

THE KING OF ALL TRUSTS.

American Railways Merging Into One Solid Body.

Greatest Industrial Organization Ever Conceived—Will Revolutionize the Present Way of Doing Business.

New York, Aug. 14.—There is slowly being worked out by the master minds of Wall street the plans of the greatest railroad combination the world has ever known, says the New York World. It is to be the grand climax to the financial development of the nineteenth century and the culmination of the wonderful era of combination and organization, which have recently become almost all embracing.

The combined capital of this stupendous enterprise almost surpasses comprehension, while its powers will be greater than that exercised by any set of men on the face of the earth save that of organized governments. Its resources will be second only in this country to that of the United States government, and its influence will extend to every state.

It will indeed, at this time, be impossible to set the limitations of this coalition to which the tendency of the times has at last brought the railroads of the century under the direction of J. Pierpont Morgan, its master financier.

The new organization is to be nothing less than "the railroad trust," under whose protection all the railroad systems of the country are about to array themselves. The main object of the trust is to maintain rates and to eliminate expensive competition as much as possible by the division of territory.

The men who are working out this plan, evidences of which are becoming manifest every day in the changes which are taking place in the officials of the various systems, are J. Pierpont-Morgan, William K. Vanderbilt, William Rockefeller, E. H. Harriman, Geo. Gould, James F. Hill and A. J. Cassatt. The purposes of this organization are thus summarized:

The combination will undertake at once the re-establishing of rates and their maintenance on a permanent basis.

It will begin at once to cut down the expensive passenger and advertising departments of the railroad. Advertisements will be withdrawn from all the small country newspapers which receive transportation in exchange for advertising and sell it, thus distributing rates.

It will abolish the so-called "fast freight lines," which are expensive and unremunerative parasites.

It will do away with the selling agencies and the various subsidiary companies owned and operated by officials of the parent companies.

It will abolish the traveling freight agent as far as possible, as he is universally voted "the root of all evil."

It will resist the demands of all big corporations for rebates, excepting always the Standard Oil Company; and it will, following the lead of the Baltimore & Ohio railroad, co-operate with the interstate commerce commission in the maintenance of law and rates.

It will establish both the anthracite and bituminous coal trades on a permanently profitable basis.

It will abolish differentials at the Atlantic seaports and establish a grain tariff from the west to the seaboard based on the prevailing market price of the cereal on the Chicago board of trade. It will take up and provide for a settlement of the labor question as far as possible.

The suggestion which led to the adoption of this great project was the result of a mere accident, caught up by the fertile mind of Young Mr. Harriman. He put through, as it were, an experimental exhibition of its possibilities and the result was so successful, suggestive and satisfactory that it immediately brought together the great railway magnates and bound them together in

one solid body. The master mind of Morgan took up the work of Harriman, and, under his strong hand the minor features of the great plan are now being worked out. It was from the first resolved to retain in every case the corporate individuality of the various roads. This was in obedience to the laws of many states prohibiting the combination of competing lines. There was policy in it, too, for these gentlemen have already read the warning in the sky against trusts.

The first evidence of the success of "harmonizing" the coalers has been the advance of 25 cents a ton on the price of anthracite coal, which will add to the revenues of the coal group of stocks no less than \$10,000,000, while another advance of 25 cents a ton in October next will add \$1,000,000 more to the revenues, thus enriching their earnings by \$20,000,000 in a single year.

Another evidence of the new combination has been the adjustment of the differences between the Pennsylvania railroad and the New York Central over the Beech Creek line, which amounts to a compact that neither road will hereafter invade the territory of the other by the construction of tributary lines.

The latest evidence of the combination has been the adoption of the Stickney plan for a great freight clearing house in Chicago, where all the freight between the east and west will be cleared and distributed at a saving of many millions dollars year.

DREYFUS DOOMED.

Charges Thought to Be Poor—Sensational.

Rennes, Aug. 17.—Despite the fact that several good witnesses have given evidence for Dreyfus, his chances of acquittal seem to grow smaller; and had judgment been rendered two days ago it would undoubtedly have been for conviction. This is not so much due, either to prejudice against Dreyfus or a preponderance of evidence against him, but rather to a sort of fanaticism which impregnates the members of the court martial and the blind sense of obedience which they feel toward their generals, several of whom, as the principal prosecuting witnesses, are exhibiting a malignity of purpose toward Dreyfus that may be construed as a direct order upon the officers of the court martial for a verdict of guilty.

