Elsewhere in this number will be found the report and accounts of Sir W. G. Armstrong, Whitworth & Co. for the year ending 30th June. 1899 The result of the year's working, as compared with that of the previous years, will be seen by the following figures:-

	1894-5	1895-6	1896-7	1897-8	1898-9	
Net profit after deducting depreciation and including balance brought forward	£ 251,516	£ 335,158	£ 442,863	£ 590,962	£ 653,612	
Depreciation	93,047	90,911	131,424	135,049	149,976	
Dividend	11¾ p.c.	11¼ p.c.	13⅓ p.c	15 p.c.	20 p.c.	
Capital -						
Ordinary	2,000,000	3,000,000	3,210,000	3210000	3,210,000	£ 16,050,000
Preference	387775	384850	384850	384850	384850	1,924,250
Debentures and loans	152550	74609	346421	25609	25609	
Reserve	250000	275000	300000	35000	400,000	2,000,000

dend of two shillings and sixpence per share, which, with the usual half-yearly payment of £7,697 on the 4 per cent. preference shares, will absorb the sum of £496,894, leaving a balance of £92,449 10s. 1d. to be carried forward to next year's account.

The re-valuation referred to in last year's report has been received, and has been incorporated in the accounts. The result is a considerable increase in the valuation of the land, buildings, and plant, and this increase the directors have set against the item of goodwill. The valuation having been taken up to the 30th June, 1902, no depreciation can be written off, but the directors have charged against profit and loss account the sum of £150,000, as a special provision for the renewal of plant.

The directors announce with regret the retirement of their colleague, Mr. Philip Watts, F.R.S., who has been appointed Director of Naval Construction. They decided, after consideration, that they could not refuse the request of the Admiralty for the services of so distinguished a naval architect. The vacancy caused upon the Board has been filled by the appointment of Mr. J. M. Falkner, and the place of Mr. Watts, at Elswick Shipyard, has been taken by Mr. J. R. Perrett, who has for so many years been associated with Mr. Watts.

In accordance with the articles of association the following directors retire from office:—W. D. Cruddas, Esq., Major-Gen. Sir Henry J. Alderson, K.C.B., Senator the Count Albini, H. H. S. Carington, Esq., J. M. Falkner, Esq., and the Hon. E. F. Leveson-Gower. They are eligible, and offer themselves for re-election.

The auditors, Messrs. Monkhouse, Goddard, & Co., also retire, and offer themselves for re-election.

By order,
A. H. J. COCHRANE, Secretary.

Elswick Works, Newcastle-upon-Tyne,
September 17th, 1902.

SIR W. G. ARMSTRONG, WHITWORTH & COMPANY, LIMITED.

BALANCE-SHEET, 30TH JUNE, 1902.

LIABILITIES.			ASSETS.		
Capital—			Freehold and leasehold land, buildings, machinery, and plant, in- £150,087 0s. 5d. for goodwill—		
Registered ordinary shares, 3,210,000 of £1 each...		£3,210,000 0 0	As at 30th June, 1901	£4,283,180 15 11	
4 per cent. Preference share capital—			Additions since	316,564 3 10	
Authorised 200,000 shares of £5 each	£1,000,000 0 0				£4,599,744 19 9
Issued 76,970 shares fully paid		384,850 0 0	Work in progress, less instalments received, stock of goods, stores, materials, etc.		954,386 19 0
4 per cent. first mortgage debentures		1,500,000 0 0	Debtors		534,356 10 7
Reserve fund account, including £15,000 for debenture premiums		500,000 0 0	Shares and debentures in other Companies		341,384 17 2
Loan creditors		58,032 0 0	Cash and bills		489 572 8 6
Creditors		365,693 5 5			
Employes' deposits...		139,473 19 6			
Provision for expenditure on experimental account ...		80,000 0 0			
Provision for liability under Workmen's Compensation Act, 1897		30,000 0 0			
Special provision for renewal of plant		150,000 0 0			
Profit and loss account—					
Divisible Profit	£589,343 10 1				
Less interim dividends, as per profit and loss account ...	87,947 0 0				
		501,396 10 1			
		£6,919,445 15 0			£6,919,445 15 0

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING 30TH JUNE, 1902.

Dr.		*Cr.*	
To Directors' fees and travelling expenses	£3,769 10 2	By Net profits for the year, including balance brought forward, and deducting special provisions for renewal of plant...	£652,698 0 4
„ Interest and bonus on employes' deposits	9,265 7 2	„ Dividends on shares and debentures	9,564 18 7
„ Interest and charges on mortgage debentures ...	62,735 13 9	„ Balance of interest account	2,851 2 3
„ Balance carried down	589,343 10 1		
	£665,114 1 2		£665,114 1 2
		By Balance, being divisible profit	£589,343 10 1
		Less interim dividend of 6d. per share on ordinary shares, paid 1st April, 1902	£80,250 0 0
		Interim dividend of 2 per cent. on preference shares, paid 1st April, 1902	7,697 0 0
			87,947 0 0
			£501,395 10 1

AUDITORS' CERTIFICATE.—In accordance with the provisions of the Companies Act, 1900, we certify that all our requirements, as auditors, have been complied with.

MONKHOUSE, GODDARD, & CO.,
Chartered Accountants.

Newcastle-upon-Tyne, September 17th, 1902.

THE NEW ZEALAND SHIPPING COMPANY, LIMITED.

REGISTERED IN NEW ZEALAND, 1873.

HEAD OFFICES:—

138, Leadenhall-street, London, E.C. Christchurch, New Zealand.

DIRECTORS IN LONDON.

Sir EDWYN SANDYS DAWES, K.C.M.G., Chairman.
Colonel B. M. DAWES.
A. C. GARRICK.
MURDOCH MACIVER.
O. R. STRICKLAND.
JOHN STUDHOLME.
J. B. WESTRAY.

DIRECTORS IN NEW ZEALAND.

H. P. MURRAY AYNSLEY, Chairman, Christchurch.
JOHN ANDERSON, „
Hon. C. C. BOWEN, „
PERCY J. FRYER, „
JOSEPH GOULD, „
A. E. G. RHODES, Christchurch.
G. G. STEAD, „
JOHN STUDHOLME, „
J. R. BLAIR, Wellington.
Hon. E. RICHARDSON, C.M.G., Wellington.

FIFTEENTH annual report of the London directors and twenty-ninth annual report of the Company to be submitted to the shareholders at the general meeting to be held at the Company's offices, 138, Leadenhall-street, on Wednesday, the 1st October, 1902, at noon:—

The directors submit accounts to 30th June, 1902, and recommend a dividend of 5 per cent. for the year, free of income-tax, of which 2½ per cent. was paid 2nd April, carrying forward £10,402 18s. 9d.

The directors record with deep regret the death of their colleagues, Mr. John Beaumont and Mr. Thomas Johnson. The vacancies so caused have been filled by the election of Mr. A. C. Garrick and the appointment of Mr. John Studholme to represent the Colony Board.

The directors retiring by rotation are Colonel Dawes, Mr. MacIver, and Mr. Westray, who are eligible for re-election.

The auditors also retire and offer themselves for re-appointment.

EDWYN S. DAWES, Chairman.

London, 20th September, 1902.

COMPANY'S STEAMERS.

Name.	Tons.	Name.	Tons.
Aorangi	4,268	*Ruapehu* (twin-screw)	7,724
Miowera	3,393	*Tongariro* (twin-screw)	7,661
Otarama	3,935	*Turakina* (twin-screw)	8,027
Papanui	6,582	*Waikato*	4,767
Paparoa (twin-screw)	6,563	*Waimate*	5,610
Pareora	650	*Wakanui*	5,824
Pitone	708	*Whakatane*	5,715
Rakaia	5,628		
Rimutaka (twin-screw)	7,765	Total	84,820

THE NEW ZEALAND SHIPPING COMPANY, LIMITED.

BALANCE-SHEET, 30TH JUNE, 1902.

To Capital paid up—59,230 shares at £8 each			£473,840	0	0	
„ 4 per cent. debenture stock			300,000	0	0	
„ Reserves			50,000	0	0	
„ Sundry liabilities—London	£42,511	19 1				
Colony and abroad	9,128	4 9				
			51,640	3	10	
„ Bills payable—Working account	13,353	8 1				
New steamers	290,300	0 0				
			303,653	8	1	
„ Balances of incompleted voyages			14,161	2	3	
„ Profit and loss account—						
Amount of proposed dividend at 5 per cent.	23,692	0 0				
Less Interim dividend paid 2nd April	11,846	0 0				
			11,846	0	0	
„ Balance carried forward			10,402	18	9	
			£1,215,543	12	11	

By Fleet of steamships, including payments on account of new steamers after deducting depreciation to 30th June, 1902						£993,071	3	9
„ Investments						81,848	1	1
„ Property account—Offices and stores at Auckland, Christchurch, Lyttelton, and Invercargill, stores and wool presses at Napier, Lyttelton, Bluff, and Waitara, office furniture and plant, London and Colony						36,719	5	9
„ Coals and consumable stores, ashore and afloat	£8,524	0	6					
„ Unexpired insurance premiums	1,182	1	9					
						9,706	2	3
„ Cash at bankers, London and Colony	29,634	19	0					
„ Bills receivable	7,069	11	8					
„ Sundry amounts due to the Company, chiefly freights since collected	57,494	9	5					
						94,199	0	1
						£1,215,543	12	11

PROFIT AND LOSS ACCOUNT, 30TH JUNE, 1902.

To Balance of interest account						£21,767	16	2
„ Amount of proposed dividend at 5 per cent.						23,692	0	0
„ Balance carried forward						10,402	18	9
						£55,862	14	11

By Balance brought forward from 30th June, 1901						£8,820	17	0
„ Net profit after deducting depreciation to 30th June, 1902, insurance, London and Colony charges, directors' fees, and the sum of £15,000 added to reserves						47,041	17	11
						£55,862	14	11

We have examined the Company's books and vouchers in London and the accounts received from Christchurch, and we find that the above balance-sheet has been correctly drawn up on the basis of such books and accounts.

58, Coleman-street, London, September 19th, 1902.

JACKSON, PIXLEY, BROWNING, HUSEY & CO., Auditors.

FREDERICK LEYLAND & COMPANY (1900), LIMITED.

REPORT of the directors to be submitted at the third annual general meeting to be held on Wednesday, the 18th March, 1903, at 12 o'clock noon.

The directors desire to place on record their appreciation of the valuable services rendered to this Company and its predecessors for so many years by Mr. Martin, who retired from the position of joint managing-director on 31st December last.

The balance-sheet to 30th November, 1902, duly audited, is now submitted; it is only for eleven months, the International Navigation Company, Limited, having asked that the balance should be made to 30th November last, and again on 30th June next, and that the Company's year should in future close on the 30th June.

The year 1902 has been a very disappointing one in the steamship business, and this has been intensified in our case by the stoppage of cattle shipments from the Northern United States ports, owing to the existence of foot-and-mouth disease in the New England States.

In order to write off necessary depreciation, pay the debenture interest, and 5 per cent. dividend on the preference shares, it has been necessary to transfer £65 500 from the reserve fund, leaving that fund £334,500. The balance at credit of profit and loss account carried forward is £660 16s. 1d.

The directors recommend that Messrs. Price, Waterhouse & Co., be appointed auditors of the Company.

A list of the steamers, including those not yet received from the builders, is attached.

By order of the board,
GEORGE GOLDSWORTHY, Secretary.

Liverpool, 10th March, 1903.

FREDERICK LEYLAND & COMPANY (1900), LIMITED.

FLEET.

No.	Name.	G. Tons.	No.	Name.	G. Tons.
1	*Devonian*	10,418	27	*Tampican*	4,833
2	*Winifredian* ...	10,405	28	**Bostonian*	4,668
3	*Atlantian*	9,354	29	*Barbadian*	4,501
4	*Canadian*	9,301	30	*Jamaican*	4,501
5	*Indian*	9,121	31	*Alexandrian*... ...	4,466
6	*Armenian*	8,825	32	*Cuban*	4,202
7	*Victorian*	8,825	33	*Mexican*	4,202
8	*Cestrian*	8,823	34	*Virginian*	4,195
9	*Bohemian*	8,548	35	*Belgian*	3,657
10	*American*	8,195	36	*Louisianian*	3,642
11	*European*	8,194	37	*Nicaraguan*	3,642
12	*Kingstonian* ...	6,564	38	*Darien*	3,362
13	*Colonian*	6,443	39	*William Cliff* ...	3,332
14	**Chicago*	6,438	40	*Texan*	3,257
15	*Pinemore*	6,306	41	*Floridian*	3,257
16	*Californian*	6,222	42	*Costa Rican*... ...	3,251
17	**Cambrian*	5,626	43	*Almerian*	2,984
18	*Asian*	5,613	44	*Albanian*	2,930
19	*Antillian*	5,608	45	*Yucatan*	2,817
20	**Anglian*	5,532	46	*Bernard Hall* ...	2,678
21	*Iberian*	5,223	47	New steamer (building	12,000
22	*Lancastrian*	5,120	48	Ditto	12,000
23	*Philadelphian* ...	5,120			
24	**Georgian*	5,088			
25	*Columbian*	5,088		Total ...	283,383
26	*Caledonian*	4,986			

*Owned through the Wilsons & Furness-Leyland Line, Limited.

FREDERICK LEYLAND & COMPANY (1900), LIMITED.

Dr. BALANCE-SHEET, 30TH NOVEMBER, 1902. *Cr.*

To Share Capital— 150,000 5 per cent. cumulative preference shares of £10 each, £1,500,000; of which 141,500 have been issued	£1,415,000	0	0	By Steamships, goodwill of business, leases, pier at New York, furniture, plant and fixed machinery, and cost of new steamers delivered, etc., after deducting depreciation	£3 393 776	6	9
[illegible]	650	0	0	„ Payments on account of new steamers building ...	40,014	6	9
				„ Stock of stores, etc., at cost	[illegible]	[illegible]	[illegible]

VICKERS, SONS & MAXIM, LIMITED.

BALANCE-SHEET, 31ST DECEMBER, 1902.

LIABILITIES.

To Capital account—		
Shares—3,689,500 ordinary shares of £1 each, all paid		£3,689,500 0 0
750,000 5 per cent. preference shares of £1 each, all paid	£750,000 0 0	
Stock—Preferred 5 per cent. stock	750,000 0 0	
		1,500,000 0 0
„ 4 per cent. first mortgage debenture stock (£1,250,000) *plus* accrued interest		1,253,992 2 0
„ Bills payable	7,118 15 0	
„ Creditors, including deposits ...	788,107 19 7	
		795,226 14 7
„ Reserve fund account		605,310 13 6
„ Profit and loss account	602,344 8 4	
Less Interim dividend for first half-year, 1s. per share (free of income-tax) on the ordinary shares, and 2½ per cent. (less income-tax) on the 5 per cent. preference shares and preferred 5 per cent. stock...	219,713 5 7	
		382,631 2 9
		£8,286,660 12 10

ASSETS.

By Land, buildings, machinery, tools, plant, patent rights and goodwill at 31st December, 1901 ...	£4,561,111 9 0	
„ Additions to date, after depreciation, etc....	122,188 14 3	
		£4,633,300 3 3
„ Interests in subsidiary and connected Companies ...		1,541,040 7 7
„ Stock of steel, iron, timber, and other materials, and work in progress, *less* instalments received ...		1,327,101 2 7
„ Sundry book debts owing to the Company		489,084 19 10
„ Marketable securities		54,558 15 8
„ Cash at bankers, and cash and bills in hand ...		191,575 3 11
		£8,286,660 12 10

AUDITORS' CERTIFICATE AND REPORT.

In accordance with the provisions of the Companies Act, 1900, we certify that all our requirements as Auditors have been complied with. We have audited the above balance-sheet and report as follows:—The stock-in-trade has been certified by responsible officials of the Company to be valued at or under cost, and not exceeding market prices. The additions to buildings, machinery, and plant have been approved by the board, and details thereof have been laid before us. The investments in subsidiary and connected Companies are taken at their book values, in no case exceeding cost, and the investments in marketable securities are taken at or below market values. In our opinion the above balance-sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs, as shown by the books of the Company.

ALFRED TONGUE & CO.,
W. B. PEAT & CO., } Joint Auditors.

March 5th, 1903.

trusted.

SIR W. G. ARMSTRONG, WHITWORTH & COMPANY, LIMITED.

DIRECTORS.

Sir ANDREW NOBLE, Bart., K.C.B., F.R.S., Chairman.

W. D. CRUDDAS, Esq., Vice-Chairman.

Major-Gen. Sir HENRY J. ALDERSON, K.C.B.

