

THE CHINESE SITUATION ACUTE.

Any Failure by China to Observe Great Britain's Wishes Will be

ACCEPTED AS A CASUS BELLI

Enthusiastic Lady Clerks of the Navy Department

GREET SCHLEY WITH KISSES.

Stormy Scenes Between English Minister and Russian Charge d' Affairs—Gathering of English and Russian Warship in Chinese Waters.

The Pekin correspondent of The London Daily Mail says: "The situation has suddenly become acute. The relations between the Tsung Li Yamen and Sir Claude MacDonald, the British minister, are strained to the point of rupture. Sir Claude MacDonald has intimated that any failure by China to observe Great Britain's wishes will be accepted as a casus belli. In support of Sir Claude MacDonald the fleet has been concentrated at Wei-Hai-Wei and Hankow, and all the warships under 5,000 tons have been mobilized in the Yang Tse river.

Begins to Look Like War.

A special dispatch from Shanghai, says: "Violent scenes are reported to have occurred between Sir Claude MacDonald, the British minister, and M. Pavloff, the Russian charge d' affairs, owing to the latter's commanding the Tsung Li Yamen to sign his agreement with the Hong Kong Bank, under pain of the Czar's strong displeasure. The Chinese are inclined to obey M. Pavloff, seeing that the British confine themselves to verbal protests. "The position is now worse than ever. All the Russian ships have returned to Port Arthur, while the British vessels are assembling at Wei-Hai-Wei and Chefoo. Extreme activity prevails ashore at Port Arthur. The action of the Russians at New Chwang indicates an intention on their part to remain there in strong force, whether they build the Tien Tsin Railroad or not."

Schley Visits Washington.

Rear Admiral Winfield S. Schley visited Washington recently. He was quickly recognized at most of the stations along the line, and throughout the trip was greeted by cheering crowds. When the train pulled into the depot at Washington he found a compact mass of spectators, which filled the depot and overflowed out into the train shed. The admiral and Mrs. Schley, when they appeared, were greeted with cheers and shouts of "Hurrah for Schley!" Everybody joined in the shouting, and the depot attaches crowded about the admiral and insisted on a handshake. At the gates the crowd increased and amid deafening cheers the admiral and his wife, the former with his hat off, passed through two solid lines of people.

Niece of Spanish Queen Dies a Pauper.

Wanda von Speno Bodenback, an 18-year-old girl, said to be a niece of the Queen Regent of Spain, the heiress to a fortune of 20,000,000 francs, died in New York recently. She was found starving on the streets by Baron P. de Lange, of Austria, who identified her. She had been pledged in marriage to an old man and ran away from the royal home with her lover, a member of one of the royal families of Russia, who deserted her.

South Africa's Foreign Trade.

The import trade of South Africa consists of: Gold, \$60,000,000 per annum, including that from the Transvaal; diamonds, \$22,500,000; wool, \$12,500,000; mohair, the hair of the Angora goat, \$5,000,000; ostrich feathers, over \$2,500,000; hides and skins, \$2,200,000; copper ore, \$1,250,000. The export of wine and fruit, for the production of which the country is so well suited, and also of grain is inconsiderable.

Should Retain All.

Henry Watterson, while in Kansas City recently, took occasion to declare himself an enthusiastic believer in the policy of expansion. "I am an expansionist," said Mr. Watterson. "I believe we should not only have Cuba and Porto Rico, but that we should keep every island in the Philippine group. In short, I think that wherever the Stars and Stripes have been raised at a cost of blood or otherwise they should float from henceforth forever."

The President's Trip.

The President and Mrs. McKinley left Washington recently for Somerset, Pa., where they spent some days with Mr. Abner McKinley, the President's brother.

Railroad up the Jungfrau.

The boldest enterprise yet actually undertaken is the railway up the Jungfrau. This peak, in the range which lies between the cantons of Valais and Bernese, is surrounded by precipitous cliffs and is covered with eternal snow. It is particularly difficult of ascent. Herr Guyer Zeller, who is president of the Northeastern railroad system of Switzerland, is behind the project. The Jungfrau is 13,770 feet above the sea, and lacks only 2,100 feet of Mount Blanc's elevation.

