The St. Paul Globe

VOL. XXV.—NO. 63. TUESDAY MORNING, MARCH 4, 1902.---TEN PAGES. PRICE TWO CENTS.—{On Trains, FIVE CENTS.

ROOSEVELT FORCES FIGHT

PRESIDENT TAKES STEPS TO SECURE DELEGATES FROM INDIANA

NEW IN PAINFUL DILEMMA

Would Like to Be First Assistant Postmaster General if It Were Not for His Political Future.

AGGRESSIVE CAMPAIGN IS ON

FROM THE GLOBE BUREAU, Washington, D. C.

WASHINGTON, D. C., March 3.—The office of first assistant postmaster general has been going begging of late years. It is going begging at present. There is a salary of $4,000 a year appurtenant to it, but that does not seem to attract. Nor does the honor. Perry S. Heath seemed to like it well enough while he held it; and he graduated from it into an operator in railroads and dealer in newspaper plants. He is one of the coadjutors of Senator Tom Kearns and Senator William A. Clark in the Los Angeles & Salt Lake railroad. But since Mr. Heath resigned the office has been something of a drug on the market. Mr. McKinley first gave the filling of it to Mr. Charles G. Dawes, of Illinois, and Mr. Dawes offered it to Mr. Pullman's son-in-law, Mr. Frank O. Lowden, of Chicago. It was represented to that gentleman that the place was one of distinction, without any very onerous duties, and would be just about the thing for a man having plenty of money and wishing to have a whirl at Washington society. But Mr. Lowden pleaded business and regretted. He suspected it was a plot to head off any plans he might be cherishing to enter the senatorial race for Mason's seat.

After some delay and a little peddling, it was offered to and accepted by a gentleman by the name of Johnson, of New Jersey. He filled the requisites of having a good income and wanting a little political distinction. So he came to Washington and called it his home for a while; but he was in New Jersey, where his factory is located, about three days out of the week. His heart was in his factory, and the office of the first assistant hardly made his acquaintance. He never got any grip on the affairs of the office; and Chief Clerk Maston did about all the business. When Mr. Johnson went back to New Jersey the place was vacant for a while; at length Mr. Roosevelt offered it to Harry New, of Indiana. At present New is considering it, with indications that he will pass it up.

Why New Won't Accept.

There are reasons why Harry New will hesitate to accept the president's offer of the office of first assistant postmaster general. New is national committeeman for his state, and in addition to being editor of the Indianapolis Journal, the party organ of the state, he is a large political factor in Hoosierdom. President Roosevelt likes New personally; but in addition to any personal considerations, he would like to have the influence of Mr. New when it comes time to gather the delegates to the next Republican national convention. The state of Indiana is in a critical position. Its politicians are in the position of the coy maiden who would be "ever so happy with either, were t'other dear charmer away." Senator Charles Warren Fairbanks, husband of Mrs. President General Fairbanks, of the D. A. R., is a candidate for the Republican presidential nomination in 1904. Senator Fairbanks has the Indiana Republican machine pretty well in line; the only rift is Senator Albert J. Beveridge, who is on very cordial terms with President Roosevelt, and undoubtedly favors him for another term. On the other hand, Mr. Beveridge's personal relations with his colleague in the senate are rather strained. The status may be described as an armed peace.

It is evident that President Roosevelt is maneuvering for control of the state of Indiana, and if Mr. Harry New accepts the tender of the office of first assistant postmaster general, Roosevelt will have secured for his side the state's national committeeman. An acceptance would be equivalent to an open declaration by New in favor of Roosevelt for renomination, and against his old friend and political co-laborer, Fairbanks. In so doing he would cause an open rupture between himself and the Indiana machine, and would undoubtedly precipitate a factional division between the forces of Roosevelt and Fairbanks in the state. The natural consequence would be an alliance between Beveridge and New, and a hot campaign in the district elections for the election of delegates favorable to Roosevelt or to Fairbanks.

