ROBBED BY ROGUES

Supreme Court Uncovers the Gigantic Fraud of the Decade.

SHAMEFUL STORY OF LEGALIZED CRIME

Public Robbed to Pay Interest on Fictitious Indebtedness.

MODERN RAILROAD METHODS EXPOSED

Some of the Reasons Why Investors Fail to Reap Dividends.

REAL COST OF RAILROAD CONSTRUCTION

Unwritten History of the Financial Operations Covering the Construction of the Kansas-Colorado Division of the Missouri Pacific Railway.

At no time in the history of the contest between the people and the corporations has the question of railroad regulation been looked upon with so much interest in Nebraska than during the past eighteen months. One year ago last March the Nebraska legislature, after many failures and after a bitter struggle, succeeded in passing a law fixing a maximum rate of charges to be levied by railroad companies doing business in the state. These rates, of course, applied only to local freight traffic, which, as all who are thoroughly conversant with the nature of railroad business in this state know, forms but a small percentage of the entire volume of business transacted by the railroad corporations now operating in Nebraska. And yet, in spite of the fact that the interstate traffic which constituted more than three-fourths of the business of Nebraska roads was not affected in the slightest degree by the proposed maximum rate law, the railway managers bent every effort to prevent the passage of the bill. The managers themselves appeared before the house of representatives and the senate and made formal arguments against the proposed legislation. The general solicitors made similar arguments. The members of both branches of the legislature who had been elected by railroad influence, stood up before the people and argued with well simulated earnestness, but with ill-concealed interest, against the proposal to restrict the exactions of the railroads, and the corridors of the state house swarmed with the paid lobbyists who endeavored by persuasion, threats and attempted bribery to defeat the objects of the people. That the bill was not defeated was due only to the steady, unswerving, incorruptible loyalty of eighteen members of the senate, who stood like so many stone sentries between the people and the corporate interests.

It is not the purpose of this article to review the history of that memorable struggle or of the subsequent efforts of the railroad corporations to defeat the legislation thus enacted by an appeal to the federal courts. It is simply referred to briefly by way of introduction to the subject matter which is to come. The one point made by the opponents of the maximum rate law was that the railroad companies were already unable by reason of excessive competition, extraordinary expenses, immense fixed charges and low rates, to pay even interest on their legitimate indebtedness, to say nothing about dividends on stock.

The reply to this plea came with directness and with perfect truthfulness from the champions of the measure. It was answered that if the railroads were unable to pay interest and dividends it was not because of competition or low rates. The real cause of their failure was the outgrowth of the illegal, fraudulent and totally unwarrantable practice of stock watering and the creation of fictitious indebtedness.

There is not a railroad president in the United States who will candidly admit to the public that the stock of his company is watered. He will not concede for an instant that a single dollar of his company's indebtedness is of a fictitious nature. He will maintain strenuously that the stock and bonds issued by his company represent the actual cost of construction, equipment, renewals and repairs and that the affairs of his company have been managed with the strictest regard for the rights of the patrons.

Fortunately, railroad presidents themselves sometimes fall out and it is then that the public is enabled to obtain fleeting glimpses of the closely guarded secrets of the directory room.

ILLEGITIMATE PRACTICES.

For several years past there has been pending in the district and supreme courts of Nebraska a case embodying in its details the entire field of railroad construction, equipment, operation, and, it may be added, demoralization. Although this case has attracted but small attention, it is a complete expose of the illegitimate practices of railroad manipulators in the United States. It tears the veil from the hypocrisy of Wall street and uncovers to the public gaze the full nature of the foundation for the rotten superstructure of modern railroad operation. As a record of legalized robbery of the people it stands supreme. It will be difficult to review in a single article adapted to the columns of The Bee all the features of the controversy of the case of John Fitzgerald against the Fitzgerald-Mallory Construction company and the Missouri Pacific railway company and others, but enough can be shown to give the people of Nebraska something of an insight into the methods of modern railway construction and operation. This case was decided in favor of the plaintiff by the supreme court a few weeks since.

John Fitzgerald is well known to the people of Nebraska as a railroad builder. He has probably built more miles of railroad in the west than any one man, and at one time he had amassed a fortune by his operations, and is still reputed one of the wealthiest men in the state. In 1886 Mr. Fitzgerald transferred the scene of his large operations from Nebraska to Kansas. Forming a copartnership with S. H. Mallory of Iowa, he undertook the construction of a line of railroad through southern Kansas from the eastern boundary of the state to the Colorado line. This road was at first known as the Denver, Memphis & Atlantic, and was ostensibly organized as an original enterprise by parties who contemplated a line from Pueblo, Colo., to Memphis, Tenn. That the company was really a creation of the Missouri Pacific Railway company will be developed by attention to the details of the project.

