wisely directed.

ALL LINES POOLED

Consolidation of Railroads East of Chicago.

CHANGES TRANSPORTATION SYSTEM

Object Is to Maintain Rates and Reduce Expenses-May Be Extended to Western Lines.

CHICAGO, Jan. 18 .- The Chronicle to-

orrow will say:
"As a result of the recent consolidations and agreements among the owners of the great trunk rallways east of Chicage, the entire transportation system be-tween the Mississippi river and the Atlan-tic seaboard is to be reorganized, involv-

abandonment of city ticket officer of all the roads in the syndicate in Chicago, New York, Philadelphia, Boston, Buffalo, Baltimore, Washington, Pittsburg, Cincinnati, Cleveland, Detroit, Indianapolis, Peoria and St. Louis, and the substitution of joint offices in each city.

ing these changes:

"The discharge of all city, general, trav-eling and district freight and passenger agents and solicitors of the Eastern roads all parts of the United States, Canada and Europe. This will affect nearly 50,000

abolition of all forms of commis sions heretofore paid for the sale of tickets over these roads. This will affect comes of 10,000 agents and eliminate the The establishment in Chicago and New

York of joint auditing agencies that will apportion to each road an agreed percentage of the total competitive business. "The discharge of all superfluous assist-ants to the heads of departments of the individual roads. Later the heads of these, departments may be abolished, and the work done by clerks, who will report to

the two joint agencies. establishment in New York of a board of control made up of persons representing the Vanderbilt, Pennsylvania, Morgan and Harriman properties, the rulings of this board on all questions to be

The abandonment of a number of through fast passenger trains put in serv-ice in the last few years as the result of sharp competition

establishment of common schedules for passenger trains between Chicago and New York and between all principal terminals of the combination's roads in the territory east of this city and St.

"The abandonment of all fast freight

trains, and the fixing of common time for these trains between competitive termi-"Following are the roads now in the combination: New York Central Penn-

sylvania, Boston & Albany, Boston & Maine; Fitchburg, New York, New Haven & Hartford; Erie & Lehigh Valley; Lackawanna; West Shore; New York, Ontario & Western; Rome, Watertown & Ogdensburg; Lake Shore; Michigan Cen-Nickel Plate; Baltimore & Ohio; Wabash; Big Four; Chesapeake & Ohio; Lake Erie & Western; Monon and all auxiliary lines of these systems.

"When all details for the future man agement of the roads in the Eastern combination have been perfected, the leaders in the consolidated movement will turn their attention to the territory west of Chicago, and attempt to bottle up the Chicago-St. Louis-Rocky mountain country in like manner. The combining process may extend ultimately to the Pacific a. The Harriman-Vanderbilt syndi-owns and controls the Hillinols Central, Union Pacific, Northwestern, Oregon Short Line and Kansas City, Pittsburg & Gulf. All the big competitors of these aystems are in with the combining movement, and stand ready to go into any deal Among Continental forces of allens one that will maintain stable rates and reduce ought to mention the French foreign leexpenses. Several small independent roads gion, which still includes the runaway in the West and Northwest territory are aristocrats and broken men of half Eulegalize pooling is given as the cause of the consolidation, as the owners are determined to pool if the purchase of every road in the country is necessary to obtain that end."

. The Passenger Pool. CHICAGO, Jan. 18.-The Tribune tomor

"In order to carry out their anti-commission agreement, it is proposed now to com-bine all the railroads of the country into a big passenger pool and operate it in such a way that each road will get an agreed percentage of the earnings. By such action no possible profit can possibly accruto any of the roads by ignoring the agree-ment. Any road that should manage to get more than its allotted proportion would we its labor for its pains, as the profits have falled to carry their proportion of the business. The Eastern roads have all woted in favor of this scheme, and a commattee of Western executive officials renow at work to get all the Eastern lines into the combination. This committee is composed of S. M. Felton, president or the Chicago & Alton; Paul Morton, vice-president of the Atchison; J. M. Hannaford, general traffic manager of the North cinc; J. T. Harahan, vice-president of the Hlineis Central, and J. Ramsey ir., general manager of the Wabash iroad magnates do not admit

that the formation and maintenance of a passenger pool would constitute a vilaw. It has always been the contention of the railroads that the section of the interstate commerce act forbidding pools relates only to freight traffic, and does not affect passenger business in any way, and it now seems to be their deter-mination to act and fight it out on this The fact that Presiden Feston, of the Alton, is chairman of the committee, insures the co-operation of the Alton and Union Pacific roads, which have been opposed to pools heretofore. The Great Northern, which always has been a stumbiling-block in the way of pools, and steadfastly refused to join combinations. of that kind, is said to have been won

TARIFF IS SATISFACTORY.