There are personal reasons why National Committeeman New would like to accept the offer of the president, and become first assistant to the postmaster general. Henry C. Payne and New are personal friends. In their work together on the national committee the postmaster general and New were thrown much together, and they became pretty well acquainted. During the last campaign New spent most of his time in Chicago at headquarters, and was one of Payne's most intimate advisers. It is known also that there are business and social reasons why New favors the change of residence to Washington. But there are also business reasons, quite as strong, which bind him to the fortunes of Senator Fairbanks. New is at the parting of the ways. He must stake his political fortunes on one of the two aspirants for the presidential nomination.

Perhaps the most significant feature of the affair is the aggressive step taken by Roosevelt. He has evidently determined to carry the war into Africa. He has struck at the heart of the opposition; for it cannot be denied that everything hangs on Indiana. If Roosevelt can get the delegates from Indiana he will win "hands down." If Fairbanks loses Indiana he is out of the running. If Indiana is divided, and there is any considerable faction in the state which does not rally to his support, he cannot hope to get support from the surrounding states. He must give up the race.

Politicians here are watching the situation with considerable interest. It is remarked that it is characteristic of Roosevelt to have taken this aggressive course. His campaign is evidently to be open, vigorous and from the shoulder. The methods of Fairbanks are more Machiavellic in their character. He relies more on strategy than boldness. It should be a pretty fight.

Horrible Murder and Suicide.

NEWARK, N. J., March 3.—Charles Andrews, a negro, killed his wife, set fire to her room, cut his throat, and died this evening. Andrews was twenty-four years of age, and came from Vernon, Conn. His wife was nineteen years old and came from South Carolina. They were married less than a year ago. Andrews was said to have been shiftless. His wife supported him, and when he was discharged from a job a week ago last Saturday, she told him to shift for himself. He went to Vernon, and was not seen here again until today.

WORK OF DYNAMITERS

ATTEMPT TO BLOW UP BIG LUMBER MILL AT LA CROSSE.

Special to The Globe.

LA CROSSE, Wis., March 3.—Early this afternoon an attempt was made by unknown persons to blow up the La Crosse Lumber company's big mill with dynamite. The explosion wrecked one end of the building and shattered considerable machinery in other parts of the building. The explosion shook the entire vicinity, and was heard in all parts of the city.

The police declare that several sticks of dynamite were used. They discovered another big charge of the explosive in another part of the mill, which failed to explode. As no one was in the mill at the time there were no fatalities. The police believe they have a clew to the guilty parties, but refuse to make anything public at present.

NO TRUTH IN STORY

NORTHERN SECURITIES COMPANY WILL NOT INCORPORATE UNDER CANADIAN LAWS

NEWS TO PRESIDENT HILL

Publication of the Tale in Eastern Papers the First Thing He Had Ever Heard About It.

NEW YORK, March 3.—Emphatic denials have been made by financiers and railroad officials interested in the Northern Securities company that it is proposed to incorporate a company under the laws of Canada legally equipped to protect the interests of shareholders in the railway merger in the event of embarrassment owing to President Roosevelt's instructions to Attorney General Knox.

What is peculiar in the face of those denials is the fact that for some time there has been talk among well informed financiers of a possible organization of a company in England or Canada for the administration of the affairs of the Northern Securities company if an adverse decision of the courts should invalidate the merger. It was held by these men that this holding corporation was in no way connected with the operation of the Great Northern and Northern Pacific systems, which between them control the Burlington interests. With the consent of the stockholders who have invested in the Northern Securities company, the control of the corporation could be taken from this soil so far as the advisory officers are concerned. The investors, however, who are unfamiliar with the corporation laws of other countries, went into the merger as a company formed under the laws of New Jersey, and, according to the opinion of a well known financier, would be opposed to taking extra territorial chances which they had not bargained for.

President Hill, of the Securities company, was not content with a denial of any interest in the charter, but wished to be quoted as saying he had never heard of the plan before its publication.

"I think I have a fair idea of what the company is doing," he said. "I know nothing about the Canadian charter. That is news to me. That is all I wish to say. It seems to cover all the ground."