On April 28, 1886, Fitzgerald and Mallory entered into a contract with the Denver, Memphis & Atlantic Railroad company. In that contract they agreed to construct the line from one end of Kansas to the other. They were to furnish all material and money, to do all the grading on the right of way, which was also to be paid for by themselves, furnish the rails, ties, etc., build all bridges, depots, sheds, sidetracks, etc. In addition to building the road Fitzgerald and Mallory agreed to equip the line with rolling stock to the value of $1,000 per mile as fast as the road was completed. For compensation they were to receive the stocks and bonds of the new company at the rate of $16,000 per mile of capital stock and $16,000 per mile of first mortgage bonds. In addition to this remuneration Fitzgerald and Mallory were to receive all the bonds voted by county and municipal governments along the line of the proposed road in aid of the enterprise.

THE COST OF CONSTRUCTION.

So far there was nothing in the contract that would open the eyes of the public as to the cost of railway construction and equipment. The public has been taught to believe that a western railroad running over the prairie cannot be constructed and equipped for less than from $30,000 to $35,000 per mile.

But mark what the foolish Messrs. Fitzgerald and Mallory did. They signed another contracts on May 4, 1886, just six days after they signed the first contract. The second contract was with the president of the Missouri Pacific, the late Jay Gould. By this contract Fitzgerald and Mallory agreed to surrender to the Missouri Pacific all the stock and bonds of the proposed Denver, Memphis & Atlantic Railway company, amounting to $32,000 per mile, and to go ahead and construct the road according to the terms of the original contract for the consideration of $12,000 for every mile of road constructed and equipped. The $12,000 per mile were to be paid in the shape of Missouri Pacific 5 per cent bonds, secured by the stocks and bonds of the proposed Denver, Memphis & Atlantic railway.

Now see just how foolish and short sighted Messrs. Fitzgerald and Mallory were.

They voluntarily surrendered a contract by which they were to receive $32,000 per mile for constructing a certain railroad, and then bound themselves to go ahead with the construction of the same road under the same conditions for $12,000 per mile. A clear loss of $20,000 per mile to Fitzgerald and Mallory.

Perhaps it may be imagined that these two well known and successful railroad contractors backed out of their contract. But they did nothing of the kind. They simply went ahead and built the road clear across the state of Kansas from east to west and started the trains to running, and they are both of them millionaires yet.

With these two contracts signed and copies deposited wherever necessary, the construction of the road commenced. The stocks and bonds of the Denver, Memphis & Atlantic Railway company (an entirely fictitious corporation) were duly issued, signed and sealed at the office of the Denver, Memphis & Atlantic Railroad company? No. They were issued and signed in the office of the Missouri Pacific at New York and the evidence and the findings of the district and supreme courts show that the so-called Denver, Memphis & Atlantic Railroad company never exercised any control or possession of the said stocks or bonds. The bonds were issued by the Missouri Pacific under the cover of the thinnest kind of a subterfuge.

BOGUS STOCKS AND BONDS.

The bogus stocks and bonds (for by the decisions of the courts the issue of both was entirely fraudulent) once issued were placed in the hands of a trustee and the construction of the road commenced. First the work was taken out of the hands of Fitzgerald and Mallory and placed under the control and direction of the Fitzgerald-Mallory Construction company. This company was organized with a capital stock of $1,500,000 and the shares were held by the following members of the company: John Fitzgerald, 1,500 shares; S. H. Mallory, 1,500; Jay Gould, 4,000; Sidney Dillon, 1,000; Russell Sage, 2,700; Morton, Bliss & Co., 2,000; George Gould, 500.

It will be thus seen that Fitzgerald and Mallory, who ostensibly built the road, held but a small interest in the contract and that it was owned and controlled by Jay Gould, Russell Sage, Sidney Dillon, and others, whose names have been tolerably well mentioned in connection with the Missouri Pacific directory for many years.

The construction company at once proceeded with the construction of the road. The line was built from Chetopa, Kan., to Larned, Kan., a distance of 272 miles, and from McCracken, Kan., to the Kansas-Colorado line, a distance of 138 miles, making a total mileage of 410 miles. The first ten miles were completed on June 15, 1887. A month later thirty miles had been completed; on February 14, 1887, a total of 150 miles were ready for operation, and on August 1, 1887, the entire line of 410 miles was ready for the acceptance of the Missouri Pacific. By December 15 of that same year the Missouri Pacific did accept the entire system, together with a number of branch lines constructed on the same basis.

Of course the money for the construction of such an immense system was promptly forthcoming. Steel rails and oak ties cannot be bought upon extended credit and trackmen and graders do not work on promises to pay. The Missouri Pacific furnished the 5 per cent bonds to the amount of $12,000 per mile, as agreed upon. Of course the bonds had to be converted into cash. This was accomplished more readily than one might imagine, in view of the condition of the bond market. Although Missouri Pacific 5 per cent bonds were worth 100 cents on the dollar at the time on Wall street, the Missouri Pacific graciously bought its own bonds at a discount of only 10 per cent, the entire issue being taken up by directors of the Missouri Pacific at 90 cents on the dollar. This really left the construction company but $10,800 per mile with which to construct a railroad system reaching 100 miles across a great state.

