

The Convention's Nominees.

Biographical Notes About McKinley and Roosevelt.



The Republican national convention of 1900 was the shortest on record, when hours of time that it was in session are taken into consideration. It was called to order at 12:31 Tuesday, and at 2:30 p. m. took a recess to Wednesday at noon. At 3 p. m. Wednesday a recess was taken to 10:30 Thursday. At 2:30 on Thursday its work was done and the convention was

adjourned sine die. No national convention ever consumed less time in hours.

Of course the work of the convention "laid before it" so to put it. There was not the slightest doubt on any point except the vice presidency, and as soon as the delegates began to arrive that doubt was dispelled. Roosevelt was the choice of nearly every delegation for second place.

McKinley's Biography.

James McKinley, the president's ancestor, landed in this country about 1743, and settled later in Chancetown Township, York county, Pa., where David McKinley, great-grandfather of the president, was born in May, 1755. The records of the Pension Bureau show that David McKinley was a soldier in the revolution and participated in the capture of Paulus Hook and the engagements of Amboy and Chester Hill. He died in 1840, in Ohio, at the age of eighty-five. A son, James McKinley, moved to Columbiana county, Ohio, in 1809. At that time William, his son, born in Pine Township, Mercer county, Pa., was two years old. James McKinley was an iron manufacturer or furnace man, and his son William followed the same vocation. When William was twenty-two years old he married Nancy Allison of Canton, O., the couple having nine children, of whom William Jr., the president, was the seventh. William McKinley, Sr., died in November, 1892, having lived to witness the rise of his son from a school teacher through posts of national prominence to be governor of Ohio.

The president was born at Niles, Trumbull county, O., on January 29, 1843. He attended the public schools in that town until he was nine years old, at which time his father moved to Poland, Mahoning county, O., where the future president entered Union Seminary, pursuing his studies in that institution until he was seventeen years old. He is said to have excelled in mathematics and languages, and to have bested all his fellow-students in debating the public questions of the day.

In 1860 he was sent to Allegheny college, Meadville, Pa., but gave up his course after a few months on account of poor health. After a period of rest he became a teacher in the public schools of the Kerr district, near Poland, having joined the Methodist Episcopal church in Poland. In the spring of 1861 he was a clerk in the postoffice at Poland, which position he gave up to enlist at Columbus, on June 11 of that year, in Company E of the Twenty-third Ohio Volunteer Infantry.

Gov. Roosevelt's Career.

Gov. Roosevelt was born in New York city, Oct. 27, 1858, of Dutch and Scotch-Irish ancestry. His father was Theodore Roosevelt, after whom the governor was named, and his mother, whose given name was Martha, was the daughter of James and Martha Bulloch of Georgia. Young Roosevelt was primarily educated at home under private teachers, after which he entered Harvard, graduating in 1880. Those qualities of aggressiveness which have marked his more recent years of public life were present with him in college and he was a conspicuous figure among his fellows.

It was an interesting period in the history of the party and the nation, and young Roosevelt entered upon the political field with eagerness and en-

ergy. The purification of political and official life had been for some time an ideal with him, and with this came the belief in the efficacy of the application of civil service rules to executive conduct. In 1882 he was nominated for the State Assembly and was elected. He served for three years. In 1886 Mr. Roosevelt was nominated as an independent candidate for mayor of New York, but, although endorsed by the Republicans, was defeated.

In 1884 he was chairman of the New York delegation to the national Republican convention. He had been among those who did not regard Mr. Blaine as the most available candidate of the party, but after the latter's nomination Mr. Roosevelt gave him his hearty support, and in the face of

THE ROOSEVELT CHILDREN.



the remarkable defection in New York at that time. In May, 1889, President Harrison appointed him civil service commissioner, and he served as president of the board until May, 1896.

As president of the civil service commission Roosevelt resigned in May, 1895, to become president of the New York board of police commissioners.