Senator The COUNT ALBINI, Admiral R.I.N.

H. H. SMITH CARINGTON, Esq.

J. M. FALKNER, Esq.

The Hon. E. F. LEVESON-GOWER.

C. W. MITCHELL, Esq.

SAXTON W. A. NOBLE, Esq.

GEORGE W. RENDEL, Esq.

The Right Hon. LORD RENDEL.

HENRY F. SWAN, Esq., C.B.

JOSIAH VAVASSEUR, Esq., C.B.

W. A. WATSON-ARMSTRONG, Esq.

PERCY G. B. WESTMACOTT, Esq.

HENRY WHITEHEAD, Esq.

A statement of accounts is submitted herewith for the year ending the 30th June last, from which it will be seen that, after deducting special provision for renewal of plant, and adding £96,091 6s. 10d. from last year, there remains a profit of £589,343 10s. 1d. on the year's operations.

It is proposed to declare on the ordinary shares a dividend of three shillings per share, free of income-tax, of which sixpence per share has been already paid as interim dividend. This leaves now payable a divi-

as I anticipated, ruinous, for the reason that the banks are without the necessary means, namely, Government Bonds, for guaranteeing either circulation or Government deposits. I pointed out the vicious nature of the banking and currency regulations, and am not, therefore, surprised that the mischief they are working has at last been forcibly borne in on the mind of the Government, which, it is now reported, will, in the next session of Congress, introduce yet another measure of reform, the object of which will be to give the Secretary of the Treasury wider discretionary powers in the matter of the security against which he may grant additional circulation to the banks and deposit with them Government money. It is impossible that affairs can continue on their present lines without one of these days powerfully aiding the other influences which make for a grave financial crisis.

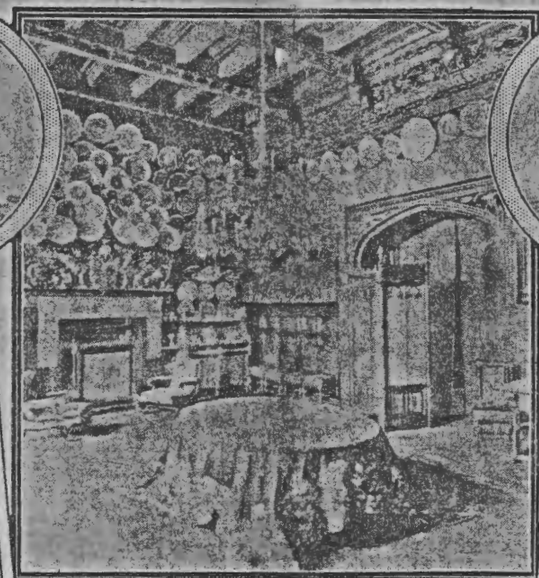
THE uncertainty surrounding the monetary situation has not been altogether without effect in restraining business in the Stock Exchange, which has been at an exceedingly low ebb. There was a rally in *Consols*, but it was quickly followed by a sharp reaction that put back the price to its old depressed level. It is believed that the unliquidated

THE LITTLE-KNOWN GRAND DUKES OF RUSSIA

Personalities of the Men Who Surround the Czar and Their Relations Toward Each Other and the Empire

The Late Grand Duke Vladimir.

GRAND DUKE NICHOLAS NICOLAEVITCH



THE CHIEF DINING-ROOM OF THE LATE GRAND DUKE VLADIMIR'S PALACE AT ST. PETERSBURG

GRAND DUKE CONSTANTINE

Grand Duke Michael.

The Late Grand Duke Alexis.

The Little Czarevitch.

BY A VETERAN DIPLOMAT.

Of all the Courts of Europe, there is none about which less is known by the public, either at home or abroad, than that of St. Petersburg. The Muscovite press is not permitted to refer thereto, and consequently most of the stories that reach these shores concerning it appear first at Vienna and Berlin, where, nine cases out of ten, they have been manufactured out of whole cloth, often for the purpose of influencing the Bourse, be it ever so little.

It is this that accounts for the extraordinary ignorance which prevails in foreign countries regarding the true conditions of the entourage of the Czar and for the misapprehension existing on the subject of the rôle of the Grand Dukes of the house of Romanoff. To judge from what has been printed about them, one would be disposed to imagine that they were all banded together against the Emperor, in the defense of their prerogatives, for the maintenance of the old autocracy of the Crown, and in opposition to popular reforms and constitutional modes of government inaugurated during the present reign.

[illegible] constantly [illegible] of "the Grand Party." Now, nothing of the kind and for the simple reason that

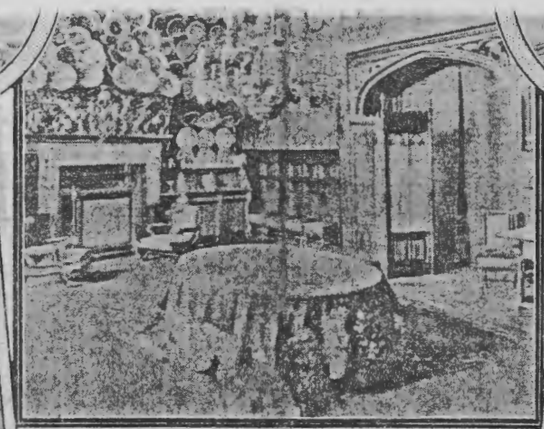
[illegible] napolis was messmate of the Prince of Wales at the Royal Naval Staff College at Greenwich. Thanks to the relations thus established by Nixon with Grand Duke Alexander, he has not only been able to secure valuable contracts from the Russian Government in connection with the reconstruction of the Czar's navy, but has likewise been able to give a considerable amount of advice about the matter, which has contributed to develop the good-will and regard entertained in the Muscovite capital for everything American.

Alexander's elder brother, Michael Michaelovitch, lives entirely abroad. Exiled by Alexander III. for marrying morganatically, in defiance of that monarch's orders, Countess Sophie Merenberg, the natural daughter of Prince Nicholas of Nassau and of Mme. Doubelt, wife of the Russian General and Chef de Police of that name, he was pardoned by the present Emperor a few years ago and restored to his former rank in the army.

But on being ordered to join his regiment at Tiflis, in the Caucasus, where, indeed, he had been born, his wife, who bears the title of Countess Torby, and who through her mother is a grandchild of Russia's most famous poet, Pushkin, declined to bury herself in a place so remote from Paris, the Riviera, and London, where she is a popular figure in society, and accordingly the Grand [illegible]

[March 14, 1909]

The Late Grand Duke Vladimir.



THE CHIEF DINING-ROOM OF THE LATE GRAND DUKE VLADIMIR'S PALACE AT ST. PETERSBURG.

The Late Grand Duke Alexis.

The Little Czarevitch.

The Czar of Russia.

BY A VETERAN DIPLOMAT.

Of all the Courts of Europe, there is none about which less is known by the public, either at home or abroad, than that of St. Petersburg. The Muscovite press is not permitted to refer thereto, and consequently most of the stories that reach these shores concerning it appear first at Vienna and Berlin, where, nine cases out of ten, they have been manufactured out of whole cloth, often for the purpose of influencing the Kaiser, be it ever so little.

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Nothing is more [illegible] than the "Grand Duke party." Few, nothing of the kind, and for the simply reason that [illegible] kind of coherent [illegible] between [illegible] Generally speaking, Russian family ties [illegible] possible to find anywhere in the world. Moreover, there are [illegible] as many dishonest as so many abroad all are to believe.

The Italian and other foes of Russia have been active in the circulation of stories to the effect that the principal grafters of the empire were to be found among the uncles and the cousins of the Czar; that if the fleet of Admiral Rojestvensky made so deplorable a showing on its trip from the Baltic to the China Sea, where it was destroyed by the Japanese in the battle of Tsushima, it was owing to the fact that the money which should have been spent in providing for the proper construction, armament, and general equipment of the ships had been squandered by the Lord High Admiral, Grand Duke Alexis, upon his fair friends; that if there had been so much needless suffering among the troops in Manchuria, it was because the late Grand Duke Sergius had not only embezzled the money subscribed for the relief of the sick and wounded, but had even misappropriated the commissariat supplies causing them to be sold abroad for his own particular benefit, and that if the various national memorials for which public subscriptions had been collected were still awaiting completion, it was because the Grand Dukes intrusted with the Presidency of the committee in charge of the projects had stolen the funds. In fact there is no crime that has not been laid at their door, not only in newspaper and magazine articles, but even in books, such as those of Ular, Joubert, &c.

Now, while the Grand Dukes are no saints, and would be the very last people in the world to put forward pretensions to eventual canonization, they are as a class an infinitely better set of men than is usually believed abroad. True, there is occasionally a black sheep among them, as there is in almost every other well or[illegible] family. Yet on the whole the Grand Dukes are a decent, [illegible] lot of men, and if there is any [illegible] it is that they are not [illegible] enough to be [illegible] in the affairs of state.

My acquaintance with Russian Grand Dukes began with the late Constantine Nicholaievitch, grand-uncle of the present Czar, and father of Queen Olga of Greece, as well as of that other Constantine whom I described some Sundays ago as having translated a number of the works of Shakespeare and Schiller into Russian, and as having produced both "Hamlet" and "The Bride of Messina" on the St. Petersburg stages.

Old Grand Duke Constantine was a wonderfully brilliant man, more widely known abroad than any of the other Princes of his house, and had acquired by foreign travel such liberal and progressive ideas that he was frequently charged with harboring revolutionary sympathies. He used to be known as "the Red Grand Duke," strongly supported the policy of his elder brother, Alexander II., in emancipating the serfs, and was tireless in his efforts to induce that monarch to grant a constitution.

✣ ✣ ✣

Passionately fond of music, and devoted to his violoncello, which he played with the utmost maestria, he loved to surround himself with gifted and talented people, irrespective of their rank, birth, or political opinions. But he hated bores, and nothing was more amusing than the manner in which he was wont to disconcert them when presented to him for the first time. His eyeglass hung around his neck by a very thin elastic cord, and as soon as ever his interlocutor had embarked on some long-winded speech he would quietly give it an imperceptible touch, which had the effect of sending the glass bounding up to his eye, where it remained fixed without any apparent effort or action on his part, save a slight bending forward of the head. He would then gaze fixedly through the eyeglass at the unfortunate speaker, as though nothing had happened.

The effect of this little manoeuvre was to completely disconcert the new presence, whose utterances were cut short. [illegible] country, and he strongly disapproved of the encouragement which she gave to gambling at St. Petersburg. For it today the roulette is regarded as an indispensable piece of furniture in most of the principal salons of the grand monde, it is mainly due to the influence of Vladimir's handsome consort, Maria Pauliowna, and of her friend, Princess Betsy Bariatinski.

Alexander III. entertained such a holy horror of gambling that he was only prevented with the utmost difficulty from issuing a ukase forbidding his liege, under pain of Siberian banishment, to visit Monte Carlo; and when the Prince and Princess of Monaco wished to come to St. Petersburg he caused them to be informed that not only would he not receive or recognise them, but that they would not even be permitted by his police to cross the frontiers of his dominions.

Moreover, Alexander looked upon the Grandduchess Vladimir as the personal representative of Prince Bismarck, and as the active agent of that statesman's policy. It was because he credited her with a readiness to sacrifice Russian to German interests, and with the most insatiable ambition, that he added to the laws of succession [illegible] one a statute forbidding the Czar's eldest son to wed a foreign princess. In order to wed the man whom she loved, has a very fair chance of becoming one day Empress of Russia. Cyril is one of the several scions of the House of Romanoff who have enjoyed the educational advantages of travel in the United States. He is a naval officer by profession, and was on board the battleship Petropavlovsk when it was blown up by a Japanese mine outside Port Arthur, foundering with Admiral Makaroff, the celebrated Russian artist Verestchagin, and some 700 officers and men. Cyril, badly wounded, being among the two-score survivors almost miraculously rescued.

It is only fair to add that if Emperor Nicholas was so strongly opposed to Cyril's marriage, it was because the latter is a first cousin of his wife, and that the Orthodox Church is very strict in its prohibition of unions between people so nearly related. The Emperor objected to the Grand Duchess also as a divorcee, and then, too, in her troubles with her first husband, the Grand Duke of Hesse, he had sided with the latter, who is his most intimate friend, and the Czarina's only brother.

Between Cyril and the throne there are to-day the lives of the little four-year-old [illegible] Alexis, [illegible] Forgotten the affectionate support which they received from Edward VII. in that great crisis of their respective lives; and it is the remembrance thereof that constitutes the real basis of the alliance which has been formed between England and Russia—an alliance which is destined ere long to wipe out of existence, and to relegate to the oblivion it deserves, the—to traveled Englishmen—unpopular alliance between Great Britain and Japan.

Some years after the accession of Nicholas to the throne he was prostrated by an attack of typhoid fever, which overtook him while the widowed Czarina was at Copenhagen and the Vladimirs were in Paris. The Emperor was for a number of days delirious. But so great was the dread which during the lucid moments of his malady he entertained of the possibility of Vladimir taking advantage of the opportunity to proclaim himself Regent, that the young Empress sent a dispatch in his name to the Grandduke and Grandduchess, directing them in the most peremptory fashion to remain in Paris, and to refrain from returning to Russia until further notice.

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This message reached them when they [illegible] account of his kindness, his forty odd years of honor, and his enlightened and progressive views, of which he gave ample evidence during his very successful viceroyalty of the Caucasus.

He received his baptism of fire under Gen. Todleben at the siege of Sebastopol, in the Crimean war; in the campaign of 1877 against the Turks, commanded the army in Asia Minor, and was the first to hasten to the side of Alexander II. after the latter had been struck by the Nihilist bomb in 1881. It was he who supported the mangled Emperor in his arms from the scene of the explosion to that room in the Winter Palace, where the ill-fated monarch breathed his last, and when it was all over it was found that he was drenched from head to foot with his brother's blood. Alexander III. never forgot this, and the profound affection which he always entertained for Grand Duke Michael has been continued by the present Czar.

Michael, it may not be generally known, had a very considerable share in shaping the terms of the present Constitution, that one of the most important debates on the subject in the Council of the Empire, of which he is President, Alexander Narishkine, a great landowner, and a most influential representative of the old aristocracy, put forward the plea that the nobility was entitled to special prerogatives and privileges under the new Constitution, in recognition of its services to the Empire. He was, however, angrily interrupted by the old Grand Duke, who in that loud and sonorous tone of voice which distinguishes his utterances, exclaimed:

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"If I had been in the place of Alexander Alexandrovitch I would not have ventured to speak of the services of the nobility to the empire. Where are the services? The nobles have bled the peasantry to the very marrow, without giving them [illegible]

Grand Duke Michael.

napolis was messmate of the Prince of Wales at the Royal Naval Staff College at Greenwich. Thanks to the relations thus established by Nixon with Grand Duke Alexander, he has not only been able to secure valuable contracts from the Russian Government in connection with the reconstruction of the Czar's navy, but has likewise been able to give a considerable amount of advice about the matter, which has contributed to develop the good-will and regard entertained in the Muscovite capital for everything American.

Alexander's elder brother, Michael Michaelovitch, lives entirely abroad. Exiled by Alexander III. for marrying morganatically, in defiance of that monarch's orders, Countess Sophie Merenberg, the natural daughter of Prince Nicholas of Nassau and of Mme. Doubelt, wife of the Russian General and Chef de Police of that name, he was pardoned by the present Emperor a few years ago and restored to his former rank in the army.

But on being called to join his regiment at Vilna, in the Caucasus, where, indeed, he had been born, his wife, who bears the title of Countess Torby, and who through her mother is a granddaughter of Russia's most famous poet, Pushkin, refused to pass herself in a place so remote from Paris, the Riviera, and London, where she is a popular figure in society, and accordingly the Grand Duke resigned his commission in the Russian army, and accept war, equivalent to duty duty. The Emperor was greatly grieved thereat, and Michael, than it, on the circumstances, preferable to continue living abroad.

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Only two Grand Dukes remain, who are more particularly deserving of note. The one is Grand Duke Nicholas Nicholaievitch, who, in the judgment of military experts at Berlin, Vienna, and Paris, is the most brilliant cavalry General in Europe. He is the son of that Grand Duke of the same name who commanded the Russian forces in Europe during the war of 1877, and has been twice married.

