director of the census, will hold up the discharge of 500 employes who are slated to go when the bill is signed, in order that they may be converted into the civil service in accordance with the provisions of the act.

It is the general understanding that Gov. Merriam will be appointed director of the census when the bureau is reorganized on a permanent basis.

LEOPOLD IS QUITE ILL

CONDITION OF KING OF BELGIUM CAUSES GREAT ANXIETY.

BRUSSELS, March 1.—The condition of King Leopold, who has been ill since his return here from the Riviera, is causing anxiety. The physicians in attendance on his majesty deny that his symptoms are serious.

MINISTER WU MAY COME

SENATOR NELSON AND GEN. TORRANCE INVITE HIM TO MILL CITY.

Special to The Globe.

WASHINGTON, March 1.—Senator Nelson and Gen. Eli Torrance, of the G. A. R., called on the Chinese minister, Wu Ting Fang, this afternoon, and invited him to come to Minneapolis in April to make an address. Mr. Wu took the matter under consideration. He seemed inclined to accept, and the callers felt that when the invitation is formally presented it will be accepted. Mr. Wu asked innumerable questions.

"Were you a general in the war?" he asked Torrance.

On the latter replying in the negative, Mr. Wu wanted to know how he could be one now. "You must be a very great man," he concluded.

Mr. Wu took occasion to sound Senator Nelson on the question of Chinese exclusion, and offered him some of his arguments in favor of letting in Mongolians.

BILLY RICE, TOO, IS DEAD

FOURTH OF NOTED MINSTRELS TO PASS AWAY IN FIVE MONTHS.

Special to The Globe.

CHICAGO, Ill., March 1.—Within the last five months four men who won fame as minstrels years ago have passed away. They were Jack Haverly, Billy West, Billy Emerson and Billy Rice. Rice succumbed today at Hot Springs to an attack of dropsy. He realized that his case was hopeless, and spent his last hours in telling stories of the ups and downs of a burnt-cork artist.

His last words were: "I am down to my last chip, and the Almighty has coppered that. Well, tell my friends that I'm going away back, and they will find me on the end seat."

AGAIN INVITES PRESIDENT.

Charleston City Council Adds Request That He Visit Fair.

CHARLESTON, S. C., March 1.—Supplementary to the resolution passed by the exposition board of directors last night, renewing the invitation to President Roosevelt to visit Charleston, and also disclaiming any responsibility and sympathy for Lieut. Gov. Tillman's action in regard to the presentation of the sword to Maj. Jenkins, the city council today passed resolutions repeating the invitation already extended by the city, and appointed a special committee to present the resolutions to President Roosevelt and to express to him the earnest desire of the people of Charleston that he visit the city.

MARCONI AGAIN SPANS OCEAN

MARCONI MAINTAINS CONSTANT COMMUNICATION WITH HOME STATION WHILE ON OCEAN

NEW WIRELESS WORK RECORD

For 2,000 Miles He Flashed Messages to Cornwall Headquarters From Deck of the Philadelphia

INVENTOR IS HIGHLY ELATED

Special to The Globe.

NEW YORK, March 1.—Skeptics who doubted the truth of Marconi's recent statement that he had succeeded in dispatching messages between Newfoundland and his Cornwall station were today furnished with proofs of a still more marvelous achievement on the part of the versatile Italian electrician, who arrived from Southampton on the Philadelphia. He announced, and his testimony was corroborated by that of the captain of the vessel, that he had been in communication with his Podhue station for almost the entire distance across the ocean. Day after day on the voyage the inventor sat at his post on the steamer and kept up an uninterrupted succession of messages with the home station. For 2,000 miles not the slightest difficulty was experienced, but after that the connection was not perfect. As it was, he succeeded in practically bridging the ocean with his messages, and the feat is regarded by experts as even more wonderful than telegraphing a few isolated words from the Newfoundland station to the British shore.

Sig. Marconi is enthusiastic over the complete success which has attended his last experiments, but in an interview says that his plans for establishing a regular service across the Atlantic are too indefinite for him to be able to say anything about them. He has in mind the starting of a system between the United States and Cuba, but of this, also, he was reticent.

In the past year the Marconi system has made marvelous strides. Twelve months ago even the inventor was unable to convey messages more than a few miles, thirty or forty being considered a creditable achievement. Today it is admitted by even the most conservative that the possibilities of the system are almost limitless, and it would not surprise anyone to learn that a regular trans-Atlantic service was to be put in operation immediately.

FOR ST. PAUL'S AUDITORIUM.

