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Today we give you choice of all small lots and broken lots of men's white and colored laundered shirts, all kinds, at, each, 25c.

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Men's 50c Leather Gloves and Mitts 5c

To close out the balance of those men's heavy lined leather mittens and gloves—we give you choice today at 5c.

TRANSVAAL'S FRONT DOOR

Important Part in Diplomacy Played by the Delagoa Railroad.

BUILT BY A KENTUCKY HUSTLER

Seized by Portugal and Converted to Its Own Use—Negotiations for an Indemnity Dragging for Ten Years.

There has been mention of late in the newspapers of the great delay in deciding the Delagoa Bay railroad arbitration case, a matter now running back as far as 1890, and of its importance in diplomatic circles, owing to the general belief that England will come into possession of Delagoa bay when the case is ended. As is well known, the railroad was constructed by Colonel Edward McMurdo, an American capitalist, who for years was well known in the London financial world. A man who is familiar with the affair from its beginning, gives in the New York Sun the following details of the construction of the railroad and the international problems involved:

Colonel Edward McMurdo, a Kentuckian living in London, a man of great energy, had his attention drawn to the riches of the Transvaal long before Britshers took any interest in Oom Paul's country. Colonel McMurdo was the son of a well known clergyman. In the civil war he was noted for his bravery, and came to be a protégé of General Grant. In London he had a great business success in the City. Berkeley square was the seat of a generous hospitality. Success in London was insufficient to cause McMurdo's love for his country to fade. His patriotism was at all times in evidence, and friends, participating in the hospitality of his table, always sat under the folds of the stars and stripes.

Many of the Englishmen who in the early '80s went to South Africa were in the pay of Colonel McMurdo. While Sir Thomas Fane and his staff of engineers were building the Delagoa Bay railroad, capable agents were scouring the Transvaal and neighboring regions then under native rule seeking for mines and tracts of territory capable of development by colonizers. So little did financial London know of the Transvaal and its resources in those days that it is told of Colonel McMurdo that he actually had men give free lectures, illustrated by lantern pictures, which persons from every walk of industrial life were asked to attend. McMurdo was recognized as the great pioneer of South African development and enterprise. Cecil Rhodes, Barney Barnato and Beit followed the way blazed by the American.

At the time of his death in 1889 Colonel McMurdo was chief owner of the St. Augustine diamond mines in Kimberley and controlled many other promising ventures in South Africa.

South Africa. He was building the Tchuana-railroad across Mexico, connecting the Gulf with the Pacific, and had just disposed of the controlling interest in the Financial News of London. With the loss of his master mind, many of his great enterprises failed to thrive under the perfunctory management of his successors, and gradually passed to other hands. His genius told him that to control the railway connecting the Transvaal with its natural harbor, and consequently with the outside world, would amount to the control of a nation, and that nation occupying very rich soil. Colonel McMurdo thus foresaw the potentialities of Delagoa bay. His name is affixed to the Delagoa Bay railway, and it will probably always be known as the "McMurdo railway," whatever its corporate title.

Concession Obtained.

In the closing month of 1888 Colonel McMurdo obtained a concession from the king of Portugal for the construction of a railway from Lourenço Marques to the Transvaal frontier. At that time the condition of the Transvaal and the "hinterland" was widely different from what it now is. The existence of gold in payable quantities was almost unknown, the commercial and agricultural interests of the country were in a depressed condition, and the Transvaal treasury was empty. A concession had been granted previously by Portugal for the railroad, carrying a subvention, but it was so freighted with stipulations and conditions, stringent and ambiguous, as to keep people from embarking capital in the proposed enterprise.

McMurdo wanted a concession unhampered by conditions, one that would give him the exclusive right of carrying passengers and goods across the Portuguese colony of Mozambique for ninety-nine years. He demanded no subvention that would make of the Portuguese government a partner. He probably well knew the ability character of the Latin-descended Portuguese. At all events, he wanted a concession that would give him a free hand so long as its conditions were respected. This he secured direct from the king, carrying with it the exclusive right to freight and passenger rates, the right to telegraph privileges, the gift of an island in Delagoa bay and a land grant calling for a goodly part of the most important part of the town of Lourenço Marques, as well as vast tracts of wild land along the line of the road. His terms were agreed upon by direct conference. The late John M. Francis of Troy, N. Y., then United States minister at Lisbon, lent Colonel McMurdo all the assistance in his official power throughout the negotiations.