THE NEWS EPITOMIZED.

Washington Items.

Lieutenant-Colonel John W. Clous, Judge-advocate, has been designated as Secretary and Recorder of the Commission on Government of Cuba.

It was stated that an investigation of the conduct of the war would almost certainly be made by the Administration before Congress assembled.

Ordinance department officers were reported that the Mauer rifle surrendered at Manila were to be returned, as it was felt that their use by our army would be inadvisable.

The repairing of the Manila cable was the work of the United States Army Signal Corps. General Merrill, who left San Francisco for Manila via Honolulu, has been ordered to erect barracks, a hospital and officers' quarters at Honolulu, besides surveying the harbor.

Paymasters have been ordered to sail for Manila from San Francisco.

There are strong indications that a general investigation of the medical and subsistence departments will be ordered. Secretary Alger is in favor of a searching examination of these departments.

At the desire of the Netherlands Government no representatives of the American army or navy or of the armies and navies of other countries will attend the installation of Queen Wilhelmina.

By an order of the Postoffice Department, only mail matter addressed to persons connected with the United States forces at the Philippine Islands, Cuba and Porto Rico will enjoy the advantages of United States domestic rates.

Domestic.

Mrs. C. E. Makkemans, of Jacksonville, Cal., sacrificed her life in saving her three children from death in a fire started by the accidental upsetting of a lamp. All were terribly burned. The mother is dead, but the children will recover.

Nathan Hollenbeck, a deputy postmaster, of Oakland, Cal., was shot dead by Quan Mon, a Chinese gardener, who was watching for vegetable thieves. Mon surrendered.

The business portion of Carterville, Ill., was almost completely wiped out by fire. Twenty-five business places were burned out and several residences were destroyed. The loss was about \$250,000, with but small insurance.

The forgery case against Mrs. Myra Atkinson, wife of Governor Atkinson, of West Virginia, has been dismissed.

The Herreshoffs will turn out for the Morzan-Iselin syndicate, the fastest and costliest ninety-footer ever built. The contract has been signed, and the cost is placed at \$120,000.

Sixty prospectors, just returned to Tacoma, Wash., from Copper River, Alaska, tell stories of terrible suffering. They say that an unknown number of men, estimated at fully fifty, have lost their lives by drowning in Copper River, or falling into crevasses of the Valdes glacier while getting back to the seacoast.

Rev. J. B. Fletcher was riddled with bullets while standing in a pulpit at Smyley, Ga., while he was attempting to organize a Congregational Church at that place. He was not killed.

William C. Hinchman, a wealthy cranberry grower of Hadonfield, N. J., was instantly killed by a trolley-car near Hadonfield. He was driving in a buggy, when the car struck him, and he was thrown under the car wheels.

An explosion at the plant of the Chattanooga Powder Company at Coltoawah Station, eighteen miles from Chattanooga, Tenn., killed two men, Lucius B. Eakin and Harton Mottchke, and wounded seriously six others. After the explosion the plant was destroyed by fire.

A passenger train on the Atlantic, Knoxville and Northern was wrecked in a collision with freight cars three miles south of Knoxville, Tenn. Two of the train crew were fatally injured. Engineer Bert Garwood, of Blue Ridge, Ga., was killed, and the fireman, name unknown, was fatally injured. Several passengers were slightly injured.

The fifth trial of A. K. Ward at Memphis, Tenn., charged with writing notes by the amount of nearly \$250,000, resulted in a verdict of guilty, and the defendant was sentenced to three years' imprisonment in the penitentiary. All the previous attempts to convict Ward had resulted in mistrials.

Hugo Zeller and wife, of Chicago, aged respectively sixty-five and seventy, are found dead in their room at a boarding-house in Milwaukee, Wis., having committed suicide by taking chloroform. Dependence on financial reverses caused the aged couple to end their lives.

Theodore Gusman, who refused to lower the American flag at Clipperton Island when ordered to do so by a Mexican man-of-war, remained on the desolate island thirteen months and left Old Glory flying, arrived safely at San Diego, California.

Mrs. Christensen, wife of a balloonist, was killed at Jamaica Bay, Long Island, by falling from a balloon 200 feet into the water.