Pacific Retail Hardware Association Pinces Itself on Record. CHICO, Cal., Jan. 18.—The Pacific Re

tall Hardware Association, consisting of over 60 leading retall hardware dealers of California, in convention today, after thorough discussion, unanimously adopted the following resolution: "Whereas. We recognize that the inter-ests of the producing, manufacturing and

communities, both who and retall, of the Pacific coast, are so indissolubly bound logother and dependen that any condition upon one another. which works a hardship upon one of these interests must necessarily, either directly or indirectly, bring hardship upon the oth-

Resolved. That we, the Pacific Retail Hardware Association, in convention assembled, do hereby express our satisfac-tion with the present existing transcontinental railway tariff principles and condi-tions in this state, and desire to place on record our satisfaction with the differentials, and schedules that have been in effect since June, 1898, and that this resociation will do its best to uphoid these sifferentials and trust the efforts of the manufacturers and wholesale merchants of the coast will be successful in maintain-

Hendquarters of the Gulf Road. CHICAGO, Jan. 18.-The Tribune says: It has been decided definitely to establish the general offices of the Kansas City, Pittsburg & Gulf road in Chicago. It had lish the general offices of the Kansas City.

Pittsburg & Gulf road in Chicago. It had good health is assured if you take Hood's Barsaparilla.

announcement on the subject had been made, that the headquarters would be at Kansas City, which is one of the termi-nals of 'be road.

An arrangement has been made be tween the receiver of the Gulf road, the reorganization committee and the attorney-general of Texas for strict compliance with the Texas law in regard to maintaining offices for the Texas branch in that state. A complete reorganization of the Texas property will be made and a new charter secured for as much of the system as it operated in Texas in order to comply with the law

Pullman Conductors' Wages Cut. CHICAGO, Jan. 18.—In a circular which has been posted on the walls of the Pullman suboffice at the union depot, a reduction in the wages of sleeping-car conductors is announced. The amount of the cut is said to be in many cases as much as 20 per cent. Whether the reduction is to be made among all employes of the company or is to be enforced only on some lines is a question.

Missouri Electric Road. CHICAGO, Jan. 18 .- A special to the Tribune from Kansas City, Mo., says:

E. B. Kratz, one of the promoters of the Missouri electric road, who is trying to se-cure a franchise from this city, is authorfor the statement that the man bend the project is Charles T. Yerkes, of Chicago, Several well-known local capitalists were supposed to be the interested

SOME SOLDIERS OF FORTUNE

Men Who Have Served More Than One Flag for Money and Rank. Pall Mall Gazette.

In the Transvaal today the soldier of ortune is making his last stand. No other ountry in the world is likely to offer the alien adventurer of the future the same positions and profit that have hitherto seen the portion of Schiel, Von Albrecht and the other merchants of Krugerdom and the other merchants of Krugerdom.

And in these very facts we may
see the decline of the soldier of
fortune, if we compare his gains
with the colossal harvests of his predecessors in history. Perron, the won-derful Frenchman who commanded the Mahratta army, arrived in Hindoostan a penniless petty officer from a man-of-war, and in nine years had amassed between £1,000,000 and £2,000,000. Even more rapid was the progress of Colonel Hannay, who had to leave "John Company's" service to avoid the bailiffs. He entered the service of the Nawab Wazir of Oude in 1778 and left it after three years with a fortune of 200,000. Many other French and English adventurers were nearly as lucky. In spite of the chilling effect of modern ideas, the soldiers of fortune of the 19th century form a picturesque gallery—he-

roce and rascals. Fenians and royalists,

Poles, Englishmen and adventurers of no country. Some of them, like Lord Cochrane and Hobart Pasha, have established themselves on a higher plane than the mercenary can usually hope to occupy The revolutionary wars of the Continent have naturally attracted many of these adventurers, Count Ilinski was a Pole who fought the Russians in his native land, and when all was lost took service under Schmayl, prince of Circaesia. The Hungarian war of independence in 1848 next employed his desperate valor, and at Temeswar he had three horses killed un-der him. Finally he became colonel of a Turkish culrassler regiment and was known as lekander Bey. In the Hunga rian revolt, General Guyon, an English man, was a famous figure, and at Tyrnau he held his ground until he had lost threefourths of his battalion and the village streets were streaming with blood. A less attractive personality is General Cluseret. who served as captain in the French army in Algeria, then under Fremont, in the American civil war: was next a Fenian general and then war minister under the commune. Dombrowski, another general in the commune and a far abler and braver man than the ex-Fenian, had fought in Poland and under Garibaldi. He was killed at the barricades in 1871 rope, and the Irish brigade which fough for the Pope in 1860, under the comma of Major Myles O'Rellly, M. P. An ol soldier of papal zouaves, another Irishman is now General Coppinger, of the United States army. Garibaldi himself is, of course, entitled to a niche in this galler of fame, and his son, Ricciotti, has since his Italian campaign fought for France in 1870 and for Greece in 1897, in both ravely fighting for a lost cause.

The new world offers us conduttieri o new type, like Walker, the filibuster, ho became dictator of Nicaragua, and might have ruled Honduras but for British man-of-war. General Carroll-Te-vis, who served in the Franco-Prussian war and a good many South American struggles, was a Fenian hero. So was Captain John McAfferty, who served it the Mexican war of 1855, and was then an officer in the Confederate army. He was n all the Fenian plots of 1856-67, and war wice tried here for treason-felony. was acquitted at one trial and amnestied after the second, a lenlency which he re-paid by renewed activity in the ranks of the Clan-na-Gael. He was said to be the real "No. 1" behind the Phoenix Park

Egypt has employed many aliens. Mu inger Bey was a Swiss, who had been British consul at Massowah; Gessi Pasha an Italian, who, after serving as intereter to the English army in the Crimea came Gordon's lieutenant in the Soudat and smashed the slave-hunters' revolt in Darbur. Loring Pasha was an American soldier; Lupton Bey, governor of the Bahr-el-Gazel, who died in the Mahdi's dungeons, an Englishman; Slatin and Emin were both Austrians.

