The Times

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THE TIMES COMPANY,

WALTER STILSON HUTCHINS, *President.*

Circulation Statement.

The circulation of The Times for the week ended August 11, 1900, was as follows:

Sunday, August 5	19,408
Monday, August 6	40,203
Tuesday, August 7	40,397
Wednesday, August 8	40,664
Thursday, August 9	40,216
Friday, August 10	40,401
Saturday, August 11	40,789
Total	262,074
Daily average (Sunday, 19,408, excepted)	40,444

The Oppression of Porto Rico.

Our despatches yesterday related how two hundred miserable, starving denizens of the American territory of Porto Rico—not yet organized—marched in procession from an interior point, thirty miles to San Juan, headed by an emaciated woman carrying an American flag. It took these poor pilgrims two days to accomplish the journey, during all of which time they were without food. Their object in thus dragging their dying bodies across the country was to reach the presence of the Imperial Proconsul Allen, and beg him for bread or work.

The promptness with which the Crown Governor met these people and promised to let them break stone on the Government roads, on terms to be settled by the New York contractor, is evidence enough, if we were without any other, of the alarm occasioned in Administration circles by this formal inauguration of the Porto Rican bread or work movement. No people in the world are as easily reached and convinced by object lessons as are the American people. Already they know too much about the causes of distress in our tyrannized West Indian possession, not to recognize the outrage put upon its unfortunate inhabitants for the benefit of the sugar, tobacco, rum, and perhaps one or two other trusts, and without which the former would be prosperous and not starving.

When the people of Porto Rico gladly hailed and loyally accepted our flag and sovereignty, they were promised the full enjoyment of American liberty and American institutions. Up to February of the present year, there is no doubt that President McKinley supposed this pledge was to be fulfilled. After careful study of the subject, aided by the written opinions of his legal advisers, and after securing the views of leading constitutional lawyers, he had reached the definite conclusion that, with the ratification of the Peace Treaty with Spain, Porto Rico became an integral part of the United States, and that the Constitution of the United States thereupon instantly extended over the island ex proprio vigore. In his annual message, transmitted to Congress in December, 1899, he declared it to be "our plain duty" to give free trade to Porto Rico, and in pursuance of that declaration the Republican Chairman of the House Ways and Means Committee introduced a bill to give it effect. Sereno E. Payne was the author and introducer of the measure, and he explained it to a pro-monopoly constituent as a necessity, since free trade between the various parts of the United States had been "accorded to all the other States and Territories, and to Alaska, not yet organized into a Territory."

If free trade had not been an obvious right of Porto Rico in its new political relation, under the clear mandate of the Constitution, it would have been demanded by every consideration of justice and decency. By wresting Cuba and Porto Rico from Spain, we absolutely destroyed the profitable trade which Porto Rico previously had carried on with the other colony and the home country. We deprived the Porto Rican producers of their old markets, and then shut them out of ours by means of the Dingley tariff. This condition Mr. McKinley originally proposed to have remedied by Congressional action, although, if he had chosen, he might have accomplished the same thing by executive proclamation. Ratification of the Treaty of Paris made Porto Rico constitutionally a part of this country, as much as Texas and Wisconsin are parts of it, and it was only necessary for the President to announce the fact officially to end the matter.

He chose to dodge that opportunity and duty, and to throw the responsibility upon Congress. But no sooner was the Payne free trade bill before the House than the representatives of the trusts which monopolize trade in commodities identical with those produced in Porto Rico, swooped down upon the White House, and the yellow house inhabited by Hanna, swearing that, unless a tariff barrier were erected against Porto Rico, in spite of pledges, or of justice, or of the prohibitive provision of the Constitution, there would be no Republican campaign contributions in 1900 representing oil, sugar, tobacco, or rum. Then it was that the Administration turned tail and ran. "Our plain duty" was at once violated and the fundamental law of the land defied, in an order to the trust and monopoly creatures in Congress to prepare and jam through the hypocritical and despicable Payne-Foraker Porto Rican tariff bill. It was done, and starvation in Porto Rico is the net result. The law, while it pretends to make a great concession from maximum Dingley rates, yet places the prohibition of Porto Rican productions high enough so that the native farmers cannot sell their raw materials at a profit, and so that the island cigar and cigarette manufacturing industry is utterly destroyed. That the fiscal system thus imposed upon them is wrong on grounds of economy and equity is self-evident, and the outrage becomes the more flagrant and intolerable when it is remembered it is being inflicted upon an American people innocent of any wrong, in flat contravention of the Constitution.

The authors of this inhumanity pretend that the constitutional question in the connection is only a moot question. But, in using every available trick and device to prevent it from coming before the Supreme Court, they have shown that they recognize the untenableness of their position, and expose their knowledge that the basic constitutional rights of the Porto Ricans will be secured to them whenever a case covering the ground can be passed upon by the tribunal of last resort.

