

690,330, an increase of \$1,764,825. Thus, for the year ending in 1903, there was a net profit of \$20,934,360, an increase of \$930,615. During the same period the telegraph revenue amounted to \$18,619,330, an increase of \$769,100. During the same period the telegraph department expended \$21,596,855. This represents a net deficit of \$2,967,525. The London correspondent for the Chicago Inter-Ocean says that "if allowance is made for the interest on the capital of \$54,338,220 credited for the purchase of telegraphs the deficit would be \$4,461,825."

ATTENTION HAS RECENTLY BEEN DIRECTED to the British steamer Oxus which carried Admiral Dewey's first dispatches out of Manila to Hongkong. Lately this steamer has been engaged in the banana trade between Baltimore and Jamaica. The vessel will soon be returned to England for a general overhauling. The Baltimore correspondent for the Chicago Inter-Ocean says: "This famous ship was the first to receive clearance papers at the port of Manila after Admiral Dewey had defeated the Spanish fleet and the islands had passed into American hands. As it was necessary for the Oxus, as an English vessel, to have clearance papers, and the Spanish customs officials were out of office on account of the defeat of the Spanish fleet, the flag lieutenant of the American squadron issued papers to the Oxus. On her arrival at Hongkong the Oxus loaded a cargo of meats and groceries for the American fleet, ostensibly as coal, in order to evade the Spanish agents, and returned to Manila bay, where she was captured by the Americans as a blockade runner and relieved of her provisions, after which she was released. The steamer made several trips to and from Hongkong with provisions for the American fleet, being captured each time as she came in sight of Dewey's vessels."

THE HEPPNER, ORE., CORRESPONDENT for the Portland Oregonian describes the terrible cloudburst in this striking way: "A cloud which burst on the hills a mile south of Heppner at about 5:30 o'clock Sunday afternoon let loose a hungry flood of water, which swept down the hillside in a wall thirty feet high and 200 yards wide. Reaching the bottom of the canyon, the liquid avalanche reared its mighty front over the doomed town, and carried to destruction nearly every building and human being that lay in its path, leaving a waste of desolation to mark its trail. The destroying torrent raced down the narrow gorge of Willow creek, inundating as it reached them the settlements of Lexington, Ione, and Douglas, but lessening in fury and in volume as the thirsty alkali soil of the valley drank up the water like a sponge. Behind it lay nearly 300 dead, drowned like rats in a trap. The suddenness of the catastrophe gave the victims no warning, overwhelming them for the main part as they sat within their homes."

AMBASSADOR CHOATE'S SUGGESTION that he hoped that some day there would be a statue of George Washington in the city of London and one of Victoria in Washington has aroused a storm of protest particularly from Canada. It is reported that if Ottawa petitions to the authorities of Westminster Abbey are being signed against the proposal "to erect a monument of George Washington in Britain's historic edifice." The London Saturday Review attempts to soothe the injured feelings of the Canadians and says that it must be admitted that "a statue of Washington here would justify the exclamation we might just as well put up one to the Cape rebels we have just disarmed or to the Irish boys of '98." The Review says that as a matter of fact the latter statue would be more justifiable, "for the Irish certainly had infinitely more just grounds for rebellion than the Yankees, while the Dutch, of a different race, owned the country before the Britishers, whilst the Americans, of our own blood, owed their country solely to us."

A GIGANTIC UNDERTAKING THAT WILL cost not less than \$50,000,000 is in the form of a canal in Scotland, plans for which have just been completed. This canal is to be large enough to float ocean ships between the Firth of Forth on the east coast, across the River Clyde on the west. A writer in the Chicago Chronicle, describing the proposed canal, says: "An indication of the saving in distance that would be effected by the canal will be gained from the following figures: From the Clyde to ports on the east coast of Scotland, northeast of England, and northwest of Europe the distance saved would be from 529 miles to 238 miles. From the Firth of Forth to ports on the west coast of Scotland, northwest of

England, Ireland, America and the Mediterranean the distance saved would be from 487 to 141 miles. From Tyne ports to the St. Lawrence river the distance saved would be 150 miles. From the west of Britain and northeast of Ireland to middle western ports of the continent the distance saved would be from 377 to 98 miles."