On May 6, 1898, Roosevelt resigned his place in the cabinet, assistant secretary of the navy, to muster in a cavalry regiment for the Spanish war. Life in the west had made this a fitting ambition. As a hunter of big game, used to the saddle and the camp, and an unerring shot with rifle and revolver, the country recognized in him the making of a dashing cavalry leader. He had experienced military duty in the New York National Guard in the '80s. Col. Wood was put in command of the Rough Riders; Roosevelt was lieutenant colonel. On June 15 the regiment sailed to join General Shafter in Cuba.

From the time of landing until the fall of Santiago the Rough Riders were giant figures in the campaign. Their work reached a climax on July 1, when Lieutenant Colonel Roosevelt led the regiment in the desperate charge up San Juan hill. He had shared all the hardships of his men, and when he broke the red tape of discipline to complain of General Shafter's camp and its dangers from disease the army was with him and the war department listened to his judgment. On July 11 he was commissioned colonel of volunteers.

Scarcely two months later the new military hero was nominated for governor of New York. In the convention he received 753 votes, against the 218 cast for Governor Frank S. Black.

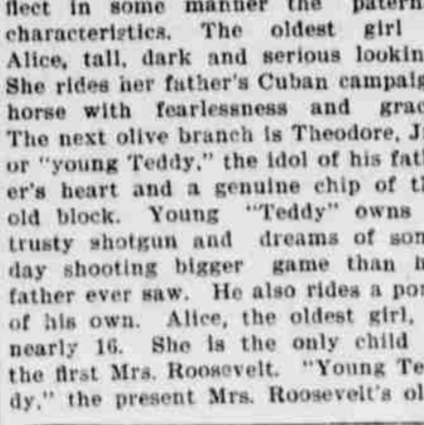
As a writer of outing papers his varied experiences on the trail have served him well. In biography, his life of Thomas H. Benton and of Gouverneur Morris have been praised. Essays and papers dealing with political



LAFE YOUNG.
Nominated Roosevelt.

life have added to his reputation. Of his latest work, "The Rough Riders" has been pointed to as "one of the most thrilling pieces of military history produced in recent years."

Governor Roosevelt has been twice married. His first wife was Alice Lee of Boston, who left a daughter. In 1886 he married Miss Edith Carow of New York. There are six children, two of whom are sons. His domestic life is ideal. Whether ensconced in winter quarters at Albany or New York, or at the famous Roosevelt summer home at Oyster Bay on Long Island, the leader of the Rough Riders is an indulgent father and romps with his children with as much zest as the youngest of them. The youngsters are known as the Roosevelt half dozen, and all reflect in some manner the paternal characteristics. The oldest girl is Alice, tall, dark and serious looking. She rides her father's Cuban campaign horse with fearlessness and grace. The next olive branch is Theodore, Jr., or "young Teddy," the idol of his father's heart and a genuine chip of the old block. Young "Teddy" owns a trusty shotgun and dreams of some day shooting bigger game than his father ever saw. He also rides a pony of his own. Alice, the oldest girl, is nearly 16. She is the only child of the first Mrs. Roosevelt. "Young Teddy," the present Mrs. Roosevelt's oldest



ROOSEVELT COTTAGE.
Oyster Bay.

est child, is 13. Then there are Kermit, 11; Ethel, 9; Archibald, 6; and Quentin, of the tender age of 3.

Tramped Over Canal Routes.

There is probably but one member of the house who enjoys the distinction of having tramped on foot over both the Panama and the Nicaragua canal routes. That gentleman is Representative Romeo Hoyt Freer of West Virginia. Not many years ago Judge Freer was American consul to Nicaragua and during his term of office he familiarized himself with the proposed canal routes. Once he traversed the distance between the two oceans with a surveying party, of which Commander Lull of the navy was at the head, and again he went over the route with only one companion, a New York newspaper man.—Washington Post.

INDIA'S FREE COINAGE

ABOLISHED IN FAVOR OF THE GOLD STANDARD.

Policy Carried Out Under Unfavorable Conditions. But the Country is Swayed with Gold and Currency Has Increased—Effect of the Change Beneficial.