Just think of it, $10,800 per mile for buying right-of-way, grading, buying steel rails and oak ties and laying them on the grade, building bridges and culverts over streams and rivers, building depots for the accommodation of freight and passengers, constructing side tracks and stock pens, coal chutes water tanks, roundhouses and turn tables. The Fitzgerald-Mallory Construction company did all this successfully and, to all evidence, made a profit on the work. No mention is made of the agreement to equip the road with rolling stock to the extent of $1,000 per mile, because the construction company was afterwards released from this obligation.

"SPECULATIVE CONSTRUCTION."

Having traced the history of the case so far, let us see what the first practical results have been. The Missouri Pacific has added 410 miles of well constructed railroad to its southwestern system at a cost of $10,800 per mile. On the other hand it has received in stock, "fully paid up," $16,000 per mile, and in bonds $16,000 per mile. The road cost the company $4,428,000 and the company received back in stocks and bonds $13,120,000, a clear profit to the Missouri Pacific of $8,692,000 on the transaction.

This is called "speculative construction."

Perhaps the reader may imagine by this time that the Missouri Pacific directory was satisfied with the tolerably remunerative profits on its speculative venture. But if so, the reader hardly appreciates the unlimited capacity of the average Missouri Pacific director for absorbing profits. The $8,692,000 made by the construction of the Denver, Memphis & Atlantic was but a small portion of the real profit made on the deal.

According to the report of the directors of the Missouri Pacific railroad, extracts of which will be found in Poor's Railroad Manuel for the year 1888, the following operations had been decided upon:

"In 1886 the Missouri Pacific Railway company began the construction of a series of branch lines and extensions in order to protect the company's property and insure its future growth."

In pursuance of this policy the company did construct a branch line system, of which the Denver, Memphis & Atlantic was a part. The total mileage so constructed was 1,073, and the total cost was $20,776,225.

Those are the figures furnished Poor's Manuel, and the reader who knows anything about Henry V. Poor knows that he never goes back of the returns furnished him by the railroad directors. So the figures given to represent the cost of the branch lines and extensions may be considered perfectly reliable from a railroad standpoint.

There is not the least probability in the world that the figures are too low.

Now, mark what the directors of the Missouri Pacific do first. We quote again from Poor's Manuel:

"To meet the expenditures the capital stock was increased from $30,000,000 to $45,000,000, of which there was outstanding December 31, 1888, $43,974,850."

The capital stock was subsequently increased to $50,000,000, "to meet cost of expenditures."

So, in order to build its branch line system, the Missouri Pacific issued new stock to the amount of $20,000,000. The system itself cost a trifle more than $20,000,000. The construction of the Denver, Memphis & Atlantic was a part of the plan and according to the report of the directors themselves the cost of this road was met from the proceeds of the new issues of stock.

HOW THEY PAID FOR IT.

Having thus taken another step, let us see how much the Denver, Memphis & Atlantic system cost the Missouri Pacific officials.

First—It was paid for by new issues of stock, sold to directors of the Missouri Pacific below par.

Second—It was paid for by the issue of 5 per cent trust bonds to the extent of $12,000 per mile.

Perhaps it may be seen farther on that the road was paid for twice. It certainly looks so at present, but it will be demonstrated that the road was paid for but once and that the directors of the road who built the line not only pocketed the proceeds of the additional stock issued, but really robbed the Missouri Pacific stockholders of a part of the trust bonds issued.

But before leaving the subject of the trust bonds, let us digress but a moment. There were $14,000,000 of these 5 per cent trust bonds. The directors of the company report with a complacency that brooked no concealment that "the company has in its treasury as an offset to the foregoing construction accounts and inclusive of the securities underlying the trust 5 per cent bonds, $29,000,000 of first mortgage bonds of the branch lines and $66,537,607, nominal value, of shares."

This means that every one of these branch lines were organized as independent systems by men who acted as mere figureheads of the Missouri Pacific wreckers. It also means that these branch lines so organized were capitalized to the extent of $66,537,607 and bonded for $29,000,000, every dollar of which capital stock and bonded indebtedness was absorbed by Missouri Pacific officials before the Missouri Pacific showed itself in the transaction. It means that these shares and bonds had been sold to innocent third parties, to use the legal term, and that the investing public had been swindled out of nearly $90,000,000. And it means that the patrons of those branch lines were called upon to pay interest and dividends on this enormous mass of fictitious liability.

Is it small wonder that rates were already so "low" that the company was unable to meet fixed charges?

STILL MORE RASCALITY.

It was stated in this article that the money for the construction of the Denver, Memphis & Atlantic railroad was promptly forthcoming. This statement needs some qualification. An investigation of the facts proves that the directors of the Missouri Pacific who had agreed to turn over $12,000 of Missouri Pacific bonds for every mile of the road constructed parted with these securities with a reluctance that was pregnant with method. So slowly was the money advanced that it became necessary to borrow money to pay for labor and material. This money was borrowed from different persons, but all of the lenders were stockholders in the Fitzgerald-Mallory Construction company.

