NEWS OF TWO CAPITALS.

Continued from first page.

terest has been benefited. If the success of the Steel Trust in avoiding or overcoming the resistance of organized labor be complete, it will be a fresh argument for the amalgamation of British capital invested in railways and great industries, and for the introduction of machinery of the newest type and the reduction of working expenses as necessary requirements of American competition.

Goodwood and Cowes are attracting the few fashionable stragglers remaining in London, and engagements for country houses in Scotland are already made. There is a wedding at St. Peter's, Eaton Square, this afternoon, where Lord Aylesford gives away his youngest daughter, Miss Muriel Finch, to the bridegroom, Mr. William Werthington, and it is almost the last fashionable function of the season. Rain interferes with a garden party at Syon House, which is the final effort for the entertainment of the British congress on tuberculosis. The season has ended drearily, and the opera boxes will go begging during the few remaining nights.

The report of the joint committee of the Lords and Commons on transit questions in London is a melancholy remainder that there is no central authority for working out the greatest metropolitan problems. It withholds information of the greatest importance and deals mainly in safe and harmless generalities. It recommends the construction of a thorough underground electric line from Hammersmith to Piccadilly Circus, with extensions to the Mansion House and Islington, and suggests the establishment of some form of controlling power over the whole system. The traffic conditions and prospects of metropolitan and suburban transit will not be materially changed by this hazy parliamentary manifesto. I. N. F.

PARIS.

STATISTICS OF INCREASE OF LABOR STRIKES IN FRANCE.

INTEREST IN STEEL ISSUE IN THIS COUNTRY—ELECTION INDICATIONS—ART AWARDS AT MUNICH.

(Copyright; 1901: By The New-York Tribune.)
[BY CABLE TO THE TRIBUNE.]

Paris, July 27.—The Statistical Bureau of the Ministry of Commerce has just published an elaborate report on French labor strikes, which shows an alarming increase in the conflicts between capital and labor. The report covers the year 1900, in which there were 902 strikes, in which 222,714 persons took part, with a loss of 3,760,577 days' wages. In the year 1899 there were 740 strikes. The annual average number of strikes for the nine years previous to 1899 was only 362. The report shows that in the year 1900 scarcely 22 per cent of the strikes resulted in a victory for the strikers; that is to say, where the strikers obtained what they struck for. The figures also show that in 1900, 1,115,524 days' wages were sacrificed by 26,754 persons who wanted to work, but who were compelled by those who organized the strikes to remain idle for periods extending from two weeks to a hundred days.

The progress of the steel strike in the United States is being keenly watched here by those engaged in the steel industry, especially in locomotive and railway construction, and one hears predictions that the American iron industry, which promised to lead the world, may after all be crippled at the outset by gigantic strikes.

It is, meanwhile, satisfactory to turn to the experiments recently completed on the line of the Orleans railway, where two types of locomotive are in use, the American simple expansion engine with two cylinders, of which a considerable number are already in use on French railways, and the French compound expansion four cylinder locomotive. The experiments lasted fifteen days on the line between Paris and Aubrais. Trains of forty ballasted cars, of a weight of sixty-one tons, were drawn at a speed of seventy-five kilometres an hour on alternate days by American and by French locomotives. The results were recorded by a dynamometric registering car, the utilization of steam measured by means of Martin recorders, placed upon the locomotives. The diagrams thus obtained served as data for the official test of the relative merits of American and French locomotive engines working on French rails, and it is gratifying to learn that the superiority of the American made locomotive has been established by these trials.

The annual examinations of the Conservatoire of Music and the Drama were concluded yesterday. In vocal music the only graduate who rose above the average plane of talent was Mlle. Cesbron, who obtained first prizes both in opera and in opera comique, which entitle her to an engagement at the Academy of Music, and consequently much is likely to be heard of this young woman in the coming musical season. Mlle. Cesbron has a clear soprano voice, and after singing the third act of "Armide" she was pronounced by a jury, comprising among other musical authorities Theodore Dubois, Camille Saint-Saëns, Victorien Soncieres, Delmas Gailhard and Victor Maurel, to be by far the most promising pupil of her class. Nevertheless, too much significance should not be attached to this, because Gailhard, the manager of the opera, declares that never before has there been such a dearth of a high order of fully developed operatic voices, both male and female, as at present, and he attributes this not to the professors or the lack of good natural voices, but to the fact that nowadays musical training does not begin in childhood, as was the case sixty years ago, when the Conservatory was recruited from the pick of the children's cathedral choirs throughout France.

