

WAR CLOUDS GATHER

Balkan Outlook Grows More Serious with Passing of Each Day.

TURKEY CALLS FOURTEEN BATTALIONS

Porte Increases Men in the Disturbed District by Many Thousands

AUSTRIA PREPARES FOR INSTANT BATTLE

Warns Reserves, Stops Soldiers' Leave and Gets Transporta Ready.

NAVIES WILL MASS AGAINST SULTAN

Powers Propose to Adjust Macedonian Complaints with Demonstration While Seasons Are Held at Salonica.

LONDON, Feb. 12.—A special from Rome says: Italy was fully consulted in the course of the Lamesdor-Goluchowski conference on Macedonia and promised to support the proposed action.

The scheme for reforming the demand for the assembling of an international congress to adjust the details. This will be supported by a demonstration of European war ships off Salonica, where they will remain while the congress is in session.

Orders have been given to the Austrian Lloyd's Trieste to be prepared, at short notice, to furnish sufficient transports to convey a large army to Dalmatia. Leaves of absence have been canceled, and the railroads notified to be ready to deal with large bodies of men and supplies.

Sultan Takes Precautions. CONSTANTINOPLE, Feb. 12.—Fourteen battalions of redifs (emergency militia) of the Third army corps, whose headquarters are at Salonica, have been ordered to join the colors.

According to official statements these troops are intended to replace the reserve battalions which are being sent to the Macedonian outbreak last autumn.

The latter are still under arms and it is generally believed that they will be kept with the colors.

ROME, Feb. 12.—General Riccottti Garibaldi, one of the sons of the great patriot who raised a force of Italian volunteers for Greece during the Greco-Turkish war, is organizing a volunteer expedition to assist the Macedonians in the rising against Turkish rule, which is believed to be impending.

Russia Looks for War.

ST. PETERSBURG, Feb. 12.—M. Bakmetiev, the Russian diplomatic agent at Sofia, Bulgaria, who came here to see the czar and the foreign minister, Count Lamsdorff, is said to have described the situation in Macedonia as leaving little hope of a pacific solution.

The government, therefore, is more desirous of hastening the outbreak than of securing the success of the Austro-Hungarian scheme of reform. In pursuance of this object Russia has advised Bulgaria to declare a state of siege in the agitated districts.

VIENNA, Feb. 12.—It is reported here that Austria-Hungary has warned the Macedonians to abstain from any acts likely to create war, and that it is this action that induced Bulgaria to semi-officially deny today any mobilization of its army.

SMALL STATES NEAR TO WAR

Salvador Would Unite Central America by Aiding Honduras and Costa Rica Fight Guatemala.

PANAMA, Feb. 12.—Advice which reached here today from San Jose, Costa Rica, says a diplomatic mission from Salvador arrived there on February 6.

The envoys proposed the formation of a triple alliance between Salvador, Honduras and Costa Rica against Guatemala and further the plans for the proclamation of the union of Central American republics.

According to these advices the whole of Central America may be involved in war as the political conditions are most critical. The civil war in Honduras continues and Guatemala is aiding the adherents of Bonilla.

Nicaragua and Salvador are understood to be co-operating against Guatemala and to be furnishing the means of the Guatemalan government with arms and ammunition.

About 3,000 Salvadoran troops are reported near the frontier of Guatemala.

WASHINGTON, Feb. 12.—The State department has been advised by United States Minister Murray that the president of Salvador has informed him that complete tranquility prevails in Salvador and that the rumored declaration of war is false.

BOTH MAY MARRY AGAIN

Judge, at the Request of the Princess, Makes the Divorce Absolute.

DRESDEN, Saxony, Feb. 12.—The decree of divorce granted to Crown Prince Frederick yesterday permits both parties to marry again.

The crown prince applied merely for a separation of bed and board, but the former crown princess asked for an absolute divorce, which the judge decided he could not refuse under the new civil code, which King George himself designated as governing the proceedings.

The princess, however, cannot marry again and get a divorce until her marriage under the German law.

Would Tax Foreign Companies.

BRUSSELS, Feb. 12.—The chamber of deputies adjourned today after a stormy discussion of a bill, introduced by the premier, imposing a tax on foreign companies having branches in Belgium amounting to 2 per cent of their profits and requiring them to publish annual balance sheets. A commission was appointed to examine the bill.

Corunna Workmen Delay Strike.

LONDON, Feb. 12.—A dispatch from Corunna says a resolution was passed at a meeting of workmen there in favor of a general strike in consequence of the arrest of a general which have advanced the price of food. Detachments of military are patrolling the streets and a gunboat has been brought from Ferrol.

Chilian Elections Called.

SANTIAGO, DE CHILE, Feb. 12.—The elections will be held on March 1. There will be three candidates for each seat. Congress has closed its session.

FIGHT BEGINS FOR MILLIONS

Many Witnesses Ready to Testify that Mrs. Fair Lived Longer Than Her Husband.