In addition to the crime of deliberately imposing conditions of abject poverty and starvation upon Porto Rico another wickedness has been perpetrated in treating the islanders as a subject people without inherent civil rights, and governing them as a Crown Colony, to be exploited and looted by the trust combination in partnership with the Administration. If there were no other issue in the present campaign, this one alone ought to be sufficient to drive Hanna and his associates from place, and to deprive them forever of the power of public mischief and wrongdoing.

Partisan Statistics.

Administration organs are hard put when they are reduced to the necessity of trying to prove, by a curious mathematical system, that only four thousand people turned out at Indianapolis last week to hear Mr. Bryan's speech of acceptance. And yet the "Chicago Times-Herald," which by an equally curious mathematical system insists with the Emperor of Germany that we are now in the twentieth century, stoutly claims, against all physical proofs to the contrary, that that small number of persons listened to the Democratic standard-bearer at Military Park on August 8.

"The estimates of the attendance at Military Park run all the way from ten thousand to twenty thousand," admits our Chicago contemporary with a show of magnanimity, "but none of the estimates claims that over three or four thousand made any pretence of listening to that perfunctory essay on an imaginary condition."

Well, well! This undoes us quite. It is the most powerful and unanswerable argument yet produced against Mr. Bryan and the Kansas City platform. Of course, if only one in five or six of the people who marched to Military Park on the uninteresting occasion referred to "made any pretence of listening" to Mr. Bryan, then, indeed, was his speech a "perfunctory essay on an imaginary condition." We should turn Brother Kohlsaat over to his distinguished Democratic townsman, "Bathhouse John," if we were arranging joint debates for this campaign. As an expert in the use of this sort of argument Editor Kohlsaat cannot hold a candle to "Bathhouse John."

Collis P. Huntington.

In the death of Collis P. Huntington the country loses a citizen who by the exercise of great energy and ability and a genius for utilizing facilities, secured through national generosity, little short of marvelous, had made himself world wide fame and accumulated one of the monster fortunes of the period. In his death, also, it may be said that the American Nicaragua Canal project loses its most able, powerful, and remorseless foe.

In the counsels of the multi-millionaires who are combined for mutual assistance and protection in the conduct of vast business operations of one sort or another, his voice, advice, experience, and wonderful finesse in matters of legislation, local and national, will be badly missed. He will be sincerely regretted as well by the Administration and managers of the Republican party, to whom he has been a most lavishly liberal patron, and to whom he has always been able to look for the active and successful promotion of his interests and designs. "De mortuis nil nisi bonum!"

The Paramount Issue.

The "New York Tribune" is unduly exercised over the danger that Mr. Bryan may incur by "swapping" issues during the campaign. It intimates that Mr. Bryan's peculiar hobby is the coinage issue and apprehends that he may lose standing with the Silver Republicans and Populists by reason of the emphasis he has placed upon the paramount question of anti-imperialism. If the "Tribune" will but refresh its memory it will discover that Mr. Bryan is not a man of a single idea, and it will find, too, that for the past eighteen months, in his speeches and writings, he has given more attention to imperialism and colonialism than all other subjects combined. In his efforts to secure the ratification of the treaty with Spain he urged from the first that our duty to ourselves and to the Filipinos was to aid them in the establishment of self-government in the islands. We could well rely on the resources of such government for reimbursement of the twenty millions paid Spain; or we might advance this sum without expectation of its repayment in order to end the war, inasmuch as the cost of maintaining the military establishment on a war footing would exceed the amount to be paid Spain under the treaty. From the date of the treaty to the present he has been insistent on his original position. He, indeed, gave the subject of imperialism and militarism the prominence which culminated in the paramount plank at Kansas City.

But even if he had been less identified with this issue, even had he favored a more diversified field, his party had made the one question paramount, and in concentrating his fire on imperialism he was loyally pursuing the plan laid out by his party's convention, and no just criticism can be made that, in temporarily leaving the other articles of faith in the background, he has thereby ignored or evaded any issue.

In his forthcoming addresses at Topeka, accepting the other nominations, it is probable that he will be more comprehensive in his range of discussion. There is nothing so far in Mr. Bryan's record more characteristic of the man than his aversion to everything that savors of "swapping" or "trimming" in order to secure political advantage. In fact, he has often been criticised as being too candid for his own good—too little of a politician.

While in this campaign especial prominence will in all sections of the country be given to the subjects of imperialism, militarism, and the ascendancy of the trusts under the Republican administration, there is no reason why other issues should not receive the consideration that each voter for himself may regard as important. The currency question, which the Republicans of the East are so anxious to introduce, is an economic one. If after full trial the present system is proven satisfactory, there will be slight disposition to change it. If, on the other hand, it should prove inadequate to the needs of domestic and foreign trade, the question of an improved system will come to the front, and that, too, no matter what may be the result of this election. Men, therefore, may be for or against the gold standard, as the financial situation now appears to them, and yet with perfect consistency unite in a common resistance to the threatened subversion of the fundamental system of our Government, the conversion of a democratic Republic into a plutocratic Empire.

The President has no power in himself to change the standard of our currency; but the President has, according to the Republican doctrine, in the absence of Congressional legislation, the power, practically arbitrary, to govern our colonies without the restraint or restrictions of the Constitution. It is this system of government which led to our revolt against England in 1776. It is not one, but many steps backward. It is a late confession that our ancestors were unjustified in renouncing allegiance to Great Britain and establishing an independent Government.