The Air Line Elevator, at Chicago, owned by P. D. Armour, and the Galena Elevated Company, was totally destroyed by fire. The loss is \$2,500,000. It contained 1,500,000 bushels of wheat, and 200,000 bushels of cleaning. A defective gas jet caused the fire. The building and contents were fully insured.

John T. Lee, a thirteen-year-old son of James F. Lee, of New Haven, Conn., committed suicide by hanging. Upon being punished for neglecting to do some chores, he went down to the cellar, and adjusting a strap about his neck, hanged himself from a rafter.

Foreign.

The Colombian Government will grant the request of the United States for permission to establish meteorological stations at Barranquilla and Colon.

Signor Feschetti, a member of the Italian Chamber of Deputies, was sentenced to prison for ten years in Florence for taking part in the bread riots in May.

Jamaica is preparing a plebiscite to Great Britain, asking permission to try to arrange annexation to the United States.

Prices in Havana, Cuba, continue high, and there is much suffering among the poor.

The British steamer Toledo, Captain Wisheart, which sailed from Galveston on July 20 for Rotterdam, Holland, struck on Crim Rock, Selly Islands, in a dense fog, and foundered almost immediately. There was just time to launch a large boat, and all on board were saved.

Captain-General Augustin had his arm broken when on his way from Hong Kong to Singapore while a typhoon was raging. General Augustin proceeded to Spain in a German mailboat.

Mrs. George N. Curzon, wife of the newly appointed Viceroy of India, gave birth to a daughter at the priory, Belgate, England.

It is reported that the Spanish and American Peace Commissioners will be entertained in Paris as guests of the French Government.

A terrible thunder storm swept the whole of Jutland Peninsula, Denmark. Many buildings were destroyed by lightning. Six persons were killed, and thirty-nine farm buildings and thirteen houses burned.

The Bilns cloth factory, Rouen, France, where two thousand persons were employed, was destroyed by fire. The fire was the work of an incendiary. It is estimated that the loss is more than \$500,000.

The British schooner Catherine was sunk in the North Sea in a collision with the German steamer Hamburg. Seven persons were drowned.

OUR PEACE COMMISSION.

The Men Who Will Arrange Terms With Spain.

LEANINGS OF THE MEMBERS.

A Majority, Composed of Senators Davis and Frye and Whitelaw Reid, Are Believed to Be Annexationists—Views of Justice White Not Known—Judge Day's Conservatism.

WASHINGTON, D. C. (Special.)—The Cabinet is devoting a large share of the time to matters which will come before the Peace Commission. At the adjournment of the last meeting Secretary Day announced that four members of the commission had been selected—Secretary Day, Supreme Court Justice White, Senators Davis and Frye and Whitelaw Reid.

There was some doubt about the acceptance by Justice White of a place on the commission, as he feared that his duties on the bench would force him to decline the President's offer.

Secretary Day finally announced that Justice White of the Supreme Court had accepted a Commission-ership; that all now have accepted, and that the Peace Commission stands completed, as follows: William B. Day, of Ohio, Secretary of State.

Cushman K. Davis, of Minnesota, United States Senator.

William P. Frye, of Maine, United States Senator.

Whitelaw Reid, of New York.

Edward D. White, of Louisiana, Associate Justice of the United States Supreme Court.

Three of the members of the Commission, Senator Davis, Senator Frye and Mr. Reid are strongly in favor of holding all of the Philippines. Secretary of State Day holds the view that Manila City, bay and harbor are enough for the United States to take. It is said, though, that he is open to conviction and will be guided in his conclusions by what may appear best for the country.

The views of Justice White on the Philippine question are not definitely known. It is said by some of his friends that he will favor holding all territory over which the flag floats. He will be a valuable member of the Commission, since he speaks Spanish fluently, and is familiar with Spanish laws which govern in the islands.

THE PEACE COMMISSIONERS.

Careers of the Men Appointed to Settle the Details of a Peace Treaty With Spain.