The real heroine of the Conservatory this year has been discovered in the class of comedy, under the direction of Le Bargy, of the Théâtre Français, in the person of a young woman fifteen years and ten months of age, named Mlle. Pierat. She is the daughter of an actress of the Odéon, and her parents strongly objected to her adopting the stage as a profession. Mlle. Pierat has only studied twelve months at the Conservatory, but the jury, including Victorien Sardou, Jules Claretie, Alfred Capus, Paul Ginisty and Mounet Sully, decided to disregard the tradition of the Conservatoire and give the first prize to a pupil of only one year's standing, the only precedent for such an innovation being the case of Mlle. Cloisette in 1869. Sardou and Capus do not hesitate to say that a second Reichenberg has at last been found in this little blond girl, whose voice, diction and theatrical temperament, in their opinion, far exceed anything produced at the Conservatory for many a year.

The elections last Sunday for the triennial renewal of Councillors General in all the French departments will be continued to-morrow in the ninety-two electoral districts where a second balloting was found necessary, but the rough result, already known and discussed, has a very pronounced political character, especially as these departmental elections took place on the very day after that on which the new law regulating religious associations had been promulgated, and had any real hostility among the majority of the French voters existed against this law, as the opponents of the Waldeck-Rousseau ministry so confidently predicted, the country would certainly not have lost such a favorable opportunity for putting its opinion on record. The exact results cannot be known until after to-morrow's voting, but the defeat of the reactionary parties, Nationalists, Melinists and Jew baiters, has been crushing, and will in all probability be still more so to-morrow. The genuine republicans have already won fifty-five new seats. The number of republican general councillors so far elected is 1,067, whereas the number of Conservatives, and Conservatives who have adhered to the republic, and Nationalists, is only 290, while the number of Socialists remains exactly the same as before. There are still a few traces of morbid anti-Dreyfusism and Nationalism in the departments bordering upon the eastern frontier, but the great object lesson derived from the departmental elections is that the public feeling, which for over two years has been in such a feverish, unnatural state, is at last completely re-established.

Indeed, nothing could demonstrate more clearly what a purely superficial hold either Bonapartists or Bourbons have on the country than the calm indifference with which the statements of Prince Victor Napoleon and the Duke of Orleans, which occupied yesterday in flaming type the whole front page of the "Figaro," have been received by the public at large. Prince Victor could not find anything better to say than that the empire was not a party, and dependent upon the plebiscite of the nation. The Duke of Orleans also asserted that monarchy was not a party, but an effort to unite all Frenchmen on the "Terrain" of national rights. Both had to content themselves with glittering generalities and with allusions to the First Napoleon and to Henri Quatre.

The "Figaro" and the "Gaulois" have been exploiting with a great sound of trumpets the views of both princes, and it is evident that neither has a ghost of a chance so long as the present temper of the nation exists, and until a pretender to the throne can find an opponent less honest and less wise and less wide awake than President Loubet, and one less able and less strong than the Premier, Waldeck-Rousseau.

In French naval circles renewed confidence in submarine boats is caused by the achievement of the Morse at Havre, which repeated the exploit of the Gustave Zede at Ajaccio, but with greater success, according to the official narrative. Vice-Admiral Fournier, inspector-general of mobile defences, who had taken Havre on his round, telegraphed to the Port Admiral of Cherbourg asking him to send the Morse immediately for an attack on the Cocyte. Arrangements were promptly made for the departure of the Morse, which did the journey in eleven hours, navigating mostly on the surface, but as a precaution against detection remaining submerged for the last eight miles. The submarine vessel reached Havre in the night, and, entirely unperceived by the Cocyte, managed to hurl a dummy torpedo, which hit the gunboat in the side. Then the Morse appeared on the surface in full view of the Cocyte, and its commander, going on board that ship, made his report to Vice-Admiral Fournier, who was aboard the gunboat, and heartily congratulated him on his success.

