

NO HELP FOR BOERS.

Intervention of United States is Sought in Vain by Delegates.

Hay Explains Legality of Such Traffic and Inability of State Department to Prevent It.

Washington, D. C.—(Special).—Messrs. Wolmarans and Wessels, the Boer representatives who came to the United States from Europe for the purpose of conferring with the secretary of state, have achieved their purpose.

They were received by Mr. Hay. It was distinctly understood that the Boers were to be received as private citizens and not in an official capacity. Secretary Hay talked with them freely with this understanding. The principal object of the delegates was to induce the United States government to do something to terminate the present bloody struggle in South Africa. They were not very specific as to what they wanted, and apparently would be satisfied with almost anything from intervention direct to a simple tender of the good offices on the part of the United States. Secretary Hay heard them attentively and promised to consider their representations and to do whatever he could to ameliorate the conditions in South Africa. But he pointed out that the president was the prime authority in such matters and he recommended that they see President Roosevelt and ascertain his views.

Later in the day Messrs. Wolmarans and Wessels, accompanied by Dr. Frederick Mueller of the Orange Free State, called at the White house. They were received by President Roosevelt in the library and remained with him about fifteen minutes. They called as private citizens and not in their official capacity as Boer representatives. Mr. Roosevelt listened attentively to what they had to say and then informed them that this government cannot and will not interfere in the struggle.

A matter of complaint by the delegates was the shipment of horses, mules and provisions from the United States for the British forces in South Africa. Secretary Hay went over this subject very carefully with them, citing authorities and precedents, which he pointed out conclusively established the lack of authority on the part of the general government to prevent the American farmer from shipping his stock and the stock raiser from shipping his produce to any part of the world he desired. He also pointed out that the government's attitude in this matter toward the South African war had been strictly neutral and that the government had done nothing to prevent shipments of commodities to the Boer forces.

TO AMEND THE LAND LEASING BILL.

Denver, Colo.—(Special).—Discussion of the land leasing question was opened in the convention of the American Cattle Growers' association with an address by Colonel John P. Irish of California in favor of the enactment of a law to authorize leasing of public lands.

Frank Benton, a Colorado and Wyoming cattleman, delivered an address on "Practical Illustrations of the Leasing System and Its Benefits." C. A. Wantland of Denver read a paper on "The Advantages of Range Control." Bartlett Richards of Nebraska offered two amendments to section 2 of the land leasing bill now before congress. One was that railroad grants derive no benefits from the bill, but buyers of railroad lands shall. The other was that homesteads taken up prior to January, 1902, shall be beneficiaries under the provision of the bill.

President Roosevelt was elected an honorary member of the session.

Further informal discussion of the leasing question occupied the afternoon session and resolutions endorsing the land leasing bill now before congress were introduced and referred to the resolutions committee.

FIVE PEOPLE ARE SOLD AS SLAVES.

Washington, D. C.—(Special).—The fact that a woman and her baby, two young men and a young woman, were sold as slaves for \$40 worth of goods and \$20 Mexican money, is brought to light in the records of the court martial of a Moro, named Sulug, who was tried by an American military commission at Ottobato, Island of Mindanao, P. I., on charges of murder and kidnapping.

Sulug, at the head of a band of natives, carried away the party of Moros referred to at Point Sayagan on the Bay of Ilana and sold them at a place called Baguayam, near the mouth of the river Dina. He was acquitted of the charge of murder of one of the slaves, but was found guilty of the charge of kidnapping and sentenced to eighteen years imprisonment at hard labor. Brigadier General Davis, the reviewing authority, mitigated the sentence to three years at hard labor.

Shirkers Pay the Penalty.

London.—(Special).—It is announced in a special dispatch from Madrid that a number of the strikers arrested for participation in the recent riots at Barcelona who shot at Fort Monjuich. A number of General Madoz, the Carlist leader, has been sentenced for complicity in the Barcelona riots and will be tried at the same time. Prison camps at the disposal of the Carlists in Barcelona, in which a large number of strikers and others were detained at Santa and

SOME FABLES OF THE FILIPINOS.