In more recent years we have had Gen-eral Kohnes, an ex-major in the German army, who landed a cargo of Mannliche rifles for the Chilean congressionalists, drilled their troops and defeated Balmaceda. General Ronald McIver, a Scots who has served under 14 flags, from the Confederate to the Carlist, is another roaming Britan, like Kald McLean, an ex-lieutenant in our service, who is now emmander of the army of the Sultan of Morocco. General Digby Willoughby, who commanded (in blue and silver) the Hoba army, has since fought for the chartered Rhodesla, but has now turned to the arts of peace.

Freight Elevator Fell.

NEW YORK, Jan. 18 .- A freight elevator n a storage warehouse at One Hundred and Twenty-fifth street and St. Nicholas avenue fell today, killing two persons and The two person injuring three others. killed were Michael McLean, 22 years old: Patrick Leddy, 27 years old. The injured were Bernard Cahili, 5 years old; James Riley, 35 years old; Richard Burns, 40 years old. They were taken to a hospital. Thomas Berry, manager of the storehouse,

At the time of the accident the elevator was at the ninth floor, and had jus! been loaded with five wheelbarrows filled with firebrick. There were five men on the elevator. Just as the elevator started downward one of the cables broke, letting the elevator loose, and it went down to the basement with frightful rapidity. On the way down the cage tore out the brick partitions, and did so much damage that the iron counterbalance weights were loosened, allowing them to fall on top of the elevator. The weights killed the men in the elevator. The injured men were all unconscious and were removed to a hospital. They are in a precarious condi The superintendent of the ing claimed that the elevator was regularly inspected by licensed inspectors, that no warning was given of the parting

HEART TURKESTAN

TASHKEND, A LARGE RUSSIAN-BUILT CITY.

Visit to the Governor-General of the Province-A Drive Through the Native Quarter.

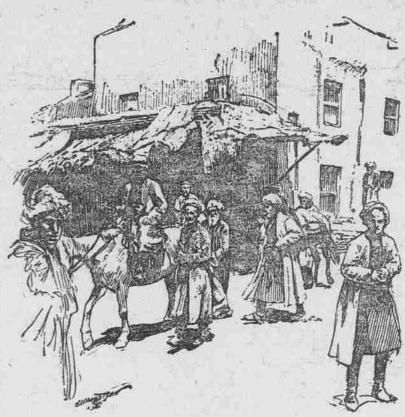
TASHKEND, Russian Turkestan, July 17.—Some time before reaching Tash-kend I had formed a Russo-American alliance with one of the commercial travelers who was with me on the train, and we disembarked together. He was sell-ing wines, liquors, mineral waters and vodka for a Moscow house, and Tash-kend was one of his best points. He had been "making the town" for 15 years, when it took a 10-day drive by post from Orenburg to reach it, and knew every one. It was midnight and we were hungry, for there had been no eating station since we pased Chernayevo in the middle of the afternoon. I had been promised by Mr. Hoffman, who was a German-Russian from the Baltic provinces, that a supprise was within for surprise was waiting for me in the railway station buffet. That proved to be true, for it was a big, fine room, where they served us a meal long to be remembered for excellence. Indeed, the station Turkestan, the governor-general is able to itself was a surprise, a fine structure of indulge his tastes in two directions which

These were not callers nor officers from the other administrative buildings of the Turkestan government, but were in effect the personal official family of the governor making their headquarters in his house subject to prompt orders or consultation there. They represented almost every de-partment of the general government at St. Petersburg, each branch of which main-tains its agent at the headquarters of the

which is growing rapidly and must be

governor-general. The acquaintances which I was able to form without delay under such circumstances are proving of the utmost value to me. We waited but a few minutes, when word came that General Duhovskoy was ready for us. His excellency wore the plainest of undress uniforms, with no sign of his rank but his shoulderstraps. By

his courtesy the call became purely in-formal, and as a result of the hospitality which he extended was prolonged for at least two hours. He had made one jour-ney to the United States, traveling from Vladivostock to St. Petersburg by way of San Francisco and New York in the year of the world's fair. His memories of Chicago were lively, being particularly defi-nite as to the hotel bills he had to pay for his family and servants at the largest hostelry on the lake front. But he added that he held no animosity against the city for that, and that the sights of the ex-



STREET IN THE NATIVE QUARTERS OF TASHKEND.

light, the roads were perfection.