When issues of such moment as these confront us, differences on minor theories sink into insignificance, and citizens of all shades of opinion on other political or moral questions can consistently and without sacrifice of principle unite—and they will so unite—in one grand effort at the polls to rescue and perpetuate the system of government which the founders of our Republic secured by forcible revolution against British authority.

Dollar Wheat in the Campaign.

Proceeding apparently upon the assumption that the American farmer is a fool because for so many years he was unable to figure out the simple sum that the tariff is a tax and that the consumer pays it, the Republican managers are now preparing to profit by what they conceive to be the credulity of the agricultural element, by claiming credit for the prospect of dollar wheat—an always alluring campaign cry. But the farmer has had his thinking cap on for several years, and has been doing some particularly heavy cogitating during the past quadrennial period. For example, he recalls that during the tremendous heat and fury of the last campaign, when the chances were about even between the two parties, there was an upward flurry in the wheat market, and, before the prices of this cereal stopped rising, they reached a figure which brought a profitable return to the producer. Grover Cleveland, a mighty poor sort of a Democrat, was then President. Nobody, not even the crazy-horse organs that supported him, claimed that any act of the President or the Administration had started wheat prices on the up-grade. If such a claim had been made we dare say the farmer would have led the nation in a merry cachination of scorn.

A similar condition in the wheat market confronts the farmer today. It seems entirely probable that, if he hold his wheat long enough, he will realize for it nearly or quite one dollar a bushel. But he has learned too much to listen with patience to the exultant boasts of the campaign orator that the party in power is entitled to credit for the price of wheat. However, even if by some hocus pocus he could be fooled on this point, what is he to think of the party in power when he is brought face to face with the hard fact that his dollar wheat purchases no more at present than his sixty-cent wheat purchased a few years ago? When he begins to search for the cause of this he will discover that Republican legislation and administration are directly responsible.

During the past two years war and famine have about exhausted the cereal surplus, and the granaries of the world today are empty. Naturally rising prices in all food markets are to be expected. The law of supply and demand has free and natural scope in this condition. But this law is arrested and perverted in its relations to the markets of other commodities. No plan has yet been devised under which the trusts can control outright the cereal markets. But the trusts can and do control the markets to which the farmer carries his wheat, his corn, and his rye for exchange. Having this control, the trusts deliberately, artfully, and greedily have put up the prices of all commodities which the farmer must buy with his cereals. Everything that goes upon his table or upon his back costs him more at this moment than it has cost since the productive energies of this nation were paralyzed and its industrial machinery was deranged by the blight of a four years' civil war. The Administration at Washington or the Republican party in any section of the country has done nothing to curb the power or rapacity of the trusts. On the contrary, the Administration and the party have strengthened the trusts and are confidently relying upon a continuance in power through the aid extended by the trusts. The trusts mulct the people and divide the profits with the party in power by contributing to its campaign fund.

The farmer who sells his wheat crop this year for approximately one dollar a bushel would be happy, indeed, if he did not have to pay nearly twice as much for sugar as he paid before the McKinley Administration allied itself with the Sugar Trust.

Let us hope that the allies, who are bound together in the holy cause of humanity, will avoid the sins of envy, jealousy, and uncharitableness, and proceed to punish the treacherous Chinese in peace and harmony with each other. It is reported that Russia feels aggrieved on account of British activity in the Yangtse Valley. Well, perhaps, England feels hurt too because Russia has hoisted her flag over Niuchwang. In the end, everybody but the United States will have a slice, and the intending carvers should not quarrel.

A German officer who heard the Kaiser's farewell speech to his troops embarking for China, asserts that His Majesty declared that the purpose of hostilities was to restore the statu quo ante; and admonished officers and men to treat wounded enemies and prisoners with humanity. As this corroborates Ambassador White's account of the address, it can probably be accepted as the correct version, the first and hair-raising one having filtered to us through the French press.

A Phase of the Chinese Situation.

(From the New York Evening Post.)

The notion that in the pacification of China the powers would act together, with benevolent motive and unselfish aim, has never been, to many experienced observers, more than a "pleasing hope." The announcement, apparently official, that Russia has authorized its representative at Pekin to withdraw, in case the Chinese Government can guarantee him a safe escort, will not tend to increase confidence. Of all the powers, Russia is the one whose intrigues in China have been most persistent, and whose political influence has been most relentlessly urged; and it is the power which has, in many ways, the most to gain or lose by any diplomatic settlement. It has been for a long time shrewdly suspected that, when the critical moment came, Europe would be found divided on the Chinese question into two opposing camps, with Russia and Germany as the leading parties in one of them.

Chinese Business Integrity.

(From the Chicago Chronicle.)