His first wife was the handsome, fascinating, enormously wealthy widow of the great Moscow tea merchant, Bouranine. Since the death of this mercantile consort he has led to the altar Princess Stana of Montenegro, who two years ago divorced the utterly worthless Duke George of Leuchtenberg-Romanoffsky, and is the eldest sister of Queen Helen of Italy. Grand Duke Nicholas Nipholaievitch is a thoroughly honest man, and a splendid soldier. He does not approve of all the Czar's reforms, openly expresses his preference of autocracy to democracy, but is thoroughly loyal and devoted to the Emperor.

The other Grand Duke Nicholas is a son of old Grand Duke Michael, has distinguished himself by his historical researches and by his zoological studies. He is a naturalist of much erudition, and is regarded by the scientific world as the principal authority on the reptiles to be found in the huge dominions of the Czar. His works are published under the name of "N. M. Romanoff," and include a remarkable history of the house of Dolgorouki and a monograph on that Count Paul Strogonoff who, despite his high rank in the old Russian nobility, was the friend and associate of Robespierre, taking a leading part in the French

[March 14, 1909]

...bership, the reigning house, and ...y are, broadly speaking, as divid... family as it is possible to find any... in the world. Moreover, they are ...d a class dishonest, as so many ...e abroad appear to believe.

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...hilists and other foes of Russia have ...been active in the circulation of stories to the effect that the principal grafters of the empire were to be found among the uncles and the cousins of the Czar; that if the fleet of Admiral Rojestvensky made so deplorable a showing on its trip from the Baltic to the China Sea, where it was destroyed by the Japanese in the battle of Tsushima, it was owing to the fact that the money which should have been spent in providing for the proper construction, armament, and general equipment of the ships had been squandered by the Grand High Admiral, Grand Duke Alexis, upon his fair friends; that if there had been so much needless suffering among the troops in Manchuria, it was because the late Grand Duke Sergius had not only embezzled the money subscribed for the relief of the sick and wounded, but had even misappropriated the commissariat supplies causing them to be sold abroad for his own particular benefit; and that if the various national subscriptions for which public subscriptions had been collected were still awaiting distribution, it was because the Grand Duchess intrusted with the Presidency of the committee in charge of the projects had stolen the funds. In fact, there is scarcely one that has not been laid at their door, not only in newspaper and magazine articles, but even in books, such as those of Utar Toubert, etc.

Now, while the Grand Dukes are no angels, and would be the very last people in the world to put forward pretensions to eventual canonization, they are as a class an infinitely better lot of men than generally believed abroad. True, there is occasionally a black sheep among them, and there is in almost every other well-ordered family. Yet on the whole they are a well meaning, honest set of men, who have the welfare of their country at heart, who are in many instances talented, and whose faults are largely due to the atmosphere of adulation in which they have been reared, and to the standards of morality that govern the Slav race—standards which partake rather of the Asiatic than of the Occident.

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None of those now living can in strict truth be said to have been guilty of "grafting." For they are all of them men of private fortunes sufficiently large to admit of even Muscovite extravagance. But they have been unfortunate in the selection of their friends and followers, who have frequently taken advantage of the favor of their imperial patrons for dishonest purposes. This has been particularly the case with the late Grand Dukes Alexis, Vladimir, and Sergius, and with the Emperor's brother-in-law, Grand Duke Alexander Michaelaiovitch, and Grand Duke Nicholas Nicholaiovitch.

That any one of these Princes profited peculiarly from the gross dishonesty of their entourage is untrue. There was no necessity for them to do so. But with all that, the blame for the thefts in question was placed upon their shoulders, and the stories circulated as to their guilt were strengthened by the obstinacy with which they defended their favorites, refusing to lend any ear to the charges against them, and by the indulgence which they manifested when the crime had been brought home to the offenders beyond any possible doubt. But then Russian Grand Dukes who would disdain to steal themselves are possessed of the thoroughly Asiatic idea that nothing can be done without backsheesh, and that since the latter is an established custom it is useless to regard its acceptance as a crime.

My acquaintance with Russian Grand Dukes began with the late Constantine Nicholaievitch, grand-uncle of the present Czar, and father of Queen Olga of Greece, as well as of that other Constantine whom I described some Sundays ago as having translated a number of the works of Shakespeare and Schiller into Russian, and as having produced both "Hamlet" and "The Bride of Messina" on the St. Petersburg stage.

Old Grand Duke Constantine was a wonderfully brilliant man, more widely known abroad than any of the other Princes of his house, and had acquired by foreign travel much liberal and progressive ideas that he was frequently charged with harboring revolutionary sympathies. He used to be known as "the Red Grand Duke." strongly supported the policy of his elder brother, Alexander II., in emancipating the serfs, and was tireless in his efforts to induce that monarch to grant a constitution.

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Passionately fond of music, and devoted to his violoncello, which he played with the utmost maestria, he loved to surround himself with great and talented people, irrespective of their rank, birth, or political opinions. But he hated bores, and nothing was more amusing than the manner in which he was wont to disconcert them when presented to him for the first time. His eyeglass hung around his neck by a very thin elastic cord, and as soon as ever his interlocutor had embarked on some long-winded speech he would quietly give it an imperceptible touch, which had the effect of sending the glass bounding up to his eye, where it remained fixed without any apparent effort or action on his part, save a slight bending forward of the head. He would then gaze fixedly through the eyeglass at the unfortunate speaker, as though nothing had happened.

The effect of this little manoeuvre was to completely disconcert the new presentee, whose utterances were cut short, not only by the manner in which the monocle appeared to fly up to the Grand Duke's eye of its own accord, but also by the fact that his Imperial Highness seemed totally unmoved thereby. So clever a man, and above all, one so impatient of dullness and hypocrisy, has numerous enemies, whose ranks were constantly being increased by his sharp wit and sarcastic, cynical utterances.

The result was that every conceivable story that could be invented was circulated to his discredit, and attempts were even made to prejudice his brother, the Emperor, against him. These, however, met with failure, and when on one occasion the alleged proofs were submitted to Alexander II., tending to show that Constantine was implicated in a revolutionary conspiracy, he declined to take any cognizance thereof, and angrily consigned the documents to the flames, unread.

When Vladimir died, the other day, he was described in almost every American newspaper as having been the favorite uncle of the Czar. Nothing more misleading has ever been printed. In fact, the relations between Vladimir and his nephew, until a year ago, were of the most strained description, and it was only last Spring that a species of reconciliation took place, on the occasion of Grand Duchess Maria Paulowna's conversion to the Orthodox Church, and the Emperor's restoration of her son Cyril to his former honors, with the recognition of his marriage to the divorced Grand Duchess of Hesse. The prejudice of Nicholas I. against the Vladimirs may be said to have been inherited.

The late Emperor Alexander III., thoroughly distrusted his brother Vladimir, and entertained the most pronounced dislike for the Grand Duchess—a sister of the late Grand Duke of Mecklenburg-Schwerin. He resented her refusal to abandon the Lutheran Church for that of her adopted country, and he strongly disapproved of the encouragement which she gave to gambling at St. Petersburg. For if today the roulette is regarded as an indispensable piece of furniture in most of the principal salons of the grand monde, it is mainly due to the influence of Vladimir's handsome consort, Maria Paulowna, and of her friend, Princess Betsy Bariatinski.

The Czar of Russia.

Alexander III. entertained such a holy horror of gambling that he was only prevented with the utmost difficulty from issuing a ukase forbidding his liege, under pain of Siberian banishment, to visit Monte Carlo; and when the Prince and Princess of Monaco wished to come to St. Petersburg he caused them to be informed that not only would he not receive or recognize them, but that they would not even be permitted by his police to cross the frontiers of his dominions.

Moreover, Alexander looked upon the Grandduchess Vladimir as the personal representative of Prince Bismarck, and as the active agent of that statesman's policy. It was because he credited her with a readiness to sacrifice Russian to German interests, and with the most insatiable ambition, that he added to the laws of succession to the throne a statute barring from the crown, and even from the regency, any Grandduke whose consort did not belong to the Orthodox Church.

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Then, too, it is known at every Court and in every diplomatic Chancellerie of Europe, that when Alexander felt himself dying at Livadia in November, 1894, he was so afraid that Vladimir might take advantage of his powers as Commander in Chief of the Troops of the Metropolitan District of St. Petersburg to seize the reins of government, and even the throne, that he caused Count Mousaine Pouchkine, Governor General of Odessa and Commander in Chief of the Army in Southern Russia, to adopt all sorts of military precautions of an elaborate character, destined to prevent anything in the nature of a coup d'état.

It is for the same reason that the late Czar when he realized that his days were numbered, summoned his brother-in-law, the then Prince of Wales, in hot haste from Sandringham to the Crimea, realizing that the presence of the future monarch of the British Empire and of his consort, would serve as a species of restraint upon the Vladimirs, in the event of their making any attempt to possess themselves of the crown.

It may be remembered that Edward VII. was at Alexander III.'s deathbed, and that in compliance with a promise made to the latter just before the end came, he remained by the side of young Emperor Nicholas through all those trying and wearisome funeral ceremonies which were repeated in every important city along the route, from Sebastopol to St. Petersburg, never leaving him until he had seen his nephew safely and securely established on his throne on the banks of the Neva.

Neither Czar Nicholas nor yet his mother, the widowed Czarina, has ever forgotten the affectionate support which they received from Edward VII. in that great crisis of their respective lives; and it is the remembrance thereof that constitutes the real basis of the alliance which has been formed between England and Russia—an alliance which is destined ere long to wipe out of existence, and to relegate to the oblivion it deserves, the—to traveled Englishmen—unpopular alliance between Great Britain and Japan.

Some years after the accession of Nicholas to the throne he was prostrated by an attack of typhoid fever, which overtook him while the widowed Czarina was at Copenhagen and the Vladimirs were in Paris. The Emperor was for a number of days delirious. But so great was the dread which during the lucid moments of his malady he entertained of the possibility of Vladimir taking advantage of the opportunity to proclaim himself Regent, that the young Empress sent a dispatch in his name to the Grandduke and Grandduchess, ordering them in the most peremptory fashion to remain in Paris, and to refrain from returning to Russia until further notice.

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This message reached them when they were already at the Gare du Nord at Paris, about to take their places in the train which was to convey them to St. Petersburg. They had no alternative but to obey and to return to the Hotel Continental, where they had been staying until then.

Emperor Nicholas's removal of Vladimir from the supreme military command of the metropolitan district of St. Petersburg and of the crack corps of the army, namely, that which embraces those picked troops, the infantry, cavalry, and artillery of the [illegible] and the appointment of Grandduke [illegible]holaievitch in his stead, coupled with the Czar's action in banishing Grandduke [illegible] and in depriving him of his military honors for his marriage to the divorced Grandduchess of Hesse, served to still further strain the relations of the monarch with his uncle and aunt, and the consequence was that they remained much aloof from court, spending most of their time abroad, particularly in France, where they gave public manifestation of their indifference to his wishes by openly associating with people who had incurred his displeasure and who had been exiled from Russia, such as Princess Youssoupoffska, the morganatic widow of Alexander II., and Countess Hohenfelsen, divorced wife of the unsavory Gen. Pistolkors, and now the morganatic consort of Grandduke Paul.

If a reconciliation was finally brought about, it was mainly through the agency of King Edward, who was interested in legitimizing the awkward situation of his niece, the ex-Grand Duchess of Hesse, who, as long as Nicholas declined to sanction her marriage to Cyril, was not recognized, either in Russia or abroad, as his lawful wife.

To-day Cyril is third in the line of succession to the throne, and his consort, who can boast of being the only woman now living who voluntarily stepped down from a throne, [illegible] that of a serf, in order to wed the man whom she loved, has a very fair chance of becoming one day Empress of Russia. Cyril is one of the several scions of the House of Romanoff who have enjoyed the educational advantages of travel in the United States. He is a naval officer by profession, and was on board the battleship Petropavlovsk when it was blown up by a Japanese mine outside Port Arthur, foundering with Admiral Makaroff, the celebrated Russian artist Vereschagin, and some 700 officers and men. Cyril, badly wounded, being among the two-score survivors almost miraculously rescued.

It is only fair to add that if Emperor Nicholas was so strongly opposed to Cyril's marriage, it was because the latter is a first cousin of his wife, and that the Orthodox Church is very strict in its prohibition of unions between people so nearly related. The Emperor objected to the Grand Duchess also as a divorcée, and then, too, in her troubles with her first husband, the Grand Duke of Hesse, he had sided with the latter, who is his most intimate friend, and the Czarina's only brother.

Between Cyril and the throne there are to-day the lives of the little four-year-old Czarevitch Alexis, the only son of the Emperor and Empress, and Grand Duke Michael, who is the sole survivor of the Czar's three brothers. Michael is not very strong in health, and is credited with a romantic but unfortunate infatuation, which seems destined to prevent his ever marrying, and thus contributing toward assuring the line of succession. In his boyhood, he was the merriest of all Alexander III.'s children, had a tendency to make fun of everything, to see in all things that came under his notice the humorous feature, and manifested the most pronounced disposition to ridicule and practical joking.

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But of late years his character has undergone a great change, and his affaire de coeur, his ill-health, and other things have contributed to rob him of his sunny temper, and to render him a rather unhappy, broken-spirited looking individual. He was his father's favorite, as he has been that of his mother, to whose influence he is completely subject, and it is possibly owing to this that he does not approve of all the reforms inaugurated by Nicholas, reforms that constitute so radical a reversal of the policy of the late Emperor. Although a familiar figure at Copenhagen, where he spends some months each year with the widowed Czarina, and also a welcome guest at Sandringham, he is but little known at most of the Courts of Europe, and is an absolute stranger to Paris.

There are two other Michaels who are Grand Dukes. The elder of the two is the patriarch of the imperial family and commands as such in a remarkable degree the confidence and the regard of the Czar. Son of the first Emperor Nicholas, and only surviving brother of Alexander II., the liberator of the serfs, he has always enjoyed great popularity, both at home and abroad, on account of his kindheartedness, his lofty sense of honor, and his enlightened and progressive views, of which he gave ample evidence during his very successful Viceroyalty of the Caucasus.

He received his baptism of fire under Gen. Todleben at the siege of Sebastopol, in the Crimean war; in the campaign of 1877 against the Turks, commanded the army in Asia Minor, and was the first to hasten to the side of Alexander II. after the latter had been struck by the Nihilist bomb in 1881. It was he who supported the mangled Emperor in his arms from the scene of the explosion to that room in the Winter Palace, where the ill-fated monarch breathed his last, and when it was all over it was found that he was drenched from head to foot with his brother's blood. Alexander III. never forgot this, and the profound affection which he always entertained for Grand Duke Michael has been continued by the present Czar.

Michael, it may not be generally known, had a very considerable share in shaping the terms of the present Constitution.

At one of the most important debates on the subject in the Council of the Empire, of which he is President, Alexander Narishkine, a great landowner, and a most influential representative of the old aristocracy, put forward the plea that the nobility was entitled to special prerogatives and privileges under the new Constitution, in recognition of its services to the Empire. He was, however, angrily interrupted by the old Grand Duke, who in that loud and sonorous tone of voice which distinguishes his utterances, exclaimed:

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"If I had been in the place of Alexander Alexandrovitch I would not have ventured to speak of the services of the nobility to the empire. Where are the services? The nobles have bled the peasantry to the very marrow, without giving them anything whatsoever in return, not even the slightest attempt to improve their condition or their education. The nobles have monopolized all well-paid Government offices, and through their intolerable neglect have brought confusion into every branch of the administration. They were only to be found when there were any loaves and fishes to be distributed. They have done nothing whatsoever for the empire, and are mainly responsible for the present unfortunate and chaotic condition of affairs. It is perfect nonsense to talk of the services of the nobles to the empire."

Old Michael has several sons, of whom the most important, from the point of view of the influence which he is able to exercise, is Grand Duke Alexander, Inspector General of the Muscovite Navy. Married to the Emperor's eldest sister Xenia, he is at the head of the reform party, in all matters relating to maritime defense, and finding the late Grand Duke Alexis to be an insuperable obstacle to every innovation, was instrumental in securing his removal.

Although he is in point of rank a mere Rear Admiral, yet he is too all intents and purposes the controller of the navy, and this being the case, it may be of interest to call attention to the fact that he has derived most of his inspiration from his friend, Capt. Mahan, U. S. N., whose works he has translated into Russian, and printed and distributed among the younger officers of the fleet.

Grand Duke Alexander, who talks English perfectly, spent some time in this country on the occasion of the Columbian celebration, and was extensively entertained in New York. It was then, I believe, that he first made the acquaintance of Lewis Nixon, whom he subsequently learned to know and appreciate still more highly during the several sojourns on the banks of the Neva of this New York shipbuilder, who after graduating from Annapolis, was [illegible] that the Czar could not accept any assignment of military duty. The Emperor was greatly grieved thereat, and Michael finds it, in the circumstances, preferable to remain living abroad.

