

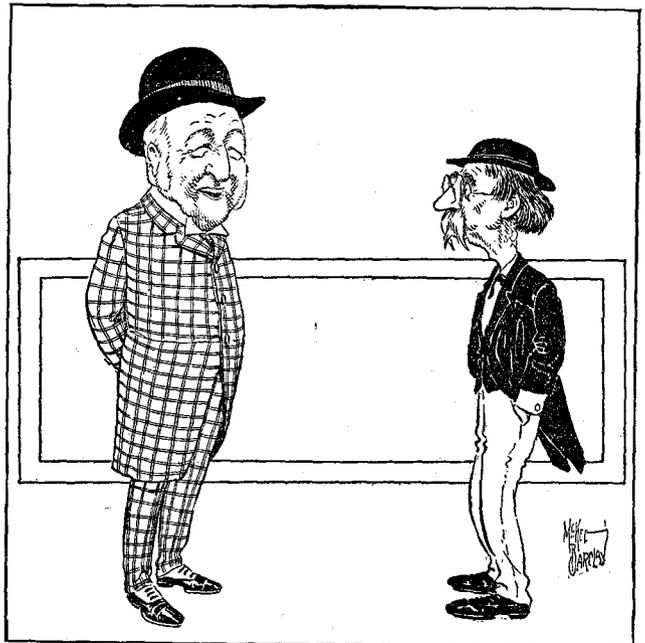
dealings with the Mutual because he was dubious about the propriety of his acting in a double capacity. After giving much thought to the matter, however, he had reached the conclusion that his scruples were foolish.

"He declared that as he now regarded the matter, as long as his judgment as an official of the Mutual was not warped by his interest in a syndicate seeking to do business with the Mutual, he felt that he was fully justified in participating in the profits of such syndicates. He declared that his judgment never had been so warped, and that he therefore felt justified in all that he had done as a middleman between the Mutual and concerns which borrowed of it."

AMERICA'S DANGER FROM CHOLERA.

THE sudden appearance of cholera in Eastern Prussia, and the presence of a number of cases of the plague among Russian emigrants in Hamburg awaiting transportation to the United States "give cause," remarks *The Medical Record*, "not for popular alarm, but for increased watchfulness on the part of our sanitary guardians." *The Record* continues:

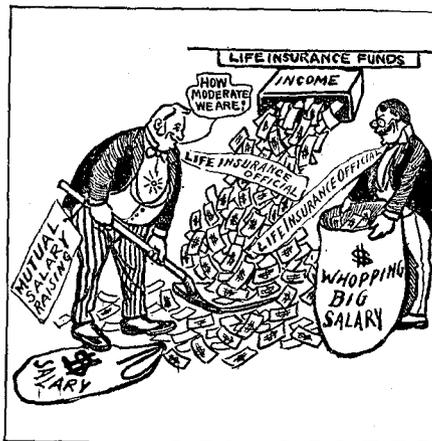
"Epidemiologists have for some time been watching this gradual advance of cholera from the East on one of its periodical incursions into Western Europe. The movement began in the latter part of 1899. Eastward the disease advanced from India rapidly, invading China and Japan. From Hongkong it passed to the Philippines, working havoc in Manila and the Provinces despite the best efforts of the medical officers of the army and marine hospital service. Its progress westward through Arabia and Persia into Russia has been more gradual. Cholera appeared in Mecca in 1902, and thence spread throughout the Mussulman world, being heard of in Egypt, Asia Minor, and Persia, finally establishing itself firmly in Teheran. From this point it followed the caravan routes into Anatolia, Transcaucasia, and Transcaspia, thence reaching the banks of the Volga. Here it rested for nearly eighteen months, being restrained by some mysterious influence, the nature of which students of epidemics have never yet discovered, and only now has it resumed its march westward. Why should it have remained so long in Russia and then suddenly crossed the frontier? Raftsmen were coming down the Vistula



THE WESTERNER—"I have succeeded, by grafting, in producing a seedless apple!"