There is much business honesty in China, but the root of that honesty is not fidelity to fundamental convictions of right. It is rather a strong sense of business responsibility, a realization that "honesty is the best policy" and that failure to meet obligations will bring exposure and loss. The larger the transactions the the greater the responsibilities and the stronger and more numerous the checks against dishonest dealings. Thus, as business increases in importance, the quality of business integrity improves, but the humble huckster, who has a "moving price" for his wares, according to the shrewdness or gullibility of his customers, is at heart as honest a man as the prosperous merchant who sells at "one price" to all customers.

POLITICAL NOTES AND GOSSIP.

Getting Together in New York.—Many occurrences during the past few days seem plainly to indicate that the Democratic factions in New York are being harmonized on the Hon. Bird S. Coler for Governor. It is true that the Hon. Thomas Collier Platt still insists that "Mr. Coler is not the kind of man the Democrats are going to nominate for Governor," and the Hon. B. B. Odell merrily scoffs at Coler as "the only statesman in New York entitled to a halo," but as neither of these gentlemen is supposed to speak for the Democracy it is fair to infer that their utterances are inspired by some ulterior motive. The most likely theory on this score is that Platt and Odell want to stiffen the courage of their followers to abide by the machine's determination to confer the Republican gubernatorial nomination upon Odell. The Republican State Convention will be held first, and if Mr. Platt can convince his people that the Democrats will not nominate Coler the chances of Odell's nomination will be very greatly enhanced. At the same time the maneuvres of Croker, Hill, and their respective lieutenants during the past forty-eight hours, to say nothing of the effective activity of Coler, appear indubitably to point to an early settlement of all party differences and the unanimous nomination of Coler for Governor. His candidacy has taken like wild fire in the up-State districts, and the whole question now revolves upon the issue in Kings County. Mr. Hill went to Saratoga Monday, and it is said he and Mr. Croker have had frequent communication between mutual friends. The Hon. James Shevlin, one of the wheel horses of the Brooklyn Democracy, and Bridge Commissioner Shea have gone to South Jamesport, the summer home of the Hon. Hugh McLaughlin, to consult the Kings County oracle about the nomination of Coler. If McLaughlin is still friendly to the young comptroller there is no doubt at all that Kings County will swing into line for Coler, and thus make his nomination a foregone conclusion. Tomorrow the Democratic State Committee will meet at Saratoga to select the time and place for the State convention. It is generally believed that the date selected will be September 11, just one week after the Platt convention, and that the place will be Saratoga. Upon the invitation of Chairman Frank Campbell, a Hill man, all of the county chairmen will be at Saratoga tomorrow to confer with the fifty State committeemen. It is expected that the joint conferences will completely outline the programme for the State convention, and that all disputes as to candidates will in the main be settled. It is quite certain that the candidate for Governor will be decided upon, and in such an assemblage as will be at Saratoga there can be no question that the friends of Coler will predominate.

"McKinley and the Blacks."—About a week ago, under the title here quoted, there appeared in this column some observations upon the subject indicated. Pertinent thereto there was received today the following letter, under a Washington date line, of August 12:

Editor Times:

In your issue of the 2d instant you convey to the readers of The Times the information that the colored voters never were so solid for the Republican ticket as they are today, alleging the reason for such solidity the many offices bestowed upon them by President McKinley. While the statement that he has given them more offices than General Harrison gave them is true, it is also true that for the first since they have been voters the colored people are divided on national issues. I am in a position to know whereof I speak when I say that Mr. Bryan will poll a larger negro vote this year than ever was polled by a Democratic candidate for President. Mr. Bryan will poll a splendid negro vote in Indiana, Illinois, Ohio, and West Virginia. These are States where the negro vote is a factor, and where also you need every vote you can get. In New York he will poll 25 per cent of the colored vote. Colored men of good position right in this city will before the close of the campaign be advocating the election of the Kansas City ticket. You don't do your party any good by printing such nonsense about the negro vote being solid for the Republicans.

A DEPARTMENT NEGRO.

P. S.—Don't print my name. They would cut my head if you did.

The foregoing letter has been printed just as it was received. No change of word or sentiment was made in it. The writer is one of the best known negroes in the Government service at Washington. If his name should be made known his letter would create a sensation.

Butler Coming Here.—It seems that The Times' early predictions of the probability that the Hon. Marion Butler would bolt Bryan and Stevenson are about to be verified. Senator Butler is expected in Washington in a few days to open here the national headquarters of the Populist Executive Committee, of which he is chairman. Presumably he will then definitely signify his position. His present whereabouts is unknown. In vain was he waited for by the leaders of the reform forces supporting Mr. Bryan who recently have been holding important conferences at Chicago. Because of his failure to attend the conferences the Populists who were there were unable to take any official action on the withdrawal of the Hon. Charles A. Towne from the Sioux Falls ticket. It is thought that when Senator Butler arrives in Washington and opens headquarters for his party he will summon here a meeting of the Populist Executive Committee to consider the Towne withdrawal. Apparently there is scarcely any doubt that he will strongly oppose the substitution of Mr. Stevenson's name on the Sioux Falls ticket for Mr. Towne's. Doubtless he will be overborne in this matter, and then it is suggested that he will resign the chairmanship of the committee and openly align himself with the Middle-of-the-Road Populists, whose ticket is headed by Wharton Barker and Ignatius Donnelly. What effect this action would have upon fusion in North Carolina is a subject of debate. Many well informed Democrats fear that it would endanger the Democratic electoral ticket in North Carolina, and many Republicans exultantly boast that it would give that State to McKinley. Without the aid of the Populists the Democrats have not been able to do much in North Carolina for several years, though there is excellent reason to believe that Mr. Bryan is strong enough to hold in line the mass of Populists in that State irrespective of Senator Butler's attitude.