Washington, D. C.—(Special).—A mail just in from the Philippines shows that the insurgent leaders are resorting to all kinds of subterfuges and deceptions to retain control. One insurgent commander recently issued a proclamation saying that "Now is the time to strike a decisive blow for Filipino independence," and adding:

"The United States is in the midst of a bloody civil war. The coal miners in Pennsylvania have risen against the government and at Chicago a great battle was fought, in which 1,000 regular soldiers were killed. An army of anti-imperialists is besieging Washington. Roosevelt will be deposed and Dr. Bryan proclaimed president."

In a circular letter to his subordinate officers, which was to be published far and wide for the information of the people, a rebel lieutenant colonel declared that the junta central at Hong Kong had received a cablegram from Berlin informing them that the emperor of Germany was about to confer on General Malvar a grand decoration and that in consideration of the relinquishment by the insurgent government of all claims to the Caroline Islands which formerly belonged to the Philippines, but had not yet achieved their independence, Germany would supply the insurgents here, free of charge, 4,800 new rifles and 1,000,000 Mauser cartridges. Within a month, it was asserted, Russia would declare war against the United States and Russian fleet that already had arrived at Cavite, would sink all the American ships, even as Dewey had destroyed the Spanish vessels in 1898.

So, even if the outlook in their immediate vicinity should appear to be almost hopeless, the letter declared, it always must be remembered that the insurgents were winning great victories in other places, so no one should be discouraged.

MUST NOW LET POLITICS ALONE.

Washington, D. C.—(Special).—The following statement was made public at the White House:

"After inquiry of the president as to what the president's views were in regard to activity in politics, especially in any factional difference within the party, of his appointees, Major Hogan stated to the president that he would be compelled to withdraw his name from consideration in connection with the appointment as internal revenue collector for the southern district of Illinois, as he desired to actively continue to participate in the politics of the state.

"The president again reiterated to various Illinois representatives, both in congress and in executive office, that he expected his appointees in Illinois to keep clear of factional work, that the election from Illinois was alone for the Illinois people to decide, and he expected the federal employes in that state to serve their party by doing their work in their respective offices in first-class shape, and by refraining from any improper factional activity in connection with matters with which the federal administration had no proper concern."

REPUDIATE THE CANAL PROTOCOLS.

Washington, D. C.—(Special).—Every fresh turn in the development of the isthmian canal project discloses a new obstacle.

It now appears that the protocols negotiated last spring with Nicaragua and Costa Rica, whereby those countries outlined the terms upon which they were prepared to enter into permanent treaties with the United States conveying the necessary rights for canal construction, are no longer in effect. Conditions have changed since then, and whenever the balance of opinion seems to incline towards one route or another for the canal the governments interested in the favored route suddenly hardens its terms and wants to abandon past agreements. Therefore it was necessary to draw up new protocols, not only for the Panama canal with Colombia, but for the Nicaragua canal with Costa Rica and Nicaragua, in pursuance of the state department's policy of placing it within the power of congress to freely choose the route.

HAVE LITTLE HOPE FOR STATEHOOD.

Ardmore, I. T.—(Special).—The single statehood delegation from the Indian Territory has returned from Washington with little hope for single statehood during this session of congress. The following address to the people of the territory from Delegate Bradford has been issued:

"I have not abandoned single statehood, but to the contrary I insist that no statehood bill for Oklahoma can be passed that does not in some way provide for making Indian Territory a part of it, either as a state or a territory. In my opinion no statehood legislation will pass this congress. I am of the opinion that a bill for temporary territorial government for the Indian Territory will pass. It must be a measure offering no resistance to single statehood in the future.

The delegation is of the opinion that Delegate Flynn's bill providing for Oklahoma statehood cannot pass.

Kansas Court Reversed.

Washington, D. C.—(Special).—In the United States supreme court an opinion was delivered in the case of Tulloch against Vulvane, holding that counsel fees are not recoverable upon an injunction bond given in a federal court. The case grew out of the sale of the waterworks at Topeka, Kan., and the court reversed the decision of the supreme court of the state of Kansas. The chief justice and Justices Harlan and Brandeis voted in a dissenting opinion.

LABOR IS A VITAL ISSUE.

Question of Wages the Essence of the Ship Subsidy Proposition.

Ohio Senator's Argument Shows Preparation and Commands Close Attention from Both Sides.

