

Amusements.

THE LAST OF THE ROYALS... THE GIBBETS... THE TYRANNY OF THE TYRANTS... THE MAN OF WAR'S MAN... THE MAN OF WAR'S MAN...

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New-York Daily Tribune.

WEDNESDAY, SEPTEMBER 20, 1899.

THE NEWS THIS MORNING.

FOREIGN—A call for a Cabinet Council was issued in London, and it is believed that further action in the Transvaal question will be deferred until further reinforcements from Great Britain reach the Cape.

DOMESTIC—Secretary Root received a dispatch from General Otis, saying that insurgent leaders had asked for a conference with him, and also offered to release Americans held at the War Department was informed of the death of Lieutenant General J. D. Miles, Inspector General on the staff of General Otis.

THE WEATHER—Forecast for to-day: Rain. The temperature yesterday: Highest, 75; lowest, 60; average, 70 1/2.

THE DREYFUS PARDON. Captain Dreyfus is free. That is the first thought roused by the day's news from Paris, causing a worldwide thrill of joy and thanksgiving.

THE TRANSVAAL RECORD. Numerous correspondents have asked us for a succinct statement of the negotiations between Great Britain and the Transvaal. Such statements have been given from time to time in our columns, but at risk of repetition we shall endeavor to comply with the requests and review the record in chronological order.

THE TRANSVAAL RECORD. The present negotiations were provoked by the presentation to the British Government of a petition signed by 21,684 Outlanders of the Transvaal, praying for redress of grievances and a restoration of the political rights guaranteed to them under the conventions of 1851 and 1854.

THE TRANSVAAL RECORD. At the Bloemfontein conference Sir Alfred Milner proposed a five years' retrospective franchise, a naturalization oath similar to that in the Orange Free State, full right to vote immediately upon naturalization, and a fair representation of the new voters in the Legislature.

THE TRANSVAAL RECORD. President Kruger returned to Pretoria and caused the enactment of a new franchise law on the basis of his Bloemfontein proposals. The British Government protested in advance that such a law would be unsatisfactory, and so pronounced it after its passage.

THE TRANSVAAL RECORD. On July 12 the Transvaal adopted another law granting the franchise—again not as a right, but at the pleasure of Boer officials. It was a clumsy and obscurely worded law, which no one could understand. But the British Government was inclined to accept it, and was willing to waive the difference between five years and seven years, provided it could be assured that the law really meant what it purported to mean and would be administered in good faith.

THE TRANSVAAL RECORD. The Transvaal Government waited nearly three weeks before answering this proposal, in which time it imported ammunition and made all possible military preparations. Then, on August 19, it replied, practically declining the British offer, and making a substitute offer of a five years' retrospective franchise and increased representation, provided Great Britain would pledge itself never again to interfere in Transvaal affairs, no longer to insist upon assertion of its suzerainty, and to concede arbitration, from which foreign elements other than that of the Orange Free State should be excluded.

THE TRANSVAAL RECORD. The British Government replied on August 28 that, while it hoped no further intervention would be necessary, it could not pledge itself not to protect its subjects in the Transvaal if they should need protection; that it must stand by its previous assertions of suzerainty; that it was willing to consider the scheme of arbitration proposed, but that there were some matters not proper for arbitration which required prompt settlement, to which end it renewed its proposal for a conference.

THE TRANSVAAL RECORD. To this the Transvaal replied on September 2 by offering conditionally to enter a conference, but by withdrawing at the same time the whole franchise offer and insisting upon absolute abrogation of the British suzerainty and the erection of the Transvaal into a sovereign international State.

THE TRANSVAAL RECORD. The British Government replied to this on September 13 by practically renewing the Transvaal's own proposal of August 19 of a five years' franchise and increased representation, with non-foreign arbitration, but leaving the suzerainty question in statu quo, and suggesting that the new representatives of the Outlanders in the Transvaal Legislature should be permitted to speak English, just as Dutchmen in the Cape Legislature are permitted to speak Dutch.