Colonel McMurdo and his associates in due time built the road from Delagoa bay to the Transvaal frontier. It was a tremendous task to construct. Bridges and lay-out work were made in England and carried to South Africa to be put together there. A fleet of steamers disembarked in Delagoa bay the locomotives, cars, station buildings, in fact, practically everything needed of a constructive character. Some of the Transvaal and rails ordered by the Gladstone government for the Suakin-Berber military railway into the Soudan, and never used, was purchased by McMurdo and transported to South Africa.

The concession called for the making of a line terminating exactly at the Transvaal frontier, and the government furnished the constructors with maps on which the "frontier" was definitely indicated in commanding letters. To this point the road was built, under constant observation of military engineer officers of the Lisbon government. When declared by them to be completed, the road was formally opened with grand festivities. A holiday was declared throughout the colonies, a train filled with dignitaries ran from Lourenço Marques to the frontier, drawn by an engine named in honor of the Portuguese king, and the line was declared normally by the supervising authorities to be completed and open for traffic. A banquet was given at Lourenço Marques to the

governor of the colony, the bishops, the superior officers of the local regiments; in fact, all officialdom of a grade demanding attention on an occasion of that sort. Loyal toasts were drunk to the king, and congratulatory telegrams were sent to Colonel McMurdo in England, and this was in 1887.

Boasted by the Boom.

Six months after when the Transvaal was beginning to throb with business energy, and with the country becoming veined with railroads that must of necessity converge at the frontier and communicate with the sea and the outer world by means of the McMurdo road, the Delagoa bay enterprise was much to the fore in Europe, and had taken a commanding place in political talk at every capital of importance. It was conceded that the Delagoa railroad must in time play an important part in controlling the destinies of the hemmed-in Transvaal. From Pretoria to Delagoa bay was only about 300 miles, as against more than 1,100 by way of Capetown. The Boers had a dislike for everything British, and every road leading to the sea, save the Delagoa route, led across hundreds of miles of British soil. Political reasons were thus combined with facts of logic in naming Delagoa bay as the natural point of ingress and egress for the Transvaal. It was natural, therefore, that the American concessionaire was recognized as one who could have an important word in all matters dealing with the South African republic. As a fact, he sought only to make his venture a great success on legitimate lines. A year after his railroad was open for business four governments—Great Britain, Germany, Holland and the Transvaal—were competing in their offers for his controlling interest in the undertaking.

Recognizing possibly the fact that his concession had been drafted in too liberal a spirit, Portugal was now treating the McMurdo venture in a manner portending no good. There were grounds for suspicion that the Boers and Portuguese were engaged in a conspiracy with a hope of forcing the railroad into their own hands. The Boers could furnish money in any sum. It is a fact supported by documents, that a continental banker tendered Colonel McMurdo a certified bank check for about \$5,000,000 for his interest in the road, acting obviously for the Boers and Portuguese. The offer was declined. Then followed a threat to obtain the line by methods less honest than direct purchase. Biting as the threat was Colonel McMurdo's belief was that the Portuguese would never dare attempt so high-handed an outrage as the dispossession of himself and his English associates from their legal rights. He set a very high value on United States citizenship.

The utter faithlessness of the Portuguese was made apparent in many ways. In 1889 the Lisbon government served notice on him that it had discovered that the railway was not finished to the frontier, and the dividing line between its territory and that of the Transvaal was six miles further inland, and that railway was not completed to that arbitrarily-named place within four months the line would be seized by the government and the concession cancelled. Colonel McMurdo answered that to construct a railroad across ravines and over a physically impossible, and said that if he had the necessary time he would build the six-mile addition gladly. There was no lack of money and other means on his part. The newly imposed condition was meant, obviously, to compel him to sell his interest in the enterprise. All engineers knew the additional six miles could not be built in the specified time, especially with the wet season just beginning.

The Portuguese invented this "movable frontier" to serve their own ends and wasted no time in explaining why the originally-named "frontier" had been discarded. They had conceived a frontier as

wheels, as it were, that could be moved about at will in their desire to dodge the terminus of the railroad. As an interesting fact, it was not until two years later that the frontier between the Boer republic and the Portuguese colony was fixed by convention between the two governments, and then quite a different frontier from either the one to which the road had been completed and the six miles inland was agreed upon. Every previous attempt to place the dividing line had been mere guesswork.