Washington, D. C.—(Special).—A notable speech was made in the senate by Mr. Hanna of Ohio on the pending shipping bill, which he discussed from the standpoint of an American business man. His arguments were carefully arranged, he was always forceful and earnest and at times became eloquent. He commanded the undivided attention of the senate and of the galleries, and when he closed he received congratulations from many of his colleagues.

Early in the session Mr. Frye, in charge of the pending shipping bill, obtained an agreement that the senate should vote on the measure and all pending amendments at 3 p. m. March 17, that time being entirely satisfactory to those on both sides.

Before consideration of the shipping bill was resumed an extended debate took place on the measure providing for the protection of the president of the United States. Mr. Bacon of Georgia took the ground that in its present shape the bill was an invasion of the jurisdiction of the states and that it ought to be amended radically. Mr. Patterson of Colorado, while he agreed to the general propositions of the bill, urged that it ought not to pass in its present form.

MEASURES TO BE CONSIDERED.

Mr. Depew of New York pointed out that in the state laws there was no differentiation between the assassination of the president of the United States and of any other person, and an attempt at assassination was not punishable with death in any state, as the pending bill provides. Mr. Platt of Connecticut suggested, too, that some states had laws against capital punishment.

Mr. Bacon, continuing, said that the bill involved the right and propriety of the federal government to enforce a law within a state different from any law on the statute books of the state. So far as the anarchist was concerned, the death penalty was not a deterrent against the crime of assassination, as the anarchist was willing to sacrifice his own life. Mr. Hoar of Massachusetts interrupted to say that the pending bill was proper because the assassination or attempted assassination of the president was an interruption of the government and it was vitally important to the government that such interruption should not occur.

Mr. Bacon urged that the bill ought at least to be amended in accordance with his proposition already offered, so that it should be shown that the crime was committed against the president. "Because of his official position or for the purpose of destroying the government or impairing the execution of its constitutional powers," Mr. Bacon said the bill was practically an enlargement of the law of treason and proposed to make treason of something that, under the constitution, was not treason. Mr. Patterson of Colorado suggested that a most embarrassing situation would have arisen had the assassination of President McKinley, for instance, occurred in the state of Iowa, where capital punishment is not permissible. It would have resulted, he believed, in the state being disgraced by mob law, as no American community, he thought, would have been satisfied with mere imprisonment for the assassin of President McKinley. He agreed with the main purposes of the bill.

CLAY ON SHIPPING BILL.

At the conclusion of Mr. Patterson's remarks Mr. Clay of Georgia resumed his speech on the shipping bill. He predicted the complete failure of the pending measure. Natural changes alone, he argued, could increase the foreign carrying trade of the United States.

Mr. Hanna then addressed the senate, his remarks being principally in answer to Mr. Clay's speech. He said that when Mr. Clay quoted from Mr. Frye's remarks that all there was in this question which required explanation was embraced in the one question of labor he was correct.

"I stand by that proposition, but I go further," Mr. Hanna said. "The ore in the ground is worth about 25 cents a ton. After it was touched by the hand of man it was labor. Ninety-five per cent of the cost of a ship built in American shipyards or in any other shipyards is purely labor. The cost of the construction of a ship in the United States as against that in either England, Germany or France, simply measures the difference of wages and the efficiency of American labor."

ONLY UNPROTECTED INDUSTRY.

Mr. Hanna declared that the merchant marine was the only industry in the United States which has not received

the fostering care of this government.

"Will anybody deny," he said, "the importance, the absolute necessity of having an auxiliary for our navy in the form of a merchant marine, shaped under the direction of the Navy department and in time of war absolutely in the hands and under the control of the president of the United States to use it in the most effective manner?"

Senator Hanna said that if the United States failed to profit by the experience of the older countries of Europe, who have adopted a policy in reference to maritime matters, it would make a most serious mistake. Every merchant ship constructed in foreign countries was meant to be a ship of war in time of need. Mr. Hanna cited the feeling of uneasiness along the Atlantic coast at the beginning of hostilities with Spain and the relief which was experienced when the four steamers of the American line were called on by the secretary of the navy under the conditions of the law passed by congress to perform picket service.