THE TRANSVAAL RECORD. To this, finally, the Transvaal made the reply which has just been published, accusing the British Government of bad faith, and declaring that all former offers are now withdrawn, but guardedly agreeing to a conference, or joint commission of inquiry, which shall, presumably, begin consideration of the whole case over again from the beginning.

THE TRANSVAAL RECORD. Such is the record of the negotiations down to the present day. We shall see what the morrow will bring forth.

THE TRANSVAAL RECORD. The colloquy which took place last Monday in Chicago between George Fred Williams, of Massachusetts, and John R. McLean, of Ohio, discloses a strain of calculating unscrupulousness in New-England's greatest silver leader quite at variance with his record for quixotic and emotional statesmanship.

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plig iron and of finished products during the first week of September, and the comparison serves as well at that point as at any other to illustrate the principles involved.

THE MARGIN FOR DIFFERENCE in such cases includes, of course, all the cost of transforming the material into the product, wages of labor, replacement of plant and machinery employed and profits of capital, with any difference that may exist between the supposed and the actual cost of material in the process involved.

AT A GLANCE IT APPEARS that the late quotations of bills, even higher than prices of rails made from them, are of no value except to show the heavy bonus paid for small quantities by those whose supply is short.

THE PRICE OF RAILS was 207 of a cent higher than the cost of materials and estimated less on January 1, and 260 higher on September 6, or 30 per cent more. But the increase in this difference between materials and products rises to 142 per cent in steel plates and 110 per cent in hoops, which no combination has controlled.

THE NEAREST APPROACH to such advances is 127 per cent in cut nails, only in part controlled, and 98 per cent in smooth wire, which the Steel and Wire Company controls, though in wire nails the rise has been only 83 per cent, and in barbed wire only 61 per cent.

REIMS SHOW ONLY 46 per cent rise in this difference, and angles only 82 per cent, both being controlled by the same combination. The difference as to sheets, reckoning as before from pig iron, appears to have increased 58 per cent, which is less than in most other products.

A COMBINATION IN THIS MANUFACTURE was proposed, but after months of negotiation was abandoned.

DEWEY DAY REFORMS. All good Americans, of course, rejoice in the welcome to be given to Admiral Dewey on his return to this country. Even if the celebration to be held here did nothing more than to arouse the patriotic feelings of our citizens and confer honor on our guest, it would be well worth while.

DEWEY DAY REFORMS. But it promises to do something more than that. It seems to have awakened our officials to some idea of doing their duty for a week, and there is always the possibility that if they once get even partly into that habit they may keep it up thereafter to a greater or less extent.

DEWEY DAY REFORMS. So, perhaps, the subsidiary benefit of the celebration may not be insignificant.

IT IS WELL UNDERSTOOD that the Mayor is preparing to assume a graceful and dignified attitude toward the distinguished visitor, and there is reason to hope that the artificial sunshine of his disposition will be sufficient to irradiate the whole circle of his personal contacts for the time of the festivities.

IT FRANK MOSS and all Mugwumps are carefully kept from his presence at critical moments, there is some ground for hope that the occasion may pass without any unseemly incidents. Chief Dewey, too, is on his good behavior.

HOWEVER CONTENTED he may be to have disorder and robbery in the streets for New-Yorkers to endure, he appreciates the obligation upon him to keep order while the visitors are in town. Accordingly, all pickpockets, burglars and bunco steers are warned to get out of the city or prepare to spend the Dewey holidays in the workhouse.

WE ARE NOT INFORMED that the riotous and criminal activities which are defended as helping to make this a "lively town" are to be interfered with. Perhaps the Chief thinks that the thousands of visitors who are coming to see the Admiral have the same idea of a "good time" as the Tammany politicians, and is going to give them a full measure of hospitality.

THE LIES DRAWN on sobriety, and we believe the badger game is being officiously discouraged with unexpected energy, but this is different from making a "Puritan city" and Mr. Dewey's arrangements to keep criminals in check do not, it is understood, include an attack on the gambling houses or other illegal pleasure resorts, which the Hon. "Hinky Dink" of Chicago, found so easily on the occasion of his recent visit and commended as so fruitful a source of enjoyment to rural guests.