In May of 1889 Colonel McMurdo died suddenly of his London home, of paralysis of the brain as a result of overwork and worry. The following month the property of the Delagoa Bay Railway company was seized by Portuguese regiments, acting under orders from Lisbon. To outcry throughout Europe was very great. In England the feeling against Portugal was intense. Indignation meetings were held publicly, and a severance of all relations with Portugal was strongly advocated. It was even proposed to exclude Portuguese securities from dealings on the London Stock Exchange. A squadron of British warships was hurried to Delagoa bay with orders.

Arbitration.

In America the affair was understood. The widow of Colonel McMurdo and inheritor of his estate, appealed to the State department at Washington to demand reparation and Secretary Blaine, co-operating with the British government, promptly made demand upon Portugal for indemnity, and their choice to trade upon her weakness. Frequently when the Lisbon government pleaded guilty and admitted responsibility by paying a committing sum on account, England and the United States were forced to give ear to her entreaties for a court of arbitration to fix the amount of indemnity.

Secretary Blaine favored compelling Portugal to make immediate reparation to Mrs. McMurdo, but yielded to a request for arbitration. He forced Portugal, however, to abandon his charges of technical breach of contract and confess unwarranted seizure, thereby reducing the arbitration to one of indemnity only and fraud, as much as the less dangerous crimes, such as receiving stolen goods, breaking the laws of trade and public health and bankruptcy. Men who are married at an early age (from 18 to 25) offend against property more often than the unmarried of the same age and married men who are older. This is probably explained by the pressure of family expenses. Offenses against morality, except, of course, bigamy and, for some reason, incest, are far more common among unmarried men—a fact that was not expected.

It is interesting to note that the criminality of widowers decreases with advancing years, although this is probably true of all men. Widowers, however, contribute a greater share of crime between the ages of 30 and 50 than any other class. This may be an argument either for or against marriage, according to the point of view. Widowers are especially prone to murder, incest, false accusation and false witness. They stand first in all classes of crime and their offenses against property are noteworthy. In extenuation of widowers it may be claimed that the loss of the wife leads to demoralization, both in mind and in domestic affairs, and removes an influence that is evidently salutary in the majority of men. According to these statistics the longer a man is married the more law-abiding he becomes. This may be accounted for not only by the fact that the burden of married life incident to the larger birth rate at that time and the financial straits of the parents is greater in the early years than it is later. This is indicated by the fact that the rate of offenses against property falls off rapidly with advancing years among the married.

Not Easily Satisfied.

Washington Star: "I suppose there is no doubt about the signature being genuine," said the paying teller affably to the man who was cashing a check in his own favor. "Look here," was the answer. "You're not going to pin me down. I served on the jury once and you've got to stick up a blackboard and go to work with a piece of chalk before you ask me to say a word about anybody's handwriting. I'm a natural stickler for the formalities."

railway sleepers. Meanwhile Lord Salisbury's inquiry is permitted to remain for days untouched beneath an official door at Berne, before the arbitrators can find time to open and prepare it for pigeonholing.

The, in a moral sense, the Swiss arbitrators years ago became the allies of the Portuguese government, through permitting their dilatoriness to serve Portugal's aversion to paying for property deliberately stolen. In international arbitration there is no statute or rule of limitation, and by constant trading on "official courtesy" delays may pass without the performance by an arbitral court of a tithe of the duty entrusted to them. The cause of arbitration has received a setback through the Delagoa arbitrators.

Delagoa bay admittedly is the front door to the Transvaal, more than merely the key; and the Delagoa railway is the most valuable sixty miles of trackage in the world. Its potentialities of value in time of war are now recognized, and the present conflict over it will be worth twice what it was a year ago, for it will carry a nation's traffic. Under British rule Delagoa bay would soon become one of the busiest harbors of England's great empire.

MATRIMONY LESSENS CRIME.

Fewer Married Than Single Men Are Transgressors of the Law.

F. Prinzling has contributed a statistical study of this subject, reports the Medical Journal. According to this study property rights are more generally respected by the married than the single. The married man does not commit the graver offenses against property, such as robbery and fraud, so much as the less dangerous crimes, such as receiving stolen goods, breaking the laws of trade and public health and bankruptcy. Men who are married at an early age (from 18 to 25) offend against property more often than the unmarried of the same age and married men who are older. This is probably explained by the pressure of family expenses. Offenses against morality, except, of course, bigamy and, for some reason, incest, are far more common among unmarried men—a fact that was not expected.

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