

CERTAIN OF WAR

Rates of Marine Insurance Go Up.

RISKS ARE REFUSED

German Companies Issue No Policies

ON ORIENT-BOUND VESSELS

Neutral Goods Only Insured on Japanese Lines.

CHINA PREDICTS HOSTILITIES

If Russia Refuses to Accept Proposal of Mikado's Government, Japan Will Immediately Resort to Force.

WAR IN A FEW DAYS.

PEKIN, Jan. 3.—Information in the possession of the best-informed diplomats in Peking convinces them that war is inevitable, possibly within a few days.

PARI, Jan. 3.—The Figaro this morning says that the big guns for the Japanese battleships Kasuga and Niashia, which were bought from Argentina, have not yet been supplied to the vessels. The Italian Government is said to desire that they receive their armament elsewhere in order to avoid an impression that Italy is taking sides.

That war between Russia and Japan is regarded as inevitable by the big marine insurance companies is shown by the fact that they have advanced rates on vessels bound to the Orient, or refused to insure them altogether. Policies have been written on every vessel sailing or about to sail from a Pacific Coast port, and the business may be enlarged to take in those already on the way to Asia.

For cargoes on American and English steamers for Japan, South China and Philippine ports, 1/2 per cent. For North China and Siberian ports, 3 per cent.

For neutral goods only on the steamers of the Nippon Yusen Kaisha and Toyo Kisen Kaisha, 2 1/2 per cent.

A still more conclusive evidence of their belief that war is imminent is disclosed in the announcement that the London companies are prepared to take risks at 65 per cent on war being declared this month.

The German underwriters go still farther and flatly refuse to write anything at all on vessels bound to the Far East. Harrison & Co. tried to get quotations from Hamburg on a cargo for the Orient by the America Maru, sailing from San Francisco January 25, but received an answer stating that no insurance would be placed. On the Nippon Maru, another vessel of the Toyo Kisen Kaisha, which is to sail from San Francisco January 30, London quoted 2 1/2 per cent for a neutral cargo to Japan.

Oriental Flour Rate Advanced.

Another indication of the tension is the raising of the Oriental flour rate by all the trans-Pacific lines. An agreement between the Portland, San Francisco and Northern lines was reached, fixing \$5 as the February tariff. However, as the agreement was not signed, the San Francisco companies yesterday backed down to the extent of a dollar. The Puget Sound lines so far have stood by the advance. The Portland & Asiatic Company has made no announcement of its intentions. It is safe to say that if it finds the \$5 rate cannot be maintained, it will fix its tariff at \$4. Just why all the lines have refused to abide by the proposed \$5 rate is not clear, but it is probable they feared the Portland flour exporters might take the opportunity to enter into negotiations with tramp steamers to move the output of this section. A settlement of the matter is expected today or tomorrow, at the latest. General Freight Agent Miller, of the O. R. & N., is now in San Francisco, and a telegram from him announcing a fixed rate for February shipments is expected at any moment.

War Prospects Cause Advance.

The advance in the flour rate from \$3, now quoted, is attributed entirely to the prospect of war in Asia. At the same time it gives the steamship companies an opportunity to extricate themselves gracefully from the ruinous tariffs that have been in force since early last Summer, when the rate war broke out, and shipping men would not be surprised to see a still further advance, if the Oriental situation becomes very serious, that would recompense the transportation people for their losses in the past.

WAR HERO DEAD

General Longstreet Is Ill Only Two Days.

PNEUMONIA WINS BATTLE

Equally Famous as a Diplomat and Statesman.

WAS BELOVED BY THE SOUTH

General Gordon Is Now the Last of the Confederate Lieutenant-Generals—Brilliant Career of the Deceased.

HIS LIFE AT A GLANCE.

Born in Edgefield, S. C., January 8, 1821. Graduated from West Point, 1842. Served in Mexico, Indian and Civil Wars. Won title of Major at Battle of Molino del Rey. Entered the Confederate Army. One of its most brilliant Generals. Became Republican after war. Appointed Surveyor of Customs at New Orleans by Grant. Superintendent of Internal Revenue. Postmaster at New Orleans. United States Minister to Turkey, by Hayes. United States Marshal for Georgia, by Garfield. United States Commissioner of Pacific Railroads, by McKinley.

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Rights in Corea Must Be Equal to Those of Russia in Manchuria.

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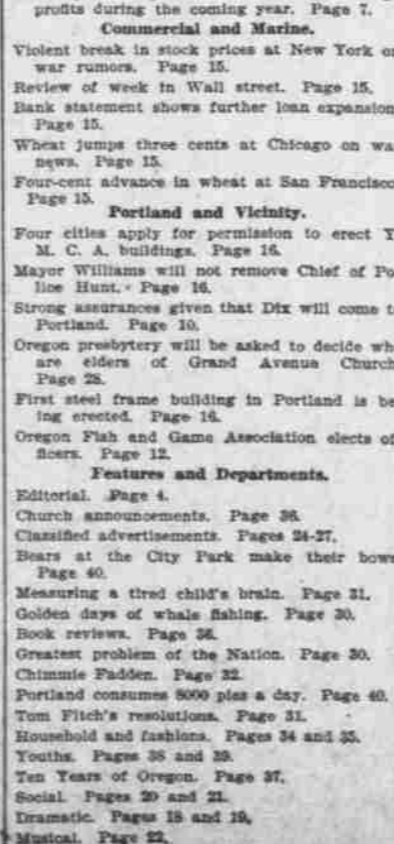
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BURT TIRES OF IT

Labor Trouble Impels Him to Resign.

HEAD OF UNION PACIFIC

Harriman Is Almost Sure to Assume the Position.