MR. DEWEY WILL NOT INTERFERE with such things, but burglars and pickpockets had better take warning.

THE CHIEF IS ALSO GOING TO try to make his men emulate the Mayor in the matter of sudden politeness. He has issued an order that "they must answer all proper questions in a civil and careful manner, and in their treatment of the public must be uniformly courteous and 'polite'."

WE HOPE THE STRAIN of this requirement will not utterly unman them, and perhaps if they come out from the doors and arcades where they lounge evenings and practise with ease beginnings for the next ten days they may be able without impairing their efficiency to charm visitors and surprise New-Yorkers by an unforeseen exhibition of good manners.

OF COURSE, these reforms are important as contributing to the success of the celebration, but it is just possible that they may have a more lasting effect. Suppose the Mayor should discover that it was not such a terrible hardship after all to keep his temper. He probably means well. His trouble is lack of practice.

SEVERAL YEARS of playing the martinet of a petty court got him in the habit of being outrageous. If he once gets used to politeness he may like it and be all right thereafter. And so, too, with the police. If they learn to be polite and accommodating for a week, they may find the habit a pleasant one.

IF THEY CAN KEEP criminals in check by a special effort when the city is crowded, perhaps they will not find it unreasonable to restrain them under less trying circumstances. Let us hope so at least. Let us hope, also, that the Street Cleaning Department will do a thorough job of sweeping before Dewey comes, and then keep up the good work. The dirt and refuse in our side streets have recently become especially noticeable. It is time that some great occasion brought our various functionaries up with a round turn and reminded them of the work they are expected to do.

THE ENACTMENT of the Eight Hour law last winter may have been good politics, but it certainly was poor business. Many of the men who get the benefit of it are in no sense day laborers working under conditions entitling them to such consideration. They are petty politicians, many of whose places are practically sinecures. They do not work hard or continuously, but lounge about the canal locks and perform a little labor now and then.

IT IS NECESSARY to have them in attendance, but the strain on them is not such that the taxpayers should be compelled to employ an entire new set of officials just to give them eight hour turns and no more.

THE PECULIARITY of ethics known to philosophers as "anodyneism" seems to have extended its contagion to the transportation borough. There have been two or three deplorable exhibitions of blackguardism of late on the Brooklyn baseball grounds. This is a pity. The leaders and prospective champions ought to set an example of sportsmanship in manners as well as of successful playing, and so ought the admiring spectators. Rowdism should be left to the tall and crippled and midgets.

THE OXIDIZING of Ramapo stock appears to permeate the disreputable character of the company's dealings with the city officials. They are as a secret about their holdings as they naturally only work as a servant. Because of this she asks \$2.00 as wages and \$3.00 damages.

MR. BULLEN'S IDYLS OF THE DEEP SEA—A STREET ARAB'S RISE AND PROGRESS. London, September 6. London has a new literary lion in Mr. Frank T. Bullen, whose idyls of the whale fisheries and of the sea have been recognized by literary artists as masterpieces of vivid realism and poetic imagination.

MR. BULLEN'S IDYLS OF THE DEEP SEA—A STREET ARAB'S RISE AND PROGRESS. Mr. J. St. Low Strachey, who accepted one of his earliest stories for "Cornhill," has perhaps the best right to this distinction, and Mr. Rudyard Kipling, by a glowing tribute, commanded recognition for "The Cruise of the Cachalot" as one of the best romances of the sea ever written.

MR. BULLEN'S IDYLS OF THE DEEP SEA—A STREET ARAB'S RISE AND PROGRESS. A writer who was unknown and friendless two years ago has been welcomed to the literary field like a master workman by Mr. Kipling, Mr. Conan Doyle and other successful novelists. While this whole courtesy is a new proof of the amenities of literature at a time when authors are suspected of being jealous and envious of one another, it remains true that only one man could have discovered this rough diamond.