PARIS, Feb. 12.—Representatives of the various claimants to the estates of the late Mr. and Mrs. Charles L. Fair are preparing for a severe legal contest at San Francisco, New York and Paris.

It is expected that the filing of suits in New York will be followed by the appointment of a commission to take the testimony of French witnesses whose evidence thus far has been ex parte.

The interests of Mrs. Fair's relatives are being directed by Frank L. Hyde and Donald N. Vanderbilt. Herman Geisler's interests are represented by Edmund Kelly. The array of counsel is entirely American.

Mr. Hyde, who superintended the taking of the affidavits, says the case has been proceeding ever since the Fair's death and that the affidavits establish a prima facie case that Mr. Fair died first; but as the witnesses have not been cross-examined by the other side it will be necessary later to send the witnesses to the United States or to examine and cross-examine them before a commission here. It is believed that most of the witnesses would gladly avail themselves of the opportunity of making a trip to San Francisco, but there are no means of compelling them to go to America, so it may be necessary to examine at least part of the witnesses here.

Mr. Hyde also said: "We have not made a selection of special witnesses favorable to our views of the case, but have included everyone."

This gives the chief importance to their statements. Mrs. Fair lived the longest. Not one deponent swears she died first and all except one are positive the husband died first. This one exception inclines to neither side.

The witnesses do not make their statements more deductions from the circumstances, but give the result of the observation. In substance they say Mrs. Fair was alive after they saw Mr. Fair die.

PUBLIC FAVOR HUMBERTS

Cheer Safe Suspects' Lawyer and Laugh at Opposing Testimony.

PARIS, Feb. 12.—The trial of the libel suit brought by M. Cattani, a banker, against the Humbert family, which began yesterday, was a large crowd inside and outside of the court room. M. Ludovic Helevy, "Gyp" (Countess de Martelly) and other prominent literary figures were among the spectators.

The audience maintained the same defiant attitude. Mme. Humbert and her husband, Frederick, frequently interrupting the witnesses with angry contradictions. Most of the session was devoted to Senator Cremieux's explanation of the prisoner's libelous comments with M. Cattani.

With Senator Cremieux's testimony, the evidence closed and counsel addressed the court.

M. Rodolph Rousseau spoke on behalf of the plaintiff, while Maitre Henri Roberts defended the Humberts, and Frederick Humbert in a brief and witty speech before the case was postponed until next week for judgment.

It is a noteworthy fact that sympathy of the general public, which was already manifested in the case of Maitre Roberts' pleadings was greeted with several times during the hearing the audience broke out into murmurs and ironical laughter. M. Rousseau's argument on behalf of the plaintiff today was also interrupted in the same manner.

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RAILROAD RATES TOO HIGH

Hon. Frank T. Campbell Protests Against Threatened Increase.

SHOULD BE LOWERED AND NOT RAISED

Former Iowa Governor Points Out Imposition Upon the Carriers Are Practiced on the Shippers.

(From a Staff Correspondent.)

DES MOINES, Ia., Feb. 12.—(Special.)—Hon. Frank T. Campbell, whose protest against the contemplated increase in railroad rates filed with the Interstate Commerce commission a few days ago has created a mild sensation in railroad and shipping circles, is a resident of Des Moines, and his standing can hardly be questioned. He was elected lieutenant governor of Iowa by the republicans when the fight was on to establish the right of the state to regulate railroad rates in the '70s, and later when the railroad commission which was appointed by the legislature of that time, he was one of the first commissioners elected by the republicans of the state. He was of the commission that put into force the first maximum schedules of freight and passenger rates in Iowa. Since then he has been engaged as a manufacturer and shipper, but has kept himself in close touch with the railroad rate question in the state and nation.

"I have filed a protest with the Interstate Commerce commission," he said today, "and I anticipate the commission will do anything, but I realized that someone should take the lead and call the attention of the people of the country to what I regard as a great injustice. I have asked the commission to make a demand on the railroad managers for the reason for their proposed great increase in rates. The commission is in duty bound, if it represents the people, to do this."

Commission is Powerless.

"What can the commission do to prevent the increase of rates if satisfied it is unjust?"

"Nothing at all. The commission is powerless and helpless. Congress has steadfastly refused to give the commission the power to carry out its own decisions or enforce its own rulings. All that is required of the railroads is that they file their schedules with the commission ten days before they go into effect when an increase in rates is proposed. The commission may at least require a definite statement as to the cause assigned for the increase and thus publicity may be secured and the shippers and consumers who pay this increased tariff laid on the necessities of life will be enabled to see the situation in a nutshell is just this:

"After the financial depression of a few years ago the railroads insisted upon an increase in rates and in 1900 made an increase which has brought them millions of dollars. That increase was executed by reason of the higher wages and cost of everything. Now, with all the companies paying immense dividends and the mergers adding to the dividend-paying possibilities of the lines, they insist upon another demand of 25 to 30 per cent increase in rates. The people stood the former raise uncomplainingly. They recognized that there was some reason for it. But when they realize what is being done now they will have cause for righteous indignation. Why do they do this? That is because they do not know what is being done. It will come on them one at a time and the companies will deal with shippers individually. Their mouths are stopped. They dare not speak. And they have no organization by which they can or will act. The result is that the new rates will be fastened upon the country before the people are aware of it and nothing will be done."