For instance, Jay Gould himself loaned the construction company $2,500,000, for which the construction company afterwards voted him and paid him interest to the amount of $62,000 out of the proceeds of the bonds finally turned over to the company.

To understand the matter thoroughly it will be necessary to look through the records of the directors' meetings. Fortunately, these records are at hand.

First, let it be explained that in addition to the Denver, Memphis & Atlantic railroad, the Fitzgerald-Mallory Construction company also built for the Missouri Pacific system certain other branch lines upon terms practically similar to the ones upon which the original road was built. By reason of the construction of these additional branch lines the entire amount of Missouri Pacific bonds due the construction company, including those for the building of the Denver, Memphis & Atlantic, was $6,500,000. Of these bonds, $5,000,000 were disposed of from time to time by the orders of the board of directors of the construction company. When the system was completed the records showed that the proceeds of the sale of the $5,000,000 bonds had all been exhausted, leaving $1,500,000 in bonds yet on hand. On September 22, 1887, at a meeting of the directors of the Fitzgerald-Mallory Construction company, it was unanimously voted, on motion of Sidney Dillon, that a dividend of 100 per cent on the stock of the company be declared, payable in Missouri Pacific 5 per cent bonds.

Here were the directors of the Missouri Pacific acting as directors of the construction company, deliberately robbing the Missouri Pacific of $1,500,000 and putting that amount into their own private pockets.

This, it will be remembered, is a part of the proceeds of what is known in inner railway circles as "speculative construction."

There were a number of minor transactions which go to prove that Jay Gould, Russell Sage, Sidney Dillon and their co-laborers in the field of speculative construction were not out for their health.

For instance, the Missouri Pacific trust bonds were sold to themselves at a discount of 10 per cent. There was a rakeoff of $500,000 on this item alone.

PINCHED THEM AGAIN.

Then again the Missouri Pacific agreed to transport material for the construction company at a rate of three-fourths of a cent per ton per mile. When the bill was rendered it was discovered that the construction company had been charged 3 cents per ton per mile. The overcharge amounted in the aggregate to $318,763.56.

But in the meantime the interstate commerce law had gone into effect. This made a material difference, for the Missouri Pacific at once raised a technicality. The original rate of three-fourths of a cent per ton per mile was clearly a special rate granted to the construction company by Jay Gould himself. The interstate commerce act abolished all special rates and the Missouri Pacific management took advantage of the technicality to make an overcharge of $318,763.56.

There are numerous minor steals in the history of the relations of the two companies, but compared to the main transaction they are of too trivial a nature to be referred to. The supreme court of Nebraska after considering the case for more than six months rendered an opinion in which the Fitzgerald-Mallory Construction company was given a judgment against the Missouri Pacific for $764,942.08. The opinion was written by Hon. Frank Ryan of the supreme court commission and concurred in by the supreme court itself. The two other commissioners, Hon. Frank Irvine of Omaha and Hon. J. M. Ragan of Hastings, dissented from the opinion prepared by Judge Ryan. A review of the dissenting opinion will be unnecessary, for the material facts in the history of this most gigantic of all the frauds ever perpetrated in the history of the railroad development of the west are not altered. But for the purposes of this article the comments of Judges Irvine and Ragan upon this case are worthy of the most serious and careful consideration of every citizen of the state as well as of the west. After reviewing the interests joined in the case, the dissenting opinion comments as follows:

REBUKED BY THE COURT.

"From these observations and from facts upon which they are based the following conclusions seem inevitable. The whole business amounted to a device of the Missouri Pacific, or those having its control, to construct certain railroads in Kansas and Colorado, issue stocks and bonds vastly in excess of the value of the property, so manipulate them that whatever earnings might accrue would pass to the Missouri Pacific or to those favored stockholders therein, so that the Missouri Pacific and those stockholders should receive all possible benefits from the transactions and at the same time assume no burdens, leaving all the financial responsibility upon the construction company and all the legal responsibility upon a railroad company in favor of the state upon those local corporations which have been heretofore styled the original companies and which it is perfectly fair to characterize as purely paper and fictitious concerns and irresponsible devices for the purpose of exercising the rights granted by the states and assuming the obligations imposed upon such corporations by the state, and so relieving the real projector and promoter of the scheme from all actual responsibility.

"The overissuing of stocks and bonds is in itself a serious and probably sufficient reason for characterizing the transactions as fraudulent.

"The advantage from an overissue of stocks and bonds is manifest to any one who has ever been called upon to investigate contracts of corporations and those familiar with questions lately arising in regard to the reasonableness of rates fixed by the legislature or by commissioners for the carriage of freight and passengers. Such overissues are pernicious in effect and indefensible upon principle. No honest motive can be ascribed to such acts when knowingly committed. Such instruments partake of the nature of false tokens. They are the instruments of deception and fraud. They are intended to, and usually find their way into the hands of innocent purchasers who ultimately find that they have parted with their money in exchange for depreciated securities whose actual values, owing to the gigantic nature of the enterprises upon which they are based, and usually the remoteness of the field of operation, these purchasers are unable to investigate. They lead to corporate bankruptcy and often to the bankruptcy and distress of investors. They form at once the urgent motive and the plausible excuse for excessive and unreasonable charges upon the patrons of the system in order to secure sufficient earnings to pay interest and dividends upon securities in excess of the productive capital invested."

