

in a common aversion to England and a common sympathy with the Russians under conditions wherein England alone desires to keep the immense trade of China open for the free competition of the world's merchants and manufacturers. England's immediate control over Chinese territory is in the south, where with Hongkong as a base her activities clash more particularly with those of the French, and in the north central region, where with Shanghai as a base she reaches her mighty arms over the richest zone of the empire, the valley of the Yang-tse and its great tributaries. Here her trade power threatens the assumed rights of Germany and Russia, each of whom claims exclusive trading privilege in her own sphere. The immediate cause of quarrel is over the building with British capital of a railway on the north side of the gulf of Pe-chi-li from Shanhaikwan to Newchwang. This in the present is a short and important route. But it is the essential link of a great system of roads, when these shall be completed and will connect Manchuria—which Russia holds in her clutch—with the valley of the Yang-tse. England, in possession, retains a powerful advantage, however Russia may struggle, and the latter power seems determined to forestall this foothold. The Chinese government, though the concession was originally granted to build with British capital, which was all subscribed for a road partly surveyed, has, under the influence of Li, who has returned to ministerial power, turned a cold shoulder to the enterprise and practically nullified the concession.

The change of Li, formerly the most ardent friend of English enterprise, to be the adherent of the Russian programme, has been the most dangerous factor in the imbroglio. Even with this affair temporarily settled without recourse to arms it is impossible to see how the fierce rivals for the predominance in railway building and the expansion of their trade interests can long keep their hands from each other's throats. The raw material of war is too thickly strewn not to furnish a casus belli at any moment. The only element to prevent is that Russia is not quite ready and England is. It will take two years yet to complete the great Transsiberian railway for military transportation uses.

Legislative Experiment.

Attorney General Griggs has recently decided that vessels flying the Hawaiian flag do not acquire the American registry under annexation unless by virtue of a special act of congress. The principle at issue, he asserts, has been settled and so declared by the United States supreme court in the case of Florida and those regions of territory acquired from Mexico. In other words, they were rather looked on in the light of property than as an integral portion

of the United States. Until made so by formal legislative action, then, none of the laws and institutions of the United States would under this ruling be extended to annexed territory. Tariff laws, navigation laws, question of Chinese immigration and other debatable matters, over which the intelligence of the land is so greatly split in opinion, would not affect Hawaii, Porto Rico or any other island which might become our own by the mere act of annexation.

It is a subject of regret that we could not have such a possession on which to try experiments before finally adopting laws in many instances for the United States. It would be like the testing room of a great factory, or the model loft of a shipyard, or, to use a more vivid and accurate simile, like the vivisection department of a medical college. It would be rather hard lines for the inhabitants of the annexed region thus kept in a condition of political nonage to become the victims of the legislative scalpel. Yet they might glory in being martyrs for the national good if they properly appreciated the supreme honor of adoption by Uncle Sam. The difficulty in making such an experiment useful would be that of finding a region where the general conditions of living are quite similar to those of this country. The inhabitants would probably object strenuously to being used for this purpose, philosophical as it is in theory. It must be admitted that on the whole the scheme is an impracticable one. It is a fascinating thought, however, to have the privilege of wreaking possibly bad laws on others to serve as an object lesson for ourselves.

Difficulties of Sanitation.

Sir Grainger Stewart, in his recent speech at Edinburgh before the British Medical association, of which he is the president of the year, made some suggestive remarks about the obstacles inherent in the modern democratic tendencies of society which prevent effective public sanitation. He cited the opposition of the lower classes to submit to vaccination and the sporadic outbreaks of smallpox in the most unexpected places. Yet in Germany, specially in the army, the disease had been almost totally stamped out. So, too, the working people throughout England could be forced only with the most extreme vigilance to destroy bedding, clothing, etc., in cases of typhoid and typhus fevers, diphtheria and certain other infectious or contagious diseases. He attributed it to the unwillingness of ignorant people full of the instinct of individual freedom to be driven to measures of which they did not fully appreciate the value—in a word, to be compelled to their own good. That had always been one crying feature which opposed the efficiency of health board work.

Such swinish resistance to public sanitation is not infrequent of course in the larger American cities which

have a population of miscellaneous origin. Our immigrants from southern and eastern Europe are notable examples of this stupid attitude toward the laws of health as enforced for municipal safety. But there is this to be said for the health boards of most American cities, they administer the laws relating to such nations as well as make them with a very remarkable degree of energy and wisdom. Many of our cities are certainly not shining models of municipal purity, but it is a recognized fact that the health departments of such communities are always vastly above the level of the other city bureaus. Perhaps the very knowledge of the serious obstacles in the path inspires them to that zeal and vigilance which enable them to overcome. This characteristic of American sanitary methods induces one to believe that when they are applied to the problems of yellow fever involved in the Spanish habits of such pest centers as Havana and Santiago they will achieve a miracle in a very short time.

This Date In History—Aug. 16.

- 1792—John Earl Russell, prime minister of Great Britain 1846-52, born in London; died 1878.
- 1803—Dr. James Beattie, poet, last of the minstrels, died at Aberdeen. Dr. Beattie passed the closing years of his life in London in close intimacy with Dr. Johnson and other literary celebrities. His most famous poem, entitled "The Minstrel," appeared in 1774.
- 1807—Charles Francis Adams, American statesman and diplomat, United States minister to England during the civil war, born in Boston; died there 1886.
- 1833—Ellen Kean (Tree), widow of Charles John Kean and a noted actress, died; born 1806.
- 1895—Ex-Justice William Strong of the United States supreme court, died at Lake Minniewaska, N. Y.; born 1809.
- 1860—Professor Frederick William Crouch, composer of "Kathleen Mavourneen," died in Portland, Me.; born 1808.
- 1897—General William Ward, a noted Federal veteran, died in Newark, N. J.; born 1824.

This Date In History—Aug. 19.

- 1180—Geoffrey Plantagenet, brother of Richard Cœur de Lion and father of the murdered Arthur, was thrown from his horse and trampled to death in Paris.
- 1596—Birth at Holyrood palace, Scotland, of Elizabeth Stuart, daughter of James VI (and I of England), who married the Elector Palatine and thus founded the present British reigning family.
- 1800—James Lenox, philanthropist, founder of the Lenox library, born in New York city; died there 1880.
- 1812—Fight between the Constitution and Guerriere.
- 1814—Count Rumford of Bavaria died; born Benjamin Thompson in Massachusetts 1752; driven away as a Tory.
- 1892—Troops led into an ambush by the striking Tennessee miners and many of them killed.
- 1896—Professor Joseph Dwight Whitney of Harvard university died at New London, Conn.; born 1819.

This Date In History—Aug. 20.

- 1501—Robert Herrick, English poet, chiefly noted as successor of Shakespeare, born. Herrick led the life of a Bohemian for many years after leaving Cambridge. Since 1810 several editions of his works have been published in England and America.
- 1745—Francis Asbury, with Coke the first Methodist bishop in America, was born in Salfordshire; died 1816.
- 1794—Battle at Maumee Rapids, Ohio; General Anthony Wayne defeated the Miamis and other Indians.