THE EASTERNER—"Well, we have almost succeeded in producing, by grafting, a cashless insurance company!"

—Barclay in the *Baltimore News*.



THE MUTUAL PLAN.

"You fill my sack and I'll fill yours."

—Maybell in the *Brooklyn Eagle*.



AND THE LITTLE FELLOW THINKS HE'S DRIVING.

—Bradley in the *Chicago News*.

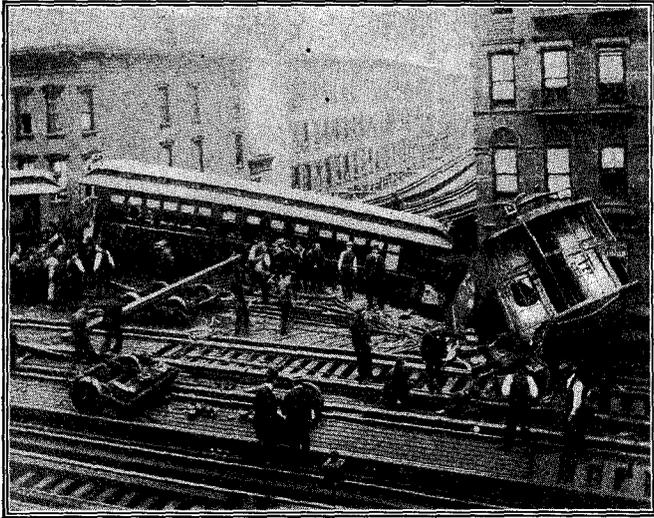
"DEFERRED" DIVIDENDS.

past Thorn and Kulm, and emigrants were leaving Poland and Western Russia for Hamburg and Bremen, sailing thence for New York, but the disease remained behind. The Russian health officials did as little to throttle the epidemic then as they are doing now, and the communication between the Volga, where the cholera hibernated, and the Vistula down which it is now journeying into Prussia, was just as free in the summer of 1904 as in that of 1905, but the infection refused to spread. Suddenly it takes a start and Europe awakes to the peril of a cholera invasion."

The kingdom of Prussia, where cholera has made its new appearance, is more than three times the size of Tennessee and is inhabited by nearly 35,000,000 people.

But in spite of this dense population, if the disease existed nowhere except within the limits of the German Empire, "there would," says the *Nashville Banner*, "be assurance of the most vigorous and enlightened methods for checking its spread." But the danger lies in the fact that it has already, as is generally believed, made considerable headway along the western frontier of European Russia. Every precaution is being taken to prevent emigrants from the infected countries from carrying the plague into America. Dr. Allan McLaughlin, of the United States Health and Marine Hospital Service, who was sent from Naples to Hamburg by the authorities at Washington to see that the United States quarantine regulations were enforced in regard to ships leaving that port for this country, is reported as saying:

"I visited the emigrant barracks of the Hamburg-American line and the hospitals and found everything complying with the quarantine regulations of the United States. I think the Hamburg medical police regulations the best in the world, and all precautions are being taken. At present there are only three cases of cholera; there may be more in future, but there is no fear of the disease spreading as it did in 1902, the frontiers being closed to Russian emigrants, the water-supply of Hamburg being well filtered and free from germs. Each steamer leaving for the United States is visited by me, and a health certificate is signed if the vessel has complied with the United States regulations."



Courtesy of The New York "American."

VIEW FROM THE ELEVATED STRUCTURE.



VIEW FROM THE STREET.

THE NEW YORK "ELEVATED" WRECK.

END OF OUR TARIFF WAR WITH RUSSIA.

THAT the Czar should end his tariff war with us, in recognition of President Roosevelt's services in ending his war with Japan, is considered a most fitting and graceful act by most of our press. Some, however, remark that, as in his other war, the Czar makes more by ending it than he would by keeping on. In 1901, it will be remembered, Russia imposed a "penal" duty on our machinery and other iron and steel products, by which our manufacturers had to pay tariff rates 30 to 50 per cent. higher than European manufacturers, because we interpreted certain governmental aid to the Russian sugar industry as a bounty and, as provided by the Dingley law, raised our tariff on Russian sugar. Our tariff remains, but the Russian penal tariff on our machinery is now lifted.