Tashkend is a big city to find in the heart of Turkestan, with a population of nearly 160,000, of which perhaps one-fourth may be credited to the Russian quarter itself and the garrison. It is almost 35 years since the Russian occupation of this region was complete, so that the northern power has had plenty of time to build a city of its own at the side of the native city. This is the seat of the general government for all Turkestan general government for all Turkestan, had something to do with some of the with an administration which has been almost independent of control from St. Petersburg until the completion of the railway, so remote was it from the capi-tal of the empire. Tashkend always has had a large military force stationed in the city, and its buildings include public offices and barracks of all sorts, in addi-

tion to the palace of the governor-general General Serge Michailovitch Duhovskoy, governor-general of Russian Turkestan, has distinguished himself for many years in the extension of Russian authority in Asia. He shared the conquest of Turke-stan itself, assisted in the exploration of remoter Siberia and then for several years was the governor-general of the Amur region, with headquarters at Khab arovsk. His excellent administration of that post gained him promotion to the far more important station of the Turkestan governorship, which is at times al-

most a vice-royalty.

I had been favored with a personal letter of introduction to General Duhovskoy from Mr. Alexis Yermoloff, the imperial minister of agriculture and imperial domains at St. Petersburg, which I sent the day after my arrival here, with a note asking when I might present myself. The first result was an immediate call from a gentleman who had been named by more than one writer who has studied Russian affairs in Central Asia. Mr. William de Klemm has been identified with the ex-tension of Russian authority most closely for almost 20 years, and yet without high authority himself. Officially his place is that of agent of the Russian minister of foreign affairs, attached to the adminis tration of the governor-general of Turke-stan. It may not be exactly clear why the foreign minister of the Russian em pire should keep an agent in the office of the governor of a Russian province, but here he is, and beyond doubt he fills many a valuable function, one of which, I presume, is to deal with foreign travelers who come sufficiently accredited to justify official hospitality. Before his transfer to Tashkend Mr. de Klemm filled a similar office with the governor of Transcaspia, at Askhabad. Prior to that time he was for many years the secretary of the Russian embassy at Bokhara, and often acting political resident at the

Visit to the Governor-General. It was arranged that I should pay my first visit to the governor-general the next day at noon, Mr. de Klemm kindly promising to call for me and accompany me to the official residence. I am unable to remember a more courteous and kindly welcome from any official in any country that I have visited than the one I had the fine old gentleman who repre-the power of the emperor of Russia in Central Asia. General Duhovskoy must be more than 60 years of age. He is of medium height, inclining to be slender, rather than heavy. Except for a closecropped military mustache, he is clean shaven, and mustache and hair are as white as snow. His long life as a campaigner and his present service under the sun of Turkestan have tanned his com-plexion to a flery red. Altogether, in looks and manner, he reminded me strik of Senator Morgan, of Alabama. In the ante-rooms of the governor's res idence I found myself in the midst of a crowd of young Russian officers and of-ficials, aids and attaches of the governorgeneral, who displayed a frank but cour teous curiosity as to my errand. The fact that I was an American seemed to make me welcome, irrespective of my introductions, and the introductions were merely an additional guaranty. Many of

had traveled in America and were

and spoke English with every mannerist and accent of the English gentleman.

stone, well planned and built, its archi- appeal particularly to him-the cultivation tecture creditable, its rooms lighted by of his grounds about the palace and the electricity. After supper we bundled our baggage ental provinces under his jurisdiction. It into one carriage and shared another to was discovered promptly that my curiosity the hotel. It is a Russian habit to put ran in the same channels, and with the enrallway stations as far as possible from thusiasm of a far younger man he spent the cities they are intended to serve, so it did not seem strange to find that we had to drive three or four miles here. The night was one of brilliant moon-light the roads were perfection. Never before had I seen Oriental rugs which compared with these in perfection of texture, color, design and workman ship, many of them of great size and age. Some of the best of these had histories as thrilling as romances in connection with the emirs or begs from whose palaces they had come as gifts. Indeed, I do no think that his excellency would have de

more notable acquisitions use we went to the garde and there in the grounds, which formed a park of several hundred acres, I saw a demonstration of what can be done in Turkestan if time and money and irrigation are employed faithfully. We explored what seemed miles of paths and avenues, always coming upon a new display of fruit or flower or foliage to be shown with pride, Clattering streams fell from terrace to terrace in waterfalls that were as unc tional as art could make them. swans and fountains were there was no etense of wildness, but through most of the park the effort was to let nature be the pattern and avoid formal conventions design. General Duhovskoy knew tha was going to cross Siberia and would each his former post at Khabarovsk, so e warned me with a smile that I must not expect to see any such display when "But this climate is better for an old

man." he said.

Ride Through the Town. When that visit was ended I was astor ished to find that the governor-general had ordered his own carriage and driver to the door, and that the afternoon was to be fin-ished by & drive with Mr. de Klemm in the equippage. His excellency apologized for the press of business that kept him at home, but put me in the hands of my first acquaintance in Tashkend. The courtes was great, but the drive was more con spicuous than I would have chosen for myself. Of course, the horses and car-riage of the governor were known by every one in Tashkend. Russians did not pay s sch attention, but to the native popula tion the equippage personified the power of the governor himself, and was a guar-anty of rank for any one in it. The result was that Mr. de Klemm and I were kept raising our hats and bowing, parade fash-ion, from the moment we drove into the native town till we left it.