Consul General R. F. Pattison, who is at Calcutta, has reported as follows to the state department regarding the course taken by the government of India in the past seven years on the question of the free coinage of silver:

In 1893 the mints of India, that had previously been open to the free coinage of silver, were closed, except to such coinage as was required by the government to supply the currency for the business of the country; and since that time the exchange value of the rupee has fluctuated greatly, although it has been the policy of the government to establish its fixed value at 1s. 4d. (32 cents), which it has now practically accomplished.

Strong objections were made to stereotyping the rupee at 1s. 4d., on the ground that the normal value of trade required a rupee at a lower sterling value. It was further urged that a rupee appreciated to 1s. 4d. would check exports, and especially would exercise an evil influence on the opium trade with China—a silver currency country.

The policy of the government has been carried out under the most adverse conditions, the plague covering many districts, and the failure of rains last year causing a distressing and disastrous famine in large areas; besides, the cotton spinning and weaving industry has been in a more or less critical condition the past year. In spite of these conditions, the total value of trade during the ten months ending December 31, compared with preceding years, has been, in round numbers:

Imports.	Exports.	Total trade.	
1897-1898	\$24,500,000	\$275,500,000	\$251,000,000
1898-1899	222,000,000	325,000,000	547,000,000
1899-1900	251,000,000	324,500,000	575,500,000

It was in its effect on the export trade that the enhancement of the value of the rupee was chiefly dreaded; but the figures do not justify the fears expressed, although there has been a serious decline in the export of wheat and of rice, owing—as regards the latter especially, which would otherwise have been exported—to its being required for the famine districts of India.

But the statistics for opium do not support the allegation that the enhancement of the rupee and the fall in the exchange of China on India would check the opium trade. The demand has been brisker, and the average price higher the past year.

The measure passed the 15th of last September to make gold a legal tender in India was the outcome of the Indian currency committee's report, but the government was subjected to considerable pressure to defer action when the report appeared. It was contended in making the sovereign legal tender, gold would be hoarded and would fail to reach the government depositories, so that its gradual accumulation would be arrested, and the government would be driven into borrowing for its stock of gold; but the measure was passed, and the result is known. Instead of gold ceasing to reach the government depositories, they have been nearly swamped with it, and the difficulty has arisen from its plethora—not from its scarcity.

The amount of currency reserve on April 1, 1899, was about \$10,000,000, and on March 7, 1900, it was about \$35,000,000. The amount that had accumulated in London was about \$4,500,000, making an aggregate of about \$39,500,000.

In a country like India, where it has been the custom of the native population to hoard silver, it will take longer to adjust itself to a gold standard; but it will be seen that the government is accumulating gold, and it is gradually going into circulation, now being a legal tender.

By the action of the government, India has become a gold standard, and will gradually become a gold currency country, as the exchange value of the rupee is now fixed at the rate of fifteen rupees to the sovereign (\$4.86), or, in other words, rupees are interchangeable at that rate at the government depositories, and, with normal conditions of trade, that rate will probably be maintained.

India, which has been such a vast reservoir for silver, now being out of the list of silver standard countries, must have an important influence in deciding the fiscal policy of other countries, for her absorption of such ceased, though the rupee will continue to be the currency for the smaller transactions, its exchange value being fixed by the government.

The Origin of Trusts.

Centuries ago, when the individual found that his business was growing too large for him to handle, he took a partner. They formed a trust in a small degree. Fifty years ago, the partnership form of business began to give way to the small corporation, as business men found that a corporation afforded better facilities and protection to their business. More recently corporations grew in size until we have experienced the very large corporations called trusts. In nearly every case these are neither more nor less than partnerships, the only difference being in extent and degree. The increase in the world's volume of business has compelled the growth from the original partnerships to large corporations.

THE SOUTH AND SHIPPING.

National Aid for Its Restoration to the Seas.