FORMER PRIVATE SECRETARY FOR ANDREW Carnegie, James Howard Bridge, has recently published a history of the Carnegie Steel company. A New York dispatch to the Chicago Chronicle, referring to this publication, says that it is regarded in Wall street as a great incentive to an advance in United States steel stocks and this correspondent adds: "Although the book is evidently intended as a weapon in the hand of opponents of trusts, keen speculators know that it will work in the other direction, as it is a revelation of the enormous profit-making powers of the corporation. It shows that steel rails which sell for \$28 a ton can be produced for \$12, as against \$19, the cost price in England, and that what applies to rails applies also to all other steel products."

AN INTERESTING FEATURE OF THIS PUBLICATION relates to the story of H. C. Frick and his bitter quarrel with Carnegie. The New York correspondent says: "The negotiations for the sale of the Carnegie properties to a syndicate composed of Frick and Chicago capitalists are detailed. The book relates how the principal stockholders were called together to consider an offer from a syndicate of New York and Chicago capitalists. They decided to offer ten steel and coke companies for \$250,000,000, half cash, half in fifty-year gold bonds. This was rejected by the syndicate. Then Judge W. H. Moore of Chicago made overtures to Phipps and Frick, who joined the syndicate at Mr. Carnegie's suggestion, as he refused to deal with outside parties. The negotiations fell through, however, and the sale was not made and Frick was forced out of the Carnegie company."

THIS HISTORY OF THE CARNEGIE COMPANY begins with 1858 when Andrew Klossman started a small forge in Girty's Run, in Millvale, Duquesne Borough, Alleghany, and traces the company step by step to the time when it passed into the United States steel corporation. The New York correspondent says that although the early portion of the history is of absorbing interest, the latter-day developments attracted the attention of the men fortunate enough to possess a copy of the edition de luxe. As to the growth of the company's earnings in later years and until that preceding its absorption, the following is given: Net profits of Carnegie associations, Carnegie Brothers & Co., Limited (to 1892), Carnegie, Phipps & Co., Limited (to 1892), and the Carnegie Steel company, Limited (from July, 1892): 1889, \$3,540,000; 1890, \$5,350,000; 1891, \$4,300,000; 1892, \$4,000,000; 1893, \$3,000,000; 1894, \$4,000,000; 1895, \$5,000,000; 1896, \$6,000,000; 1897, \$7,000,000; 1898, \$11,500,000; 1899, \$21,000,000.

A LETTER WRITTEN BY CHARLES SCHWAB, former president of the steel trust, to H. C. Frick under date of May 15, 1899, is reproduced in Bridge's history of the Carnegie Steel company. At that time Frick was seeking to form a syndicate of capitalists to purchase the Carnegie steel plant and Mr. Schwab's letter was intended to assist him. The New York World directs public attention to an extract from the Schwab letter as follows: "As to the future, even on low prices, I am most sanguine. I know positively that England cannot produce pig-iron at the actual cost for less than \$11.50 per ton, even allowing no profit on raw materials, and cannot put pig-iron into a rail with their most efficient works for less than \$7.50 a ton. This would make rails at net cost to them at \$19. We can sell at this price and ship abroad so as to net us \$16 at works for foreign business, nearly as good as home business has been. What is true of rails is equally true of other steel products. As a result of this we are going to control the steel business of the world. You know we can make rails for less than \$12 per ton, leaving a nice margin on foreign business. Besides this, foreign costs are going to increase year by year because they have not the raw material, while ours is going to decrease. The result of all this is that we will be able to sell our surplus abroad, run our works full all the time and get the best practice and costs in 'his way.'"