The driver shouted continually to clear the narrow streets through which we drove, and the pedestrians, shoppers, mer-chants, donkey boys and the donkeys themselves crowded into crossways and the doors to let us pass, as they would have done for no other carriage in all Tashkend. Then, as they turned to stare at the occupants, they saluted in every way known to Central Asia, and we had to carry the dignity worthily or disgrac the governor. Even Mr. de Klemm ad mitted that he didn't much care for that sort of drive, but I trust we mu blunders, and as an experience it is all right.

At any rate, we covered the streets of Tashkend more rapidly than we could have done in any other way, saw the bazaars and the manners of native life, high and low, to drive home through the poplarchaded avenues of the Russian quarter in the late afternoon, and decided that the day had been well spent.

TRUMBULL WHITE,

Hearing of Carter's Contractors. NEW YORK, Jan. 18.-When the ex amination in the cases of ex-Captain Ober lin M. Carter's alleged favored contrac tors, the Gaynor brothers and B. D. Greene, was resumed today before United States Commissioner Shields, the question of the validity of the indictment was raised by counsel for the accused men. Commissioner Shields said that as a committing magistrate he had no power to

upon the validity of the indictment

declined to pass on the question, and the hearing went over until tomorrow. able to ask questions about persons and places they had seen. One had been at-The End of the Nineteenth Century tached to the Russian legation in London Witnesses the unprecedented success of G. H. Mumm's Extra Dry: imports in 1899 being 199,303 cases, or 72,495 cases more than of any other brand. These facts could not detect a flaw in the perfection with which he used that alien language. than of any other brand. These facts Now he had come to take charge of speak, not misleading figures bid at aucthe Russian immigration of Turkestan, tion sales.

as that was a matter for the courts,

LOSSES CASTELLANE'S

HIS UNFORTUNATE SPECULATIONS ARE THE TALK OF PARIS.

Bought Stocks in Anticipation of a the season at the Kaiserhof this evening. British Victory-Coming to America to Repair His Finances.

PARIS, Jan. 18.-The alleged heavy losses of Count Boni de Castellane on the bourse were made a sensational feature by some of the papers here today. Both the Temps and Figaro spoke in a guarded way of the collapse of a bull speculator whose position is said to have been badly shaken at the last settlement by the decline of certain stocks in which he is said to have plunged. The Figure also indicated Count Boni fairly and clearly by describing the spec

ulator as a member of the chamber of deputies and a prominent society man who had not disguised his sympathics for uncompromising nationalism. Moreover, it was added, he had started on a long voyage "to find resources to repair his broken fortune." The Figaro added, perhaps a little maliciously, that his friends hope he will not meet with disappointment, saying "some patriotic cases are very expensive, and, for want of a better excuse, this pretext can always be put forward to those who, owing to distance. are ignorant of many things."

The Matin openly mentioned Count de Castellane's name, and nothing but the disastrous speculations, the losses reach ng as high as 20,000,000 francs, were talked yesterday. Respecting the count, the

Matin says: "But our own inquiries show his losses do not exceed 3,000,000, he having suc-ceeded in getting straight on seven or eight transactions. Count Bonl de Cas-tellane left for New York a few days ago with his wife, and it is probable the assistance of brother-in-law will not be found wanting and that he will tide over the situation of monetary embarrass-

The Marquis de Castellane, father of Count Boni de Castellane, denies most emphatically the story that Count Boni has failed to meet his obligations, for the simple reason, he adds, that his son has never taken part in the alleged spec-

In the face of this denial by the marquis it is remarkable that papers of the standing of the Matin, Figaro and Temps should give currency to such allegations, and some explanation on their doubtless be forthcoming. The Matin took the opportunity to make some interesting remarks concerning Count de Castellane's position here. It informs its readers that his wife's "dot" was \$15,000,000, which gave an income of over \$800,000, and that even at Paris he could cut a figure with that,

"All Parisians know the grandiose man on the Avenue du Bois de Boulogne, which is the hobby of his wife, who dreamed to out-vie the Vanderblits' place on Fifth avenue, by a perfect reproduc tion of the celebrated castle of Blois. count Bonl's well-known generosity partly explains his contribution of 15,000 francs M. Deroulede, which figured in the police chief's report on the anti-republican onspiracy

Count de Castellane has not been posted on the bourse, and he is not a member. If the allegations were true he would be imply a private speculator, acting through a broker, and unable for the moment to meet his obligations.

The Marquis de Castellane has written o the Matin the following:

"Your good faith has been abused My son, Count Bonl, never indulged in any bourse speculations, and consequent ly cannot have been proceeded against.

If he were in Paris he himself would dispose of this invention. In his absence his father begs you to repair the involuntary wrong you have done him.' Inquiries made at the best sources of information, which, however, are not willing to be quoted, are that Count de Castellane was involved in speculation in anticipation of a rise in stocks on the expected British victory in the Transvaal, and the reverses caused such a deprecia meet his losses with ready money speculations are understood to have been through private sources, and, therefore it is difficult to secure absolute confirma tion of the reports. The matter probably

will be settled privately.