The rapid growth of manufacturing in the South, and its beneficial effect upon other industries, are arousing in the minds of the people new thoughts and hopes for the future of their great section of the Union. One of the most reliable authorities on Southern progress and development is R. H. Edmonds, the well-known Baltimore publisher, who keeps in constant personal touch with the up-to-date sentiment of the leading manufacturers, bankers, and influential men of the South. It is his repeated declaration and as a result of his own observations that the

SOUTHERN BUSINESS MEN

are almost a unit in favor of national aid in the re-establishment of our ships upon the seas. He finds the sentiment among men representative of Southern industrial and commercial progress quite at variance with that disclosed by their representatives and senators in congress. The latter seem to represent a theoretical opposition to the utilization of modern methods for the advancement of industrial prosperity that has kept back Southern development for fully a generation. In the foreign trade of the United States, as conducted between Southern and foreign ports, one of the

RAREST SIGHTS IS THE AMERICAN FLAG

floating from the sterns of the ships conducting that trade. That the demand has grown in the South for national legislation for the upbuilding of our merchant marine seems to Mr. Edmonds to be logical. He sees in the realization of the growing hopes of his people in this respect much of permanent benefit to the section he represents. He has made an especial study of ante-bellum sentiment on the subject of American maritime development, and was surprised to find that, as far back as

SIXTY YEARS AGO

the sentiment in favor of safeguarding and promoting our merchant marine commended the thoughtful attention of the most advanced of Southern statesmen and business men. In an address before the Cotton Spinners' association at Charlotte, North Carolina, recently, Mr. Edmonds stated that in 1845 John C. Calhoun presided at a convention in Memphis at which the subject was discussed. In 1851 a report was made at a Virginia convention in favor of facilitating the mails through the establishment of steamship lines running between Hampton Roads and European ports. Another convention in Memphis held in 1853 favored

GOVERNMENT ENCOURAGEMENT AND PROTECTION

in the establishment of steamship lines between Southern and European ports. The Charleston convention of 1854 urged congress to encourage the establishment of mail steamships, even to the extent of granting state bounties in the form of rebates to shippers employing American vessels. In 1856 Louisiana's legislature passed an act paying \$5 per ton bounty on all ships exceeding 100 tons burden built in the state. A report made to the legislature of Alabama as far back as 1838 showed that her citizens contributed \$1,800,000 a year to get their cotton to Europe, and contained the query: "If this amount must be paid, why should it not be paid to our own citizens?" No wonder a score of years later Alabama's legislature passed an act granting a bounty of \$4 per ton on all steamers built within that state.

AT CHARLESTON IN 1839

Robert Y. Hayne discussed the subject before a commercial convention held in that city, in which he said that southern and southwestern states were producing nearly three-quarters of the domestic exports of the Union, although importing not to exceed one-tenth of the foreign merchandise entering the United States, and that foreign commerce was "causing cities of other states to flourish while Southern cities were falling into decay." Lieutenant M. P. Maury, famous for his invaluable aids to mariners upon the oceans, was impressed with the

IMMENSE BENEFITS SOUTHERN STATES

would derive from the establishment of steamship lines between Southern and European ports. For many years he urged the investment of Southern capital in such lines, showing the great and growing power her rich foreign commerce was giving to New York, and deploring the fact that the South was missing its opportunities to share therein. He saw for Norfolk, Virginia, possibilities of development which have never been realized, but which it seems possible are likely of fulfillment through the growing scarcity of European coal and the inevitable dependence of the world in the future for the greater part of its coal supplies upon the United States. In

OUR TRADE WITH OTHER AMERICAN REPUBLICS

Maury saw advantages even greater than those possible through our commercial intercourse with Europe, and he was never done urging upon the people of the South the wisdom of generously encouraging American maritime development through the establishment of steamship lines to the West Indies, Central and South America. He advocated a ship canal across the American isthmus and predicted enormously beneficial results to our trade and shipping to follow.