Colonizing Blacks.—A circumstantial story, quite well authenticated, has reached Washington that the Republican managers are colonizing negroes by the thousand in West Virginia from Virginia and Pennsylvania. It is said that Senator Elkins has represented to Mr. Hanna that the party this year will be at least eight thousand votes short in West Virginia of the poll of 1896, due in the main to the return of about that number of Democrats to their old allegiance. As Mr. McKinley carried the State four years ago by only 11,487, it is evident that, if Senator Elkins' figures are even approximately correct, quite five thousand new negro voters will be necessary to save the Republican electoral ticket. Of course Senator Elkins' personal interests are more in jeopardy by the changed political conditions in West Virginia than are those of the national ticket, as it is possible for the Democrats to lose the electoral and State tickets by several thousand and still save the Legislature, which is to elect a Senator. It is presumed, therefore, that a distribution of the new voters will be made with the especial view of strengthening the Republican legislative tickets. The negroes are being brought into the State ostensibly for the purpose of working in various new coal mines and other enterprises recently inaugurated. The Democrats claim that the imported blacks will not have been in the State long enough to vote in November, but there is little doubt that by some means they will get their ballots counted if they are permitted to go to the polls. The question is fraught with grave dangers for both parties, and may lead to serious trouble in West Virginia before election day.

THE RAILWAYS OF CHINA.

Roads Which Might Be Used by the Allied Forces.

A Reuter correspondent in a letter on imperial Chinese railways, describes the line from Pekin to Niuchwang which might be utilized by the allied forces as an alternative route to the Chinese capital, using Shan-Hai-Kwan instead of Tientsin as the base of operations. The letter is as follows:

"By the courtesy and kindness of the officials of the imperial Chinese railways, I have recently been able to make an interesting journey over the whole system, from Pekin right through to Niuchwang and back. The main thing which struck me during the whole of the journey was the splendidly efficient manner in which everything is being managed. The whole line is, of course, so far as its practical working is concerned, under the supreme control of Mr. Kinder, the engineer-in-chief, assisted by a carefully selected foreign staff. It is a fine tribute to the efficiency of the staff to say that, in spite of the difficulty of properly training the Chinese staff and other manifold difficulties inseparable from such enterprises in China, there has been only one really serious accident to a train since the North China railways were first opened.

"In all departments the management and working show extremely good results, results that will compare very favorably indeed with similar undertakings in any other part of the world. For instance, the bridge works at Shan-Hai-Kuan can and do construct all the bridges needed for the new extensions to Niuchwang and Sin-Ming-Ting, and do it much quicker than such work is ordinarily done in England. The bridge work for the section of the Luhan line, recently opened to traffic, was all done at Shan-Hai-Kuan, and the works were turning it out at the rate of 200-feet double track spans in a month. The whole of the spans for the Lukou bridge, twenty-seven in number, and most of them a hundred feet long, were turned out in slightly over eleven months. The works are under the control of W. Howard, an Englishman. The traffic department is also deserving of a word of praise.

"People who have never seen the Chinese workman to know him can have very little idea how ineffably stupid he can really be when he lays himself out for it. As an example of their thickheadedness and the extreme difficulty of getting them to understand any innovations, I was told by Mr. Foley, the traffic manager, that when the double line from Pekin to Tientsin was opened, it took a long time to drive an understanding of the difference of working between a single and a double track line into the heads of the Chinese staff. It was almost impossible to convince them that the one line was meant for the up and the other for the down traffic, the prevailing idea being that the old track was meant for the conveyance of the common herd, while the new one was to be reserved for high officials and such like.

"The single line had always been worked by the electric staff system, ensuring that only one train could be on the same section of line at a time, but the opening of the double line of course did away with the necessity for this, and it is now worked by semaphore signals alone. This was a mattr which the native guards and drivers could not be brought to understand for a long time, and in several instances the driver of a train absolutely refused to leave a station until the staff had been handed to him, and this in spite of most lucid written and verbal instructions in the new system. Then, of course, the whole traffic of the line would be deranged until a responsible foreign official could arrive on the scene and induce the man to start his train. At the outset there was in one or two instances some little difficulty in persuading the drivers that it might be inconvenient to use the up-line for down traffic. But by the exercise of a good deal of patience and tact these initial difficulties have been overcome, and the line is worked as efficiently and safely as any railway in the world.

"Traveling on the Niuchwang extension is necessarily somewhat slow for the present, and it takes something like forty-eight or fifty hours to get through from Tientsin to Niuchwang, a distance of some 400 miles, but even this slow rate of traveling is not bad for a line which is under construction for the greater part of its length.