He insisted that it was as important a national question as an economic policy to carry with the expenditure for building up the navy, the expenditure for an auxiliary navy and merchant marine.

Mr. Tillman interrupted to ask for information in regard to the reports that the Morgan syndicate had bought two or three of the European lines of steamers.

"You must ask somebody who is informed," replied Mr. Hanna. "I do not know anything about it."

SHARP RETORT TO TILLMAN.

"It was only reported you know," suggested Mr. Tillman, "and I thought that the senator, being in touch with that class of people—"

"Why does the senator say I am in touch with them?" interjected Mr. Hanna.

"The senator is a man engaged in shipping, is he not?"

"On the great lakes, yes," responded Mr. Hanna, "but why does the senator assume I know what Mr. Morgan has done?"

"I thought the senator and Mr. Morgan are friends," responded Mr. Tillman.

"I know nothing of the purchase of the Leyland line by J. P. Morgan & Co.," said Mr. Hanna, "any more than the senator does. That is simply an investment of American capital. Under the provisions of this bill not a single one of those vessels ever will come under an American register or an American flag."

Mr. Hanna said capital seeks only investment from which it can get returns.

SHIPYARDS NOT CROWDED.

Mr. Hanna declared that not an American shipyard held a contract for another merchant vessel after the nine or ten vessels now under contract were finished.

"Everybody knows," continued Mr. Hanna, "that the United States is now engaged in a hand-to-hand contest with foreign nations to secure the commerce of the Orient and that the United States has been foremost and steadfast in its policy to secure the markets of China and hold them as an open door. The Philippine archipelago was the key to the Orient, said he, and when it had become a naval station surrounded by all the protection that a maritime fleet would need, it would become a factor in our commercial conditions in the Orient. Mr. Hanna then said it was the purpose of the bill, under the postal system to establish a line on the Atlantic coast of South America.

England had gained its supremacy in the markets of the world by pursuing the policy of establishing direct communication.

PERSONAL CONTACT EFFECTIVE.

"Personal contact," he said, "is what brings results and England, Germany and France are now energetically at work to put in the connecting link between the Pacific and the Orient."

He spoke of the benefit that the passage of the bill would bring as a result of increased trade with South American countries, saying that the trade now went by way of Liverpool and Hamburg in foreign ships and then was transhipped to South American ports. By carrying American goods in American ships there would be an increase of American trade.

In closing Mr. Hanna again adverted to the question of the cost of labor, maintaining that wages in this country averaged 50 per cent higher than in European countries. The cost of ships built in the United States was from 25 to 30 per cent higher than those built in Great Britain, the difference in price of labor making the difference in cost. The difference between the cost of operating American and foreign ships was about 27 per cent, the higher rate being paid on American vessels.

APPEALS FOR HIS BILL.

He urged that the pending measure be enacted into law as the one way to demonstrate to the satisfaction of all that it would be beneficial in its operation. More as an appeal than as an argument to those who were yet not convinced of the excellent results to be obtained from the bill, he said he besought congress to keep pace with the world in exercising the natural advantages and commercial resources of which all Americans were so proud.

REGULAR PHILIPPINE SICK LEPT.

Washington, D. C.—(Special).—Surgeon General Sternberg today received of the health report of the military division of the Philippines for the month ended January 15 last. The percentage of sick was 6.16 per cent and the total sick 1,334 cases. There were fifty-nine deaths during the month, a decrease of eighteen compared with the previous month. Colonel Pope, who made the report just before his death, says the small percentage of the sick and the few deaths are especially gratifying, in view of the active military operations of the most arduous character in Samar and Batangas. The situation in regard to bubonic plague is much more favorable than at the time of the last report. Only three cases of the disease occurred during the month, one being Harry Dunn, a quartermaster's employe, who died December 27. The Berlin fire department was called out 11,000 times last year.

AGAINST THE CLAIMANTS.

Spanish Treaty Claims Commissioners Settle Maine Victims' Cases.

One Member Dissents, Holding that Sailors Retain General Rights and Powers of Citizens.

Washington, D. C.—(Special).—The Spanish treaty claims commission has handed down a decision against the claimants for deaths and injuries received by officers and seamen in the wreck of the battleship Maine in Havana harbor.