Away back in 1858 the assembly of Virginia incorporated a

\$50,000,000 STEAMSHIP LINE under the name of the Atlantic Steam Ferry company, but which failed to carry out its design because of the

sectional differences between the North and South. The scheme involved the immediate construction of four ships of the Great Eastern class, to regularly run between Southern and European ports. Their great value as auxiliaries to our military resources were then clearly pointed out, as well as their usefulness as nurseries for American seamen who would be ready to respond to their country's call if needed. No wonder, in these circumstances, Mr. Edmonds in his speech made it very clear that the revival of our foreign-going shipping is

NOT A SECTIONAL OR PARTISAN QUESTION.

but is a purely industrial, commercial and auxiliary naval question. He said: "Originating, as the South is already doing, about \$400,000,000 worth of foreign exports a year, shipped almost exclusively in vessels that fly the British, German, and other foreign flags, the South may well be deeply concerned in the upbuilding of a merchant marine, because of the magnitude of its present export trade." This trade he expected would rapidly multiply, and he predicted a cotton crop in the not distant future of 100,000,000 bales.

It is not surprising to find that BOTH OF THE GREAT POLITICAL PARTIES

are now vying with each other in their espousal of an American merchant marine. That the representative men in both parties have formally and finally rejected the suggestion of "free ships"—which means the purchase of British instead of American built ships for our maritime needs—may be taken as an indication of both the conservatism and progressiveness which augurs well for early effective and permanent legislation in behalf of our too long neglected shipping upon the seas. It is this unanimity of sentiment that is converging upon a demand for such legislation that will have become so insistent and imperative as to compel such legislation at the next session of congress.

BIG FOREIGN TRADE.

That of Fiscal Year Just Ending Larger Than Any Other on Record.

The foreign commerce of the United States in the fiscal year which ends with this month will by far exceed that of any preceding year. Its exports will surpass those of any earlier year by more than \$150,000,000, and its exports of manufactures will exceed those of any preceding year by more than \$75,000,000. Its imports, owing to the demands of the manufacturers of the country for foreign raw material for use in their industries will also be large. Raw silk, unmanufactured fibers, crude rubber, hides and skins, pig tin for use in tin plate establishments, cabinet woods and the finer grades of cotton and the coarser grades of wool all show a large increase.

It is in the export side, however, that the year makes its greatest record. The total exports for the eleven months of the year amount to \$1,286,214,534, and should the June figures prove as large as those of May, it would bring the total up to \$1,400,000,000, or \$173,000,000 greater than the banner year 1899.

Montana's Prosperity.

Montana has not been behind hand in securing its share of prosperity under the present administration, as the following exhibit of its bank deposits and depositors shows:

Bank Deposits.	
	July 15, 1899.
Banks.....	1894
National	\$3,212,059
State and private.....	561,377
Total	\$4,073,436

Depositors.	
	July 15, 1899.
Banks.....	1894
National	5,705
State and private.....	1,658
Total	7,363

Average Deposit.	
	July 15, 1899.
Banks.....	1894
National	\$663
State and private.....	515

Where Was He?

The Democrats would have the country believe that it is the Lord and not the Republican party to whom the country is indebted for the good times at present enjoyed. If such is the case where was He during the last administration? If He will not interest himself in the welfare of the country when there is a Democrat in the White House, the people must see to it that a Republican be elected.

Idaho Farm Products.

Idaho fruit sold at the Chicago market in 1896 for just enough money to pay the freight. This year it has been sold at \$1.00 per crate of twenty-five pounds, the freight being \$1.00 per 100 pounds. Hay sold in Idaho at \$2.50 per ton in 1896. This year it has sold at \$5 per ton. Hogs sold there for 3 cents per pound in 1896. Within the last few months similar hogs have sold for 4½ cents per pound.

The Sugar We Buy.

During the last ten years we have bought from foreign countries an average of 777,134 tons of sugar each year. Most of this has come from countries that buy little from us.

Down on Grover.

The Democratic party, as now constituted, denounces and discredits the only man it has been able to elect to the presidency since the war of the rebellion.

Factory Products Selling.

American manufactured goods to the value of \$40,000,000 were shipped to foreign countries last April. That is a record breaker.