George W. Perkins, of J. P. Morgan & Co., said he had heard nothing of such a plan. "It is possible," he added, "that independent incorporators, acting on their own responsibility, have applied for a charter under the name of Northern Securities company as a speculation. By this I mean they are taking a chance of some day being able to dispose of the charter to the New Jersey corporation and remove the possibility of invalidating the merger under a United States law.

"The Northern Securities company has no need of a Canadian charter to facilitate the business for which the consolidation was formed. In my opinion there is nothing in it. I presume to speak only from my own information."

BILL NEARLY READY.

Suit Against Securities Company to Be Brought in Minneapolis.

WASHINGTON, March 3.—The bill in equity against the Northern Securities company, J. Pierpont Morgan, James J. Hill and others to prevent the merger of the Northern Pacific, the Great Northern and other Northwestern railroads, is nearing completion, and it is the present intention to have it ready the latter part of the present week. The bill will be printed here and made public as soon as it has been filed. In just what court the action will be begun is not yet definitely determined upon, but it is believed that the bill will be filed in the United States circuit court at Minneapolis, Minn.

Fife Pleads Not Guilty.

Savannah, Mo.—Stewart Fife was arraigned today and his attorney entered a plea of not guilty to the charge of murdering Frank W. Richardson. The trial was set for a week from today.

BULLETIN OF IMPORTANT NEWS OF THE DAY

Weather Forecast for St. Paul: Fair. Colder.

1—Prince Henry Reaches Chicago.
Trains Caught in a Flood.
President Goes After Indiana.
Dunn Talks to Senators.

2—Twenty Lucky Guessers.
No More Gifts of Franchises.
Van Sant to Meet Prince Today.
Youthful Elopers Brought Home.
Insurance Men to Meet.
St. Cloud Vacancy to Be Filled.

3—Worst's Charges Unfounded.
Germans Are Pleased.

4—Editorial Comment.
Story of the Street.
Grist of the Political Mill.
Food Law Being Obeyed.

5—Saints Begin to Look Good.
Stagg Is Pleased.
Lipton Praises Columbia.
All the Sporting News.
Gag Rule Aplied in House.

6—The Woman's Page.
Daily Short Story.

7—Day's Doings in Minneapolis.
Dull Day in State Senate.

8—Homeseekers' Rush Begins.
News of the Railroads.

9—Grain and Provision Markets.

10—Ready for Coliseum Show.
Pennsylvanians at Table.
Paving Bids Opened.

MILLIONAIRE FIREMEN

MORGAN AND OTHERS VOLUNTEER FOR SERVICE AT LONG ISLAND.

Special to The Globe.

NEW YORK, March 3.—J. Pierpont Morgan, William R. Grace, ex-mayor of New York; J. Seaver Webb, John and William V. Brokaw, clothiers; George P. Dodge, and Frank Dickinson, vice president of the American Tin Plate company, are among the millionaires who have organized a volunteer fire department at Great Neck, L. I., where each has a summer residence. They have just purchased a hook and ladder truck and hose cart, and are bound by the rules of the company to turn out at fires and work.

MONEY IS RECOVERED

STOLEN BILLS OF HELENA BANK RETURNED TO OWNER.

Special to The Globe.

KNOXVILLE, Tenn., March 3.—About $9,400 in bills of the Helena, Mont., bank, stolen from a Great Northern express car at Wagner, Mont., last July, was recovered here today by H. G. McIntyre, attorney representing the bank. Since the arrest of Harvey Logan on Dec. 15, on whose person and in whose baggage and with whose pals the money was found, it has been held by police officers. It is stated that McIntyre last week held a conference in New York with representatives of the express company, and it was decided he should come here and endeavor to recover the money. It is stated tonight that he paid $500 for the bills. Harvey Logan, one of the alleged Wagner robbers, is still in jail here, awaiting trial at the May term of the state court.

AFTER CANADIAN LAND

TWIN CITY CAPITALISTS ASK CHARTER TO COLONIZE

Will Buy Millions of Acres in Great Grain-Growing Country to Put on Market for Settlers.

Special to The Globe.