MR. BULLEN'S IDYLS OF THE DEEP SEA—A STREET ARAB'S RISE AND PROGRESS. That was Mr. Bullen himself. The process was long and agonizing, and it shows even his bright, cheery eyes, and has left an undertone of pathos in his merry voice.

MR. BULLEN'S IDYLS OF THE DEEP SEA—A STREET ARAB'S RISE AND PROGRESS. The man is even more interesting than his romances of the sea. This is what he has to say when questioned about his strange experiences and arduous struggles. "From the time of my first start into the world at the age of eight and a half years, I was successively working at a drug store, at a boot shop, as a lath venter, as a pageboy, as a plasterer's lad, as a milk boy, at a trunkmaker's, as a general driver and as a street arab. I don't remember when I wasn't hungry. I don't remember any happiness except in reading, and I do remember that my one aching need always was for somebody to love, somebody that would love me, and after I settled down ashore I seemed to be always fighting desperately for others. I took my vacation in summer and went into another line as an addresser of circulars, as a hawker of small goods, as anything that I could earn a penny at; but the picture framing business was terrible, and I've told you how I used to pose as an artist's model after 11 at night and put in some recreation on Sunday as an extreme preacher in the street." The frankness with which he talks about the pathos of his neglected childhood, his adventures as a common sailor and the carking cares of eking out a poor clerk's wages for his family betokens the unaffected simplicity of the man.

MR. BULLEN'S IDYLS OF THE DEEP SEA—A STREET ARAB'S RISE AND PROGRESS. The process of discovering himself began when he was in his fifth year. His father, a London stonemason, had separated from his mother and turned the child over to a maiden aunt, who was a dressmaker. The boy began to read almost as soon as he could speak, for the dressmaker, in order to have her hands free for her work, passed him over the garden wall into a school yard; and while she was sleeping in bed in the early morning he used to take the Bible and "Paradise Lost" from the mantel shelf and spill out the short and the long words by the hour. That was the beginning of a future career of imagination and literary activity, but the end was far away. In his ninth year he was taken from the dressmaker's to his stepmother's, where he was starved, beaten and ill treated until at twelve he could endure his sufferings no longer, and ran away from a place that was not home to sell newspapers in the streets and finally to go to sea as a cabin boy.

MR. BULLEN'S IDYLS OF THE DEEP SEA—A STREET ARAB'S RISE AND PROGRESS. The first four years of his sea life will be told in detail in "The Log of a Sea Wolf," to be published late in the autumn. As he outlines the story, it includes a mutiny in Demerara, a ship wreck and a rescue on the Campeche Cays, an interval of billiard marking in Havana, and another of figurehead carving in Liverpool; two months' experience as a street arab in London; a voyage to Jamaica, ending in another shipwreck, a return passage to England, with thirty deaths from yellow fever on the ship; a voyage to the East Indies and another to Melbourne, adventures as a stowaway, and service on Australian steamers as a lamp trimmer. By that time he was old enough to ship as an ordinary seaman, and one long voyage followed another until he joined the crew of a South Sea whaler and recounted in "The Cruise of the Cachalot." Without having the faintest appreciation of the value of his experience as literary material, he drifted from port to port, shipping now as a mate and again as a sailor before the mast. Marrying at twenty-two in London on a Monday a girl of eighteen, he sailed on a Wednesday for Calcutta as a common sailor for a month; and after returning as second mate was three weeks at home before starting on a perilous voyage to Nova Scotia with a drunken skipper. His career at sea closed with a series of voyages to the West Indies, Mexico, Rotterdam, Madagascar and Zanzibar.