DIRECTORS' EXPRESSED WISH

He Also Desires to Be President of the Lines He Owns or Controls—Burt Will Make Trip Around the World.

HORACE G. BURT. Born in Indiana, 1849. Graduated from University of Michigan, 1873. Entered service of Milwaukee-Northwestern, 1873. Became chief engineer of road, 1882. Superintendent of Iowa division, 1883-88. General manager Fremont-Northwestern Valley road, 1888-1894. Third vice-president Northwestern Railway, 1894-98. President Union Pacific, 1898-1904.

NEW YORK, Jan. 2.—(Special.)—Horace G. Burt has resigned as president of the Union Pacific Railroad, and will make an extensive tour around the world. His resignation is in the hands of the directors, and will probably be accepted at the next meeting, which will be held within a few days.

It can be stated with almost official certainty that Edward H. Harriman will succeed to the presidency of the road, as he did to the presidency of the Southern Pacific on the retirement of C. M. Hays, nearly two years ago.

Mr. Harriman is now president of the Oregon Short Line, of the O. R. & N. Co., and it is said to have been his purpose from the start eventually to be at the head of all the properties which he owns or controls. It is due, it is said, to the expressed wish of the directors of the various railroads which comprise the Harriman system.

CAREER OF RETIRING OFFICIAL

He Has Been Actively Engaged in Railroad for 30 Years.

OMAHA, Jan. 2.—(Special.)—Before he became president of the Union Pacific, on January 1, 1898, Horace Greeley Burt was for 25 years connected with the Northwestern Railway. From 1876 until 1898 he was third vice-president of that company, in charge of traffic, and was succeeded by H. E. McCullough. Mr. Burt was born in January, 1849, and was graduated from the High School in Terre Haute in 1867, and from the University of Michigan in 1873.

After his graduation he went with the Milwaukee & Northern, and on March 1, 1873, he accepted a position on the engineering force of the Northwestern. Nine years later he became chief engineer of that road, which position he held for one year, when he was made superintendent of the Northern Iowa and Iowa divisions of the road. From November 1, 1888, to July, 1896, Mr. Burt was general manager of the Fremont, Elkhorn & Missouri Valley road, a part of the Northwestern system, and during 1896 was made general manager of the St. Paul, Minneapolis & Omaha.

SENATOR FRANCIS E. WARREN, OF WYOMING



A LEADER IN THE FIGHT FOR LAND-LAW REFORM.

ALL ARE CLOSED

Chicago Theaters Have to Lock Up.

ORDER OF MAYOR

Stringent Rules Are to Be Enforced.

ASBESTOS CURTAINS TO GO

Steel-Roll Ones Alone Will Pass Inspection.

"SPOT" LIGHTS UNDER A BAN

Managers Make Great Effort to Secure a Postponement of the Action, but Executive Fears a Second Iroquois Disaster.

CHICAGO, Jan. 2.—Tonight every theater in the city of Chicago is dark, and its doors are locked. Not one of them will be open to the public until their managers have complied in the fullest manner with every section of the ordinance regulating playhouses.

THE NEW REGULATIONS.

- Steel-roll curtains.
Wide exits.
No combustibles of any kind.
Fireproof scenery.
No calcium or "spot" lights.
Automatic skylights to permit egress of smoke.
Separate stairways and exit to each.

The order compelling the theaters to close was issued this afternoon by Mayor Harrison, after a conference with Corporation Counsel Tolman, who assured the Mayor that ample legal ground existed for his action.

Seventeen theaters and museums were closed last night, and the sweeping order of the Mayor today shut the doors of 10 more. These last are the leading theaters in the business section of the city and are the Studebaker, Grand Opera House, McVee's, La Salle, Garrick, Illinois and Powers, Calumet, Cleveland, Columbus, Trocadero, People's Institute, Haymarket and Hopkins. The last two are owned and controlled by Messrs. Powers & Davis, the managers of the ill-fated Iroquois.

The Garrick Theater closed today is not to be confounded with the Garrick closed yesterday, it being one of the largest playhouses in the city, while the one concerning which action was taken yesterday, is a much smaller house, in the Northwest portion of the city.

The Auditorium is not included in the list. This hall is open occasionally and not regularly as are the other theaters. There is no engagement there at present, and none in the immediate future. While technically a theater, it is generally considered as a hall for great and special gatherings.

Reason for the Order.

The 17 places of amusement which were shut last night were closed for the one reason that they were not provided with an asbestos curtain. The further action taken today is in consequence of violations of other sections of the ordinance regulating theaters.

There was a hasty rush of theatrical managers to the office of Mayor Harrison in the effort to secure the withdrawal, or at least a postponement of the order, but their reception was of an exceedingly frosty nature. They were informed by the Mayor that the inspectors had reported every one of them violators of the law, and he was determined it should not be said hereafter that the city had neglected anything which could prevent a repetition of the horror of last Wednesday afternoon.

The fact that the asbestos curtain in the Iroquois Theater was so badly wrecked by the fire, that charred portions of it have been carried away by the various investigating committees, caused the committee to decide that asbestos curtains could not be relied upon to afford the most complete protection.

The New Rules.

It was announced that every theater in the city must hereafter comply with the following provisions before they will be allowed to open:
"Steel roll curtains, wide exits, no combustibles of any kind in the house furnishings, fire-proof scenery, no calcium or 'spot' lights to be used in stage, skylights above the stage provided with automatic lids to permit the egress of smoke, fire and gas, separate stairways, each exit having its own stairs leading to the street."

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"I do not wish to assume responsibility for these theaters. The order was issued to insure the safety of audiences had been neglected. It is quite probable that the owners of the theaters may sustain

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