Next Thursday night the people of St. Paul, as a whole, will be given an opportunity to demonstrate whether they want to see their city the possessor of a magnificent auditorium.

There is no need to enter into any argument to prove that the necessity for such a building exists. Everyone knows it; everyone concedes it. With an auditorium capable of comfortably seating ten thonsand people, the city will be in a position to invite national and state conventions to assemble here, and the result will be that thousands of visitors will be attracted to the city each year. Furthermore, if this structure is built along the lines contemplated at present, it will be possible for many of the highest class attractions to be drawn to St. Paul and given at prices that will be within the reach of everyone. Even such eminent musicians as Mr. Grau brings to America every year can be heard for a price of not to exceed fifty cents a seat, possibly less.

The entertainment next Thursday night is in the nature of an object lesson. It will show what may be hoped for when the new auditorium is a reality. The entertainment is excellent. The performers give their services, and all the money taken in will go direct to the auditorium fund.

The price of admission has been fixed at "two bits"—in the Minnesota vernacular, 25 cents.

The building should be packed, and hundreds turned away.

It will be a good time to "get together." And it will be the means of inspiring all loyal St. Paulites to "stick together."

The auditorium is going to be built. What Omaha and Kansas City have done, St. Paul can and will do. Civic pride will not tolerate any failure in this movement.

Attend the performance Thursday night at the Old Auditorium on Eighth street.

CITY'S DEBT NO WORRY

WEST SUPERIOR, COURT DECIDES, NEED NOT PAY $600,000.

Special to The Globe.

WEST SUPERIOR, Wis., March 2.—Judge Vinje, of the circuit court, today handed down a decision in the case of the Uncas National Bank of Norwich, Conn., against the City of Superior, dismissing the suit. Action was brought by the bank to recover the face and interest on two of the city's bonds which it held, amounting to $500.

The bonds were supposed to have been general improvement bonds. They were issued prior to 1892.

In his decision Judge Vinje declares that the bonds sued upon are general. Consequently he holds that they are void for the reason that when they were issued no provision was made for their payment, as should have been done according to the constitution.

This decision affects the validity of $600,000 of outstanding bonds against the city, issued in the same manner.

SUBSIDY BILL UP NEXT

SENATOR FRYE GIVES NOTICE HE WILL PUSH MEASURE.

WASHINGTON, March 1.—The senate today passed what is known as the omnibus claims bill and the measure providing for the irrigation of public lands. The conference report on the Philippine tariff bill was agreed to and the shipping bill war made the unfinished business.

The irrigation measure provides that all moneys received from the sale of public lands in Arizona, California, Colorado, Idaho, Kansas, Montana, Nebraska, Nevada, New Mexico, North and South Dakota, Oklahoma, Oregon, Utah, Washington and Wyoming, beginning July 1 last be devoted to the construction of irrigation works for the reclamation of arid lands. The bill was under discussion for several hours, but encountered no opposition and was passed without a roll call.

Mr. Frye then moved that the bill known as the shipping bill, be taken up. The motion prevailed, the effect of it being to make the measure the unfinished business. Mr. Frye said it was his purpose to press the bill.

C. & N.-W. IS CAREFUL

RESIGNS FROM ALL FREIGHT ORGANIZATIONS IN A HURRY.

CHICAGO, March 1.—The Chicago & North-Western railroad has given official notice of its withdrawal from all the freight organizations with which it is connected. This action, it is understood, will be followed in a day or two by several of the other big railroad systems. No reason for the action is given by the North-Western except that it has become dissatisfied with the working of these organizations, and that it can derive no benefit from remaining a member.

It is understood, however, that the action is the result of the recent activity of the interstate commerce commission, and its evident intention of prosecuting those found guilty of violating the law.

DENIES PACT OF DEATH

DR. BURNETT TELLS NEW STORY OF MRS. NICHOL'S SUICIDE.

CHICAGO, March 1.—Dr. Orville S. Burnett, charged with being an accessory to the murder of Mrs. Charlotte Nichol, who committed suicide at the Marlborough hotel October 20 of last year, took the stand in his own behalf in Judge Baker's court today.

He declared that Mrs. Nichol had first sought his acquaintance, and that he at last succumbed to temptation. He gave the details of the meeting. He denied emphatically that he had agreed to die with Mrs. Nichol.

"When I awoke from the stupor caused by the liquor I had taken," the witness said, "and saw my companion lying dead, I knew that I was ruined. I then honestly attempted to take my own life, but I repeat that it was not because of any agreement with Mrs. Nichol."