WINNIPEG, March 3.—Application has been made at Winnipeg for a charter under Canadian laws for the Northwestern Colonization company, with a capital of $2,000,000. The applicants are O. A. Robertson, F. B. Lynch and J. C. Wood, of St. Paul; F. E. Kenaston, of Minneapolis, and F. G. Barr, of Fergus Falls, Minn. The immense crops of grain grown on Canadian fields have attracted attention of both capitalists and settlers from the United States, and they are coming across the international boundary line in large numbers. The interest in real estate circles is intense, and all real estate men report large sales, and predict very large immigration during the coming spring and summer. J. Stanley Hough, of the firm of Hough & Campbell, of this city, solicitors for the new corporation, in an interview today said that the applicants for this charter are officers of the Minnesota Land and Colonization Company of St. Paul, Minn., a very strong corporation, which has done a very large and successful business in the states. The parties have secured a tract of about 1,000,000 acres of land in Canada from the Canadian Pacific railway and Canada Northwest Land company, embracing some of the best wheat lands in the Northwest, in Alameda, Arcola, Estevan and adjacent sections in Southeastern Assiniboia. It is the object of the new company to immediately put lands on the market and sell at attractive prices to investors and settlers.

MISS STONE TO LECTURE

CHAUTAUQUA SOCIETIES TO BE TOLD ABOUT BRIGANDS.

INDIANAPOLIS, Ind., March 3.—Ellen M. Stone, the missionary who was captured by brigands and released recently, will lecture at Winona this summer. Miss Stone has contracted to lecture for the Chautauqua societies of the country during the biggest part of the summer, and it is under this contract that she will visit Indiana. Miss Stone is expected home some time in May.

DUNN GIVEN A HEARING

STATE AUDITOR TELLS SENATORS WHY HE OPPOSES TONNAGE TAX

IS BOTH UNFAIR AND UNJUST

Mines at Which No Work Was Being Done Would Yield No Revenue to the State.

INCOME TAX IS RECOMMENDED

"If I had done as my conscience dictated, instead of listening to the pleadings of the friends of the tax code, I would have recommended to the house that it adopt the administrative features of the tax code real estate clause, frame a set of constitutional amendments and go home."—State Auditor Robert C. Dunn.

State Auditor Dunn yesterday admitted that he had been prevailed upon not to oppose the tax code, and that he is sorry he allowed Van Sant's friends to decide him against his judgment. Mr. Dunn yesterday afternoon was accorded the hearing on the Jacobson bill, which the house refused him. He strenuously opposed the passage of the bill as unjust and unconstitutional. He was particular to protect the administration, but made several admissions, which, unquestionably, confirmed the active part the governor and his political boomers have taken in the attempt to force the tax bill through. Mr. Dunn said in part:

"Today the mining companies are paying taxes on a valuation of $13,000,000. The revenue is about $300,000, of which the state gets the same share that it enjoys in any other direct tax. I admit that the companies are assessed too low; but it is not my fault. I am only one of eighteen members of the state board of equalization. The valuation can be raised and will be raised. I do not care if you tax the mining interests 5 cents or 50 cents per ton, I have no love for them, nor they for me.

"But I believe in fairness. You have no right to tax a corporation just because it is a corporation. Now, you propose a tonnage tax. I opposed it in 1895. I oppose it now. It is not right. The direct valuation is the only fair method. All you have to do is make the valuation high enough. In 1897 I secured the passage of a law giving the state board of equalization the right to raise individual assessments. It permits us to get at the corporations, and if they had known its full import it would have had anything but easy sailing. We need no new officers—no new tax eaters, and no new machinery. All that is necessary is to increase the assessments. Now, we know what the mines are worth and can assess them accordingly.

Miners Would Be in Control.

"This tonnage tax would leave the matter of taxation in the miners' hands. They did not pay half their taxes when we had a tonnage tax law, and they would not under this proposed law. I can well see how the mining speculator wants a tonnage tax law. He might hold $1,000,000 worth of mining property as long as he liked without working it, and never pay a cent of taxes. What would you think of a law which did not impose a tax on pine lands until the pine was worked up into lumber? The principle is the same. The minute a mine was shut down, that minute its taxes would stop.