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Only two Grand Dukes remain who are more particularly deserving of note. The one is Grand Duke Nicholas Nicholaievitch, who, in the judgment of military experts at Berlin, Vienna, and Paris, is the most brilliant cavalry General in Europe. He is the son of that Grand Duke, of the same name who commanded the Russian forces in Europe during the war of 1877, and has been twice married.

His first wife was the handsome, fascinating, enormously wealthy widow of the great Moscow tea merchant, Bourenine. Since the death of this morganatic consort he has led to the altar Princess Stana of Montenegro, who two years ago divorced the utterly worthless Duke George of Leuchtenberg-Romanoffsky, and is the eldest sister of Queen Helen of Italy. Grand Duke Nicholas Nicholaievitch is a thoroughly honest man, and a splendid soldier. He does not approve of all the Czar's reforms, openly expresses his preference of autocracy to democracy, but is thoroughly loyal and devoted to the Emperor.

The other Grand Duke Nicholas is a son of old Grand Duke Michael, has distinguished himself by his historical researches and by his zoological studies. He is a naturalist of much erudition, and is regarded by the scientific world as the principal authority on the reptiles to be found in the huge dominions of the Czar. His works are published under the name of "N. M. Romanoff," and include a remarkable history of the house of Dolgorouki, and a monograph on that Count Paul Stroganoff who, despite his high rank in the old Russian nobility, was the friend and associate of Robespierre, taking a leading part in the French revolution under the name of "Paul Etchec."

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Owing to the extremely advanced age of Nicholas, he has, like his uncle, the late Grand Duke Constantine Nicholaievitch, been dubbed with the surname of the "Red Grand Duke" and unjustly charged, just as was that Prince, with revolutionary afflictions, and is regarded at the Court of St. Petersburg and by the old aristocracy somewhat in the same light as Egalite Duke of Orleans a hundred years ago in France. His failure, in consequence thereof, to receive military commands to which he was entitled by seniority has served to embitter him, a fact which he does not make any attempt to conceal, and he is but little seen at Court or in St. Petersburg society.

Let me add in conclusion that the actions of the reigning house of Russia lose the title of Grand Duke and the predicate of Imperial Highness after the third generation of descent from the sovereign. Thus, the children of Grand Duke Constantine, Constantinovitch and of Alexander, Michaelaiovitch, being merely great-grandchildren of Emperor Nicholas I., are plain Princes and Princesses Romanoff and cease to enjoy the status and prerogatives of members of the imperial family.

Chinese Incense.

THE incense is made into sticks about six inches in length, the Shi Shang being black and the Mong Shang yellow. It is of universal use and is manufactured in almost every city and village throughout the empire. The ingredients forming the composition of the incense, which are principally from the south of China, are as follows: Elm bark, clove, olibanum, putchuck, sandalwood dust, garee, laka, aniseed, musk, orange peel, galango, dried ginger, sapanwood, rhubarb, myrrh, cassia, and camphor.

BIDDING KEEN ON ARGENTINE SHIPS

Shipbuilders Gather in London Seeking Contracts for Republic's Naval Equipment.

ALL NATIONS REPRESENTED

Commissioners Invite American, British, French, German and Italian Experts to Meet Them.

[SPECIAL DESPATCH TO THE HERALD VIA COMMERCIAL CABLE COMPANY'S SYSTEM.]

HERALD BUREAU,
No. 139 FLEET STREET,
LONDON, Saturday.

There is a formidable gathering of naval shipbuilding rivals in London to compete for the contract to supply the Argentine government with two Dreadnoughts and several destroyers.

The commissioners appointed by the Argentine government to receive tenders have invited the leading British, German, Italian and American naval instructors to meet them in London when the tenders are examined. The Navy Department at Buenos Ayres will be asked by cable to settle the competition before the representatives of the various firms leave London.

I have had a conversation with Mr. H. S. Grove, president of the Philadelphia firm of Cramps, which built fully half of the American navy in the old days. He informs me that Americans are as nearly as possible indifferent to European naval quarrels, but that naval authorities agree thus far that if Germany fought Great Britain the whole influence of the United States would be thrown into the British cause.

"As for the inclusion of the United States in a two power standard," said Mr. Grove, "Great Britain can do it or not, the prospect being that there will not be an increase in American sea force proportionate to the growth of population." The American and British fleets, based on a one power standard against Germany, would be, he thinks, sufficient for British naval supremacy against any combination.

MARCH 31, 1909.

SCHWAB TO BUILD 3 SHIPS FOR ARGENTINA

The Bethlehem Steel Company's New York sales office have received a cablegram announcing that the works at Bethlehem, Pa., had received a contract from the Argentine Republic for three battleships at a cost aggregating nearly $20,000,000.

This is the business that called Charles M. Schwab to Europe in January, when he and J. P. Morgan went abroad on the same boat. Morgan and Schwab at the time declared their voyage together was a coincidence.

Literally this was true, but at the same time the coincidence was fraught with deep business significance. While Mr. Schwab was dealing with the naval engineers who had the Argentine order in hand, Mr. Morgan was handling the fiscal end of the business.

SECOND SECTION.

NEW

ROW OVER ARGENTINE SHIPS

BRITISH SHIPBUILDERS TRY TO EXPLAIN A DEFEAT.

The Awarding of the Contract to America Attributed to Promises Made at Washington—Effects of Free Trade Also Blamed—British Pride Hurt.

LONDON, Feb. 10. Surprise and dissatisfaction have been caused by the announcement that the Fore River Shipbuilding Company of Massachusetts has scored a victory over English firms in securing the contract for the two new Argentine warships. Various reasons are assigned for the British defeat. Some critics have jumped to the conclusion that British naval shipbuilding is on the wane and the tariff reform press has of course hastened to lay the blame on Britain's policy of free trade.

The *Daily Mail* lays emphasis on two facts, first, that the American price is lower than the lowest British quotation by $40 a ton, or more than 10 per cent. of the cost; secondly, that the foreign firms were all prepared to promise quicker delivery than the British. It is pointed out that Blohm & Voss, the German firm, only required from twenty-seven to thirty months, against the thirty-three demanded by Armstrong & Vickers, and yet Blohm & Voss have now in hand three German Dreadnoughts, or quite as heavy a programme as Armstrong & Vickers. In an editorial article it says:

"The capture of the order for two Argentine Dreadnoughts by an American firm of shipbuilders is one of the most remarkable blows to free trade yet recorded. * * * But an even more disagreeable fact remains. In addition to the British and American firms, Italian and German firms also tendered. Both Italy and Germany are protectionist States. Yet their tenders also were below the British. Indeed, German yards have secured the orders for four destroyers by underbidding British shipbuilders.

"The free trade country was thus beaten by all its protectionist rivals. It came last, whereas according to the free trade theory it should have been easily first. There must be something very wrong with a theory which is so lamentably upset whenever it is tested."

This article brought forth a statement from Arnold F. Hills, chairman of the Thames Iron Works, which is building one of Great Britain's latest Dreadnoughts. In a letter to the *Daily Mail* Mr. Hills says:

"The suggestion that the placing of the order for the new Argentine battleships in America is a blow to free trade appears to be based on a misapprehension of the facts so far as British tenders were too high. This may be attributed to the existence of powerful rings which control the supply of armor and armament, and which, I need scarcely say, have nothing [illegible] to with the principles of free trade.

"But [illegible] also mention that our own firm su[illegible] designs and [illegible] for these battleships of at least [illegible] greater battle efficiency than the design selected and [illegible] $50,000 less cost than the accepted pr[illegible] The reasons which determined the distribution of these orders were w[illegible]out doubt primarily political in the widest sense of the word."

To a correspondent who criti[illegible] statements Mr. Hills replied [illegible] ing that he should "inquire [illegible] Knox recently justified to the United States Senate a large increase in the secret service vote by the statement that he had been able to secure the contract for the construction of the Argentine battleships for an American yard."

The *Daily Telegraph*'s naval correspondent, one of the best informed writers on naval matters, supports Mr. Hills's assertion that political influence had much to do with the placing of the contract in America. "Many reasons," he says, "apart from the question of price and the general financial adjustment of the contract no doubt had some influence in the final placing of the Argentine contract. It has been well known [illegible] we gave, whereas the English firms were above it. They were nearly £150,000 above the figure fixed as the limit and £180,000 above the price of the American firm."

The naval correspondent of the *Daily Telegraph* offers balm to the wounded pride of the English by assuring them that the loss of the Argentine contract is of no significance as far as the productive capacity of British naval shipbuilding firms is concerned. He points out that at the present moment work is going on in various yards on the construction of thirteen first class armored ships, twelve unarmored cruisers and forty torpedo destroyers, all British vessels. Besides these there are a number of foreign men of war building in Great Britain, including two battleships of the largest size and smaller vessels for Brazil, and other orders are being carried out for Italy and Austria-Hungary.

British firms are furthermore cooperating in the reconstruction of the Russian and Spanish fleets and are also negotiating for the ships required by Canada, while contracts are to be placed immediately by the Admiralty for the two Dreadnought cruisers ordered by the Australian Commonwealth and New Zealand Governments, and for the small cruisers and torpedo craft, to be built for the same Dominions.

Although the Argentine contract has gone to America, says this writer, British firms have the prospect of an exceedingly busy time ahead, and there is no ground for regarding the loss of these two South American vessels as an incident of special significance. Certainly it does not point to any decline in the ability of British firms to compete successfully for foreign work and to execute it expeditiously.

In view of the great activity of the British firms it is suggested that they were less willing to cut their prices than their less occupied rivals on the other side of the Atlantic.

SAW HAMPTON ROADS BATTLE.

Eyewitness Tells of Merrimac-Monitor Fight.

R. P. Waller of Norfolk, Va., who is [illegible] the Imperial, says that he watch[illegible] through a spyglass the whole fight [illegible] tween the Merrimac and the Fe[illegible] fleet in Hampton Roads and the [illegible] between the former and the Monit[illegible]

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["Row over Argentine ships"]

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"But I may also mention that my own firm submitted designs and tenders for these battleships of [illegible] per cent. greater [illegible] than the [illegible] and at some £50,000 less cost than the accepted price. The reasons which determined the distribution of these orders were without doubt primarily political in the widest sense of the word."

To a correspondent who criticised his statements Mr. Hills replied by suggesting that he should "inquire why Mr. Knox recently justified to the United States Senate a large increase in the secret service vote by the statement that he had been able to secure the contract for the construction of the Argentine battleships for an American yard."

The *Daily Telegraph's* naval correspondent, one of the best informed writers on naval matters, supports Mr. Hills's assertion that political influence had much to do with the placing of the contract in America. "Many reasons," he says, "apart from the question of price and the general financial adjustment of the contract no doubt had some influence in the final placing of the Argentine contract. It has been well known for some time in Washington that for political reasons influence was being used from the capital with a view to such consummation."

This suggested explanation finds ready acceptance here, inasmuch as it would prove if true that it was not inability of British firms to meet foreign competition that caused them to lose the contract. With regard to the nature of the influence which is alleged to have been exercised at Washington the *Shipping World* says:

"Men of the highest authority and in the best position to know accept the statement that the two battleships have gone to the Fore River company, or the American syndicate, influenced by the guarantee that the Argentine navy shall not be attacked until the new war tonnage is in commission.

"If we assume the truth and substantial accuracy of this extraordinary statement," adds the *Shipping World*, "then it comes to this: President Taft and his Secretary of State, Mr. Knox, have pledged the naval power of the United States to defend the naval power of the Argentine until these warships are ready to fight, conditional upon the substantial part of the order being given to the Fore River company, or, to speak more accurately, the American syndicate.

"Well, if we admit the possibility of such a thing may we ask what is to prevent Germany or France or the United Kingdom from guaranteeing Brazil or Chile or any other Power that in consideration of an order for three or four battleships and six or eight cruisers the country receiving the contract will undertake to deliver the ships before the American order can be executed and to defend their customer against Argentine and American aggression until the ships are in commission and ready to accept or offer battle to the Argentine navy? * * * We decline to believe that President Taft and his Secretary of State could lend an ear to a transaction which could only be adequately described as the most colossal piece of cupidity, duplicity and folly to be found in the history of international transactions."

The members of the Argentine naval commission now in London declare emphatically that political influence had no voice in the award of the contract. Admiral Domecq Garcia, head of the commission, who signed the contract in London on behalf of his Government, has related the history of the negotiations and explained how it was the English firms were beaten.

"At first," he said, "tenders were invited from shipbuilding firms in all countries—from some fifteen firms altogether—among that number being several English firms, but the prices were too high. Eight firms, including three English, were asked to tender again.

"Again the prices were not what we wished and a third tender was asked for from five firms. These five included two English firms—Vickers, Sons & Maxim and Armstrong, Whitworth & Co.—one American firm, one Italian and one German. These firms were told that my Government fixed the price of the two battleships at £2,200,000 each and no more.

"When the final tenders were received that from the American firm was the lowest. [illegible] Italian and the German firms both tendered at about the price

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Sunday Times

THE T

ARGENTINE'S FLEET MAY BE BUILT HERE

Four American Firms Contest with English, Germans, and Italians for Big Warships.

TWO OF DREADNOUGHT TYPE

Liberal Conditions Bring Out Record Competition—Germany Hopes for Contract and Italy Seems Favored.

Special Cable to THE NEW YORK TIMES.

LONDON, March 27.—Competition for the contracts to build two battleships and six large and a number of small torpedo boats and destroyers for the Argentine Republic has assumed an unusual scope, owing to the liberal way in which the proposals of the South American Government are drawn.

They can hardly be called specifications at all, so general are their terms. The consequence is that a greater number of shipbuilding firms have come forward with bids probably than ever before took part in such a contest. Four great American shipyards are represented in the bidding, and all have agents in London awaiting a definite indication of the result.

The Argentine Republic some months ago appointed an expert commission to proceed to London and invite proposals for the building of these vessels. It had very ample powers and has exercised them in an unexampled manner. The naval authorities look for some very original suggestions in plans and designs which nearly all the leading shipbuilding concerns of Great Britain, France, Italy, Germany, and America have submitted.

The head of the Argentine commission is Admiral Garcia, who is regarded as a man of great ability and sound judgment. The Argentine Government has prescribed merely the trial displacement of the vessels, the thickness of their armor, the number of guns that they shall carry, and that there shall be a secondary battery of "sufficient" size—to use the exact English equivalent of the term employed in the official document.

The battleships are to be of the Dreadnought type, of 20,000 tons trial displacement, and the average estimate of their cost is $10,000,000 each, including armor, guns, and other equipment. The large torpedo boat destroyers are to be of 250 tons and will cost about $650,000 each.

The American shipbuilding concerns which have bid upon the contracts are the Cramps, the Fore River, the Newport News, and the New York Shipbuilding Company of Camden, N. J. Henry S. Grove represents the Cramps' Company, of which he is President. The New York Shipbuilding Company is also represented by its head, De Courcy May; the Fore River Company of Quincy, Mass., by Rear Admiral F. T. Bowles, who is on the retired list of the United States Navy, and the Newport News Company by G. Gauntlet, all of whom are now in London.

It is understood that the American bidders have only a slight hope of getting the important contract. The German Government, it is said, eagerly desires that the two battleships shall be built at a yard or yards in that country, as, in case of its becoming involved in a naval war, it could impress them, if finished, into its own navy upon paying indemnity to the Argentine Republic.

There seems to be a prevalent opinion among those well informed on the subject that Italian shipbuilders are the most likely to get the larger awards, or at least a lion's share of them, the relations of Italy with Argentina having been for many years especially cordial.

arations and the nation thereby be strengthened."

How He Liked It.

THE Pittsburg millionaire, under guidance of his Social Mentor having his first experience Wagnerian opera. The Social Men somewhat nervous over the ou the experiment, and watched out of the tail of his eye. A loo peaceful enjoyment shone on

China's Naval Plans.

AN Imperial edict, ordering the formation of a board for the purpose of devising plans for the crea of a new Chinese navy has been issued from Peking. As translated, the edict reads:

"Shan-ch'i, Prince Su, has submitted to us a memorial requesting that preliminary steps toward the creation of a navy be taken. The substance of the memorial reveals foresight. The creation of a navy is important in the government of the country. Let Shan-ch'i, Prince of Su, Tsai-tse, Imperial Duke of the First Degre T'ieh-liang, President of the Board of War, and Admiral Sa Chen-ping make these first preparations as outlined in the memorial referred to. Let I-k'uang, Prince of Ch'ing, constantly examine into what they do, so that they may exercise due caution. When the essentials of the course of action to be followed have been settled, let further instructions be requested.