QUEEN SAYS SHE'S WELL

WILHELMINA ASKS FOR DENIAL OF RECENT ALARMING REPORT.

THE HAGUE, March 1.—Queen Wilhelmina has asked the premier, Dr. Kuyper, to announce publicly that the rumors regarding the alleged unsatisfactory state of her health are absolutely unfounded.

The New Vintage,

being more delicate and breedy than the 1893 and similar to the 1889, is represented by G. H. Mumm's Extra Dry now coming to market and immense reserves guarantee the maintenance of quality. Of this brand $120,259 cases were imported in 1901, or nearly 60,000 cases more than any other.

MISS STONE MET HARDSHIP

HER LIFE ENDANGERED BY CHASE OF TROOPS IN BULGARIA'S HILLS

WEARY DAYS WITH BRIGANDS

Captors as Kind as Possible, but Driven to Serious Straits Themselves in an Inhospitable Country

VICTIMS NOW AT LEGATION

CONSTANTINOPLE, March 1.—Miss Ellen M. Stone, the American missionary, until recently held captive by brigands, arrived here today from Salonica, and proceeded to the United States legation.

A. A. Gargiulo, the first dragoman of the United States legation, also returned here today. He says Miss Stone and Mme. Tsilka are in excellent health. Miss Stone christened Mme. Tsilka's baby Kismetcha, or "lucky child," saying she brought them luck.

Captives Endangered by Troops.

The following account of the captivity of Miss Stone has been obtained by the Associated Press from reliable sources, some of the information having been secured from accomplices of the brigands.

After the capture of the missionaries near Bansko, Sept. 3 last, the brigands hastened across the boundary and established themselves on the mountain of Gueltepe in the Ellecere district, Bulgaria, where the whole population were in sympathy with the enterprise, this fact enabling the band to live comfortably and safely and to keep in touch with the outside world. While awaiting the result of their efforts to secure the ransom, the brigands drew their supplies from the adjacent village of Ledjuma. Feeling prefectly secure the members of the band used to show themselves openly in Kamenica and neighboring villages until they were warned by their local adherents to be more careful. The prisoners, however, were jealously secluded.

When C. M. Dickinson, United States consul general at Constantinople, arrived early in October last and disclosed to the authorities the whereabouts of Miss Stone's captors, the result was nearly disastrous to the prisoners. The Bulgarian government ill-advisedly pushed troops to the vicinity of Gueltepe, forcing the brigands to break off negotiations, and the band changed its quarters to Kilo. The cold weather made travel in the mountains a dreadful ordeal for Miss Stone and Mme. Tsilka, encumbered as they were with the latter's infant. Every change of camp occurred a night. The mountain roads were frequently almost impassable, being often deep in snow.

Brigands Kind as Possible.

The brigands treated their captives as kindly as the circumstances permitted, but the food supply was necessarily precarious, though the ladies were given the best the inhospitable region afforded. The strain and suspense equalled the physical hardships. The captives at no time knew their whereabouts, the brigands always telling them that they were not in Bulgaria, and they were in constant fear of an attack by the troops, whom the friendship of the natives was not always able to prevent coming close upon the trail of the band. An equal cause of anxiety was the baby, which it was frequently feared would die from exposure.

Not until Nov. 2 did the American emissaries come in touch with the band, which was then established in a cave near Dubnitza; but fear of the troops forced the brigands to another flight. This was made in a blinding snow storm which covered the tracks of the outlaws, but caused bitter sufferings to the captives. After this the brigands succeeded in completely eluding the authorities and toward the end of November, by a long circuit, they succeeded in returning to their old haunts in the Elledere district. They then caused to be circulated a report that the captives were dead, and from that time managed to keep Miss Stone and Mme. Tsilka safely under cover until the actual release of the captives took place.

J. P. MORGAN ON SHOAL

OCEAN RATE WAR MAY BE RESULT OF HIS COURSE.

LIVERPOOL, March 1.—It is said that the Cunard steamship company has refused to sign the passenger rate agreement because the Morgan combination insists on a clause permitting two fresh steamers to engage in the Liverpool-Boston service, which the Cunard people assert would be a formidable opposition to them. The steamers in question are the Merion and the Haverford, chartered by the Dominion line from the American line. A war of rates is expected.

FACES THAT ARE FAMILIAR TO ST. PAUL PEOPLE.

THOMAS M'DERMOTT.

L. A. ROSING.

NORMAN FETTER.

A. DALQUIST.

E. S. DURMENT.

STAN J. DONNELLY.

L. W. RUNDLETT.