"It is said we would derive more revenue from the tonnage tax. I deny that statement. I say we can derive more revenue from a direct taxation than from a tonnage tax of even 5 cents per ton. A valuation of $30,000,000 would return a revenue of $900,000, an amount far in excess of that which the promoters of this scheme hope to raise. And by direct taxation we would get that revenue every year, whether the mines are operated or not.

"The proposed law is both unfair and unjust. There are many grades of ore and you propose to tax the owner of ore worth 50 cents per ton and the owner of ore at $1 per ton exactly alike, without regard to valuation. Then, again, you would tax $100,000 worth of ore $5,000 and $100,000 worth of lumber piled up beside the ore $3,000. There is nothing fair or constitutional about it, and if the constitution were fixed to permit the enactment of such a law it would be wrong. I am not pleading for the mine owners, but for the principle. I have always fought the mining interests, but I want them to have what is right.

"It has been said in the house that I, more than any one, am responsible for the tax commission and the extra ses-

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JUDGE DID NOT LAUGH

SUES LAWYER FOR LIBEL BECAUSE OF HUMOROUS ADDRESS.

Special to The Globe.

WEST SUPERIOR, Wis., March 3.—Summons was today served in a libel suit brought by Judge Dan Danielson against Attorney F. A. Ross. The suit is for $10,000 damages. It is begun in the circuit court and will not come up until the June term. The complaint has not yet been served. The suit is the result of a story which was told by F. A. Ross at the lawyer's banquet held here on Feb. 22. At that time Mr. Ross read a paper of reminiscences of the Douglas county bar. In it was a story on Judge Danielson, regarding a writ of replevin, which it was stated he had issued in order to take the control of some children away from their mother. The story, with several others, was told in a humorous vein. Judge Danielson, however, takes exception to it. He says that it is untrue and libelous, and that it charges him with unprofessional conduct. Forty attorneys have already offered to defend Mr. Ross.

HUDSON RIVER ON RAMPAGE

FOUR TRAINS STALLED IN ICE FLOOD ON CENTRAL RAILROAD

CARS SUBMERGED TO ROOFS

Passengers on the Famous Empire State Express Have Narrow Escape From Death by Drowning.

ALL TRAINS ARE HOURS LATE

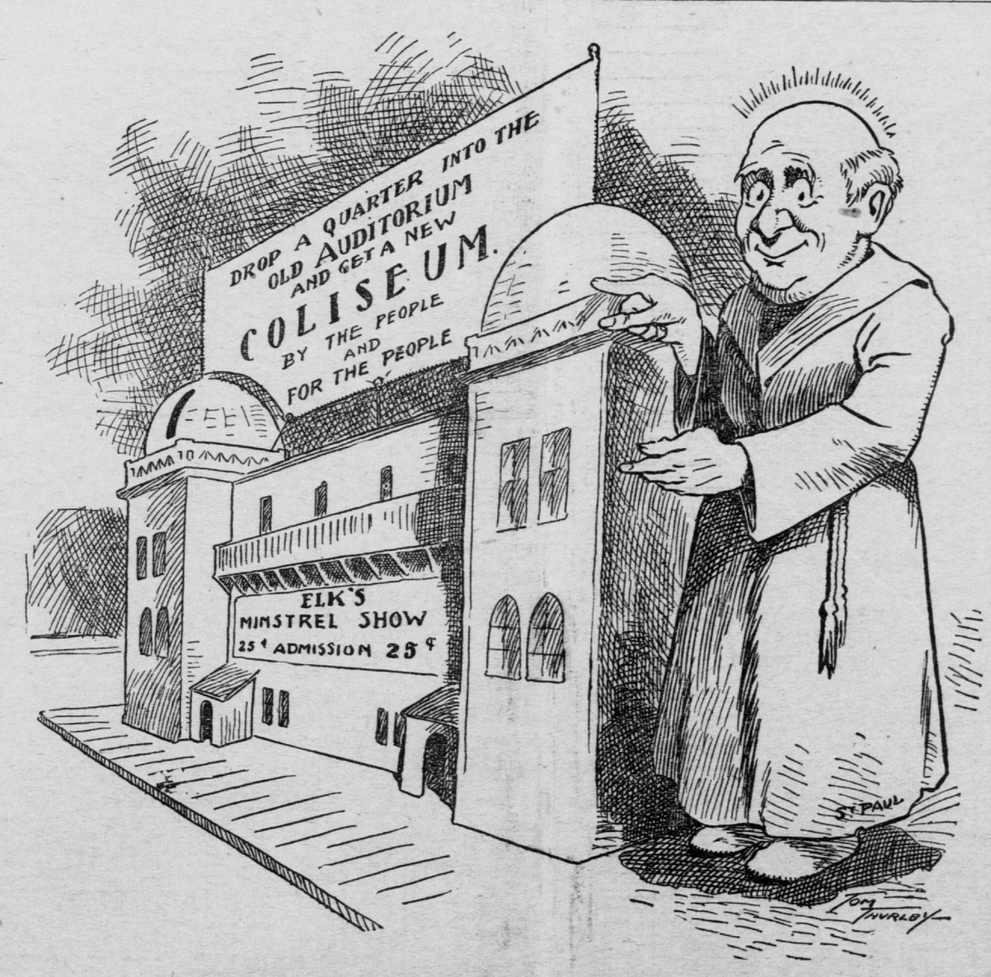
HUDSON, N. Y., March 3.—High water in the Hudson river and the forming of ice gorges above this city south of Albany has stopped railway traffic on the New York Central & Hudson River road. Great activity prevails at this station, where all trains bound north are transferred over the Boston & Albany railroad via Chatham to Albany, and trains destined for New York arrive over the same route.