"Inasmuch as the duties of T'ieh-liang are many and important, let him be relieved from his post of commissioner to train a palace guard, so that he may with undivided attention attend to these prep-

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disciplined.

CHINA TO ENLARGE NAVY

United States May Get Slice of $200,000,000 to Be Spent.

Special Despatch to The
Washington, Oct. 10.—Contracts involving the purchase of more than $20,000,000 worth of war munitions and battleships will be made by China within the next six months. Official information to this effect is daily expected. These contracts, it is stated, are merely the first batch made necessary by China's plans to build a great navy and enlarge its army. Baron Liang, son of Sir Chentung Liang Cheng, former Chinese Minister to this country, heads the imperial commission which will arrive in the United States in two weeks. Its purpose is to report upon the advisability of placing the orders with American firms.

China's army, at under German tuition, in present footing is 400,000 men, while the war reserve is eight times greater. China's policy is to have a standing army of about 1,500,000 men. The Celestial Empire has been impressed with the results of American built warships. It is so well informed that British influence in favor of English-built men-of-war has hardly made a dent in the original idea of investing in America. England and perhaps other nations, will have a share in the sale of armament, but the United States occupies the foremost place. Washington expects any day to hear that the Chinese Government will appoint naval and military attaches to its legation. The time is considered propitious by diplomats, who regard the changes in the Far Eastern embassies at Washington as bearing on this weighty question.

The plans of China to increase its military and naval forces entail an expenditure of $200,000,000.

Official Washington believes that the entire world will share in the loan which China will float, in order to meet these expenses.

Pastor's Farewell Sermon.

Rev. Dr. George E. Rees, who resigned from the pastorate of the New Tabernacle Baptist Church, Fortieth and Chestnut Streets, preached his farewell sermon yesterday. Dr. Rees, who was pastor of the church for thirty-seven years, leaves to accept the call to the Queen's Park Baptist Church, Glasgow, Scotland. A set of resolutions of regret were presented to him by his parishioners yesterday.

CASTRO APPRAISES HIMSELF

TAKES A PLACE MODESTLY IN THE NAPOLEON CLASS.

His Manifesto of Reproach to the Venezuelan People Returns in Thirty-Nearly Denounced a Few Mighty Nations and Created New Dorados.

Berlin, Feb. 27.—Novelists in all history can be found anything to equal the proclamation which Cipriano Castro, erstwhile President of Venezuela, has sent from his safe refuge in Berlin to his fellow citizens. This is what he says:

"Since the day when I unfolded the flag of liberal restoration in our country until now I have been guided exclusively by the thought of the welfare of my fatherland and of my fellow citizens. Upon the altar of this noble purpose I have sacrificed that is highest to man—my repose, my possessions, and my very existence. In the service of this sacred duty which the love of my country has imposed upon me I have exhausted all my strength and it is due to the mercilessness of Providence which guided my full hand of powerful arm which nearly demolished three of the mightiest nations of the Old World. Thus Venezuela could raise its head, a free and proud country.

The great manufactories and the national enterprises, new Dorados, are the fruit of my capable administration. And if certain diplomatic negotiations were broken off the reason is that I shattered the yoke of foreign control and erected an insuperable barrier to the boundless greed of the foreigner.

"And despite all this, ye ungrateful people all the world knows how you have treated him who left his country to regain his health, broken in the service of the fatherland, in order to continue later his great work of reform. But far from feeling cast down, it fills me with pride and satisfaction because we great resemble each other even in misfortune. Napoleon died in exile, Miranda ended his last as prisoner of war in Cadiz, and Bolivar, who shared with glory and martyrdom, was the victim of ingratitude on the part of his fellow citizens.

"Venezuelans, I will place no obstacle in the way of your misguided choice. Only wish it to be so. I divest myself of the power you once granted me, and while I take up the pilgrim's staff I recommend you to see to it that drawing by country shall remain great, continuously progressive and happy as Bolivar dreamt it and as I have brought it

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AL ADVERTISER, NEW YORK, WEDNESDAY, MAY

CHINA'S RAILWAYS TEMPT CAPITAL

Conflicting Foreign Spheres—American Overtures for Participation.

The negotiations of the past two or three months in respect to the Chinese railway loans are of great political and commercial interest to this country. They are most suggestive in the light they throw upon China's internal development, upon the new course which her relations with foreign interests anxious to provide her with capital are assuming, and upon the competition of the financial groups—particularly the German, French, and British groups—which have been disputing the field. Reviewing these events, it is seen that there is not only increasing activity in the development and building of the Chinese railways, but that China is beginning to deal with her foreign creditors with a firmer hand and is trying, with some success, to dictate her own terms. Whether this is due to her own increasing self-assurance or mainly to her shrewdness and dexterity in playing one group of bankers off against another is a different question. The events of the past three months, while they might seem to indicate that the latter is the case, are not conclusive.

The pivotal dates in this very recent history are probably March 1, April 3, and May 6 or 7. These events all centre upon the determination of German financial interests to get into the field on their own terms if that seemed possible; if it did not seem possible, then by making large concessions to the demands of the Chinese—concessions which British and French, not to speak of American, interests had doggedly opposed. In a protocol provisionally signed on March 1 between British, French, and German financiers interested in the construction of Chinese railways it was agreed that they would not bring out a loan except upon stated conditions, the most important of which was the European "control" of the expenditure of the money. The French and British in particular had had such experience of the dealings of Chinese officials with loans raised for railway purposes that they were quite resolved upon foreign supervision.

What was the surprise of these latter groups then when it appeared that the German group, accepting Chinese terms, soon afterward concluded a preliminary agreement with the Chinese government for a loan of £3,000,000 for the construction of the northern portion of the Canton-Hankow Railway, that important road which is to bind together the extremities of their sphere south of the Yangtse River that Great Britain is still pleased to consider in some sort her own. At meetings held on April 2 and 3 in Paris by the three groups of financiers this revelation caused considerable heat. To the British and French charges of bad faith the Germans replied that they had arranged the loan before the protocol of March 1 was ratified. But this only served to fan the flame, the British and French groups causing it to be made known that unless the German group retracted formal protest would be made to the Chinese government on the ground that that government had not first submitted its intention to the British government in accordance with a convention entered into in 1905. The friction continued until early in the present month but it was not without important results. By that time, according to a despatch of May 7 from Pekin, a remarkable change had taken place.

The loan was to be increased from £3,000,000 to £5,500,000. The Germans were to give up the Canton-Hankow section, and instead were to build what is known as the Hankow-Szechuen road—a road which leads westward from Hankow into one of the richest sections of China, way construction are again recognized and more firmly established.

It is understood that certain American interests made overtures for a part of these loans, but were told their money was not wanted. Perhaps they would have pushed the matter harder if they had not believed that the British and French groups would make good their resolve to oppose any loans without a reservation for foreign control of the expenditure. For some time ago it was said that any indication on the part of America that she was prepared to lend China money for railways without such supervision of expenditure would be gladly welcomed. But American interests are not likely to be permanently checked by this experience. They feel that a rich opportunity is opening up in China, and no one will doubt that with customary energy they will endeavor to participate in it.

According to the report of the Chinese government officials for 1908, the 1,734 miles of the "only completed" railroads in that country showed a net profit of about $2,500,000 for the year after payment of interest on capital invested. This amounts to about $1,425 a mile. But the opportunity has more sides than one, as is evinced by the fact that in the latest loans an explicit bargain has been made that the countries providing the funds may also provide the materials wherewith the roads are built and operated. Even when there is no such explicit bargain, rails and equipment are likely to be purchased in the country advancing the money.

The Tobacco Habit.

Editor of The Globe:

Sir—Your correspondent "H. Westphal" in his letter in your issue of the 5th inst. writes of the "gentle and attractive graces of Lady Nicotine." Any vice can be as seductively referred to by its votaries—especially if they have financial interests as an incentive. They know the kind of bait to throw out to the weak minded and thoughtless in seeking to gather them in as victims.

Your correspondent further writes:

"There, where men smoke, thou mayst serenely rest;
For men who smoke are of all men the best."

In answering the first part of the above quotation allow me to say that Fourier exclaimed in one of his prophetic sentences: "The nation that smokes perishes." This to some may seem to be exaggeration; but it will bear inspection, and the honest and unbefogged mind will need no light of the caustic candle to clearly perceive that producing artificial tranquillity by a drug—whether it be opium, cocaine, chloral, or tobacco—in the place of growth-urging discontent, is an offense against our better nature, weakening that power of progressive achievement that ought to characterize nations and men.

William Lloyd Garrison has written: "The nation that makes narcotizing and intoxicating its people the most profitable investment of capital cannot long hold its place in the march of the world." Witness Spain, Persia, Turkey, Syria, Mexico, Egypt, and all the retrograde countries where even the women are its prey.

In answer to the second part of your correspondent's quotation, let me say that degenerates "smoke"; therefore, according to Mr. Westphal, they "are of all men the best." Corner loafers "smoke"—therefore, according to Mr. Westphal, they "are of all men the best." Criminals "smoke"—therefore, according to Mr. Westphal, they "are of all men the best." "High financiers" "smoke," therefore, according to Mr. Westphal, they "are of all men the best." Mr. Westphal is in good company according to his own estimate of "all men" who "smoke."

Strange that there are some people left in the world who have not fallen to the level of sucking poison from a weed, and blowing from their mouths irritating and harmful smoke into the atmosphere others have to breathe. Noble employment, a mark of manhood!

On which side is normality and on which abnormality? These questions are a test for sanity.

CHARLES G. PEASE, M. D.

New York, May 10.

Editor of The Globe:

Sir—You are entitled to great praise for your willingness to permit correspondents to express their views on both sides of the tobacco smoking habit, for newspapers are generally unwilling to publish anything hostile to it, probably because most journalists, like most other men, are smokers, but chiefly because tobacco smoking as now practised is so general as to seem almost universal. They consider it unpopular and, therefore, bad policy to attack such a popular custom, however bad it may be. So the press makes no protest against the vice of tobacco smoking in public places, indoors and out, which pollutes the air all have to breathe, and besides it is an intolerable nuisance and is a source of discomfort prejudicial to the health of all non-smokers as it is to that of the smokers themselves.

It is, therefore, a more harmful vice to the people at large than drunkenness; for strong drink only affects its individual victims, whereas tobacco smoke poisons the air that all within reach of its fumes have to breathe. Its fumes are injurious to every one

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poses that they were quite resolved upon foreign supervision.

What was the surprise of these latter groups then when it appeared that the German group, accepting Chinese terms, soon afterward concluded a preliminary agreement with the Chinese government for a loan of £3,000,000 for the construction of the northern portion of the Canton-Hankow Railway, that important road which is to bind together the extremities of the "sphere" south of the Yangtse River that Great Britain is still pleased to consider in some sort her own. At meetings held on April 2 and 3 in Paris by the three groups of financiers this revelation caused considerable heat. To the British and French charges of bad faith the Germans replied that they had arranged the loan before the protocol of March 1 was ratified. But this only served to fan the flame, the British and French groups causing it to be made known that unless the German group retracted formal protest would be made to the Chinese government on the ground that that government had not first submitted its intention to the British government in accordance with a convention entered into in 1905. The friction continued until early in the present month—but it was not without important results. By that time, according to a despatch of May 7 from Pekin, a remarkable change had taken place.

The loan was to be increased from £3,000,000 to £5,500,000. The Germans were to give up the Canton-Hankow section, and instead were to build what is known as the Hankow-Szechuen road—a road which leads westward from Hankow into one of the richest sections of China, a section for the proper development of which railroads are imperative, owing to the fact that the rivers there are made non-navigable by the many rapids. German engineers and material were to be employed in the building of this road. The British—or, perhaps, we should say the British and the French—were to secure the Canton-Hankow road, which is to be built by British and French engineers with British and French material. And, finally, but in many respects most important, the loan is to be issued upon China's original terms—the terms that were first refused by the British, then accepted by the Germans.

The character of the terms required by the Chinese and supposed to have been granted by the Germans is not definitely known. Some of the details of a despatch of April 8 from Berlin to the London Times, purporting to give these terms, are questioned by financiers acquainted with the situation. According to this despatch, the loan, which at that time stood at £3,000,000 and was repayable in thirty years, was to bear interest at 5 per cent., which would be secured first upon the "likin" revenue—that is, the interior transit revenue—of the provinces through which the railway passes. This despatch further stated that the loan would be eventually secured by a mortgage on the railroad itself, but this seems to have been a mistake. It is denied in more than one responsible quarter. The crucial point was the provision that the railway should be constructed under Chinese management, though German engineers were to be employed, a German auditor would be authorized to check the accounts, and German materials would be used in so far as Chinese material was not available.

The use of German engineers and a German auditor signifies little as far as China's insistence upon her control of the expenditure is concerned. The Statist of London in its issue of April 10 remarked that "the engineers cannot insist that the money raised shall be laid out on the railway; nor are the auditors armed with the power to see how the money is laid out." Not until account is taken of the assertion that Chinese officials are as corrupt as ever, and aid and abet each other in the malversation of funds committed to their charge, is the possible significance of Chinese control made manifest. The result, then, is that China seemingly by playing the Germans off against the French and British, has executed a clever coup by which the Chinese terms come out on top, and something like "spheres" of foreign rail-

offense against our better nature, weakening that power of progressive achievement that ought to characterize nations and men.

William Lloyd Garrison has written: "The nation that makes narcotizing and intoxicating its people the most profitable investment of capital cannot long hold its place in the march of the world." Witness Spain, Persia, Turkey, Syria, Mexico, Egypt, and all the retrograde countries where even the women are its prey.

In answer to the second part of your correspondent's quotation, let me say that degenerates "smoke"; therefore, according to Mr. Westphal, they re of all men the best." Corner loafers ke"—therefore, according to Mr. Westpha hey "are of all men the best." Criminals smoke"—therefore, according to Mr. Westphal, they "are of all men the best." "High financiers" "smoke," therefore, according to Mr. Westphal, they "are of all men the best." Mr. Westphal is in good company according to his own estimate of "all men" who "smoke."

Strange that there are some people left in the world who have not fallen to the level of sucking poison from a weed, and blowing from their mouths irritating and harmful smoke into the atmosphere others have to breathe. Noble employment, a mark of manhood.

On which side is normality and on which abnormality? These questions are a test for sanity.

CHARLES G. PEASE, M. D.

New York, May 10.

Editor of The Globe:

Sir—You are entitled to great praise for your willingness to permit correspondents to express their views on both sides of the tobacco smoking habit, for newspapers are generally unwilling to publish anything hostile to it, probably because most journalists, like most other men, are smokers, but chiefly because tobacco smoking as now practised is so general as to seem almost universal. They consider it unpopular and, therefore, bad policy to attack such a popular custom, however bad it may be. So the press makes no protest against the vice of tobacco smoking in public places, indoors and out, which pollutes the air all have to breathe, and besides it is an intolerable nuisance and is a source of discomfort prejudicial to the health of all non-smokers as it is to that of the smokers themselves.

It is, therefore, a more harmful vice to the people at large than drunkenness; for strong drink only affects its individual victims, whereas tobacco smoke poisons the air that all within reach of its fumes have to breathe.

These fumes are injurious to every one and a rank poison to many, for there are, as chemical analysis has shown, more deadly acids in the smoke of tobacco than nicotine itself. Yet wherever we go in the streets we are assailed by it, while in hotels, restaurants, clubs, and offices and at public meetings, public dinners, private dinner parties, and political and social gatherings and almost everywhere else except churches we are forced to breathe it, whether we are smokrs or non-smokrs.

This pollution deprives us of our natural inheritance of fresh, pure, invigorating air and substitutes for it a poisoned element as detrimental to health as if an equivalent amount of poison were introduced into what we eat and drink. Moreover, it is more insidious in producing disease, particularly of the heart and nervous system.

The "tobacco heart" and nervous wrecks resulting from tobacco smoking are familiar to physicians, especially among "cigarette fiends"; and yet with the evil effects of tobacco well known smokers are conscienceless enough to force none-smokers to become consumers of tobacco through breathing its smoke.

This invasion of the inherited rights of men, women, and children by smoking in public places or where there are non-smokers is an outrage which should be stopped through being made a misdemeanor by law, for what is it but assault and robbery? Meanwhile it is high time that public opinion should be aroused to a vigorous and indignant protest against the injustice of this usurpation, this great social evil and wrong.

KINAHAN CORNWALLIS.

New York, May 5.

