

DIPLOMACY OF ROYAL VISITS

Why Germany's Crown Prince Is Now Hob-Nobbing With the Czar, and Its Possibilities—Other Royal Visits and Their Results.

Germany's crown prince is now paying his first visit to the court of Russia, and there is no doubt that his modest, unaffected ways and his charm of manner which have already won for him so many friends among all classes of society, not only in his own country, but likewise in England, particularly in Austria, will commend themselves to the emperor and empress of Russia, and to the leading personages at the court of St. Petersburg. Particularly will they please the czar, and it may be regarded as certain that he will exhibit in the breast of the Muscovite an antipathy and good will for the young prince which he has never felt himself able to extend to the czar. Nicholas and the German emperor, whereas Emperor William is the very antithesis of his brother monarch at St. Petersburg.

Taking it for granted that the crown prince will make friends with everybody at the Russian court, especially the emperor and empress, I would draw attention to the political results of this visit. It is all very well to underrate the value of the feelings of personal sympathy between old world sovereigns as regards their effect upon international relations, and to depreciate the importance of crowned heads as factors in the situation. In every monarchic country of Europe the final and ultimate direction of its foreign policy and relations rests with the monarch. Even in England King Edward has the least to say, and no important dispatch committing the British government to any foreign policy can be sent out by the secretary of state for foreign affairs without having received the approval of King Edward. Every one remembers how Queen Victoria declined to permit the dispatch of a message which Lord Russell and his cabinet had drawn up for communication to the United States government concerning the Trent affair, and which if sent as written would have inevitably resulted in war between the two countries.

As long as monarchs continue to exercise the supreme direction of the foreign relations of their respective governments, so long will the ties of relationship and the bonds of personal friendship uniting the various rulers contribute to avert war, and to maintain that peace which is one of the most important elements of prosperity, progress and civilization.

Now, these ties of friendship can best be cemented by personal intercourse and interchange of views, between the anointed of the Lord. To what extent their personal feelings weigh in the matter may be gathered from the fact that it was the affection of Czar Alexander II. for his uncle, old Emperor William, which alone prevented Russia from giving any trouble to Germany during the latter's war with France in 1870, while, again, it was personal dislike and even bitter aversion of Alexander III. for the present kaiser that caused Russia to break away from her alliance with Germany and Austria and to bind herself to France.

It was the profound regard of Emperor Nicholas and of his consort for the latter's venerable grandmother, Queen Victoria, which caused the Russian government to take no ad-

antage whatsoever either in Asia or elsewhere of England's difficulties in South Africa, and, again, Queen Victoria's ties of kinsmanship with the house of Orleans during its occupancy of the throne of France, until 1838, and the grateful friendship with which the inspired Napoleon III. and Empress Eugenie for visiting the latter and inviting her to Windsor at the time when the imperial lady was boycotted by all the queens and empresses in Europe, served to avert the war into which popular sentiment in France several times between 1837 and 1870 was on the point of committing the Paris government against Great Britain.

It was Emperor Nicholas I. who, in the days of post-chaises—that is to say, before railroads and telegraphs were invented—inaugurated the system of visiting the various courts for the sake of becoming personally acquainted with his fellow-rulers, learning their views and imparting to them his own. He twice visited Queen Victoria, arriving on the first occasion absolutely unannounced, and the late queen in her memoirs admits how many prejudices that had previously existed against him were dispelled by his coming, and how favorable the impression which he made, not only at court, but also in English society. He visited the pope at Rome on two occasions, and was frequently at Vienna and at Berlin, declining, however, to go near Paris.

Napoleon III. was the next ruler to follow his example and repeatedly visited Germany, Italy, Austria and England.

But it was not until the present Emperor William came to the throne, more than fifteen years ago, that the system of interchange of visits between sovereigns became a regular practice.

When William, shortly after assuming the reins of government, started off on a round of visits, which were in most cases uninvited, as he was not popular in those days, he came in for a good deal of criticism, both at home and abroad. It was claimed that he should have waited until the period of mourning for his father and grandfather had elapsed, and that he was manifesting too great an anxiety to flaunt his newly acquired sovereign dignities at those foreign courts where he had been formerly treated as a rather negligible quantity, and in course of time his subjects began to grumble. His Prussian lieges declared that he spent more of his time traveling abroad than he did in his own dominions, and they nicknamed him "Wilhelm der Reise" (William der Traveler).