The Matin's assertions were the lead ing topic of conversation at the clubs and other social meeting places throughout the day. The evening papers reproduced th story, although without in any way guar anteeing its accuracy. The count's father gave a fresh turn to the affair by writing a letter to the editor of Figaro, Bernar de Rodays, intimating that he must b prepared to fight a duel with the coun on the latter's return, or even with the marquis himself. In the course of the communication, after denouncing statement of the Figure as "canaille rio," the marquis says:

"If my son were not on the sea for New York he would undertake to demonstrate for you the emptiness of this tittle-taitle and would require from you reparation on grounds he would choose. In his absence, I take his place. Your scandalous insin uation is a mere political trick, who others would describe as 'Dreyfusard,'

The Soir, which was previously owned by the Castellanes, and which is a strong nationalist organ, bitterly opposed to the Figure, which champions Dreyfus, after speaking in fulsome terms of the count's character as a gentleman and a patriot

"It is not difficult to see the origin and motives of M. de Rodays' maneuver. This vile political vengeance, which all good men will denounce."

ORDER OF THE BLACK EAGLE, New Members Initiated at the Castle in Berlin.

BERLIN, Jan. 18 .- A chapter of the Order of the Black Eagle was held in the castle today. Among those who particl pated were: Prince Hohenlohe, Count vo Waldersee, Princes Friederick Leopold and Albrech, of Prussla, Prince Bernhard of Saxe-Meiningen, Prince Henry VII of Reuss, Prince Anton Radziwill, Field Marshal Count Blumenthal, now 86 years of age, and Herr Adolph Menzel, now in hi 85th year.

Emperor William, as grand master of the order, headed the procession, wearing a purple velvet cloak over the embroidered uniform of a general, with the chain of the order upon his shoulders. Fanfares were blown during the procession, reaching fortissimo as the kaiser ascended the throne. The new members were then initlated, including Dukes Albrecht and Nicolaus of Wurtemburg, and General von Bulow. The chapter was behind closed doors, the table being of horseshoe shape with the emperor occupying the center.

Germany and the Open Door, BERLIN, Jan. 18 .- Referring to a Wash ngton dispatch concerning the "open coor" in the Philippines, United States Ambassador White informed the course ndent of the Associated Press toda Bulow regarding the "open door" in the East, it had been assumed that su policy would be reciprocated in the Philippines, although no formal request for promise had been made.

Corea Barrows From Russia. TONDON, Jan. 19.-A Shanghai special

It is reported here that an agreemen has been concluded under which Russia will lend Corea \$12,000,000, of which \$5,000,-000 will be paid immediately. Corea having unsuccessfully applied to Japan for

Russing Ironelad Ashore. ST. PETERSBURG, Jan. 18,-The Russian fronclad, Poltava, of 10.960 tons

burden, is dangerously ashore near Libna, on the Baltic sea. The vessel was con-structed at St. Petersburg, in 1894, at a cost of \$5,495,000.

> State Ball at the Kalserhof. BERLIN, Jan. 18 .- Many members of the diplomatic corps, including John B. Jackson, secretary of the United States smbassy, attended the principal ball of

TONGUE IS COMMENDED.

Speech on the Financial Bill That Passed the House,

WASHINGTON, Jan. 13.—The New York Commercial, one of the leading papers of the great metropolis. In a recent interpublished the following commen upon the speech of Representative Tongue on the gold-standard bill, which passed the house just before the holiday adjourn-

ment: "There is a good deal of truth in the language of the Hon. Thomas H. Tongue, of Oregon. He said in his speech on the currency bill before the house that only one member out of 24 who were entitled to seats on the floor was really representing the people of the United States. member was asleep. His repose typified the passiveness of 75,000,000 of citizens. The time for real, earnest discussion of the principles involved in the bill, a dis-cussion which is aimed to convince the reason and influence action, passed long ago. The senate would do well to take Mr. Tongue's view of the matter and hurry up. That part of Mr. Tongue's address

follows, and was the opening paragraph: "When the debate upon this bill had reached a most exciting period, while ora-tors upon either side, for and against it, were scattering wit and wisdom, logic, sarcasm and eloquence in great profusion, a distinguished member of this house, one who had rendered valuable services country both on the field of battle a and in the halls of legislation, was seated if they had a big hedge quietly in his chair, his hands folded peacefully upon his breast, reposing quietly in the arms of Morpheus, utterly un-conscious of the tempestuous storms being waged around him. The distinguished gentleman typified the attitude of the peo-ple toward this debate. For the time being he represented 75,000,000 of his countrymen. The time for real, earnest and serious discussion of the principles in-volved in this bill, a discussion which is almed to convince the reason and influ-

ence the action, long since passed.
"The people of the United States have passed upon every issue involved in this debate. They have made up their minds upon every question discussed. Their opinions have been intensified and fixed by the course of current events and business conditions. Expressed emphatically in 1896, these have been reaffirmed whenever the opportunity has been presented They expect of this congress not reasons but action; not discussion, but legislation Our duty is, as promptly as possible, to record the verdict of the people, enter up heir judgment, and give expression to their will in the laws of the land. There is little that is now proposed by this bill. We have been practically and legally under the gold standard for more than @ years. The issue presented in 1892 fairly and squarely before the people was whether we should maintain the existing gold standard or go to the silver standard. here was a time when people the free coinage of silver might fairly and conscientiously believe that it would re-store the parity between gold and silver at the old ratio, and would not disturb their existing financial standards."