Editor of The Globe:

Sir—I note various letters from your readers in reference to the smoking habit. One, from a lady, states that she is employed as a stenographer and must stand the tobacco smoke in her office; that the office room is hired, and that the employer has no right to destroy the purity of the air.

If she is so very particular, why does she work in a place where a man should be employed? She does not seem to understand that she is, in all probability, doing a man's work for about one-half the salary it deserves, and thereby is doing a great injustice to all men.

Any woman who will take a position in an office must subject herself to the same conditions as a man would have to, and if she does not care to do this it is high time for her to get out and let a man do the work for which he was intended.

P. M. P.

New York, May 8.

Chauffeurs and the Law.

Editor of The Globe:

Sir—I have just returned from France, where I ran an automobile over 10 00 miles without accident, and in my stay ver there I only saw one accident—and no one was hurt. Now there is no speed law in France, but an American going over there has got to pass an examination before the chief of police—who goes with you in the auto to find out if you can drive one or not, and it generally takes him from four to five hours to determine the fact. If you pass your photograph is placed on your license and stamped by the chief of police in person. In the time that I was in France fifteen men could not pass, and had to come back home, and their employers had to engage French chauffeurs.

Why cannot New York do the same? How many of the so-called chauffeurs would pass who are driving automobiles in New York at present? It is a crime to allow one-third of them to run so dangerous a thing as an auto in any city. We should all be examined before we are allowed to run a machine. Then, and only then, will the public be protected.

E. A. JONES.

New York, May 10.

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February 13, 1907

WARSHIP CONTRACT CHAGRINS BRITAIN

Award of Argentina's $22,000,000 Order to America Surprises World-Famous Builders.

CHEAPER STEEL THE REASON

American Representatives Start for Home at the Conclusion of Negotiations That Lasted a Year.

Special Cable to THE NEW-YORK TIMES.

LONDON, Feb. 12.—Never before has a shipbuilding contract such as that signed on Saturday by Rear Admiral Francis T. Bowles, U. S. N., retired, and the Argentine Commissioner, Admiral Garcia, created so much interest in naval and shipping circles. The magnitude of the order—$22,000,000 for the two battleships which are destined to form the nucleus of the projected Argentine Navy—is sufficient cause for the gangrene of envy to enter the soul of the world-famed English firms which have been thus "displaced" by American enterprise. Admiral Bowles, seen by THE NEW-YORK TIMES correspondent at the Piccadilly Hotel, said:

"I am not overfond of interviews, and people over here are inclined to think that every American desires to talk tall over his commercial triumphs. Certainly I cannot refrain from expressing gratification at the result of our long-drawn-out negotiations. A little over a year has been consumed in bringing the negotiations successfully through, nine months of which I have spent abroad.

"In addition to the arrangement existing between the New York Shipbuilding Company and ourselves, the Fore River Company, I think it worth while mentioning that the successful issue of these negotiations has been rendered possible only by the active co-operation of the Bethlehem Steel Company, whose Vice President, Archibald Johnson, was with us in London. This American firm will supply the armaments and ammunition for the two new battleships, which is approximately half the value of each vessel.

Glad Matter Is Concluded.

"Personally I am exceedingly glad that the matter is at last concluded. I have spent over seven months in Buenos Ayres, and I shall be very glad to return home."

The Admiral declined to be drawn into saying anything further, adding that it was quite contrary to his habit to give interviews.

Decourcy May, President of the New York Shipbuilding Company, said:

"Yes, the sum of $22,000,000 for the two vessels is substantially correct. It is a few dollars out of the way, but the difference is not worth mentioning. The history of the negotiations is as follows:

"Just one year ago the Argentine people asked for proposals for the first-class battleships. They invited four American and all the leading English, French, German, and Italian shipbuilders to bid on the contract. All of these sent in plans and prices, but none of them was accepted. The Argentine commission then prepared specifications of its own in September last and asked bids from a selected number of these contractors. On the receipt of these bids they narrowed the matter down to one American contractor, the Fore River Company; two English companies, Vickers Sons & Maxim and the Armstrongs; one German company, Bloom & Voss; one French, Chantier de la Méditerranée, and one Italian, Ansaldo di Genoa.

"The result of this competition was that the award was given to the Fore River Company for the two ships, the design and price submitted by it being the most satisfactory."

"And in what capacity does the New York Shipbuilding Company come in?"

"This was the result of an engagement, or rather an arrangement," remarked Mr. May, "entered into more than a year ago whereby it was understood that as the New York Shipbuilding Company bid with the Fore River Company, they should run in couples. That is to say, in the event of either of them getting the two ships the other company was to take one. That explains the position of my company in the matter. I should state that the two companies bid on totally different lines.

"I may add," concluded Mr. May, "that the work has come to America very largely on account of the active interest taken in this matter by the American State Department."

American Representatives Sail.

Rear Admiral Bowles, Decourcy May, S. M. Knox and Archibald Johnson sailed for America to-day, satisfied with the result of their protracted labors. Admiral Garcia, the head of the Argentine commission in London, who awarded the contract, also sailed for New York to-day to superintend the construction of the warships in America. A special feature of the vessels, he told THE NEW-YORK TIMES's correspondent, would be the installation of a protective system against submarine and floating mines. This was due to lessons learned in the Russo-Japanese war. He says the vessels will be completed within two years. Capt. Capeola, secretary of the Argentine commission, says:

"We are getting better ships for the price in America than we can in England. There will be nothing inferior about the workmanship because they are built in America as the construction will go on under the most rigid superintendence of Argentine naval officers. The battleships will be built in accordance with the plans and designs which we ourselves laid down.

"The reason the American tender was lower than the English is that steel for the construction work and the armor plating is a great deal cheaper in America than on this side. Wages are higher there, but the contractors will save a considerable amount on steel and are able to obtain it more cheaply owing to the manipulations of the Steel Trust."

It was considered a foregone conclusion in London shipping circles that an English firm would secure the contract. It is admitted by the officials of Vickers Sons & Maxim, the great shipbuilders, that they lost the contract by overconfidence. They were so certain to obtain the order that they made the price higher than it need otherwise have been. Overconfidence lost them th order.

NEW LAND IN THE AN

Dr. Charcot's Frenc Explored Unknov South of Alexand

FURTHEST SOUTH

Charcot, at Punta Arenas, sage of Congratulatior Answer to Cable fro

PUNTA ARENAS, Ch French antarctic expedi Jean M. Charcot reache grees south, longitude discovered new land t south of Alexander Isl much valuable scient Coast lines were sur maps made complete.

Dr. Charcot's steamer, which was spoken in th lan a little while back place yesterday, started voyage from Punta Are having left Havre in Au

During the first an 1908-9, the expedition, in ties which threatened to cess, was able to comp map as far as Adelaid north entrance to the St and the westernmost, Queen Adelaide Islands, new land 120 miles lon The expedition ultimatel ander Island. That regi and proved to be barren icebergs, glaciers, and It afforded no shelter to who wintered at Petermann

The season was compa but bad enough to cause sickness in the party. Nu esting excursions were ma glaciers.

During the subsequent ar mer the expedition explored Budgeman Islands in Sou archipelago. Following this continued south, discovering the west and south of Alex and Peter I. Island was also expedition navigated as far 70 degrees south, longitude

Alexander Island, or as it called Alexander Land, is in the South Atlantic Ocea tude 69 degrees south, lon grees west, and is considere of the so-called Antarctic was discovered by Bellings

Herbert C. Bridgman, Se Peary Arctic Club of this changed messages of congr Dr. Jean M. Charcot, in c French expedition which h from discoveries in the messages were as follows

Brooklyn,

Charcot, Punta Arenas, C Congratulations. Peary lutes you.

Punta Arenas,

Peary, North Pole, Brook Hearty congratulations.

PARIS, Feb. 12.—Mgr. A Paris, at the direction of t a dispensation to Catholic relieving them from the Lent. Minister of Educ opened temporary schoo homeless by the flood more than thirty ha

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THE PRESENT-DAY DUEL IN THE FAR EAST

Why Russia Puts 200,000 Men Into Eastern Asia and Japan Increases Her Army.

THE following article, from the Deutscher Revue, gives an accurate picture of recent developments and the trend of events in the Far East. The writer, a very well-known authority on military affairs, and his interpretations of the moves being made and of the relations of Japan, Russia, and China will found of unusual interest.

By Gen. VON DER BOECK.

THE sudden death of Prince Ito, to whom Japan owes a considerable part of her present importance, has directed general attention once more to the Far East. Surprises from the Far East have not been lacking in recent years. The outbreak of the Russo-Japanese war was a surprise not only to those who did not participate in it but even to Russia itself, as the entirely insufficient preparation for that war and the following results have shown. Almost more surprising than the outbreak of the war was the course of the war itself. Although several statesmen, particularly endowed with the gift of prophecy, had foretold at the outset the defeat of Russia, still the general opinion among the people and particularly in military spheres was that it would hardly be expected that the Russian Colossus would be defeated by the Japanese dwarf.

This, as well as the fact that Russia's humiliation was at that time not unwelcome to England and America, explains also the reason why the great powers remained silent onlookers during that bloody duel. In this instance, as well as in the event of the Chinese-Japanese war in 1894, it should have been taken into consideration that the defeat of a mighty nation belonging to the white race by little Japan must exert an incalculable influence upon the nations of the yellow race. And this had really been the cause of political and military anxiety ever since peace prevailed in the Far East which has already caused surprises and which has probably opened further new surprises.

The termination of the Russo-Japanese war, as everybody knows, was hardly satisfactory to either of the contending parties. Although Russia retained a portion of its mobilized troops in Northern and Eastern Asia, they were reinforced so that now there is an actual army of 200,000 men there, which could easily be increased in the event of war to 300,000, and it would not take a long time to bring them together. The fortress garrisons, the substitutes are not included in this number. At the same time the fortress of Vladivostok, which remained in the hands of the Russians, was built into a first-class armory and a strong garrison has been placed there.

But the most important measure for the future safety of Russia's position in Eastern Asia is the zealously hastened construction of the Siberian Railway and the recent decision to construct the Amur railroad. It should particularly be emphasized here that the third Duma, knowing the necessity of a stronger military protection of Russian interests in the Far East, has readily assigned a considerable sum of money required for that purpose. Russia's preparations have been least noticeable in its maritime forces, which is quite natural when we consider that since the almost complete annihilation of the Russian naval forces in the Russo-Japanese war Russia will have to create a new fleet, and this requires a longer period of time. If Russia is thereby hindered for the present from taking an aggressive stand against Japan, there is hardly any doubt that Russia's military position in the Far East, as shown in the briefly reviewed measures taken, has been materially improved.

But Japan has also not rested merely on its laurels since the peace of Portsmouth—it has busied itself zealously in strengthening its military forces, and also in constructing new ones, taking into consideration the experiences it had gathered during the war with Russia. The army on land, which consisted in 1904, at the time of the outbreak of the war, of but thirteen divisions, equals to-day of almost twenty divisions of about 200,000 men strong. The total number of troops in the event of war is 550,000 men and 120,000 horses, the reserves and national militia included. In addition to these there are about 20,000 troops at the various halting places.

As there is no dearth of people in Japan, which is due to the foresight of Japan, which is anticipating a possible clash with the fleets of other powers, above all with that of America.

If peace between the two adversaries in the Far East has not yet been disturbed despite their energetic preparations for war, there are sound reasons of various kinds for it. Russia, as we have seen already, can for the time being play only a defensive part in the Far East, since it has no strong fleet at its disposal; besides, the latest formation of political events in the Near East has caused Russia to take a more active part there, so that new developments in the Far East can hardly be desirable to Russia just now.

And as for Japan, it is known that her economic condition has for a long time been so unfavorable that it will be very difficult for her to raise the means necessary for carrying on a new war. Besides this, Japan, because of her policy of repression in Korea, ever since the Russo-Japanese war, has kept growing more and more unpopular among those nations that had thus far been favorably inclined toward her.

Therefore there are just fears in many places in Japan lest a new war should break out ultimately and should once more find Japan alone against her adversary. As a result of this we see Japan for some time conducting a reeing policy in her foreign affairs, seeking to evade serious conflicts and to secure allies. It is this exertion on the part of Japan that explains the scarcely natural entente with England as well as the agreement with America. The latter was all the more surprising since it came about so suddenly at the moment when the presence of the mighty American fleet in the Pacific Ocean caused many people to anticipate a clash between Japan and America.

In her quest after allies Japan has, however, laid her eyes chiefly on her racial kin, China. Immediately after the termination of the Russo-Japanese war Japan sought to gain a firm foothold there, and, above all, a vigorous reorganization of the Chinese Army. Owing to differences that existed between the two nations for a long time, which broke out openly in the war of 1894, Japan's endeavors and exertions were at first regarded in China not without suspicion. These even led repeatedly to serious controversies, such as was caused by the seizure of the Japanese steamer Tatsu-Maru, for instance, and especially by Japan's commencing to construct the Antung-Mukden railroad.

It is also maintained that Japan had a hand in removing Yuan Shihkai, who was supposed to be opposed to a Chino-Japanese alliance. But notwithstanding these controversies, which are helped along partly by Russia, Japan knew how to convince the determining spheres in China of the need of a closer alliance between the two mighty nations of the yellow race. This manifested itself most clearly in the conflict over the construction of the Antung-Mukden railway, a matter in which Japan undoubtedly had its military advantages in mind on the first plan. It was then that the differences between the two nations clashed at first so strongly that a serious conflict seemed to be inevitable. But to everybody's astonishment the hostile brothers arrived at an understanding at the last moment, settling other differences that had come up at the same time, and entered into an agreement which is regarded generally and not without ground as a premature opening of "the yellow cards."

An Example of the Modernizing of the Chinese Soldiery.

eyewitnesses these troops make a very good impression and during the maneuvers of last year they did some splendid work; their fine discipline as compared with the older Chinese troops has also been praised.

If the organization of the new Chinese Army should really be completed in 1912 China will have a standing army of from 350,000 to 400,000 men strong, which could be increased in the event of war to 500,000 or 600,000, and within a few years it could easily be increased to 1,000,000. Its usefulness, to be sure, depends materially upon the construction of the Chinese railway net, which has also been making considerable progress for some time. But until a short time ago China's maritime defense was greatly neglected. One of the causes was that the financial condition of China did not permit her to establish, together with a modern army, a corresponding navy in accordance with the great requirements of modern warfare; but another cause is that Japan apparently does not want China to be too strong on sea.

Japan's watchword to-day, which Japan is also striving to make China's watchword, is: "Asia for the Asiatics," but with the silent addition: "Under Japan's leadership!" This may later be disputed if the yellow ally should

new powerful factor in the Far East, which as the racial kin and ally of Japan may grow to be of great importance in helping to carry out the ambitious plans of this youngest of the great powers. The other great powers, particularly Russia, have, therefore, every reason for watching closely this development.

When, on the occasion of the meeting between Prince Ito and the Russian Minister of Finance, the press spoke a great deal about the endeavors of China and Russia to come into closer relations, we should not have been deceived by it. That corresponded, namely, to the veering policy which Japan is sound to pursue just now, despite to remove all difficulties that springs up in her way. But Japan does not give up under any circumstances the chosen aims in the Far East—she is simply waiting for a more opportune moment for the realization of these aims. Japan has justly and generally been characterized as a very powerful and dangerous empire, which understands well how to make use, for its own purposes, of the self-consciousness of the yellow race that has been strongly aroused through the surprising outcome of the Russo-Japanese war.

This view has just been confirmed by a statement made in the press by a

[February 28, 1910]

sian Colossus would be defeated by the Japanese dwarf.

This, as well as the fact that Russia's humiliation was at that time not unwelcome to England and America, explains also the reason why the great powers remained silent onlookers during that bloody duel. In this instance, as well as in the event of the Chinese-Japanese war in 1894, it should have been taken into consideration that the defeat of a mighty nation belonging to the white race by little Japan must exert an incalculable influence upon the nations of the yellow race. And this has really been the case—a political and military catastrophe has thus been created in the Far East which has already caused surprises and which has probably spread further new surprises.

The termination of the Russo-Japanese war, as everybody knows, was highly satisfactory to either of the combatants. Russia suffered great losses besides the considerable limitation of its sphere of power in Eastern Asia, especially in a military sense; and Japan also failed to achieve through the Portsmouth peace treaty all that she believed she had a right to demand on the ground of her great victory. Strong indignation was noticed among the Japanese people because a war indemnity had not been secured from Russia, a war indemnity which would have been very welcome to Japan in the poor financial condition in which she found herself at the close of the war.