But he has since had the satisfaction of seeing his example followed by the various other crowned heads of Europe, and this custom of interchange of visits became a regular practice among old world sovereigns. Thus, Emperor Nicholas, shortly after his accession to the throne, visited Queen Victoria, Emperor Francis Joseph, the kaiser, the king of Denmark, and is now about to pay his respects to King Victor Emmanuel and to Leo XIII. at Rome. King Victor Emmanuel has visited St. Petersburg and Berlin since his accession, and is due this summer both

in Paris and in England. Young King Alfonso of Spain is shortly to set forth on a tour of visits to the various courts of Europe, while the king of Portugal has recently returned to his dominions from a tour which included visits to the kaiser at Berlin, to Francis Joseph at Vienna, to King Edward at Windsor, to the president of the French Republic at Paris and to King Alfonso at Madrid.

Even the Oriental potentates have "caught on" and are following the kaiser's example, and every two or three years the shah of Persia finds it necessary to call on his brother sovereigns at their various capitals in Europe. The Turkish sultan has not yet followed in the footsteps of the shah in this matter, owing probably to the fact that he does not dare to leave his dominions for fear of his throne being wrested from him during his absence. But he is on terms of considerable intimacy with the kaiser, and it is owing to this personal friendship formed during the two or three visits of Emperor William to Constantinople that Germany succeeded in obtaining such a foothold in Turkey, where at the present moment she is more favored by the sublime Porte than any other foreign country. German influence being, indeed, predominant at Constantinople and Emperor William wishes something very much akin to law to the padishah. From this it will be seen that there is some good, after all, in royal and imperial visits.

Has to Pay Her Passage
Philadelphia, Jan. 11.—Mrs. Meta J. Wood, society woman of this city, is no politician, yet she's been up against the machine and knows its power. Her experience was like this: "Attired with her usual regard to fashion's demands, she appeared in Common Pleas Court No. 4 to defend a suit brought by the North German Lloyd Steamship Company to recover on an unpaid check of \$500.

It appeared that in the month of October, 1900, Mrs. Wood, after completing an extended tour of the European continent reached Paris, France, intending to come to her home in this city by way of Cherbourg, she went to the office of the steamship company in the French capital and purchased a ticket for a first class passage to America on the steamer Kaiser Wilhelm der Grosse. She was very careful, she said, to select a steamer amidships, as she was convinced that such a position on a steamer was the most desirable. The company's agents gave her a check calling for stateroom No. 342, and she tendered them a check for \$500 from which to deduct the cost of the passage, \$130.

Mrs. Wood was delayed and was given, she said, a room over the machinery. This kept her awake at night.

Indignant at the treatment she had received at the hands of the steamship officials, she immediately came to her home in this city, went to her bank and stopped the payment of the check she had given the company in payment for her passage. Mrs. Wood not only refused to pay the company for her homeward trip, but also claimed \$5,000 damages for her mental and physical sufferings as a result of being assigned to the wrong stateroom.

The jury returned a verdict of \$575 in favor of the steamship company, the sum representing the full amount of its claim with interest.

IMPROVED SERVICE
Mails From Nome Point of View

Excellent System From Eagle to Nome Arranged by N. C. Company.

Nome, Dec. 5.—The report that 800 pounds of mail reached Tanana on Nov. 21 on its way down the Yukon has aroused the hopes of the people that we are to get mail this season at an earlier date than usual, and that we will have a better service than heretofore.

Last spring the contract for carrying the mail from Eagle to St. Michael was awarded to the Northern Commercial Co. The company immediately set about to equip the route so as to secure the most efficient service it is possible to obtain. The dogs belonging to the former sub-contractors were purchased, and also the stations that had been constructed on the route. Belt and Hendricks, on the lower Yukon, had 50 dogs, and Ben Downing, on the upper Yukon, had 60 dogs. After securing this outfit the company bought 20 more dogs, and constructed a number of additional stations, so that they now have a total of 42 mail stations on an average of 30 miles apart, 37 of these stations are fully equipped for two men and dogs for eight months, and 12 stations are equipped for one man and dogs for the same length of time. The steamer Rhode Island left St. Michael Sept. 15, with a full cargo of supplies for these stations.