The commission holds that "individual claims of citizens of one nation may arise against another nation for redress of injuries to persons or property which such citizens may have sustained from such government or any of its agents. But such individual claims do not rise in favor of the officers or men of a ship of war who receive, in line of duty, injuries to their persons for which a foreign government is responsible. The claim against the foreign government is wholly national and all injuries to such officers and seamen are merged in the national injury, and they can look only to their own government for such remuneration as it may choose to give them."

NO CLAIM AGAINST SPAIN.

"A seaman injured by the explosion which damaged the battleship Maine in the harbor of Havana, Cuba, on February 15, 1898, had no individual claim against Spain, even if that government was responsible to the United States for the explosion, and therefore such a seaman is not entitled to an award in his favor from the Spanish treaty claims commission organized by the act of congress, March 2, 1901, to adjudicate all individual claims of citizens of the United States against Spain, which the United States released to Spain and agreed to pay by treaty of peace of December, 1898."

The claims so far filed with the commission affected by this decision amount to about \$2,500,000, which probably would be increased to \$5,000,000 had the decision been favorable to the claimants.

Commissioner Chambers filed a dissenting opinion. The commissioner laid down the following proposition:

"A sailor neither forfeits nor waives any of his individual rights as a citizen except such as conflict with the loyal effective discharge of his duties as a sailor. He assumes no risks that result from forces wrongly put in operation by the culpable negligence or acts of a foreign government, and he has the same right as any other citizen to claim indemnity for wrongs done by foreign governments in time of peace."

He said that if the City of Washington, lying near the Maine at Havana, had been blown up and its sailors killed, "this commission would have presented to the people of the United States and of the civilized world the anomalous aspect of investigating for the purpose of adjudicating, according to the merits of the several cases and the principles of equity and of international law, the claims of all these private citizens who were injured or killed upon the merchant ship, while the claims of the equally unfortunate sailor citizens, whose injuries were received or whose lives were sacrificed while in the line of duty at the same time on the battleship Maine, were denied a hearing. To my mind, no principle of law, divine or human, international or municipal, recognizes such a procedure."

ST. LOUIS MAKES PLEA TO IOWA.

Des Moines, Ia.—(Special).—The appropriations committees of the senate and house listened to the appeals of representatives of the Louisiana Purchase exposition on behalf of an Iowa exhibit at the exposition and an appropriation therefor. Among those who spoke in the interest of the appropriation was Governor Francis of Missouri, who headed the delegation. He spoke of the scope of the exposition and the work that has already been done, insisting that it is an exposition in which Iowa is interested more than any other one state save Missouri, and urged an appropriation. He spoke especially of the fact that there would be at the exposition the greatest exhibit of agricultural implements ever shown anywhere. He was followed by Fred W. Lehmann, formerly of Des Moines, now of St. Louis, and he appealed to the Iowa people in eloquent terms. John M. Allen of Mississippi, one of the national commissioners, also spoke at length in favor of the proposed Iowa exhibit. There was also present a number of the Iowa commissioners who have had charge of the preliminary work for the exposition exhibit. The commission has asked for \$250,000, but is likely to get not more than \$150,000, and not that much unless it is demonstrated that the revenues of the state will be larger than the latest estimate of the state officers. The impression made by the delegation from St. Louis was favorable.

Captain Reed is Released.

Leavenworth, Kan.—(Special).—Captain James C. Reed was released from the federal penitentiary here on a writ of habeas corpus. He had been behind the walls only one week. Reed's release was the result of the recent ruling of the United States circuit court of appeals, which held that sentences passed on a volunteer officer by a court martial of regular army officers was void. Reed was sentenced to serve five years in the penitentiary for receiving bribes.

IOWA TO RECOVER BIDDY CHARGES.

Des Moines, Ia.—(Special).—Attorney General Charles W. Mullan has filed an opinion with the state executive council respecting the charges made by Expert Accountants P. H. Skinner, W. H. Wedge and W. H. Wilcoxon, that during the last two years of his three terms as state binder Lafayette Young, editor of the Des Moines Daily Capital, overcharged the state \$4,788.33 for work passing through the bindery.