"The roadbed right through is exceedingly well made, and where the line is finished and ballasted the traveling is very smooth and comfortable at any speed. The road is now open to regular traffic as far as Kinchou, 287 miles from Tientsin, but through traffic at Niuchwang is carried on. When the rainy season sets in, however, in a month or six weeks' time, the traffic will certainly suffer a good deal of interruption, especially at the crossing of the Sha-ling Ho, some five miles from Kinchou, where the permanent bridge is not yet completed, and traffic is taken across the river by a 'deviation.' This will have to be removed before the floods, which are very severe at that place, come down.

"It is a perfect mystery where all the passengers come from. On sections of the line, which apparently run from nowhere to nowhere, the trains are simply packed with a seething mass of Celestial humanity. From Koup'antze, the junction between the Niuchwang and Sin-Ming-Ting branches, to Shan-Hai-Kuan there must have been something like 1,500 native passengers on the train, and I was assured that this was nothing extraordinary. The goods traffic appears to promise equally well. The line taps the great Niuchwang grain and bean growing districts, which supply almost the whole export trade of Niuchwang, and will of necessity get a large share of the carriage of these products, which at present are brought down to the port in small boats, a slow and tedious method of transport.

"While at Niuchwang I visited the terminus of the Chinese Eastern Railway, which is being constructed by the Russians. The work of construction appears to be being pushed on with all possible speed. The railway works were as active as a beehive, numbers of passenger cars and other rolling stock were being built with every appearance of haste. One thing that particularly struck me was the fact that most of what are described as passenger cars are peculiarly suited for troop traffic, in fact seem to have been specially built for that purpose. I also noticed several cars fitted as ambulance wagons, with the Geneva Cross conspicuously painted on the outside. The locomotives are of a heavy American type, all compound and adapted for the use of either wood or coal as fuel.

"The terminus, locally called 'Russian town,' covers an area of three square miles, an area much in excess of any present or future requirements.

"The Niuchwang people are quite convinced that the whole of the country down to the great wall must ultimately fall into the hands of Russia, and from the manner in which the Russians are working I think there can be very little doubt as to their designs. Their railways connect up all the most important strategic points to the south, east, and north of the Liao River, and at all these places they have military guards, only protecting the railway works, of course. They expect to have through communication by rail from Port Arthur to Vladivostock in less than a year, and that, together with the completion of the trans-Siberian line, should make Russia's position in Manchuria almost unassailable. I was informed that trouble between Russians and natives is of almost daily occurrence at some point or other in the area in which their operations are carried on. Not long ago a captain of Cossacks was shot and killed at Liao-yang, while a few days previous to my visit a party of Russian merchants were attacked some distance up the Liao River. One of them was killed and two others received severe gunshot wounds. These are but two of many instances of a similar kind of which I was told. All these cases are settled locally, in a more or less quiet manner, but can there be much doubt that they are all recorded in the ledger against a more than possible day of reckoning?"

A COAL STRIKE PROBABLE.

Committee of the United Mine Workers Draft Demands.

HAZLETON, Pa., Aug. 14.—In consequence of a report and recommendations made by the committee on resolutions in the executive session of the convention of the United Mine Workers this afternoon, there is a possibility of a general strike being declared throughout the entire coal regions comprised in the Lackawanna, Luzerne, and Susquehanna districts.

It was given out at the conclusion of this afternoon's session that the committee had recommended that the following demands be made upon the coal operators in the regions represented by the convention:

An increase of 10 per cent for inside work and of 15 per cent for outside work.

A reduction in the price of powder from $2.75 a keg to $1.50 a keg.

A joint conference between the committee representing the National Mine Workers and the operators within ten days.

In case of a refusal on the part of the operators to meet the committee, President Mitchell is authorized to declare a general strike. These resolutions will be voted on by the convention tomorrow.

An operator here when shown these resolutions said the operators could positively not agree to any conference with any body of men not representing their own employes.

In the morning session of the convention the matter of child labor in the mines was brought up. It was stated that many children not over nine years old were employed in the coal breakers. This is against the law, but their parents secured their employment by submitting certificates made by them under oath, that their children were twelve years old. In many instances boys whom the certificates stated to be fourteen, are, it is said, only eleven or twelve years old.

TRIAL OF THE ALABAMA.

New Battleship to Be Run Over the Cape Ann Course.

BOSTON, Aug. 14.—The official trial trip of the new battleship Alabama will take place over the Cape Ann course on either August 27 or 28.

The requirements governing the trial are similar to those rules which have prevailed at all recent battleship trials. The Alabama must maintain a speed of sixteen knots an hour for four hours under forced draft. The ship will have her course marked out by the most formidable gathering of warships that ever welcomed any new ship into the navy.

Orders have been received at the Charleston Navy Yard to the effect that the battleships Kearsarge, Kentucky, Indiana, Massachusetts, and Texas and the double turreted monitor Amphitrite will rendezvous in President's Roads August 25, and that they are to act as station ships during the trial of the Alabama. The ships, excepting the Amphitrite, are at present on the coast of Maine. The monitor is at New Bedford.