TRUMPET OF DAME GRUNDY

Weller's Famous Advice Reversed to Read "Beware of Vidderers."

A SKELETON IN THE WIDOWER'S CLOSET

Another Case of Boodle Drawing Blood—Anna Gould the Recipient of Marked Attention from Prince Joseph of Battenberg—Words for Woman's Ear.

Always slow to take advice that digests better than it tastes, writes Louise Betts Edwards the world has never looked seriously on the famous warning of Mr. Weller: "Beware of the vidders!" Consequently, were a second prophet to arise in his shoes and warn the marrying sisterhood to beware of the widowers, who would heed him? Indeed, is there not a common proverb—set in circulation, no doubt, by crafty members of the persuasion—that widowers make the best husbands?

It is very hard to write of the widower and show him sufficient respect. We—those of us who do not marry him—are apt to be unfair to him. He has every right to mourn and every reason; and if his lamentations are more open and his bleeding heart takes a more prominent position on his sleeve than on that of the bereaved wife, the difference is one of sex, and cannot be quarreled with. And he has still more right, and still more reason, to marry again if he chooses—and because he usually does choose, shall we, the flattered sex, indulge ungratefully in sarcasm? Habit is hard to break, and broken leaves us helpless; and it is doubtless nature's provision for the superfluous woman that when a man has grown accustomed to being married he finds singleness anything but blessedness.

The girl who marries a widower need not think herself entering into a path of roses whose seeds were thoughtfully sown by her predecessor. If he is a good husband, it is in spite, and not because of his experience, and as for his having learned to understand women, the point always plead in his favor, that's exactly the trouble. Every joint in the feminine armor he has learned, and has a pebble to fit; he knows every approved method by which lovely woman gets her own way—and the antidote; while for getting his own way he has a vast fund of experimental knowledge to draw on. He has learned that a woman is not an angel—a dangerous point of enlightenment for a bridegroom to begin at—and that a man need not be one or anything near one to keep the affection of the all-enduring sex.

Then—and this is not sentiment but plain fact—there is the spectral figure which (If I might say it without too hopeless a mixing of metaphors) invariably sticks in the throat of number two. I needn't say that it is number one. The woman hasn't been born who enjoys the thought of having a predecessor, or if she has, she has been removed to more appropriate surroundings and fitted with a crown and wings. Outside the comic paragraphs, I doubt if he audibly compares and quotes number one to her; inwardly, he can't help but do it, either favorably or unfavorably. And though the last state is, of course, much worse than the first, few of us would care for exactly the same foundation for our happiness as Helen Mar, the heroine of the immortal "Scottish Chiefs," on whom the noble Wallace bestows a temperate affection which cheers, but does not inebriate, based on her resemblance to his lamented Marion.

That's all. Who would dare to say more, with the noble army of consoled widowers gazing reproachfully at her and their brides indignantly inquiring: "Do you think I care for a word you say?"

Bless your hearts, did you think I thought you would? Go ahead, by all means, followed by every grain of rice and old shoes on the premises—you'll need them all!

All Paris is talking of the very marked attention paid by Prince Francis Joseph of Battenburg to Miss Anna Gould, daughter of the late Jay Gould, whom he met for the first time at a grand dinner given by Mrs. Ayer of Boston in the Bois de Boulogne, at the Pavilion d'Armenonville. Indeed the possibilities, and it may be added the probabilities, of a match between the American heiress and the young prince are being freely discussed on the banks of the Seine and in London.

From a social point of view it would be undoubtedly the most brilliant match ever made by an American girl, says a recent Paris dispatch to the San Francisco Examiner, for it would make her a sister-in-law of Queen Victoria's youngest daughter, Princess Beatrice, who is married to Henry, the elder brother of Francis Joseph of Battenberg, and she would become a cousin of the emperor of Russia, the father of Prince Francis Joseph having been the favorite brother of the late czarina.

In the event of a union of this kind there would be no such obstacles raised on the score of the difference in rank as in the projected match between Prince Isenburg Biersten and Miss Pullman, for whereas Prince Isenburg belongs to a mediatized family, Prince Francis Joseph of Battenburg is merely the offspring of a morganatic union between his father, the late Prince Alexander of Hesse, and Mme. Hauke, who was of Jewish origin, and who was subsequently created by the emperor of Austria princess of Battenberg in her own right. There could be no question, therefore, of Prince Francis Joseph's contracting a morganatic alliance, as his wife, no matter what her birth and origin, would be recognized at all the courts of Europe as a princess of Battenberg.