"Russia needs the American machinery," says the *Chicago News* (Ind.), in explanation of the Czar's act, and the *Philadelphia Record* (Dem.) takes the same view. The *New York Press* (Rep.) observes similarly:

"We hate to look a gift horse in the mouth, but this animal is fit for the boneyard. The retaliatory tariff just removed by the Czar was doing the Russian people more harm than good, and they are glad to get rid of it. It was imposed because of a differential duty on Russian sugar imported to this country, to countervail an imperial bounty paid the Russian sugar-makers. To maintain the duty that shut out of the Russian market all kinds of iron and steel manufactures, or at least limited American exportation of such wares to Russia, was cutting off the Muscovite nose to spite the Muscovite face. Russia will be better off with American goods of this class, which are the best in the world."

The Bureau of Statistics of the Department of Commerce and Labor at Washington reports that our sales to Russia have gone right on increasing under the "penal" tariff. It says:

"An analysis of the figures showing the imports from the United States of the various articles affected by the discriminating tariff legislation shows that these imports have, on the whole, increased during the period in question. Thus, the imports of manufactures of cast iron increased from \$19,955 in value during the year 1900 (which, for purposes of this comparison, may be taken as a normal year) to \$45,722 in 1903. The imports of hand tools, which were \$15,315 in value in 1900, increased to \$64,532 in 1903. Those of machinery increased from \$223,529 in 1900 to \$338,694 in 1903, while the imports of the various articles under the general head of manufactures of iron and steel increased from \$45,373 in 1900 to \$363,555 in 1902, and fell off to \$67,555 during the following year. The same is true of bicycles, the imports of which, from \$10,836 in 1900, increased to \$43,087 in 1902, but fell to \$30,377 during the

following year. The imports of the articles under the general head of naval stores more than doubled—from \$186,552 in 1900 to \$404,226 in 1903. The combined figures of imports from the United States of the articles subject to discriminating duties show an increase from \$501,558 in 1900 to \$951,106 in 1903."

FIRST BIG WRECK ON THE NEW YORK "ELEVATED."

SELDOM has there been a railroad wreck in this country so notable for the after-suggestions of simple precautions that might have prevented it as the disaster of last week, when a car plunged from the New York elevated road to the street below, killing twelve passengers and injuring forty more. The newspapers are full of such reflections. If the fatal curve which the Ninth-avenue train took at full speed, by mistake, had been "banked," instead of flat, the train might have rounded it safely; if the Ninth-avenue trains had been ordered to approach the dangerous switch slowly, instead of at full tilt, this one would have gone round all right; if there had been an automatic stop-device, the train could not have taken the wrong track; if two men had been at the controller, instead of one, the other might have seen the switch signal and applied the brakes; if the ill-starred car had been of steel, like many of the subway cars, it would not have crumpled up; and lastly, if the Sixth-avenue branch track had been elevated still farther, and carried across the Ninth-avenue line on a "crossover," the displacement of the switch would have been apparent, and the train stopped before it went into the street. All this, of course, is aside from the apparent suggestion that if the switchman and motorman had done their duty, the train would never have taken the wrong track. Altho the elevated road carries some 500,000 passengers a day and has been in operation, with heavy traffic, for thirty-four years, it had been the proud boast of the management that it had never caused the death of a passenger by collision or derailment, and the *New York Herald* remarks that this was in reality a dangerous fact, for it was "calculated to lull the managers into a feeling of fancied security in the existing methods."

The *Washington Star* says of the human element in the disaster:

"There is some doubt as to which of the two human causes is most to blame. One theory of the disaster is that the towerman, whose duty it is to switch trains alternately to one and the other branches of the line, mistook the destination signals on the approaching train and sent it around the curve instead of straight ahead. The high speed of the train made it impossible for it to negotiate the curve safely and it buckled and one of the cars was