The exact date of the arrival of the Alabama at the anchorage down the harbor is not given out, nor will it be possible to announce it definitely until the work of scraping and painting the battleship's bottom at the Brooklyn yard has been completed. When she does come everything will be in readiness for the trial and no time will be lost.

It is thought here that the trial will be made either August 27 or 28, this inference being based on the orders issued to the stakeboat. The board which is to take charge of the trial and then report on it is made up of the following named officers: Rear Admiral Frederick Rodgers, Capt. Robley D. Evans, Commander Joseph M. Hemphill, Commander Charles R. Roelker, Lieutenant Commander C. E. Vreeland, Lieutenant Commander Richard Henderson, and Naval Constructor Washington Capps.

THE FIRST OF ITS KIND.

Launching of the Six-Masted Schooner George G. Wells.

CAMDEN, Me., Aug. 14.—The launch today of the first six-masted schooner ever built marked an event in the history of American shipbuilding. The vessel was put afloat in the yard of H. M. Bean. She is the longest wooden sailing vessel in the world, and the largest vessel of the fore-and-aft rig in this or any other country, on the stocks or afloat. The schooner was christened George W. Wells. She was built for Capt. John G. Crowley, of Taunton, Mass., and others of New York City and Massachusetts. Few ships, either metal or wood, are as large as the Wells, and she can carry more cargo than most steamships. With coal freights at $2 a ton, as they were last fall, this schooner would carry $10,000 on a single trip from Newport News to Boston: in ten such trips her gross earnings would equal her cost, and with the freight market in fair condition she should pay for herself while still a comparatively new vessel.

The keel of the schooner was laid on April 1, and since that day a force averaging 120 of the best ship carpenters, calkers, riggers, and blacksmiths in Maine have been at work on her. Such is her weight that the masts were not stepped while she was on the stocks, for fear that the blocks upon which she rested—solid pieces of hard pine—would collapse. The launching was celebrated by the people of the surrounding country, who gathered at the shipyard in thousands to see "the big schooner" slide from the ways. No wine bottle was broken over the Wells, but the pretty daughter of the man for whom the vessel has been named scattered a basket of roses over the bow, and as the giant moved down toward the bay a flock of white doves was liberated. After the launching a banquet was served to the owners and to many guests, including all the men who had helped to build the big boat.

Independent Action in China.

(From the Chicago Times-Herald.)

Whether it is true or false, the report that Russia will permit her Minister to depart from Pekin under Chinese escort raises a question of very great and general interest. Though the alleged decision is severely criticised, especially in London, it is certainly based on an indubitable right, no matter how impolitic it might seem. In such a matter the home Government, its representative and the Government to which the latter is accredited are alone concerned. The Minister is a servant, to go or come at call. It is expected that he will remain at his post, particularly at a time of grave responsibility, until he is authorized to retire. But he is always subject to orders, and it would be equally his duty to leave if he were so commanded by the power to which he owed his appointment.

As between the Governments, the withdrawal might be considered a hostile act under certain circumstances, but in the present case it would be merely the acceptance of an offer which was made professedly in a friendly spirit. Owing to Minister Conger's warning, we think it impolitic to trust him to the Chinese, but if the Russians feel differently as regards their Minister that is their lookout.

Russia and China.

(From the Louisville Courier-Journal.)

An alliance between Russia and China, if it were possible, would be very powerful, but it would be risky and uncertain. Russia has accumulated a considerable war chest by borrowing, but not enough for a world war. In a contest with civilization these two great powers would go down. The truth is, the dismemberment of Russia is much more to be desired than that of China. The former is difficult because the other great powers cannot agree among themselves. The United States are not particularly interested, because Russia is a long way off, and besides has generally been our friend. We need not delude ourselves with the idea that this was due to anything but self-interest; but at the same time it leaves us no occasion for a quarrel. Things may be different in future, but that we cannot foresee.

HAVANA CHARTER REJECTED.

The Municipal Officers Ask for Certain Modifications.

HAVANA, Aug. 14.—The municipality of Havana held a special meeting today to consider the charter which was sent to them by Colonel Scott, with a letter saying that the Military Governor sent the municipality charter for their consideration and that it was for them to say whether it should be adopted or not. The municipality decided to reject the charter unless General Wood should see fit to make modifications which the municipality would ask. It was also decided to adopt the municipal law and to publish a manifesto to the country giving the reasons for not accepting the charter.

Colonel Scott has been appointed adjutant general in place of Colonel Richards. Governor-General Wood will publish in the "Gazette" a recognition of the many services Colonel Richards has rendered and an expression of regret that his health prevents him from remaining here.

Dr. Gorgas reports that the death rate from yellow fever in Havana during July was considerably lower than might have been expected. The number of deaths was thirty. The average for July from 1885 to 1895 was 34, while the number of immigrants in 1900 was 25,000, as against an average of 8,000 in the other years.

COMPLETE THEIR COURSE.

Cuban School Teachers Will Leave Boston Tomorrow.