MR. BULLEN'S IDYLS OF THE DEEP SEA—A STREET ARAB'S RISE AND PROGRESS. Mr. Bullen, who is now a dreamy looking man of forty, of medium height, agile in figure and heavy whiskered, recounts his adventures at sea with flashing eyes and a fine glow of enthusiasm in his weather beaten face. When he reverts to the fifteen or sixteen years of arduous struggle ashore, which made up the transition period between sea life and a literary career, his voice deepens and the eyes lose their lustre. He was during that period a clerk in the meteorological office, with £2 a week. At the outset his salary seemed to him a fortune, but as his family increased its purchasing power shrank and he was forced to piece out his narrow income and to turn his hands to one thing after another with the energy of despair. With office hours from 9 to 5 he had a margin of time for other work. He opened a shop and made thousands of picture frames, working early and late. He was a street pedlar, a suburban hawker and an artist's model, and eagerly accepted any odd job that came in his way. His holidays were working days in some fresh trade, and his only recreations were reading and street preaching on Sundays. It is with a strong sweep of the arm, in a gesture suggesting a man swimming in deep waters against a swirling tide, that Mr. Bullen describes this long, heartrending struggle for a bare living for himself and his family.

MR. BULLEN'S IDYLS OF THE DEEP SEA—A STREET ARAB'S RISE AND PROGRESS. As we were talking together of the darker passages of his life, Mr. Gilbert Parker found us. Mr. Bullen's eyes at once shone with merriment. He named Mr. Twidle, an artist, who had illustrated "When Valmond Came to Pontiac" and other stories by the novelist, and asked if he remembered him. "Certainly," was the reply. "I was his working model for those drawings," was Mr. Bullen's merry exclamation. "Hour after hour I have stood before Twidle in all sorts of astonishing attitudes while he was bringing your characters into life. Yes, I was Valmond! and glad enough to earn a shilling or two after midnight!" That was after the poor junior clerk had been making cheap picture frames far into the night, and when he still had the patience to pose as an artist's model. Mr. Parker may have thought that he owed a brother literary artist some reparation for the toil and suffering undergone in helping to illustrate his works, but the whittling of time had already wrought its revenge. Mr. Twidle had been employed by his former model as an illustrator of "The Cruise of the Cachalot," and was at work at that very moment upon a series of eight drawings for "The Log of a Sea Wolf."

MR. BULLEN'S IDYLS OF THE DEEP SEA—A STREET ARAB'S RISE AND PROGRESS. Mr. Bullen's services as an artist's model were rendered before he had completed the process of discovering himself, which he had begun as a child by reading Milton's epic in bed soon after dawn, while the weary dressmaker came Tribine.

ment in the latter republic. This curious fever in the Spanish-American blood seems to have its settled periods of recurrence. Its cure would, indeed, involve the remodeling of all the ideals of the Spanish speaking political world, in which the military pronouncements are as customary a weapon of the Opposition as is with us a party convention's time honored declaration of "lack of confidence."

GOVERNOR ROOSEVELT has made an admirable selection for the place in the Appellate Division, Fourth Department, made vacant by the death of Justice Pollett. Justice Walter Lloyd Smith succeeded his father on the Supreme Bench at an age when most young lawyers are just beginning to be known as successful practitioners, and after many years' experience is still a young man.

PERSONAL. Dr. W. H. Workman and Mrs. Fanny Bullock Workman, F. R. S. G. S., of Massachusetts, authors of "Algerian Memories" and "Sketches of Modern Algeria," who have spent two years in Algeria, visiting all parts of the plains on their bicycles, and who during the last two summers have travelled fifteen hundred miles in the Himalayas in the course of which they have crossed eighteen passes over 2000 feet high, being over 17,000 and two nearly 18,000 feet, accomplished in July the difficult passage of the Blafu Glacier in Broddi, Eastistan (better known as Little Tibet), and ascended to the top of the Hissar Pass, 17,000 feet. They were eighteen days on ice and snow. The Blafu Glacier, one of the three largest outside the Arctic Circle, lies in one of the most high regions of the Himalayas, and from 7,500 to 20,000 feet or over. They had with them the well known Swiss guide, Mr. Zurborglen, who came with the Hissar Pass in 1871 with the Korakorum expedition of Sir Martin Conway. The only recorded instance of this pass having been crossed, created previous to the present one are those of Conway in 1870, and a land of natives from Nagay, who there says also crossed the pass and carried the glacier to the present one. The Workmans are, so far as known, the first to see and photograph the untrodden and unnamed ice lines of the region. Covered hands crossed the glacier. The lowest camp was 12,800 feet, and the highest 16,800 feet above sea level, some seven hundred feet higher than the minimum temperature was 21 degrees Fahrenheit.