Much apprehension is felt about the situation in the vicinity of Castleton and Schodack. Four large passenger trains are stalled there in the flood, one of them being the Empire State express. The waters have risen so high about them that the cars are submerged to the roofs and heavy ice is pounding them hard, threatening their demolition. A work train from Hudson, which went to the assistance of the others, is also caught in the flood and cannot move in either direction, the locomotive fires being extinguished.

The passengers on the Empire State express were badly frightened, having to remain in the cars several hours during the night, the ice battering the cars, while the water was up to the seats. They were finally rescued from their perilous position by rowboats and placed in a relief train which was sent here.

The rush of the waters and heavy ice over the docks and along the railway tracks swept many small buildings away, destroying them completely. In this city the ice started to move about noon, tearing docks and wrecking everything in its course.

All through trains on the New York Central were late. Many trains from the west were held at points up the state and did not get into New York at all, but local traffic, generally speaking, was not much delayed. The main line between Hudson and Albany is still under water, but by using the Boston & Albany tracks from Hudson to Chatham and from Chatham to Albany communication is maintained. Not for a great many years have the mails been so delayed as during the past three and a half days.



YOU CAN'T LOSE—EVERYBODY GETS THEIR MONEY'S WORTH.

PRINCE HENRY IN CHICAGO

Residents of the City by the Lake Arrange a Series of Royal Receptions for Their Royal Guest.

MAGNIFICENT BALL AT AUDITORIUM

CHICAGO, March 3.—A glare of red fire that could be seen for miles, the blaze of hundreds of torches, the sparkle of myriads of electric lights and the cheers of thousands of people made up the first taste of Chicago's hospitality that was given to Prince Henry of Prussia upon his arrival in this city this evening.

His train arrived at the depot of the Chicago & Alton road at 6:30 o'clock, and from there, after he had been formally welcomed by Mayor Harrison and the members of the general reception committee, Prince Henry rode through streets packed with a dense multitude, whose cheers compelled the distinguished visitor to bow continually to right and left.

The prince arrived in the city at a time when the streets were thronged to the utmost, it being the hour when many thousands of people were leaving their places of business for the day, and of all of these people it seemed that nearly every one walked over to Jackson boulevard to await the arrival of the prince. For the entire distance the sidewalks were solidly massed with people, so closely packed that it was with the greatest difficulty that the line of policemen drawn up in front of the curb for the entire distance could restrain the people from crowding over into the street and encroaching upon the line of carriages. The people were willing enough to stand behind the officers, but the trouble was that there was not enough standing room for them all.