Prince Joseph has absolutely no money of his own, no career open to him and no future save the possibility of a marriage with a rich wife. He formerly had a commission in the Prussian army, but resigned it as well as all his prospects of advancement in order to accompany his eldest brother, Prince Alexander, to Sofia, on the latter being elected ruler of Bulgaria. When Prince Alexander lost his throne his youngest brother was, of course, forced to leave the country along with him, and while the elder of the two had a fortune of his own, part of which had been bequeathed to him by his aunt, the late czarina, whose favorite nephew he was, Francis Joseph had nothing, and became dependent on the charity of his relatives.

Nor was his position improved in any way by the death of his father. The latter left his entire fortune to the elder of his sons, Prince Louis, who is a captain in the English navy, deputy inspector of fortifications at the British admiralty, and married to a granddaughter of Queen Victoria, sister of the grand duke of Hesse-Darmstadt.

Francis Joseph, who by the way is a godson of the Austrian emperor, has an allowance of about $1,000 a year, and this is probably the reason why for some time past he has been conspicuous among the chasseurs de dotsker (heiress hunters) at Paris, spending most of his time, when not paying a visit at Battenberg, Windsor or Osborne, as the guest of his brother Henry and of the latter's mother-in-law, Queen Victoria.

Prince Henry himself was an heiress hunter at Paris prior to becoming the husband of Princess Beatrice, and was on the eve of becoming the son-in-law of Mrs. Mackay. Indeed, there is a large number of American heiresses who have refused Prince Henry before he was accepted by Queen Victoria's youngest daughter, and became Knight of the Garter, a "royal highness," and a full-fledged colonel in the British army.

The royal baby, whose recent coming has created such a pleasurable stir in England, finds his small hands filled with the accumulated burdens of his august inheritance. Fortunately, the tiny brain does not have to reason it all out, says the New York Times, but his young mother must wish sometimes that fewer cares of state intruded upon her delighted enjoyment of this, her first-born.

All his environment is ancestral and in close touch with his distinguished lineage. Even the swinging cradle in which the wee boy takes his long baby sleeps has held the infant forms of many of his royal grand uncles and aunts. It is the one the queen had in the royal nursery for her own children, and it is deemed proper and suitable that this important successor in the line should have a resting place dignified with heredity.

The cradle swings from a graceful frame of rich old mahogany inlaid with gold. Draperies of handsome brocade of a delicate pearl tint are attached and used to shut off intrusive draughts. The sheets for this downy nest are of fine Irish lawn, lace trimmed, the blankets are softest embroidered Pyrenean wool and the coverlid matches the pearl brocade. The crown and three feathers which surmount the framework are further typical of the royal state of the small occupant, whose baby eyes look out on many such suggestive emblems.

The layette of the little prince is peculiarly delicate and dainty. Irish linen and Spitalfields silk were used whenever it was possible, and some of the lace comes from Northampton. The work is exquisitely fine, the robes given by the queen being peculiarly lovely. One robe is of Irish lawn hand-embroidered, and as fine in texture as the famous "woven wind" of India, and the other a rich cloak and hood of pure white zibelline, a beautiful silken material. The tiny hood is adorned with prince of Wales feathers in pure white ostrich tips.

Summer dresses run mostly to ribbons. You buy your ribbon, and then, if you have any money left, you buy a dress to wear with it, says the Boston Advertiser. A pretty "ribboned" dress is made of cream challie with cream ribbon garniture, and, incidentally, some lace. The challie, which is of the fine French manufacture which wears like iron and washes like muslin, is made with a plain flaring unlined skirt and a plain bodice gathered slightly at the waist into a belt; the sleeves of leg-of-mutton, puffed on a thin lining. The bottom of the skirt has a row of cream wash ribbon put on in small Vandykes, and above it a second row in long Vandykes that reach halfway up the length of the skirt.

At the top and bottom of these Vandykes is a bow of the ribbon, which can, of course, be taken off when the dress is done up.

A pretty cotton gown can be fashioned out of a soft pink zephyr gingham. The skirt, cut clear to the ground, is trimmed with four rows of white beading put straight around, and four rows, put on above, slightly lifted on the left side in simulated overskirt fashion, where it is embellished with a bow and ends of ribbons.

The neck of the bodice is made a little low, and has double ruffles of the gingham with rows of the beading, on the edge, and slightly vandyked on the front. With long white gloves to meet the short puffed sleeves, and a white hat trimmed with pink roses and black velvet, this makes an ideal gown for a lawn party.

Miss Maria Gonzales Hermosillo has been appointed by President Diaz to the office of postmistress at the town of Teocaltiche in the state of Jalisco. Miss Hermosillo is the first woman that was ever appointed to an office in Mexico and the new departure has created a sensation among the women of the republic and probably marks the beginning of the woman's suffrage movement in Mexico. A correspondent of the Chicago Times says that there is a sincere desire on the part of President Diaz and other high government officials to give the women a chance to enter upon new and broader fields of labor and usefulness, but the women are reluctant to ignore traditions and defy custom by seeking entrance to new occupations. There are no societies in this country which have for their object the assisting of the women in having their rights recognized. It is believed that the federal government will follow up the appointment of Miss Hermosillo with other appointments of women throughout the country to such positions as they are qualified to fill. If this is done the state governments would soon fall into line, and it would not be a great while before the doors of the mercantile and industrial establishments would be thrown open to women.