There are two divisions of the route. The division from Eagle to Tanana is in charge of Jules Marion. C. R. Corbuser has charge of the route from Tanana to St. Michael. These men were selected because they are two of the best travelers in Alaska, and men of great executive ability. They have been given absolute charge of their respective divisions, and have selected a staff of first class mushers who have been instructed to travel regardless of the weather.

Mr. A. F. Zopf, the company's agent at Nome, who is familiar with all the details of the arrangements that have been made for the expeditious delivery of the mail this season, said to a representative of the News: "We are better prepared to handle

the mail than any of our predecessors, and if we do not succeed in effecting its prompt delivery we will have to go out of business. So far as the line from Eagle to St. Michael is concerned, the N. C. Company state emphatically that they will have no excuse to offer for poor service. Our arrangements are as perfect as they can be made. We cannot be held accountable for the service beyond Eagle, or the service between Nome and Unalaklik. But we guarantee that the mail from Eagle to St. Michael will arrive on schedule time. The schedule time from Eagle to Unalaklik is less than 10 days, and the mail should reach Nome from Dawson in less than 50 days. If our carriers do not meet at the stations, they are instructed to keep on until they do meet."



"LISTEN TO THIS, HENRY." WHERE IS HE? In yesterday's puzzle the fox may be found by using the upper part of the picture as base. It is then in the upper part, looking towards the left.

Boston Mixed Marriages
Boston, Mass., Jan. 17.—D. E. George, a wealthy resident of the territory, committed suicide at El Reno, Okla., and just prior to his death, announced himself to be John Wilkes Booth, the assassin of President Lincoln. He stated that he had successfully eluded the officers after shooting Lincoln, and had since remained incognito. His statement caused a sensation, and an investigation was made. Surgeons examined the body and stated the man to be the age Booth would be at this time, and announced that his leg was broken in the place and in the same manner as that of Booth, after jumping from the president's box in Ford's theatre after the assassination. All the time George has received money regularly from unknown sources, and telegrams arriving yesterday and today ask that the body be held for identification. It is claimed that one telegram came from the address "George E. Smith, Colfax, Ia.," the same source as the mysterious money remittances. Smith is mysterious to every one in Oklahoma. Upon his arrival in El Reno today, he is reported to have commanded that no other persons be allowed to view the remains, and promised to return for the body later.

George committed suicide in the Grand avenue hotel at El Reno by taking poison. He previously attempted suicide at El Reno. A letter found in his pocket is addressed to "Whom It May Concern," and sets aside its contents are not known here. He was worth \$30,000, owning property in El Reno, Okla., and in Dallas, Tex., and owned a lease on 600 acres in the Indian Territory. He carried \$5000 insurance. No reason for the suicide was given. George maintained to his attendants that he was Booth, and his general appearance closely resembles that of the murderer of Lincoln. History states that Booth was killed in a Virginia barn and that his remains were burned with the building.

Steamer in Distress
Hamilton, Bermuda, Jan. 7.—The Dutch steamer, Dordrecht, Captain Vesser, from Pensacola, December 23, for Bremen, has arrived here in distress. The cargo in her fore hold is a mare.

The statistics show that an average between thirty and forty white women in this city marry negroes every year. There were thirty-one cases of mixed marriages of this sort in 1901, and for 1902, while the record is not fully made up, there are known to be thirty-five recorded. Such marriages have not taken place in the back bay, it is true, but they go on with such frequency among working people as to evoke no comment from their neighbors or the officials or clergymen who perform the ceremony—in five years thirty was the average, and in 1900 there were thirty-five. In nearly every case it is a colored man that

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Romance of Twelve Hours
Chicago, Ill., Jan. 17.—A romance covering a period of twelve hours terminated in the marriage of Mannie Wicks of this city and young Miss Bessie Dell of Monmouth, Ill.

Wicks and Miss Dell attended a party Thursday evening. They had never met, and at the end of the evening the hostess brought Wicks over to be introduced and informed Miss Dell that he would be her escort home. It was a long way from the party to the home of Miss Dell's friend on the south side, but surely the elevated train never made so fast a trip! However, there was time enough for them to agree to meet and lunch downtown together the next day. They met as agreed upon, and after lunch they decided that they would never part again. They stepped over to the city hall and got a license and then wandered up Clark street. Wicks caught sight of the friendly sign of Justice Wolf. They ascended the stairs, entered the room, said the weighty words and came out on the street a bride and groom.