It was then almost generally expected that the peace concluded by both adversaries would not be of long duration, and such belief was strengthened by the fact that after the conclusion of peace both sides began to fortify themselves energetically. Russia resuming her former aims in Far Eastern affairs, seeking to evade serious conflicts and to secure allies. It is this exertion on the part of Japan that explains the scarcely natural entente with England as well as the agreement with America. The latter was all the more surprising since it came about so suddenly at the moment when the presence of the mighty American fleet in the Pacific Ocean caused many people to anticipate a clash between Japan and America.

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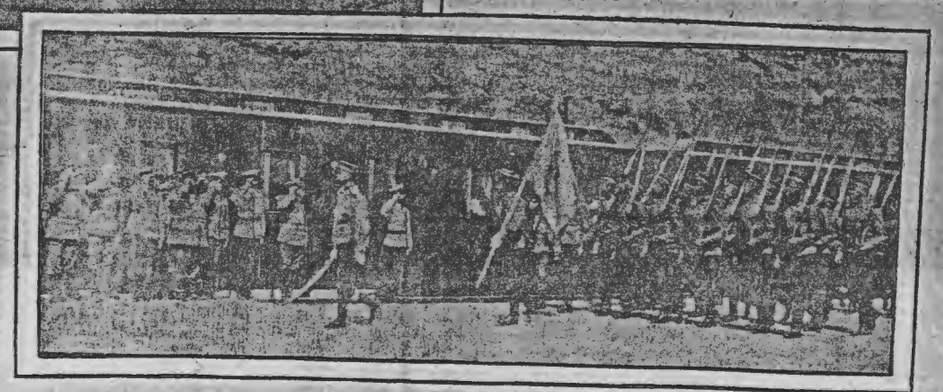
Chinese Staff Officers During Recent Manoeuvres.

Japan, almost a million men fit for military purposes could be summoned in the event of war, of whom, to be sure, perhaps 300,000 are as yet untrained. The Japanese fleet, too, which had recorded such great victories during the Russo-Japanese war, has in the meantime been reinforced. First of all, the ships that had been captured in the war, and that could be turned to useful purposes, have been repaired and reconstructed. Besides this Japan has already a number of vessels of the Dreadnought type upon the stocks. At the present moment the Japanese fleet occupies fifth position among the naval powers of the world; but it is very likely that before 1911 it will be advanced to the fourth position.

Since Japan need hardly fear a Russian fleet for the present, one is justified in presuming that this important reinforcement of the Japanese Navy is

While China, despite its enormous size and population, could until recently hardly be regarded as a specially desirable ally, because of the insignificant development of its military forces, all this has materially changed since the close of the Russo-Japanese war. Chiefly under the guidance of Yuan Shih Kai and with the assistance of Japanese instructors, a well-organized, well-armed, and disciplined army has been established in China, in accordance with the most modern methods—an army which is to consist of thirty-six divisions of 10,000 men each, originally planned for 1922, but, according to the latest orders, this army is to be in readiness in 1912.

Whether this will be possible the future will tell. At any rate, more than a third of the future Chinese Army is already in existence, and is chiefly stationed in Manchuria and about Peking. According to reports from impartial



Russian Troops Embarking for the East.

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Japan's watchword to-day, which Japan is also striving to make China's watchword, is: "Asia for the Asiatics," but with the silent addition: "Under Japan's leadership!" This may later be disputed if the yellow ally should grow too strong, particularly on sea. Nevertheless, some attention was directed recently also to the reorganization of China's naval forces, which have until now been confined to defending the coasts and supplying the means for improvement in a theoretical as well as practical sense.

Thus we see in the above-mentioned development of the national defense of the Chinese Empire the rising of a

which as the racial kin and ally of Japan may grow to be of great importance in helping to carry out the ambitious plans of this youngest of the great powers. The other great powers, particularly Russia, have, therefore, every reason for watching closely this development.

When, on the occasion of the meeting between Prince Ito and the Russian Minister of Finance, the press spoke a great deal about the endeavors of Japan and Russia to come into closer relations, we should not have been deluded by it. That corresponded exactly to the veering policy which Japan is forced to pursue just now, simply to remove all difficulties that spring up in her way. But Japan does not give up under any circumstances its distant aims in the Far East—she is simply waiting for a more opportune moment for the realization of these aims. Japan has justly and generally been characterized as a very powerful and dangerous empire, which understands well how to make use, for its own purposes, of the self-consciousness of the yellow race that has been strongly aroused through the surprising outcome of the Russo-Japanese war.

This view has just been confirmed by a statement made in the press by a Deputy of the Russian Duma, Representative Tschirikin of the Amur region. It is also understood that the Russian Minister of Finance, Kokovsov, despite the official reports, carried away a highly pessimistic impression of the situation in the War East and embodied it in his report. His view is apparently shared also by Premier Stolypin and the Russian Minister of War, Sukhomlinov.

The Fire Escape Baby.

WE are all familiar with the incubator baby, the bottle baby, and the "real thing" baby, but we have only met the fire escape baby during the past Summer.

Of course, there may have been isolated specimens of this class—there are always isolated cases of everything—but the variety has only established itself recently, and in spite of its tardiness it bids fair to be a permanent innovation.

The usual method is to put baby's pillows in a deep box, baby on top of them, and after adding the customary beverid with the big pink bow, which nobody sees, by the way, the whole is set out on the fire escape where the mother can see it and allowed it to remain there as long as requiescat in pace can be inscribed upon his criblet. When he or she begins to howl the box is taken in. It doesn't pay to alarm the neighborhood just at this stage of the experiment. There are too many who do not yet understand the improved hygienic treatment for infants. One mother in West 123d Street has "sized up" the possibilities of the fire escape to perfection. First she places a row of potted plants around the railing where the baby can see them, then she adjusts a gay colored parasol to shield him from the sun, and, lastly, baby with his bright wrappings and ribbons fluttering is seated in a big wicker basket, itself an artistic creation, and the whole constitutes a floral bower with a (sometimes rather fretful) cherub as the pervading spirit.

The simplest of all the fire-escape furnishings is the willow hamper, the cover turned up to act as a screen for the little one as it breathes fresh air while it juggles merrily with its playthings. In spite of the iron sign which now adorns each fire escape we have never heard of a family being fined the $50 for "obstructing the balcony" in this manner. The Fire Department has sense and is willing to discriminate. The babies are all taken in at night and are only out certain hours in the day, and the neighbors, now that they are "getting wise" to the why and wherefore of the new arrangement, welcome the baby box or basket, and especially the baby bower, as a great improvement on the refuse heaps that once blossomed upon the fire escapes. They even prefer the present incumbrance to the clean, empty balcony, for they see in it a utility which is of the greatest benefit to their offspring.

CHINA'S ARMY WELL DRILLED

AND SHOULD NUMBER OVER A MILLION MEN IN 1920.

Its Fighting Ability and Its Loyalty Still to Be Proved—On It Depends the Fate of the Manchu Dynasty—Railroad Plans and Army Plans Linked.

PEKIN, June 16.—The modern army of China has attracted the attention of army officers from many foreign countries. In view of the tremendous possibilities of an army of Chinese foreign military men are prompted to consider the ability of the Chinese as soldiers, their aptness, their knowledge and appreciation of modern methods of warfare and the development of their patriotism, on which much depends.

There is a more immediate interest in the Chinese army as it stands to-day. In its present state, as opposed to its possibilities, diplomatists and statesmen are taking more interest than military men. The reason is that upon the loyalty of the modern system of organization inaugurated by the now disgraced Yuan Shih Kai the continuance of the Manchu dynasty in power is generally thought to depend.

The armies of China are said to include all told between 500,000 and 600,000 men; but most of the soldiers are entirely ineffective except for suppressing risings of unarmed people. The Hsunfangtui, comprising the former Manchu army of the Eight Banners, the Chinese army of

be taken into account for any serious campaign. Its forces are little more than armed as compared with unarmed men, and their weapons are in most cases obsolete and ill kept.

But there are in China over 160,000 effective soldiers, trained and armed with modern rifles and rapid fire artillery. These troops, unlike the others, are schooled in the modern methods of warfare, many of them are able to read and to write a little, and they are officered by men who have studied in military colleges abroad or those in China where foreign instructors are employed.

According to the original programme this new army should increase to the number of 400,000 men in 1913 and to 1,185,000 in 1920; but that it will be permitted to develop is a grave question to some extent because of the present political situation.

It is the plan of the Chinese Government to construct in the next ten years a network of railways, which while developing the country would also enable the Government to move troops to any frontier. At present an army of a million men would be largely ineffective owing to the lack of transport facilities; but there are several reasons why the execution of this project is uncertain.

One reason is the present hostility of the people of several if not all of the provinces to the system of foreign loans, by which alone the Government seems able to finance the vast railway projects it has in contemplation. Though the people object to the Government's borrowing money abroad, often threatening to prevent the construction of railways built with foreign money, the wealthy classes, nevertheless, have not sufficient confidence to invest their money in enterprises controlled entirely by their own people.

The new army has one great value for the existing Government as long as it remains loyal. Though it may not be sufficiently effective to defend the country against aggression it is at least well able to protect Pekin against any revolutionary outbreak which the Chinese could bring about.

One entire division is composed of Manchu troops, while Manchus are scattered throughout the other divisions. Many of the higher officers too are Manchus, but perhaps the more capable in both rank and file are found among the Chinese.

It is said by the Chinese that the Manchus have been ruined as a race by the Government system of giving to every Manchu a pension according to his class in life. The pension is not sufficient, they explain, to keep a man without effort on his own part, though it is enough to make him more or less indifferent to labor in a country where a livelihood is difficult to get. This pension measure has done much to keep alive hostility toward the race of the conqueror, and it would seem that the hostility has not been so rife in many years as it is to-day.

Reports come from the Yangtse districts that the modern soldiers there are not thoroughly relied on by the Governors, who put their confidence in the provincial troops. It is said in Pekin too that many men of the new army are supporting the demands of the delegates from the

of a Chinese town. I do not recollect at this moment whether it is the southeast or the southwest, should never be demolished by an enemy, its destruction putting the town in perpetual disgrace; but this ignominy was here inflicted deliberately as one of the punishments which Paotingfu was required to suffer for the part she played in the Boxer rising.

It is said that the people of Paotingfu expected to be massacred when the allies entered, as they themselves would have massacred the foreigners had the order of things been reversed with them as victors. They were amazed when the foreign soldiers instead of razing the town set to work and paved the main streets running through it. The inhabitants had never before realized the value of good roadways, having been content for centuries with sloughs in rainy weather and dust in the dry seasons. They took up the new idea like children with a new toy and to-day you may ride through any alley within the walls on nicely macadamized paths.

Our ponies jogged through the narrow streets lined with houses so low that in many places we, perched high in our saddles, were on a level with the eaves of the the tiled roofs. What would these people, who seldom build a two story house, have to say of the skyscrapers of America?

[illegible] urchins scampered out of our way or followed on the heels of our ponies begging, and bare bodied workmen came to the openings of their tiny shops to have a laugh as they always do, at the white man, whose face appears to them all features.

Passing out of the walls on the other side of the town, we turned to the left by the side of a narrow canal crowded with junks from shore to shore, so crowded that not one could change its moorings till all were ready to leave. By the side of this waterway our road led through the country for several miles to the vast level parade grounds and the barracks, mud built and mud walled, [illegible]

Some of the most enlightened looking men to be seen among the Chinese met us at the main gate. Several of them spoke Japanese and one knew English. The General, whom we met when we entered, had finished his education at one of the German universities.

Among them all there was only one who looked as though he suffered from the opium curse, which many officials addicted to the use of the drug are now testing with pitiful results. The others were well built, healthy looking men who would dwarf the Japanese.

We were shown into a bare, whitewashed room furnished only with a plain table and chairs and with screens over the doors. Contrary to the Chinese custom, the officers removed their caps when entering; and not only in this but in many other little ways they gave evidence of having forsaken their former satisfaction in their own peculiar customs.

Though the morning hour of drill terminated at this camp at 9 o'clock some crack companies of infantry and artillery were kept on foot till we appeared to inspect them. Then for an hour and a half we watched some of the most precise drilling that either of us had seen.

Military Attachés in Pekin will generally say that they doubt the capability of these modern troops in action. The defects of the race, of which lack of initiative is not the least, will appear, they think, when the army is under fire. Nevertheless they all agree that the model divisions go through the manual of arms with precision equal to if not generally better than European armies. It is said by some that even the highly trained German soldiers would be hard pressed to change positions in closer uniformity.

We got a company to develop an attack on an imaginary position, assailing it in open order, which is, after all, the chief drill in which infantry is trained. This attack they performed in a thoroughly approved style, and but for the pigtails of the officers the whole company, clad in khaki, might have been mistaken at a short distance for a body of European troops.

Nor is it only the infantry that drills so well. The mounted men are likewise masters of those tactics which can be learned from books. We saw a battery of artillery go through a turning movement at full gallop several consecutive times, keeping the muzzles of all four guns in perfect alignment, a thing not often seen in the Western world.

This is a striking advance since the days of the war with Japan, the war which brought these vain people to their senses. The forces they sent against their hereditary enemies, the little men of whom they were contemptuous, numbered in their ranks soldiers with flintlocks, others with bows and arrows, still others with spears, and some unarmed, carrying on their backs only great flat loaves of Chinese hardtack, one slab of which is enough to last a man a month. It was their humiliation in that war which drove the Chinese Government to adopt Western military tactics.

It is the way in the East, and especially in China, to plead your own inferiority and to extol the virtues of the man with whom you are speaking. Of course this is only etiquette. Even those who had been to London and knew that this was not the practice of the West would at times revert to the Oriental manner of speech. When the battery of artillery, for instance, swung around into action, unlimbered and began firing with dexterity at an imaginary enemy this officer declared that though it was the best they could do he knew it was but a poor performance and pleadingly asked for criticism and advice. He said he knew that the American army was the finest in the world, and he would not agree to the American officer's remark that the Germans held that position.

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HIGH PRICES AT ART SALES

Continued from First Page.

Yokohama, Kobe, Nagasaki and Hakodate. It will hit English and German ship owners harder than American, because the English and German have most of the coastwise traffic.

Japan is making a serious attempt to develop its mercantile marine at the expense of its rivals, several of whom have now under consideration a scheme for combining their interests on the Pacific. In the matter of shipbuilding too the new Japanese tariff is designed with a view of fostering the national industry, as on vessels purchased abroad the duties have been largely increased.

The impost falls heavily on second hand foreign vessels of the type that in the past has been most generally bought for the increase of Japan's merchant navy. This policy will add to the expense of running Japanese ships, but to some extent this will be offset by the grant of liberal subsidies.

A parliamentary paper just issued shows the subsidies that the Cunard Line gets from the British Government. The annual subsidy paid to the Cunard Steamship Company by the Post Office is $340,000. The main service performed in respect of this subsidy is the conveyance of letter and parcel mails by the weekly mail ships from Liverpool and Queenstown to New York.

The company is also required, subject to certain reservations, to convey without additional payment letter and parcel mails from this country to the United States and parcel mails from New York to Queenstown and Liverpool by any steamships of the company that may run. The contract runs twenty years, terminating on November 15, 1927.

A total sum of about $50,000 a year is recouped from foreign and colonial administrations, but it cannot be stated how much of this is in consideration of the more rapid service afforded by the ships in question.

The annual subsidy paid to the Cunard Steamship Company by the navy is $750,000, or $375,000 each in respect of Mauretania and Lusitania. In consideration of this payment the company is bound during the term of the agreement to hold all its vessels at the disposal of the Government, to be hired or purchased upon certain conditions. The agreement is for twenty years from November 16, 1907.

Japan, taking a leaf from the mercantile marine policy of the United States, is contemplating abolishing the present right of steamships not flying the Japanese flag to engage in the coastwise transportation of freight and passengers. This will prevent foreigners from doing business between Japan's chief ports, like

Continued on Twelfth Page.

["China's Army Well Drilled" pt. 2]

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Reports come from the Yangtse districts that the modern soldiers there are not thoroughly relied on by the Governors, who put their confidence in the provincial troops. It is said in Pekin too that many men of the new army are supporting the demands of the delegates from the various provinces and from Chinese communities overseas, who are now here to memorialize the Throne for an early opening of the proposed Parliament, which has been promised for eight years hence.

The present situation in the modern army is much the same as that with the returned students. It is the Manchu dynasty that adopted the new army system as well as the plan of sending students abroad to acquire a modern college education. Now that these men have attained the enlightenment which the Government considered necessary for the development of the country they form a body of patriotic young men discontented with the old systems and the feebleness of the very Manchu Government which educated them.