The ex-Empress Eugenie, who was always the guest of the De Mouchys when she passed through Paris, has been on the occasions that she visits our Ville Lumiere forced to put up at the Hotel Continental like a simple Cook's tourist, where no one recognizes in the lame, old, broken woman, the once radiant empress of the French, says a Paris letter writer, quoted in the Philadelphia Press. The old prophecy that used to affright her so, that her fate would be sadder than that of Marie Antoinette, some people think has been realized in her case, as she has outlived all that seemingly makes life worth living.

However, luckily to herself, she does not agree with the sentimental theories of the outer world, for to an intimate friend she said the other day, "although I now drift on a sea of sorrow between two coffins"—a royally bad metaphor—"still I would not change lots with any one, for I have been the most radiant and courted of sovereigns."

She lives in her past now, having alienated most of her friends by her temper and her avarice. She was the curse of her dynasty, the instigator of the Franco-Prussian war, and the direct cause of the Prince Imperial's fatal expedition to Zululand, whither she drove him by her penuriousness and ceaseless exactions. That she is unconscious of her own share in the ruin of her family is much the better for her; still, when she crawled past us at the Continental the other day all those who recognized her looked with a certain sorrow at the wreck of the most successful adventuress the world has ever known.

The New York Advertiser does not say whether the heroine of the little romance given below ever smiled again and its readers are still groaning in suspense. Thus runs the only heart-rending romance of the age:

The sun had sunk behind the hills, and far and wide the purple shadows thickened into night.

By the trellised gate, in the gloaming, the young man met the maid.

Sweet and fare she was, and brave and strong was he.

It was a new world to them now, for only the evening before he had claimed her as his own, and she had acknowledged the claim.

Is there a sweeter moment in life than this?

He had not seen her all that day, and now this meeting came to her like a benison.

"It has been the longest day in the year," he said as he clasped her in his arms.

How nice it was of him to make this remark. She loved him for it. The day had been long to her, as well.

"Dear heart," she sighed, and cuddled close, "why has it been so long?"

Of course she knew what answer he would give, but it is always sweet in love to hear the loved one tell what each one knows so well. 'Twas this that made her ask.

"Why has it been so long?"

"Because—because," he murmured, dallying with the thought, "because it is the 21st of June."

And so her heart went broke on that.

The bicycling fashion has reached Rome, and many of the Italian ladies may be seen flying about on their wheels. Like the American women of fashion they ride only in the early morning, and they do not appear in the public promenades, but enjoy the sport in some of the pretty parks and grounds just outside the city.

Roman ladies are fond of early morning strolls, and a correspondent describes a toilet which is much worn by them before noon. It is of thin, coarsely woven, white woolen material, and is embodiment of sensible and simple. The skirt has one, or at most, two narrow frills of the same material around the hem and the jacket is coat-shaped and open in the front, showing a full shirt of white or colored cambric. The belt is of tan-colored leather, and the shoes and gloves are also tan colored. A coarse straw hat, with a few wild flowers carelessly grouped on the brim or a couple of blackbird's wings or a flight of butterflies completes the toilet. The leather belt is perhaps the most completely chic, but for young girls a broad sash of soft surah, to match the flowers in the hat, is much worn. A large sunshade of ecru silk, with natural wood handle, is at once a picturesque and practical defense against the sun and the dust.

One of the June bridal couples in another city was prominently identified with a gay society set. Their companions attempted some tall joking on the important day, which the young groom was willing to accept, drawing the line only at trunk trimmings, he said forcibly, as that meant an embarrassment to his bride, which he wouldn't bear. Then he kept as careful watch as possible for every other scheme, notably that of some trifling with the carriage which should take them to the railway station. To circumvent this he had a second carriage in waiting around the corner from the bride's house, where the reception was held, intending to make an exchange into it if any favors or ribbons appeared on the first one.

Everything was entirely normal, however, when the newly wedded pair came out to set off, and in the usual shower of rice and old slippers they drove away. As the carriage approached the station, however, the young groom noticed what he thought to be the stupidity of his coachman in taking a turn and reining up with the bride's side of the carriage at the curb. He jumped in front of her to assist her out, wondering that the usually careful driver should have done it. He guessed the reason, however, when he turned and realized, too, why the porters and attaches were smiling broadly. One side of the carriage was elaborately and tastefully decorated; the wheel spokes on the outside set with white rosettes made from white Japanese paper napkins, and ribbons and bows at every possible point on harness and carriage, care being taken that not a glimpse could be seen from the other side. A tip to the coachman did the rest.