William B. Day had no prominent part in the country's history previous to his appointment as Secretary Sherman's first assistant on April 23, 1877. Since then, however, he has been one of the President's strongest advisers and has cared for the diplomatic phase of this country's history almost entirely alone. He was born at Ravenna, Ohio, April 17, 1849, and comes from a distinguished line of judges. He entered into the practice of law in 1872. In 1886 he was elected to the bench of the



SECRETARY OF STATE W. B. DAY.

Common Pleas Court in Canton by both political parties, and in 1889 was appointed by President Harrison Judge of the United States District Court for the Northern District of Ohio, but failing health compelled him to retire before entering on his duties. After being appointed Secretary of State to succeed John Sherman, who resigned on April 22 last, he conducted the important negotiations that were entrusted to him with an ability that elicited the approval of the country.

Whitelaw Reid.

Whitelaw Reid has been prominent as an orator, politician, statesman, and journalist since the first nomination of Abraham Lincoln for the Presidency. Descended from early settlers in the Western country, he was born in Xenia, Ohio, October 27, 1837. He was prepared for college by an uncle, and graduated from Miami University. After his graduation he became prin-



WHITELAW REID.

cipal of a school at South Charleston, Ohio, and in one year had saved enough money

to pay his father his college expenses and to purchase The Xenia News. This journal, outside of Illinois, was the first to support Lincoln. In 1867 he went to New York City and was appointed managing editor of the New York Tribune, under Horace Greeley. He subsequently gained control of the Tribune and the appointment of Minister to France. He returned to New York in 1872, becoming the candidate for Vice-President of the Republican party on President Harrison's second nomination, but was defeated.

Justice Edward D. White.

Justice Edward Douglass White has been in active public life since he was a young man. He was born in Lafourche La., in 1845, and is descended from a notable line of barristers and judges. When a young man he entered Mount St. Mary's College, Emmitsburg, Md., and afterward transferred to Georgetown College, being there at the commencement of the civil war. Leaving college, he entered the Confederate ranks as a private and served throughout the four years, being a prisoner for part of the time. In 1868 Mr. White was admitted to the bar in New

Orleans, and in 1874 was elected a State Senator, serving four years. At the close of his Senatorial career he was appointed Associate Justice of the Supreme Court of Louisiana. He was elected United States Senator in 1891, and served until he was appointed Associate Justice of the United States Supreme Court by President Cleveland. He is the owner of extensive sugar plantations in Louisiana, and has the reputation of being the wealthiest member of the New Orleans bar.

Cushman K. Davis.

Senator Cushman Kellogg Davis, of Minnesota, has been in the higher house since 1887. He was born in Henderson, N. Y., June 16, 1838, and the same year his parents moved to Wisconsin. In 1859 he began the practice of law, and two years later enlisted in the Northern army, resigning in 1864 on account of ill health. In 1866 he was elected to the Minnesota Legislature, having moved there after the

war, and in 1868 was appointed United States District Attorney, serving five years. In 1873 he was elected Governor of Minnesota by a majority of one vote, and twenty years afterward, by a strange coincidence, received the same majority for the United States Senate. Since John Sherman's retirement from the Senate Mr. Davis has been Chairman of the Committee on Foreign Relations.

Senator William P. Frye.

Senator William P. Frye was born in Lewiston, Me., on September 2, 1830. Graduating from Bowdoin College in 1850, he soon sprang into prominence, and in 1861 was elected to the Maine House, serving

three terms. In 1864 he was a Presidential elector, and in 1866 and 1867 was Mayor of Lewiston. During the latter year he was elected Attorney-General of the State. In 1871 he first took his seat in the National House, and in 1889 was elected United States Senator to succeed Mr. Blaine, and has been a member of the Senate ever since.

The Blockade Raised.

The merchant vessels of the world are now open to enter and leave all Cuban and Porto Rican ports. The State Department, Washington, holds that no further proclamation is needed raising the blockade of these islands.

A County Centennial.

Angelica, N. Y., is fixing to hold a centennial celebration of the first settlement of Allegany County. It will occur in 1921. The claim is made that there was no warrant for holding the celebration at Wells-ville three years ago.

A Famous Captain.

Lord Dufferin, who is now over seventy years old, has lately set about the acquisition of a knowledge of the Persian language. He is the only one of his rank, who, at nearly the same age, began to study Hindostanee.