GERMAN AND AMERICAN FLAGS INTERTWINED.

No more flattering welcome could have been extended any visitor, and it came not so much from the officials of the city as from its citizens. Every building along the line of his route, from the depot to the Auditorium hotel, was gaily decorated with bunting, the prevailing scheme being the American and German flags intertwined, with the black eagle of Prussia over all. Many of the buildings had upon their fronts elaborate devices, made up of hundreds of electric lights. There were welcomes by the dozens; there were eagles and flags, and there were strings of gay colored lights almost without number.

No hint of the decorations in electric light devices was given to the prince until after his carriage had rolled over

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CHICAGO, March 3.—The chief event of the stay of Prince Henry in Chicago was the grand ball held tonight in the Auditorium. It was perhaps the most magnificent social event ever witnessed in this city, surpassing even the great ball given in honor of Admiral Dewey two years ago.

The decorations of the huge hall went beyond anything attempted in the Auditorium before. In the general scheme the German and American colors were freely mingled and formed the basis of the principal designs. The black eagle of Prussia and the Stars and Stripes were in evidence upon all sides. Nautical effects prevailed to a great extent. The unit for repetition was a boat's prow and masthead, flanked on either side by panels bearing eagles and flags, and by the banners of America and Germany. On each side of the ball room were five of the boat prows, the base of each one being draped with the combined colors of the United States and Germany, through which gleamed hundreds of small electric lights.

In front of each box on the sides of the ballroom were draped hundreds of flags, those of Germany alternating with those of the United States. Their folds were caught up alternately, with the eagle of the United States and the black eagle of Prussia. Panels of drapery on which appeared the crest of Germany and the coat of arms of the United States. Covering the ceiling of the ballroom were thousands of yards of yellow and white drapery held in place by the eagles of America and Germany.

At the west end of the ballroom was the canopied box which was occupied by the prince when he was not upon the floor of the ballroom. It was twenty-two feet in height, and elaborately decorated with the flags of the various German principalities, German yachting flags and the yachting pennant of Prince Henry. Across the back of the box was thrown the flag of the German admiralty.

The canopy of the box was white without and yellow on the inner side. The border was yellow, edged above with black and red and below with white. On a panel of drapery at each side of the chair, which was placed in the box for the use of the prince, was the Prussian eagle. The yachting pennant of Prince

Continued on Third Page.

PRINCE'S PRICELESS PRESENT

Special to The Globe.

CHICAGO, Ill., March 3.—An almost priceless present for this season of the year arrived at the Auditorium today, addressed to "His Royal Highness—Prinz Heinrich Von Prussia, special suite, Auditorium hotel, Chicago."

The wood case was carefully constructed and contained the information that the gift came from a friend in Waukesha county, Wisconsin. A key as to the character of the contents was found in the inscription on the reverse side, which read, "These eggs were laid yesterday."

Early today all sorts and conditions of packages began arriving at the hotel, addressed to the prince under every title conceivable. They contained cigars, wine, perfume, candy and many books.

THEATRICAL BILLOWS ON STRIKE

The Mediterranean sea, which occupies a prominent part in the stage setting of "Monte Cristo," at the Metropolitan, went on a strike last night, and the tempestuous billows that beat and storm around the prison walls had to be recruited in a hurry, for the simple reason that the regular billows refused to beat and storm for the sum of 25 cents per night. All the white-capped waves that were tossed skywards by the howling winds, that eddied and swirled and dashed upon the shores of the Chateau d'If, made a stand last night for 50 cents a night, and being refused, informed the management that if any waves were wanted, the management would have to get them somewhere else, as the present Mediterranean was out of the business until the standard scale for aquatic impersonation was re-established.

The six men who take the whole sea on their hands, literally speaking, say that they are in the habit of receiving 50 cents a night, and this price they do not consider to be out of proportion to the magnitude of the geographical section which they are called upon to represent.