The action of Olive Schreiner, who, since her marriage to Mr. Cronwright, is Mrs. Olive Schreiner, and whose husband has obligingly become Mr. Cromwright Schreiner, according to his visiting cards, has aroused no end of newspaper comment. One journal find that it foreshadows the complications the race is likely to encounter early in the twentieth century. "The brightest reputation, the greatest fortune, the strongest nature, will prevail, and many a man will be lost to fame and friends behind his wife's name. Curious conflicts will arise. There will be pre-nuptial speculations among friends of an evenly-matched pair as to whether the ceremony which unites John Smith and Mary Jones will produce a couple of Smiths or Joneses. A marriage will come to have all the zest and uncertainty of a horse race, and combinations will be sold on it."

Another writer finds it easy to see that there would be a fine and novel field for family rivalry in this change regarding names instituted by the South African novelist, and also "new and inviting opportunities for divorce suits and bitter contests."

Lizzie A. Borden of Fall River, whose father and mother were murdered in 1892, is the subject of much comment. By the death of her parents she became heir to the Andrew J. Borden building, at the corner of Anawan and South Main streets. One of the rooms in the building was occupied by the local branch of the Young Woman's Christian Temperance union, of which Miss Borden was, before the tragedy, an active member. While Miss Borden was in Taunton jail the society joined with the Woman's Christian Temperance union in passing resolutions of sympathy. Since then her case has been rigidly excluded from society debate, and several of the members have snubbed her. She felt that she should not put up with insults from her tenants, and accordingly the Young Woman's Christian Temperance union has been compelled to seek quarters elsewhere.

Fashion Tips.

Tinted tulle makes a cool and beautiful lining for an openwork lace-straw bonnet or hat.

Coat effects strongly rival round-waisted costumes at the various watering places this season.

Mousquetaire gloves of undressed kid in light tan and gray shades are still used with street and church dresses.

Very handsome are the silk-embroidered nun's veiling toilets trimmed with ecru lace in rich Venetian guipure designs.

Negligee of more expensive character are made of satin de Lyon, with accordian pleated ruffles edged with ecru lace for garnitures.

In Paris white gloves are worn in the day time with dressy summer costumes. Pearl-gray gloves with black stitching are next in favor.

Long, white undressed kid gloves are worn with full dress toilets, with sprays of maidenhair fern and brier roses as a garniture for Leghorn, chip and Neapolitan hats.

Pale apple-green and softest primrose yellow is a favorite combination this season, also lovely tints in rose or pale pink in combination with deep cream or pale apricot.

The new coin bracelets are a half concession to the popularity of the bangle circlet, which is not now worn. They are made apparently of half dollars cut into halves and strung on the bracelet, with the straight and curved edges alternately out.

A new shade in Paris is pelure d'ognon, in plain American, "onion peelings." As usual, it is correctly named, for it holds the tints of the inner sheddings of the Bermudas—vegetable to perfection—from a pale green white to a limpid silver.

Dotted crepon is still one of the popular fabrics for summer, and is used by brides for calling dresses, dinners, etc. Silver blue, mauve, gray or old rose are popular tints. The overskirt with a row of lace insertion or an inch wide galloon is a favorite trimming for these gowns.

Charming neglige waists of India mull and batiste are cut like an Eton jacket in the back, with long shawl-pointed fronts to be knotted like the ends of a fichu. These are trimmed with insertions and edgings of fine Valenciennes-patterned fancy lace, and have elaborate decorations about the neck and shoulders.

Beige-colored crepon trimmed with guipure lace and velvet ribbon is a favorite beach dress for afternoon wear this season. It has very often an Eton jacket made wholly of the lace, but more frequently the lace forms epaulets or bretelles, falling deep and full over the sleeve tops, the velvet girdle finished with rosettes both back and front.

Changeable pin-dotted summer silks in soft summer tints are made with a belted waist with ecru lace yoke and bertha, and gored skirt trimmed with a lace flounce. The bell skirt is revived by Felix and other artists for dresses of this sort, fullness at the edge being imparted by flounces, ruches or single rows of wide velvet overlaid with ecru guipure.

Feminine Notes.

Cold asparagus with French dressing is now served as a first course or appetizer at luncheons and dinners.

Mrs. Martha G. Kimball, who lately died in Philadelphia, was the first person to suggest the observance of a national Decoration day.

There is a report that Miss Vanderbilt, who is now in Paris with her parents, is engaged to the eldest son of an Irish nobleman and diplomat.

The queen of Greece is the only woman admiral in the world. She has passed the regular examinations and is able to navigate both sailing vessels and steamships.

It is a good plan these hot, humid days to keep a box of lime in the kitchen pantry as a purifier, and the 1st of August is not a whit too soon to begin the use of boiled water as a precaution against fall fevers.

The Infanta Eulalie must sigh at times for the royal hospitality of her American visit. Her pension has been reduced, and she has gone to London, where she will live economically and bereft of much of her state.

Wellesley girls found skirts much "in the way" when boating on the lake, and finally discarded them altogether in their rowing shells, their substitute being a very modest and tasteful adaptation of a gymnasium suit.

After a long fight Mrs. Belva Lockwood has secured, through her counsel, a decision from the courts permitting her to practice law in Virginia, and, of course, with her, any