May Extend Time.

Representative Lacey, of Iowa, chair-man of the committee on public lands, has reintroduced his bill which provides that the time for the completion of the classification of lands within the land grant and indemnity land grant limits of the Northern Pacific Railroad Company, authorized by an act of congress of 1885, shall be extended to October 31, 1900. The bill also appropriates \$30,000 or so much of that amount as may be necessary to carry into effect the provisions of his bill.

LIVESTOCK CONVENTION.

Passed a Resolution Recommending the Leasing of Grazing Lands,

FORT WORTH, Tex., Jan. 18.-The deberations of the national livestock comention today were mainly on the follow-That such of the public lands of the United States as are adapted for grazing should be subjected to lease by stockmen

who are citizens, at a reasonable rentar and under such conditions as will tend to preserve the grasses from destruction and mprove the value of the grasses there-

of Mr. McKay, of Utah, that the resolu on be voted down. The subject was dis-used throughout the morning session and the amendment was lost by a vote of 328 to 277. The original resolution was then passed. Sheepmen and cattlemen or smaller means, it is said, will continue to oppose the passage of the bill now in conelegation to Washington in advocacy of

The convention unanimously indopses John F. Hobbs, editor of the New York Provisioner, as United States commis-sioner to the Paris exposition, in the interests of the dead-meat and provision in iustries of this country.

The convention adopted a resolution or-

fered by Mr. Robb, of Texas, against a change by the railroads for the carload rates to 100-pound rates. It also indorsed a resolution asking the department of ag-riculture to investigate the parasitic discases of sheep. A resolution was passed demanding the restoration of the feed in transit rate privileges, recently abrogated by the roads. It is claimed that by the abolition of this rate, stockmen all over the country are losing hundreds of thousands of dollars annually,

Several interesting papers were read at oday's session, among the speakers being T. F B. Sotham, of Missouri, president of the National Hereford Association; J. H. Pickerell, of Illinois; Mortimer Levering, of Indiana, and Colonel R. Edmondson, of Missouri. Colonel Edmondson spoke or The Western March of Thoroughbreds. The convention will hold its closing sestomorrow, when many papers will be

"TEARS" FOR THE IRISH.

An English Woman to Sympathizers With the Boers.

PORTLAND, Jan. 15 .- (To the Editor.)-Seeing in The Oregonian of January 12 now very astonished, pained and grieved poor "D." of Salem, has become, I efrain from shedding a few terrs pathy for him-poor thing. He needs them as badly as an old horse does a omb, and as he calls himself rish-Americans, and is such a bitter hater of the English, I say let us look at both ides of the question. First, if "D" is an American and be

Heven in the flag of liberty for all, why should he not be willing to defend the cir-izens of the United States that are in Southern Africa today, and perhaps some of his beloved Irishmen, too; or does he feel, because he is safe, that the poor un fortunate beings there must look out for

hemselves? Again "D" says that from 1837 to 1897 million persons died of starvation is

Ireland. If that is true, and it needs a big grain of salt to digest it, I say "it was their own fault: for the Irish and the Boers are too much alike—they want some one to do the work and pay the taxes for them, while they eat the bread, buttered both sides and on the crust, too. I do not mean by that all Irishmen are lazy—that would be untrue; but when such tenderhearted men as surely "D" must be speaks of English tyranny, I say let him go to reland one year and he will find the people as free to do as they like as in the Inited States; and if they don't like that ountry, they may go to another, where hey may be suited. When they start sney may be suited. When they starr fighting and knock each other's teeth out and blacken each other's eyes, they are imprisoned or fined, which, in the sight of "D," of course, would be a burning injustice; but then, you know there is nothing new under the sun.

Then "D" sneaks of the best of

Then "D" speaks of the brutal English keeping the poor Irish in chains and of Parnell and his ileutenants as thrown in rison. What else was to be expected? prison. What else was to be expected? If you put a lighted match to gunpowder, you expect it to explode, and Farnell might have done more harm to the poor, hot-headed Irishmen if he had been left light have been left and been left light have been left light.

lone than even he meant. Then "D" says the Irish must never orget England's injustice and oppression, and how they are kept down as slaves. believe if England saw it would be for neir benefit, she would gladly give and her freedom tomorrow. But stronger power than their own take them in hand, like Paul Kruger, in South Af-rica, and the Irish then would find out what true slavery was, and themselves compelled to speak and teach their chil-dren the language of their oppressors, and not dare speak their own. Then with ruth we should soon be hearing the poor trishman say, "Be jabers, they have aven tolken my own fras tongue from me," and the scales would soon drop from the eyes of "D" and others like him. I firmly believe, if the Irish ruled the

world tomorrow, it would be but a very short time, before the French reign of error of 1730 would be repeated, and the Irish would not be as generous as England which brought forth this comment is as was, for she says, "Belleve in any church follows, and was the opening paragraph: you like." But let the Catholics get in full swing, it soon would be "you must oln our church."
"D," C. E. Eman and others have such

a bitter hatred of the English and such devoted love for the Boers, it locks strange they do not offer their valuable services. Who knows but they might get shot at the bullying English, espec ENGLISH WOMAN.