The men who are on a strike are primarily "supes," or supernumeraries, and in their time play many parts, ranging from the humble peasantry to the proudest soldier of Anthony's army, and in making this stretch they play the entire gamut of humble life. Until the arrival of "Monte Cristo," with the sea in its train, the supes were playing their parts and receiving their four bits, entirely satisfied. But with the arrival of the gentleman with a tax deed on the earth, they were informed that their salaries would be cut to 25 cents a night, and in addition to this they were likewise informed that the part of the Mediterranean sea had been assigned to them. Far from being flattered by the part they were given in the cast, the six merry little Neptunes demurred, but, they claim, rather than see the play go on without a sea, they did their part for Sunday night, with the understanding that their salaries would have to be increased and the billows cut out, or they would not take a part in the next performance. On their arrival at the rear door last night, they say, they were informed that the price of billows was still 25 cents, with side orders of guard, soldiers, peasantry and populace thrown in. The information given to the management was that as far as the six mermen were concerned, the sea could be as calm and placid as a duck pond, and they marched out.

TAWNEY AND MORRIS

MINNESOTANS DO BULK OF TALKING AT REPUBLICAN CAUCUS.

WASHINGTON, March 3.—About 120 Republicans attended a caucus of Republican members of the house held tonight to consider the Cuban tariff question. Speaker Henderson was present, but took no part in the proceedings.

Mr. Tawney, of Minnesota, who at the last conference presented the proposition to return to Cuban planters a rebate on duties collected from them, got the floor as soon as the conference was called to order. His proposition was in the form of a resolution directing the ways and means committee to enact a bill to provide for the payment to Cuba for six months from the passage of the bill of 20 per cent of all duties collected in the United States on Cuban imports from Nov. 1, 1901. If within six months Cuba enters into a reciprocal trade agreement with the United States giving this country rates of duty substantially below the rates collected on like articles from other countries, then these rebates to Cuba shall continue to be paid for three years from the date of the reciprocity agreement. The government of Cuba or such agency as the president may select out of the money so paid over to Cuba shall pay to the actual bona fide cane grower of the island 70 cents per ton of cane for each ton produced and delivered by him to the sugar factory and manufactured into sugar from Nov. 1, 1901, during the life of the arrangement. Any balance in the Cuban treasury from this scheme is to be applied for the promotion of the general welfare of Cuba.

Judge Morris, of Minnesota, who prepared a proposition for an increase of the duties and a rebate to Cuba some time ago, also supported the plan for a rebate, and W. Fordney, of Michigan; Mr. Minor, of Wisconsin, and other members from beet sugar states, read telegrams from their constituents protesting against any direct tariff concession to Cuba.

BOERS WERE PERSISTENT

KEPT AT BRITISH UNTIL THEY WON A VICTORY.

LONDON, March 3.—In a dispatch from Pretoria, dated today, Lord Kitchener sends details of the disaster to the escort of the convoy of empty wagons at Vondonop, southwest of Klerksdorp, Transvaal Colony. The British casualties in killed, wounded and men made prisoners reach the total of 632. In addition, the Boers captured two guns.

Lieut. Col. Anderson, who commanded the British force and who has returned to Kraalpan, Cape Colony, with nine officers and 245 men, reports that when his advance guard was within ten miles of Klerksdorp, during the morning of Feb. 25, the Boers opened a heavy rifle fire on the troops from the scrub. The burghers were driven off and the convoy resumed its march, when a more determined attack was made on the convoy's left flank, the Boers getting within a hundred yards and stampeding the mules harnessed to a number of wagons. The attacking forces were again driven off.

At about 6:30 in the morning the rear guard was attacked by a strong force of Boers, and simultaneously another body of Boers boldly charged the center of the convoy and stampeded the mules in all directions, throwing the escort into confusion, during which the Boers charged and recharged, riding down the separated British units. The fighting lasted for two hours, during which the two British guns and a pompom almost exhausted their ammunition. A detachment of 200 mounted infantry from Klerksdorp attempted to reinforce the British, but were held in check by the Boers.

Lieut. Col. Anderson adds that the strength of the Boers was estimated at from 1,200 to 1,700.