Railroad Prosperity Is Great.

"The railroads of the country raised their rates less than three years ago by advancing the classifications 21.2 per cent over the charges in effect prior to January 1, 1900. The Interstate Commerce commission reported that the gross earnings of the railroads for the year ending June 30, 1901, showed an increase of \$2,000,000 over 1900. The average gross earnings per mile were greater than for any previous year since the first report of the Interstate Commerce commission. Dividends were almost \$13,000,000 greater than the year before. This with the dividends from leased lines would make \$22,000,000 more than in 1900, and besides there is left a surplus of \$7,544,735 as the first fruits of the rate increase of 1900, aided by the general prosperity of the country. And in the face of these astonishing financial results come a demand for another raise of from 25 to 30 per cent, and this with no other than the old apology of increase in cost of material, labor and wages, adding a new burden of cost of fuel, two-thirds the cost of which is for railway transportation.

"I believe firmly that not only should there be no increase in rates, but that they should be put back to where they were in 1900 before the last previous increase. The railroads of the country have partaken more largely of the general prosperity than others, their net profits and surplus are immense and unexpended and there are few lines in the hands of receivers than a few years ago; freight can be and is handled cheaper than ever before on account of improvements in methods of transportation, the average cost of carrying a ton a mile being reduced from 3.77 cents in 1883 and 1.97 in 1890 to less than .05 of a cent in 1900. They have already by a 22 per cent increase in classification more than recouped themselves for the increase in expense on account of the increase in cost of material, wages, etc. The increased tonnage of the country promises still greater earnings, larger engines, air brakes, speedier trains, automatic couplers, and all these things must be considered.

Examples of the Advance.

"The proposed increase in rates in the west, as announced by Chairman Tucker of the Central Traffic association a few days ago, is 20 cents on a hundred on grain and 20 cents on provisions from Chicago to New York. In addition, on over 50 per cent of the commodity rates reduced below tariffs since March there is to be an advance, and on stone, cement and brick the advance is from 10 to 25 per cent above former rates. The advance on groceries and iron articles from Chicago to Colorado and Utah points is stated by the press to be over 100 per cent. There is also a large advance on live stock and many other articles. The full import of the new advance in rates will be fully appreciated later by actual experience, unless the Interstate Commerce commission, congress and an outraged public interfere to prevent this 'knock-out' drops being administered by the railway managers to an innocent and helpless public whom they have in their grasp."

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UNION PACIFIC LOSES CASH

Court Decides that \$200,000 Held by Boston Trust Company Must Go to Government.

BOSTON, Mass., Feb. 12.—In the United States circuit court today Judge Colt decided that the entire fund in dispute between the federal government and the Union Pacific Loan and Trust company should go to the United States. The amount is \$200,000, now in the hands of the American Loan and Trust company of Boston.

The decision is believed to finally settle the long controversy between the United States and the Union Pacific railroad, for which the trust company acted as trustee.

In his decision Judge Colt said: "This bill is brought by the United States against the American Loan and Trust company, trustee of the Union Pacific Railroad company, to determine the rights of a trust fund."

On June 5, 1898, the Union Pacific, an assignee of the Kansas Pacific Railroad company, and the American Loan and Trust company, and thereupon the trust fund was accumulated from December 1, 1890. The only claimants to the fund are the United States and the Union Pacific Railroad company, and the only question is whether, under the trust agreement, the fund should be distributed whole fund, or whether it should be distributed pro rata and without preference to the stockholders of the Union Pacific Railroad company.

At the time the indenture was created there existed certain mortgages and liens in favor of the Union Pacific Railroad company. This included the first mortgage covering the Union Pacific Railroad and the consolidated mortgage.

The first mortgage was a prior lien of the Union Pacific Railroad company on the Union Pacific Railroad, and the consolidated mortgage was a second lien on the same property. The consolidated mortgage was a lien on the property of the Union Pacific Railroad company.

The purpose of the trust indentures was to protect the security of these mortgages and lien creditors of the Union Pacific Railroad company. The trust fund was to be used to pay the principal and interest on the first mortgage bonds which had been paid in full under foreclosure proceedings in the United States and the Union Pacific Railroad company.

The Union Pacific was under no legal obligation to pay the trust fund. It was an entirely voluntary act. The property conveyed to the trust fund was not what might have been done, but what the donor saw fit to do.

The purpose of the trust fund was to protect the security of the mortgage bonds of the Union Pacific Railroad company. The trust fund was to be used to pay the principal and interest on the first mortgage bonds which had been paid in full under foreclosure proceedings in the United States and the Union Pacific Railroad company.

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