American officers on duty in the Philippines often spend a summer vacation in China, and others returning to America by way of Siberia sometimes pass through Pekin. When here they take occasion to visit one of the two divisions of the new army that constitute the strength of the forces serving as guard to the capital.

It was in the company of one of these officers that I visited the camp of the Sixth division at Paotingfu the other day. We obtained permission from the War Department, the Lu Chuan Pu, our object in applying to headquarters being chiefly to secure the proper identification.

Manchurian ponies with high Chinese saddles and gaudy caparisons were brought us by three troopers, one of whom wore his queue down his back with the tasselled end stuck in the approved fashion into the right hand coat pocket. We knew of course that the privates wear their hair twisted into a knot under their military caps and that officers only are permitted to let their queues hang in the manner of respectability, but we had failed to ascertain which rule applied to non-commissioned officers. My friend from Manila was therefore at a loss to know what measure of deference he should show the man of the queue, though I, being a mere civilian, was at liberty to treat rank and file with the same civility.

From the railway station we rode through the narrow, ill smelling streets of Paotingfu, entering by an intricate way through the wall, the intricacy being intended to keep out the devil, because according to the Chinese he moves only in straight lines. Paotingfu, it may be remembered, is the town which suffered a humiliating disgrace at the hands of the allied armies in 1900. One of the corners [illegible]

entering, and not only in this other little ways they gave evidence of having forsaken their former satisfaction in their own peculiar customs.

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The conversation turned to the question of extraterritoriality, a question which disturbs the peace of mind of many Chinese of education. One of us mentioned the fact that Chinese police and Chinese courts had no jurisdiction over foreigners within the borders of the country.

"Neither have foreign countries," said the young man, "any authority over our people. Have we not our own Ministers and Consuls abroad?"

The Chinese with comparatively few exceptions have little conception of social or any other conditions prevailing in foreign countries, but they are rapidly developing what we know as patriotism over and above their primitive feeling of distrust and dislike of foreigners. What change this patriotism may inspire them to make and how soon that change may come about no one here will venture to predict.

THE PARADE OF PAIN.

English Comments on the Spectacle [illegible] duced by the Hobble Skirt

From the Gentlewoman

We are asked to believe wit[illegible] current mode in dress, tha[illegible] fashionably dressed con[illegible] may be seen the parade [illegible] to the serious minded [illegible] less shocking than, [illegible] are witnessed at [illegible] Lourdes.

At the present [illegible] of the approach [illegible] tion to the depl[illegible] parade of pai[illegible] the possibili[illegible] tremes may [illegible] advent of [illegible] bond of t[illegible]

Walkin[illegible] tripping [illegible] heralde[illegible] season [illegible] the [illegible] wom[illegible] sit. [illegible] alte[illegible] for [illegible] may [illegible]

"THROUGH FINLAND," BY A. M. SCOTT

A Strange Country Described by a Wideawake and Discriminating Traveller from Scotland.

AS Mr. Scott says, the average reader looks upon Finland as a snowy waste associated in some way with the Arctic circle, where the few fur clad inhabitants contrive to prolong their existence on whale blubber.

It is difficult to remove this impression, for the very word Finland has come to smack of the North Pole.

Now in reality Finland is Arctic only in the winter. In summer the climate rivals that of the south of England. The land is covered with waving forests of pine and fir and birch. It is intersected by a perfect network of silvery lakes, through which the traveller can voyage hundreds of miles into the interior. It is the home of a highly cultured and hospitable people, building great cities and ducting a flourishing commerce. There something American, says Mr. Scott the strenuous manner in which the velopment of the country is being pushed forward.

PHYSICALLY Finland resembles the great Northwest Territory of Canada. It is a land of lakes, rivers and forests, and in both countries civilisation is brought into close contact with the wild.

Few countries in Europe offer such attractions to the traveller in search of beauty and freshness and rest. It is off the beaten track, yet the railway system is highly developed, and the lake steamers provide a means of locomotion which makes the journey one of the most enjoyable parts of a holiday. Finland is still unspoiled by tourists, and though larger and larger numbers of visitors are attracted every year it is likely long to retain its fresh charms.

There summer comes leaping like a billow of green foliage. The winter lasts six months, while spring, summer and autumn are crowded into the other six months. From November to April the Arctic snow cap has been pushed south from the polar seas to the shores of the Gulf of Finland. The whole land has been buried under a thick mantle of snow. The lakes and rivers, and the sea itself, have been frozen solid. The ports are closed to navigation with the exception of Hangö and Abo, though sometimes a severe winter may close these also. A little north of Abo, a post road actually exists across the surface of the Gulf of Bothnia to Sweden. "The Winter Way" is opened; the sea becomes a highway; and the sledge replaces all wheeled traffic save on the railways. for months the sun has almost disappeared, only peeping over the southern horizon at noon.

SUDDENLY, after this Arctic winter comes a summer almost tropical in its heat. Ice and snow disappear as if by magic. The vast forests of pine and fir put on lighter shades of green, and the birches seem to burst into showers of foliage falling like fountain spray. The whole country is verdant from water's edge to water's edge, and the lakes and rivers ramify through it like a filigree of silver. Tall flowering grasses, thickets of fern, bright colored flowers, red, blue and golden, spring up on every side. Harvest follows swiftly upon sowing. Myriads of brilliant hued insects flit about like rainbow dashes, and the air is alive with their murmur and with the song of birds. The hot sun distils sweet aromatic essences from the pines, from the balsamic herbs and from the blossoms. The long winter nights are succeeded by the long summer days. For months the sun hardly sets, and midnight is only a gentler, milder noon.

The famous "white nights" of the north are a most surprising phenomenon to the visitor from southern climes. It is a weird experience to sit for the first time upon a veranda at midnight and read a newspaper, or to walk home from a restaurant at one o'clock in the morning and to see people still gossiping at the street corners or strolling along the promenades under a bright, clear sky. A spirit of rest and peace is over all the earth. The sky is bright not with the fiery brilliancy of noon, but with a tender, gentle radiance. The colors of the landscape have become softened, but not blended. There are no shadows, save for a week or so in June, when the bright northern sky at midnight projects faint, ghost-like shadows towards the south. The sun just dips below the horizon and no more. There is no division between the sunset and the dawn; the same faint rosy flush serves for both. A few degrees further north and we should be veritably with the kingdom of the midnight sun.

Summer in Finland is, in fact, one long day. Never a star is to be seen, and when the first faint star glimmers in the south it is a sign that the summer is past and that the autumn frosts have arrived. The long night has a marvellous effect upon the vegetation, forcing its growth at hot house pace. The "white nights" account both for the suddenness of the burgeoning and for the intensity of the heat. Land and water have no time to cool. One can not fail to be struck by the enormous size of the foliage upon the oak and hawthorn trees as compared to that to which we are accustomed. Botanists have explained this as being due to the larger supply of light. It has sometimes been suggested that we could hasten the harvests by the use of artificial light. Nature herself does this for the Finnish farmer.

BATHING is the great summer delight of Finland. Everybody swims, every town has its public bathing sheds, every villa has its little dressing hut at the foot of the garden, on river, lake or firth. The world seemed suddenly to have grown young again as, on the first morning, I ran down the steep path among the pines to plunge in the sweet, limpid, tideless waters of the Gulf of Finland. The scent of the pines, the rustling of the reeds, the lapping of the ripples, the warmth of the sun and the cool freshness of the water—they are unforgettable. The Isles of Greece have nothing to offer more exquisite.

"With the advent of summer, this miraculous resurrection, the people experience the ecstasy of joy of a captive suddenly released from an underground dungeon. Everything is new and fresh and strange. They live in the open as simply and naturally as a primitive race who have not yet eaten of the fruits of the tree of knowledge. One seldom sees a bathing costume, even of the meagrest description, in Finland. In the towns the men's and the women's bathing sheds are separated by a few hundred yards. In the rural districts mixed bathing is frequently indulged in by the peasants. And yet there is practically none of that "Peeping Tom"-ism which the elaborate toilets of the fair bathers in more sophisticated lands seem to attract. One Sunday Consul Cook carried me off in a motor boat to explore the island suburbs of Helsingfors. Sometimes as we shot through a narrow sound we could discern a file of men walking stark naked through the pine trees down to the water's edge or sunning themselves on the rocks. It was as if the woods were once again peoples with Fauns and the rocks by Tritons. Passing another island we surprised Diana bathing with her attendant nymphs. They heeded us not. In our puffing, throbbing motor boat, that triumph of modern civilisation, we sailed straight into Arcady back into the youth of the world and the primal age of innocence."

The modern capital is Helsingfors.

WHEN Russia in 1808 took over the country it was decided that Helsingfors, being nearer to St. Petersburg and less susceptible to Swedish influences than the old capital of Abo, should be the new seat of government.

Karl Ludwig Engel, a German architect who had settled in St. Petersburg, was brought over to superintend the building of the town. A man of large and noble ideals, he proved himself master of the occasion. In 1819 the Senate and chief government offices were removed to Helsingfors, and in 1828, after a great fire in Abo, the university and national museum were removed also.

THE annexation to Russia, under terms that secured a large measure of self-government, ushered in a new era of peace and prosperity in Finland. From the time when it was declared the capital Helsingfors has never ceased to grow in population, commerce and wealth. In 1805 there were only two towns in all Finland which had a population of more than five thousand, and these were Abo, with 11,208, and Helsingfors, with 8,843. For the next few years the population of Helsingfors was reduced by about half by war and fire, but by 1850 it amounted to 20,745, as against 17,178 in Abo. By 1889 Helsingfors had doubled that figure, and within the next twenty years had again doubled its population. In 1907 the population of Helsingfors was 125,000, while that of Abo was only 46,000, and the rate of growth is increasing rather than diminishing.

Helsingfors is almost completely surrounded by water. On the west, the south and the east it is washed by the waters of the Gulf of Finland, and on the north it is almost cut off from the mainland by the Tölö Creek. About the middle of its eastern side a peninsula, the narrow neck of which is cut by a canal, juts out into the sea. This is the Skatudden, one of the most modern quarters of the town, covered with large blocks of flats of the most bizarre architecture.

HELSINGFORS indeed displays very clearly marked and vivid personality—a strange foreign personality that is alien to the rest of Europe, something that suggests the Japanese or the Oriental or the Egyptian. It seems to have passed from the stern North into the land of the Arabian Nights.

This originality has the effect of making people of a certain temperament very angry. A famous journalist whom Mr. Scott met in St. Petersburg warned him that he would find Helsingfors "satiating with art nouveau." On a Lake Saima steamer he met a worthy gentleman, the town clerk of an English borough, who was very much exasperated with Helsingfors. "What can you call it?" he exclaimed. "It's not Gothic, it's not Renaissance, it not Greek, it's not even Moorish. In fact, it's not architecture at all; it's simply an epidemic of madness." What troubled this gentleman was that he had met something he did not understand, something quite outside the range of his previous experience, something for which he had no label ready. He was quite right; it was not Gothic or any of the other types he had mentioned. It was a new and assertive type, the product of the Finnish genius and Finnish conditions.

"Fifty years ago an ancient necklace was dug up in the interior of Finland. It may now be seen in the museum at Helsingfors. It consists of a string of silver coins, all ancient Persian coins of the time of the Samanid dynasty. We have no written records of the origin of the Finnish people, but by means of such dumb witnesses, by studying language roots and folklore, scientists have been able to read the secrets of the dark ages before the dawn of history. The Finns are aliens among the Aryan peoples who have inhabited Europe. They are members of the same family of intruders to which the Magyars and the Turks belong. They are more closely related to the Japanese than to the Russians, Germans, and Swedes by whom they are surrounded. This Persian necklace in the Helsingfors Museum is a witness of the far wanderings of some ancestral tribe before it ascended the Volga, and finally was forced by the pressure of its Aryan neighbors into the northern corner which its descendants at present inhabit."

A WALK through the Skatudden, in Helsingfors, Mr. Scott tells us, is as interesting as turning over the pages of a picture book. The richly varied sky line, broken by turrets, minarets and gables, reminds one of some fabled city of the East. The street corners present no sharp, stiff angles, and remarkable ingenuity has been displayed in the various treatment. "Here the corner has been simply rounded, here it has been doubled, here again it has been cut away at the foot and overhangs perilously above. Sometimes this overhanging portion is supported by a single pillar of granite. A remarkable pillar of this kind, supporting the building like the leg of a table, is to be seen at the top of Lotsgatan. The usual material is brick covered with plaster, supported upon a lower course or lower story of granite. On the ground floor one enters through a portal that might belong to a temple of Memphis, to a grocery or tobacconist's shop. The plaster work has afforded endless scope for decorative treatment. A keen appreciation has been shown for the value of blank surfaces, and ornament is introduced sparingly to relieve an arch or the supports of a balcony or bay window. Almost all the flora and fauna of Finland have been drawn upon for motives. Over one door swims a procession of swans; a row of owls supports a bay window; here a bear's head forms the keystone of an arch, and here a squatting frog; here again is a frieze of oak leaves with acorns, of dandelions, or of pine cones and needles; in a door the glass panel is designed in the form of a spider's web, and on the wooden panel of another has been carved a knot of mice tied together by the tails."

THE surpassing charm of Finland, Mr. Scott tells us, lies in her lakeland scenery. It is unique and incomparable. Nowhere else in Europe have wood lands and water been so inextricably interwoven with one another. Nowhere else do we find such endless variety in the combinations and contrasts of land and water, trees, rocks, and skies. The ramifications of the lakes, the indentations of the land, the multiplicity of the islands are almost inconceivable. They are the despair of the geographer, as the stars in the Milky Way must be the despair of the astronomer. There is no poetic license about the title, "The Land of a Thousand Lakes," unless an understatement can be said to be a license.

PUNKAHARJU is one of the most beautiful spots in Finland.

Punkaharju (literally "hog's back") is the name given to a narrow ridge of land which stretches north and south nearly four miles right across the eastern arm of the Saima Lake. It is broken in three places. Two of the gaps have been bridged over, and an excellent post road runs along the top of the ridge. The road is continued across the gap at the northern extremity by means of a horse ferry. In itself this ridge is a most curious and extraordinary geological formation. For the greater part of its length it is as regular, as narrow and as straight as a railway embankment. There is no equivocation about it; its edges rise sheer from the lake at the sharpest natural angle and drop as sheer into the water on the other side. It undulates slightly, in some places attaining a height of nearly one hundred feet and at the gaps falling down to the water's edge, but for a great part of its course the summit might have been laid with a spirit level.

From end to end the whole ridge is thickly clad with tall pine and birch trees. On either side the lake is studded with small wooded islands. Sometimes the ridge throws out arms enclosing a number of small, calm lagoons, which have been connected with the lake by canals, so that one may row a boat into them.

"It is almost impossible," says Mr. Scott, "to give an adequate idea of the strange fascination of the place. The hand of man has assisted nature judiciously by cutting down avenues through the pines from certain vantage points, exposing views which would otherwise be unknown. As one walks along the ridge one prospect after another, each of surpassing beauty, opens itself out. At one point, called "Runeberg's Hill," after the national poet, six avenues converge. Far into the distance the capes and islands, each with its fringe of pine, alternate with zones of silver lake in wonderful zigzag. Between the earth at one's feet and the sky there may be as many as six, eight or ten alternate belts of lake and pine. In one magnificent view there are as many as twelve alternations of land and water, and the belt of trees which forms the horizon is shaded as if it were composed of at least three zones. On either side of the clearing, like a frame enclosing the whole view, rise great red boled pines or tall, graceful birches, like fountain jets falling in green spray."

MEMORIES OF HALF A CENTURY

TWO of the daughters of Robert Chambers, a famous Edinburgh publisher and author, have made their appearance in print.

One of them, Lady Priestley, the wife of Sir William Priestley, puts her own name to a volume of reminiscences. The other, Mrs. R. C. Lehmann, appears through her son, who publishes a book entitled "Memories of Half a Century: A Record of Friendships" (Charles Scribner's Sons).

Both these books throw interesting side lights on the literary and social life of the Scotch capital.

Sir William Priestley's fame in his own profession led to his knighthood and his election to Parliament. Lady Priestley was consequently as intimate with the life of London as she was with that of Edinburgh. Wilkie Collins, De Quincey, Professor Aytoun and other celebrities flit through her pages. We see De Quincey in constant dread of his much tried landladies rushing from her father's house on Sunday evenings to the sanctuary of Holyrood in order to reach there before midnight, when he was liable to be arrested for debt.

The latter part of the book is especially interesting as showing Sir William's life in London. The disciple, friend and helper of Pasteur, he helped to break down in the hospitals of that city the barriers of ignorance and prejudice that blocked the path of the germ theory of disease.