MONSIGNOR VALMOND who has just been made titular Bishop of Argos at the age of thirty-nine years, is the youngest Bishop in the Roman Catholic Church. Next to him comes Monsignor Marcello Crotti, Patriarch of Alexandria, thirty-two years old, who has been Bishop for four years, and Monsignor Passerini, Vicar Apostolic of China, thirty-three years old, and also four years a Bishop. The three oldest bishops are Cardinal Giuseppe Lilio, thirty-eight years old, Cardinal Leopoldo, thirty-eight years old, and Cardinal Celestino, Archbishop of Palermo, eighty-eight years old.

"THE CHICAGO POST" says: "The recent invitation extended to Professor James Henry Breasted, to take charge of the Chicago Egyptian Expedition, is a work of great importance, the details of which are not ready for public announcement. This movement will attract much scientific attention in the immediate future, and will add to the laurels of this band of students. Those who are familiar with the work of the Chicago Expedition, founded by the progressive organization of Mr. and Mrs. Charles I. Hutchinson, Edward E. A. Andrews, Mrs. Mary Wilmshurst, of the Chicago Women's Club."

THE TALK OF THE DAY. The Kansas farmers say that it will cost them more to harvest the corn crop this year, because the stalks are so high that they will have to hire men on horseback to pick the ears. While the corn is high, it is also heavy; the ears are well filled and the kernels are firm and sound. It will be an unusual thing to have fields yield eighty or ninety bushels to the acre. Corn gathering will begin in about two weeks. Corn gathering will be postponed until after frost. The corn gatherer will lose his money in handling the heavy ears, as the breaking of them is very hard on the wrists.

"THE EMPEROR OF CHINA," said Mr. Darley, who had been reading about the Celestial Empire, "is obliged to fast sixty-four days in each year for the sake of religion."

"YES," said Mr. Darley, "but other people keep it in mind when they are dealing with me." (Chicago Times-Herald.)

AV. D. Hunter, a special agent, has just reported to Dr. Howard, the entomologist of the Agricultural Department, in regard to a recent statement to the effect that it was considered by entomologists that the Turtle Mountain region, in North Dakota and Montana, probably was a permanent breeding ground of the destructive migratory grass hopper, a statement which would occasion much alarm and indignation among the farmers of the place.

THIS REGION, therefore, was carefully scrutinized by Mr. Hunter, who reports that the migratory grasshopper does not breed permanently in the Turtle Mountains nor in that vicinity. The ground is perfectly unsuited to breeding, and moreover, swarms descending further east have been traced from far to the northeast of the State. The probable breeding ground, he thinks, is on the Assiniboine River, north and east of Regina.

SOME TIME ago a well known and popular Congressman from Iowa received a basket of prisoners. A few days later the minister's little son was called up in his geography class and asked to recite the names of the "prisoners." "I don't know where it is," said the small boy. "I've had some of the water, and it is real nice." (Boston Herald.)

"THE DIGGING of a living root," says "The New-York Times," "is a business in which some of the most successful and Franklin counties, Va., have been engaged for some time. It is in great demand, and consequently brings a good price, as high now as \$5 or more a pound. This root is found most in mixed hardwood growth, and somewhat resembles garget. It has to be dried before it is ready for the market, and it takes a day means big things in weight, but the scarcity of it makes it impossible to find even that unless in Western Virginia, one strikes it rich. The question is being asked by land owners whether the man who goes on another's land and takes value therefrom is not trespassing to a great extent and doing that which he has no legal right, any more than he should have a certain amount of wood or lumber on the land of another and appropriate it to his own use."

"THREE BALLS AND OUT"—So you refuse to give me the most unusual of modern sports, you say? "No, another cent do you get," replied the stern parent.

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