SHEEP AND POLITICS.

Suggestion That Republicans May Lose Support of Flockmasters.

WILBUR, Wash., Jan. 12-(To the Editor.)—I notice in a recent issue of your paper that C. U. Vandevert, of Crook county, Oregon, discusses with a reporter the question of an open range for alway, by lease or otherwise, in the Cascade reserve. It is perhaps needless for me to say that Mr. Vandevert, though he is not say that Mr. vanneyer though he and-himself a sheepowner, volces the unani-mous sentiment of all flockmasters in Eastern Oregon, as well as those (like himself) who are dependent upon the sheep industry for a livelihood. The statements, so often made, that sheepmen set the forests on fire, in order

that the areas thus burned will produce a new and tender growth of grass the fol-owing year, and that the sheep themselves are destructive of forest growth, are so wretchedly absurd and untrue that any one, though a rank novice, should know hetter. Ask any resident of the Upper Deschutes river who is not intersted in sheep in any manner, and he will ested in sheep in any mainter. And no was tell you that fire totally destroys the grass-kills it, as it were, for a number of years. I know of a burnt district in that locality, over which a fire swept four years ago, and no grass has grown more it does. There who should absent upon it since. Then why should sheep-men burn the range? Truth is, they don't, and their accusers know it, or they are willfully ignorant of the facts as they

Mr. Vandevert has herded sheep in the Cascade mountains for years, and is still engaged in that pursuit, and when he says that sheep will not eat fir or pine rees, he utters a familiar truth with which every other sheepherder in Eastern Oregon is acquainted. But it seems that am only traveling over an already wellbeaten path. These matters have been sifted-discussed from every point of view. both by the local press and through the columns of your own peerless paper. Therefore, why should I repeat a thrice-toid tade? It appears plain that certain favorities and pets of the administration Eastern Oregon is to be deprived greatest industry. Meantime nearly every available acre of saw timber outside of the reserve is already bought up and the reserve is aiready bought up and owned by nonresident capitalists. So the settler who has depended upon stock-raising for a living, and who is about to be deprived of his means for carrying it on longer, has the alternative of starving to death or moving away, since he can't even turn his attention to lumbering, about the only recourse left him.

What effect the threatened deprivation of stockman's rights in Eastern Oregon

of stockmen's rights in Eastern Oregon will have on the approaching election, I shall not pretend to say; but if I were a republican, which I am not, I should be-gin to be afraid of results. No matter whether those people who own sheep, or those like Mr. Vandevert who hard sheep, expect anything better from a change of administration or not; they are not inlined to keep on petting the dog that ites them. And it is not impossible for Oregon to be lost to the repul -not at all D. W. ALDRIDGE

French Express Trains the Fastest,

Scientific American. The French rullroad system, which in oint of size and importance ranks about fourth among those of the world, stands early at the head of the list in respect of the number and speed of its express passenger trains. A recent tabulation of these trains shows that Le Chemin de Ferdu Nord operates no less than 45 trains a day, with an average running speed, in-cluding stops, of from 50 to 60 miles an our. Of these, Il have a speed of 50 miles an hour, 9 of about 51 miles, 11 about 52 miles, 3 of about 53 miles, 10 of from 54 to 57 miles, and one train has a timed running speed of 60% miles an hour.

While this country and Great Britain have a few trains of from 50 to 54 miles an hour speed, and the United States runs two summer trains at a rate of about 60 lles an hour, such speeds are not characteristic of the whole of the express ervice. Mr. Charles Rous-Marten, who is the best-known expert abr question of express trains and their performance, states from personal knowledge that the trains are not by any means mere racing outfits, but weigh from 150 to, in some cases, as high as 300 tons,

Running Fight With Robbers, CHICAGO, Jan. 18.—Three safe robbers early today bound and gagged the watchman at the picture-frame factory of E. R. Clark & Co., 158 to 170 Mathers street. blew open the safe, and at the point of a revolver held off a police officer who ntercepted them as they were leaving the factory, finally escaping after a running battle of nearly three-quarters of a mile, Other officers joined the chase, and nearly 50 shots were fired, but no one was hit. The amount of money secured was small.

Wanted in Montana for Forgery. ST PAUL, Jan. 18.—Governor Lind to-day honored the requisition from Mon-tana for A. E. Reek and wife, who are charged with forgery in Butte. Officers are here for them and will return with them at once. They express their willing-

ness to return and stand trial. Not for Publication.

Exchange. Correspondent—Can I write to my paper that the commander of this army is a drivelling idlot? Censor-No; we are not allowed to per-

mit military secrets to pass us.

A Census Appointment, WASHINGTON, Jan. 28.-William Walace, of Chicago, was today appointed expert special agent in the census bureau in charge of the collection of lumber man-

ufacture statistics.