BOSTON, Aug. 14.—The Cuban teachers who for the last six weeks have been receiving instructions at Harvard will leave Boston Thursday on the transports Sedgwick, Rawlins, McPherson, and Crook for New York. Their itinerary during the remainder of their stay in this country will include a trip to Washington after reaching New York Friday, a visit to the Capitol, and a reception by President McKinley Saturday; returning to New York Sunday.

On Monday they will go on a steamboat excursion to West Point. Tuesday a banquet will be tendered by a committee of New York citizens, and in the evening they will sail for Philadelphia on the transports. Wednesday and Thursday will be spent in Philadelphia, and Thursday night they will sail for Havana.

Superintendent Frye, who has had charge of the teachers since they left Havana for this country, was asked if the results have met his expectations.

"Yes, and far exceeded them," said he; "they have gone ten times beyond the expectations of President Eliot, Secretary Root, and others interested in the work. It was not expected that wonders would be accomplished in six weeks, but the teachers have done a great deal more than we thought it possible for them to do."

TROOPS FOR THE ORIENT.

Americans in the Philippines and China to Soon Number 71,000.

There are now about 66,000 American soldiers either in the Orient or on the Pacific Ocean bound thither. That number will be increased to 71,000 when the troops ordered for Chinese service reach their destination. The armies under Generals Chaffee and MacArthur will be nearly three times the size of the entire American standing army up to the time of the Spanish war.

Four thousand men have left the United States for Taku since the beginning of hostilities, and a thousand more will leave tomorrow from San Francisco on the transport Warren. These are in addition to the fighting force of 2,600 men sent from the Philippines to Tientsin early in the struggle against the Boxers. There are still about 5,000 men in this country ready to sail as soon as transports can be arranged for them.

The Warren, which will set sail tomorrow, will carry two squadrons of the Ninth Cavalry, numbering about 850 men, and 160 privates of the hospital corps, besides a number of attaches. They will go to Taku by way of Nagasaki. The next transport to leave San Francisco will be the Sherman, sailing on the 20th. She will carry troops from the Second, the Fifth, and the Eighth Infantry.

RAILWAY MEN'S WATCHES.

Compulsory Examination in Order to Insure Excellence.

(From the New York Tribune.)

In order to minimize one of the sources of danger in operating its lines, the Union Pacific Railroad Company has just put into force a new order. It has instructed all of its engineers, firemen, conductors, brakemen, train baggagemen, station agents, and telegraph operators to submit their watches to a weekly comparison with standard timepieces and to a more thorough examination every quarter. The comparison and examination are to be conducted by a special inspector, who alone may set and regulate the watches. The possessors may wind, but not set or regulate them. Otherwise they could conceal from the inspector all deficiencies.

If a railway employe already has a watch regarding which he is ready to testify that he has had it six months and that it keeps within thirty seconds of correct time a week, the inspector may allow him to retain it "on trial." But unless it conforms to that standard he must get a new one. A choice among several different American watches is permitted, but the minimum grade allowed is a fifteen-jeweled patent regulator adjusted watch. A man may have anything better than this if he wants and can get it.

The weekly certificate of comparison and the quarterly certificate of examination must be turned in by each employe to his superior officer in his particular branch of the service, and these superiors are held responsible for the prompt presentation of the certificates to headquarters. If an employe leaves his watch to be repaired and takes another temporarily he must present the latter for inspection and approval before he can rely upon it in the performance of his regular duties. It is said that the employes are dissatisfied with the order, and even think of defying the company.

Why Apathy Is Extant.

(From the Philadelphia Record.)

Are not Chairman Hanna's complaints over the apathy which widely pervades the Republican party chiefly designed to spur the tariff-favored trusts to more liberal contributions to his campaign chest? The chairman pleases himself with the illusion that this apathy is due wholly to overconfidence in McKinley's election. But if he should search his own mind, or listen to people who do not flatter him, he would be apt to find among the causes of the coldness of the public toward the Republican party the imperial policy of which he is the chief promoter, the colossal steamship subsidy swindle that bears his name, the spoliatory trusts which he favors and other matters of policy with which he is intimately associated. When he shall have made this search he need not probe any further into the causes of popular dissatisfaction and apathy.

Roosevelt a Disappointment.

(From the Harrisburg Patriot.)

From the man who would not accept but did was expected brilliant flights of oratory; we have had denunciation of the Democratic party. Where we looked for forceful argument we found only abuse of William J. Bryan. When a ringing defence of McKinleyism, which is Hannaism, which again is imperialism, was sought, we were rewarded only with platitudes concerning the greatness of the Republican party.

It is not at all surprising that soon after the nomination of Mr. Bryan, Boss Hanna is reported to have declared that he would be obliged to revise the utterances of "Teddy." But it is surprising that he never did so. For a working candidate, whose business it was to be to "pull McKinley through," "Teddy" has done less than almost any man the Republicans could have put up.

Grizzly.

(From the Denver Post.)

A Colorado editor refers to a certain political statement as "a bear-faced lie." That must be a sort of a grizzly, wild, and woolly prevarication, with cinnamon colored whiskers on it.