COMMENTING UPON THESE INTERESTING statements by Mr. Schwab, the World points out that at the date of this letter tariff duties

of \$4 per ton on pig-iron and \$8 per ton on steel rails were being levied at all our ports. They are still being levied. Yet we have Mr. Schwab's authority, than which none could be higher, for saying that pig-iron could not be produced in England for less than \$11.50 per ton, nor steel rails for less than \$19 per ton, while steel rails were being made at less than \$12 per ton by the Carnegie company, and could be marketed in England below the English price at a net profit of \$4 per ton. At the same time the average price of steel rails to American purchasers was \$28 per ton—\$9 per ton higher than the price Mr. Schwab declared his company could sell them for in England, "leaving a nice margin."

MR. SCHWAB'S ADMISSION THAT "WHAT is true of rails is equally true of other steel products," is interpreted by the World to mean that all the Dingley steel duties in 1899 were duties not for revenue, not for protection, but for extortion. The World says: "No British made steel, whether in rails or in other forms, could have competed with American-made steel in 1899—so Mr. Schwab said—if the Dingley duties on steel had been repealed. The same condition of things exists today, for, as Mr. Schwab says, 'foreign costs of production have been increasing while American costs of production have been growing less year by year.'"

IT IS POINTED OUT THAT MORE THAN 2,000,000 tons of steel rails alone are being annually consumed in the United States, to say nothing of other steel products, and that the \$8 per ton levied thereon solely for the purpose of "affording shelter to monopoly" amounts to a levy of \$16,000,000 a year on the American people. The World adds: "In the light of Mr. Schwab's letter it is easy to see why the steel trust is gathering in profits of more than \$120,000,000 a year on the sale of its upward of 10,000,000 tons of iron and steel products. Is it strange that the beneficiaries of this tariff for extortion only should believe, with Mr. Hanna, that the only way to preserve prosperity—their prosperity at least—is to 'stand pat' and 'let well enough alone?'"

A NEGRO AND A CHINAMAN WON THE highest prize and the greatest honors, respectively, in the gifts of the Yale law school. The New Haven, Conn., correspondent of the Washington Times says that when the announcement was made at the anniversary exercises in the law school June 22, the applause that echoed through the hall exceeded that which was given Whitelaw Reid at the conclusion of his address. The Times correspondent adds: "The Townsend prize of \$100, awarded to the member of the senior class of the law school who shall write and pronounce the best oration at the public anniversary exercises at graduation, was awarded to George Williams Crawford, a negro, of Birmingham, Ala., and a graduate of Talladega college. Clung Hui Wang, of Canton, China, won the degree of M. L., Summa cum Laude. He is pronounced by Dean Theodore Woolsey, of the law school, to be a most remarkable scholar. He has been at the Yale law school a year, having graduated from Tientsin university, in his native land, and come here, where he spent one year at the University of California before coming to Yale."

SOME MARVELOUS EFFECTS THAT SCIENCE is producing from the familiar elements of light, air, and electricity are described by a writer in the New York World. This writer says: "The men of science amaze us by the statement that the tail of Borrelli's comet is 3,000,000 miles long. Is there a reader of this paragraph with a mind capable of grasping the idea of distance therein conveyed? A Paris scientific investigator suggests the possibility of using a metal mirror to defeat any enemy, however formidable. His idea is to have the mirror direct an invisible Herzkian ray right through a warship's armored sides into the magazine and explode it. A London doctor is making use of radium to cure cancer. A particle of this substance inclosed in a lead box an inch thick emits rays that are as perceptible as a flash of light on the retina. Tesla's neighbors on Long Island are awe-struck by the flashing emanations from a tall pole which is the vehicle of the inventor's new experiments with wireless telegraphy. Blinding streaks of light come and go from this pole, electrical pyrotechnics such as have made Tesla the Pain of inventors. The townspeople are both amazed and mystified."

The executive mansion is still called the White house notwithstanding the president's protests against race prejudice.