It is understood that the business of the Southampton Cold Storage & Carriage Company will be taken over by a powerful Anglo-American syndicate, comprising the Morgan shipping combine, the London & Southwestern Railway Company, and the American Cold Storage Company. The board of directors of the new amalgamation will, it is said, be representative both of English and United States interests, and the chairman may be J. M. Smart of New York, who for several months past has taken a leading part in the negotiations.

Job Printing at Nugget office.

A Steamer Every Day
New York, Jan. 2.—The International Mercantile Marine Company, organized by J. Pierpont Morgan, and with Clement A. Griscom as its president and directing chief, took actual control January 1, of the management of the various lines combined, to give a press dispatch from Philadelphia. One of the first moves of public importance, Mr. Griscom says, will be a re-arrangement of sailings, to give a fast passenger and mail steamship service from both sides of the Atlantic each day except Sunday. It may take a little time before this daily service can be inaugurated. When it is, it will be important to travellers and business men, as it will mean a regular foreign mail delivery with no break.

Will care for one or two good dogs for their use during the balance of the winter. Apply Nugget office.

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RAILWAYS AND THE PUBLIC.

The change in the attitude of municipalities toward railway companies is illustrated in The Engineering News by the agreement concluded between New York City and the Pennsylvania Railway. It has been common for the cities to grant free rights of way through streets, exemption from taxation, and often free depot grounds. Besides this, many cities and towns in the days of real estate booms subscribed heavily to railway stock or bonds, or gave an outright cash subsidy to secure a new line. There are hundreds of American cities and towns today paying interest on large burdens of debt incurred in aid of railway enterprises.

A striking contrast to this is the contract which has just been closed between the Pennsylvania Railroad and New York City, under which the former is to build tunnels under the north and east rivers, and a great underground station on Manhattan Island. These lines are to be wholly underground, and at a depth so great that there will be no interference with the city's own system of local transit railways. The space utilized, therefore, is space which the city does not and cannot use itself, and the railway company in order to make use of it has to invest an enormous sum of money in the construction of a system of submarine tunnels which promise to be one of the most difficult and hazardous pieces of engineering work ever undertaken. In spite of this, the railway company is to pay the city an annual rental for the space occupied by its tunnels 50 cents per linear foot of railway track for ten years

after completion and \$1 per foot for the next fifteen years.

For the use of the underground space beneath streets rental will be \$15,140 a year for ten years and double that amount for the ensuing fifteen years. For the street space occupied at the terminal station the charge will be \$36,000 a year. The company has also had to purchase a great amount of real estate at the site of its terminal and along the lines of the tunnels at an expense estimated at some \$10,000,000. On all this real estate and on the entire value of its property within the city limits the railway will have to pay taxes which are roughly estimated at \$500,000 per annum. While the company receives from the city a perpetual franchise, it is provided that a readjustment of the payments by the company to the city may be made at the end of 25 years. It is clear that in this bargain the rights of the public have been fully guarded. The railway is of great advantage to the city, and the city is of great advantage to the railway. The city is clearly in the best position to hold out for a price, and it speaks well for the government of New York that the people have obtained good value for the franchise at their disposal.

The tendency of thought, if not of action, is toward public ownership of the railroads. Barring this, the next most popular policy is to control the operations of private carrying companies and to absorb their excessive profits by charges for their franchise. That in effect makes them a part of the taxation machinery. The most important feature of

COUNCIL CITY.

Files a Petition With Court for Municipal Power.

Nome, Dec. 6.—A petition signed by 61 of the property owners of Council City was presented to Judge Moore on Thursday asking the court to set a day for the hearing of objections against the proposal to incorporate the town of Council City. Judge Moore fixed the date for hearing objections, if any, on Jan. 15, at 10 a. m., at the court room in Nome.

The petitioners set forth that Council City has a permanent population of 300, that a survey of the townsite has been made, that it has a postoffice and is the seat of the commissioner's and recorder's office for the district.

Food Cut Down

New York, Jan. 17.—After the first week of the voyage the food supply was appreciably cut down, according to the statements of passengers, on the St. Louis, and cream and eggs were taken from the breakfast menus and only a small allowance of milk was given to each passenger. From subordinate officers on the ship it was learned that the diet of the crew for the past week consisted solely of oatmeal and potatoes.

After about a week the running water supply was cut off and passengers could get water for toilet and bathing only in buckets as it was brought to them by the stewards.

Auditorium—"A Black Sheep."

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