Mr. Mullan informed the council that there was an overcharge of \$4,617, that \$2,000 of it was paid by the secretary of state under a mistake of fact and can be recovered from former Binder Young, and that the remaining \$2,617 was paid to the binder under a mistake of law and, while the legal authorities differ, he believes the state can recover.

The attorney general finds also that the payments made by authority of the secretary of state and the charge made by the binder were in good faith and under the belief that the law warranted them.

Expert Accountants Skinner and Hedge, who first reported the alleged overcharge, were employed in November, 1900. Their report covered the years 1899 and 1900. It was filed with the executive council in June, 1901, and was referred to the attorney general by the council. On his request it was referred to Expert Wilcoxon, who is an attorney. He sustained the accountants in his report made in January, this year. The attorney general bases his findings upon the statements made by the experts.

It is claimed that Mr. Young overcharged on two classes of work. He is accused of securing 12,000 more than the law provides on account of charges for binding pamphlets in paper when no covers were furnished. This constitutes the class referred to by the attorney general as raising a question of fact, and the overcharge on which, he declares, can be recovered by the state.

The other form of work was in the form of state officers' reports. The law provides that certain paper covered reports shall be stitched at a certain rate. A number of these were sewed by Young. Charges were made for sewing reports which the law required to be stitched. The experts claimed that the excess of the rate for sewing over stitching should be classed as an overcharge, although the work of sewing was done. This raises the question of law concerning which the attorney general is in doubt, but on which he believes the state will be able to recover from the binder.

THE BEET SUGAR INDUSTRY GROWS.

Washington, D. C.—(Special).—C. F. Saylor, the special agent in charge of the beet sugar investigations in the department of agriculture, is in Washington making his annual report. He gave to the press the following figures on the industry in the past year:

"The total production of beet sugar in the United States in the season of 1901-2 has aggregated 185,000,000 tons, an increase of 140 per cent from the 77,000 tons produced during the season of 1900-01."

There were thirty-one factories in operation in 1900, according to the census figures, and eleven more were started in 1901. There are nine factories in course of construction for operation in 1902, as follows: Sebawing, Carrollton, Mount Clemens and Croswell, Shelby, Ind.; Greeley and Fort Collins, Colo.; and Phoenix, Ariz., ranging in capacity of daily output from 200 tons to 1,000, the latter being the capacity at the Phoenix plant.

Other companies have been organized with a total capitalization of \$49,000,000 and would require annually a working capitalization in addition of \$9,000,000.

According to Special Agent Saylor, they would purchase from the farmers annually beets to the amount of \$14,700,000, besides many other crude materials.

The number and aggregate capital of these prospective plants, by states, include the following:

Arizona, two, \$1,500,000; California, five, \$3,500,000; Colorado, seven, \$5,000,000; Indiana, one, \$1,000,000; Iowa, six, \$3,100,000; Idaho, one, \$500,000; Michigan, twenty-eight, \$14,900,000; Montana, one, \$500,000; North Dakota, two, \$1,000,000; Oregon, one, \$500,000; South Dakota, two, \$1,000,000; Utah, three, \$2,500,000; Wisconsin, ten, \$3,150,000; Wyoming, \$1,500,000.

HANNA AT HEAD OF BIG COMPANY.

Cleveland, O.—(Special).—The Plain Dealer says: Terms have been agreed upon for the consolidation of the Cleveland Electric Railway company and the Cleveland City Railway company, the two roads to be under the presidency of Senator M. A. Hanna. The consolidated company will include every railway in the city. The plan also includes projected improvements of an extensive nature.

In as quiet a manner as possible the consent of all stockholders of both the Cleveland Electric company and the Cleveland City Railway company has been obtained and the agreement now is drawn up.

Stock to the value of \$21,000,000 is involved, of which \$13,000,000 represents the Cleveland Electric company and \$8,000,000 the stock of the Cleveland Railway company.

St. Joseph, Mo.—(Special).—L. W. Loomis, an insane patient from Linn county, Mo., escaped from the state hospital for the insane, No. 2, in this city, and going to the local recruiting station, joined the United States army. Later he was found in the streets by his hospital guards, who returned him to the institution. Dr. C. R. Woodson, hospital superintendent, and a neurologist of wide reputation, says Loomis is deranged on the subject of war and that steps will be taken to cancel the enlistment.