One of the most sensational sessions of the court martial was that of today. Mme. Henry delivered a prearranged arraignment of Dreyfus, in which she referred to M. Bertullus as a Judas.

Bertullus, a magistrate, testified strongly in behalf of Dreyfus and declared that Du Paty de Clam was the guilty one.

Col. Picuqart also gave strong evidence for Dreyfus.

M. Labori, Dreyfus' wounded counsel, is recovering quickly and his doctors think he will be able to resume his attendance at court on Monday.

A man named Glorot has been arrested at Paris and it is said he has confessed to being Labori's assailant.

Paris, Aug. 18.—M. Guerin, president of the Anti-Semite League, is held a prisoner in his house, which is barricaded to protect him from violence. Eight of his typewriters left the place today and surrendered. M. Guerin frequently appeared at a window, earnestly regarding the approaches, as though expecting rescue. A band of anti-Gurin demonstrators was followed and was roughly handled by a band of anti-Semites, whose enthusiasm for Guerin is becoming so fanatical that they are making a list of all who dare to insult him. The latter's lives are considered to be endangered.

Don't forget opening of Cafe Royal Wine Rooms, Monday night, Aug. 14.

Dr. Brown is now located in his old office in the A. C. block. New and complete equipment, moderate charges and work warranted.

Dissolution of Partnership.
The partnership heretofore existing between James Hall, W. E. McKinney and Gilbert Young, owners of the Green Tree Hotel at Dawson and the Eldorado saloon and hotel at Klondike, has been dissolved, Mr. Hall having purchased the interests of his partners. All outstanding accounts due the said firm will be collected by Mr. Hall. JAMES HALL, Dawson, Y. T., August 23, 1899.

PORTO RICANS PERISHING.

Islands Devastated by Wind and Rain Storms.

Two Thousand People Perish Overnight and Many Are Now Dying Daily for Want of Food.

New York, Aug. 16.—A frightful wind and rain storm, covering nearly the whole island, resulting in the death of many hundreds of people and the inundation of cities and towns has just occurred in Porto Rico. General Davis, in a report to the war department, says the deaths outright will reach 2000, while many are dying daily from their injuries and lack of food. He appeals urgently for food to save the stricken people.

Communication with the distressed districts is still only partly open.

Arecibo was devastated by the hurricane and later was flooded by the Arecibo and Manatee rivers. Two hundred bodies have already been recovered and hundreds more are missing. It is thought they were swept into the sea.

The town was inundated to a depth of six feet. After the water subsided the dead were found lying everywhere.

The bodies were buried on the spots where they were found.

The town is now rapidly filling up with starving persons from the country. Only four soldiers were drowned, but all are without shelter. Capt. McComb and his men did valiant service in saving life. Forty persons were rescued from floating wreckage. A thousand head of cattle were lost there.

At Noranzito 20 persons are known to have been killed. A thousand are homeless and starving. Moravia is totally destroyed.

At Ciales 20 persons were killed. Many are missing at Barcelona. Seven residents were killed. At Cayey the death roll is at least 90.

It is impossible to estimate the loss of life and property in the country districts. Every river is still swollen and passage is well-nigh impossible.

The crops are totally destroyed. Children are dying by hundreds from starvation and exposure.

All the people are flocking to Bayamo for food and shelter.

A courier has just arrived here from Yabucoa. He says the town was demolished by the storm. Already 80 bodies have been recovered and it is estimated that 200 perished. Many are wounded.

Medical assistance is scarce in all parts of the island.

Gen. Davis says the latest reports show the disaster to be greater than he had anticipated and extends over the whole island. He is doing everything in his power to alleviate the suffering and has every confidence in generous results from his appeals to the American people. Where possible the troops that lost their shelter in the hurricane have been ordered to San Juan.

CONTINENTAL REPUBLICANS.

Clay Predicts an Anti-Expansion Presidential Ticket.

New York, Aug. 16.—A special to the Herald from Washington says: "Senator Clay, of Georgia, a Democrat, is quoted in the midsummer-political gossip here as having expressed the belief that there would be an anti-expansion Republican ticket in the field for the presidency next year. According to this gossip, the new ticket is to be called 'the Continental Republican,' and though it is not believed that it will be possible to get former Speaker Reed's consent to head the ticket, he is counted on as one of its most effective supporters."

Former Secretary of the Treasury George S. Boutwell, of Massachusetts, who is high in the councils of the anti-expansionists, is talked of as the Continental Republican candidate for the presidency, and it is said that the anti-expansionists, with him at the head of the ticket, would expect to prevent the regular Republican ticket from carrying any of the New England states.

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