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GOOD ROADS NOTES.

Better Public Roads Needed.

Some well-informed authority on the subject of public roads states that there are 1,500,000 miles of public roads in the United States, over which the aggregate amount of 500,000,000 tons of freight is hauled annually.

Estimating the average distance over which freight is thus hauled from the farm to the depot at eight miles, it is figured that the total cost of hauling freight annually over the public roads in the United States is \$1,000,000,000, or \$2 per ton.

With uniformly good public roads it is claimed that the cost of hauling freight from the farm to the depot ought not to be more than \$400,000,000, or \$600,000,000 less than what it is at present. This difference is strongly emphasized by the authority from whom we quote when he states that it is equivalent to the yearly interest on \$20,000,000,000 of three per cent. Government bonds, and adds that with only one-half of this almost inconceivably vast amount every public road in the United States could be rebuilt.

There is food for serious thought in the figures which are thus given. Public roads are the arteries of the nation just as much as are the railway systems, and the prosperity of the nation must necessarily depend, in a large measure, upon the manner in which it cares for its public roads. One of the greatest sources of strength which the old Roman empire possessed was derived from its magnificent public roads, many of which are as well preserved to-day as they were in the time of the Caesars. European travelers at the present time state that Germany is indebted to her public roads more than to anything else for much of the imperial stability which to-day belongs to her.

While the penalty of bad public roads is visited primarily upon the farmer, it affects ultimately every industrial, commercial and agricultural interest of the nation. In the North and East the public roads are in fairly good condition, but in the South and West they are in extremely bad condition, and steps must speedily be taken to overcome this evil if either section expects to make the most of its possibilities.—Atlanta Constitution.

A Field For Agitation.

Highway agitation seems to be sadly needed in Lawrence, Kan. The Journal of that city, in a recent issue, says that "there is no country road leading to the city but is in better condition than the best street on the south side." The worst street of all in Massachusetts, and on it the city has done no work "through the park in years, save to drag the scraper through it occasionally. Through that park road the mud has been from one to three feet deep, and a loaded wagon could not go through it. This on a street within a block of the business portion of the town, and on a street traveled necessarily by a large number of people, is a shame and a disgrace to any city or community that claims to be civilized. We pay out thousands of dollars a year in charities to people who are able to work, and who should be made to work, and if they were put on the roads the amount given them each year would keep some of the streets, at least, in good condition. It is time something practical was done. Almost half a century has come and gone since Lawrence was settled, and to-day the roads and streets are in far worse condition than when the first settler came."

Steam Wagons For Heavy Loads.

London Engineering describes the recent trial of steam wagons to carry heavy loads on ordinary thoroughfares as encouraging, though the matter still requires much study and experiment. At one of the trials the loads carried by the different wagons varied from two to five tons, and the conditions of the test were that the vehicles should be able to go anywhere that similar ones drawn by horses could go. The test was moderately well sustained, and it was demonstrated that there were no obstacles to the ultimate practical success of the employment of steam wagons on common roads, but that general improvement of the latter would have a good deal to do with it.

The Movement in California.

The good roads movement is getting a strong hold in old Sonoma County, which is becoming one of the most progressive counties in the State. The live people there are opposed to building any more wooden bridges and are in favor of iron-stone culverts and fills where possible, and iron or stone bridges where there must be bridges. They favor putting the roads in charge of the county surveyor, sprinkling the roads thoroughly and enforcing the wide-tire law. They are divided in opinion about issuing bonds, but seem to be agreed that the cities should help build the country roads on account of the benefit of the trade which they bring.—San Francisco Chronicle.

Items.

The sprinkling cart is a daily necessity if macadam roads are to be maintained at their best.

Two equally good farms, not far apart, in Pennsylvania, were recently sold. The one on a macadam road brought ninety dollars an acre and the one on a mud road but sixty.

The death of William H. Rhawn, of Philadelphia, one of the early and active workers in the good roads cause, is regretfully announced. He was closely identified with the movement in many ways, and was largely instrumental in offering the prizes for essays on road-building.

A well-known doctor states that baked banana is the ideal food for nervous and anemic brain-workers.