The American section of the Munich international art exhibition this year is largely composed of works of American artists residing abroad, and Gari Melchers, who represents the United States section on the international jury of awards, has received official information that the Bavarian Government has awarded a first class medal to Walter Macewen for his painting of a girl in a pale rose Watteau dress standing before a mirror; a first class medal to Julius Stewart for his nymphs and Dianas sporting in a sunlit background; a second class medal to Mr. Hartwich, an American resident in Munich, for his large canvas with cattle, which received a second medal at this year's Paris Salon; a second class medal to George Hutchcock for his "Magnificate," exhibited at the Paris exhibition, and for two other canvases sent from Holland; a second class medal to Seymour Thomas for his portrait of an elderly woman, which had already won a medal at the Paris Salon; a second class medal to Humphreys Johnston for his "Etude Rose," a clever and distinguished work, and a second class medal to Van der Weyden for four small pictures.

Among other American artists who exhibited at Munich are Edwin Lord Weeks, who has received the Order of Saint Michael from the Prince Regent for his brilliant canvases of Persian subjects; Walter Gay, whose only exhibit at Munich is "The Weavers," which was seen at the Paris Exposition, and which has just been purchased by the Bavarian Government; H. O. Tanner, who exhibits "The Wailing Place of the Jews at Jerusalem" and "Lions in the Desert"; William T. Dannat, Ridgway Knight, his son, Aston Knight, who exhibits a large river scene on the Thames, which obtained honorable mention at the last Paris Salon; Lionel Walden, Charles Thriat, Frederick A. Bridgman, Frederick MacMonnies, who exhibits his large painting of "Le Raseur," or the bare, robust, old man holding Zola's novel "Fécondité," which made such a prominent figure in the last Paris Salon.

C. I. B.

TOLSTOY CONTINUES TO IMPROVE.

THE CHIEF CAUSE FOR ALARM IS THE NOVELIST'S EXTREME WEAKNESS.

St. Petersburg, July 27.—Count Leo Tolstoy, who has been dangerously ill, continues to improve, but his physicians are unable clearly to diagnose his trouble.

"You good folks," Count Tolstoy said to his doctors, "know all that medical science teaches, but, unfortunately, that science itself knows nothing at all."

A few days ago Count Tolstoy said to a friend, "The carriage is already at the door, and I must go."

Then, later, after he had slightly improved, he said, "Oh, I am allowed to wait awhile."

The chief cause for alarm concerning Count Tolstoy lies in his extreme weakness. His body is emaciated and his skin is sallow; his eyes alone retain their brilliancy, while his mind is perfectly clear.

IN MEMORY OF KING HUMBERT.

PREPARATIONS AT ROME FOR AN IMPOSING CEREMONIAL.

Rome, July 27.—The royal family of Italy, the provincial authorities and numerous visitors are arriving here daily to attend the memorial services which are to be held on July 29, the anniversary of the assassination of King Humbert. Queen Dowager Margherita of Italy arrived here this morning and King Victor Emmanuel and Queen Helena and Queen Maria Pia of Portugal and other royalties are on their way. It is anticipated that ten thousand visitors will be in Rome next Monday to witness this imposing ceremony, which will include a national pilgrimage to the Pantheon and which, it is expected, will be of immense proportions.

King Humbert was assassinated about 10 o'clock in the evening of July 29, 1900, at Monza, Italy, by Gaetano Bresci, an anarchist, who had lived in Paterson, N. J.

THE DISASTER AT BATOUM.

NOT SO BAD AS AT FIRST REPORTED—LOSS OF LIFE SERIOUS, HOWEVER.

Batoum, July 27.—A search of the debris of that portion of this city wrecked by an explosion on July 25 discounts the alarming earlier reports as to the damage and loss of life resulting from the explosion. Thirty buildings are now known to have been wrecked in the vicinity of the exploded magazine, and many civilians were killed or injured. Thirty soldiers were injured and three officers were killed. The magazine did not contain petroleum. The disaster occurred in the centre of the town.

THE SHAMROCK SAILS.

CHALLENGER AND HER ESCORT, THE ERIN, LEAVE THE CLYDE FOR NEW-YORK.

SIR THOMAS LIPTON'S LAST EFFORT TO WIN THE AMERICA'S CUP—CHANCES OF WATSON'S BOAT.

(Copyright; 1901: By The New-York Tribune.)
[BY CABLE TO THE TRIBUNE.]

London, July 27.—Shamrock II left the Clyde to-day for New-York under a small spread of canvas, and will probably be towed by the Erin the greater part of the way. The dispatches from Glasgow describe the enthusiasm of the send-off and the confidence which is felt on the Clyde respecting her chances of winning the Cup. There are no signs of public interest here in the contests. The sporting press is silent, and there is no comment outside Sir Thomas Lipton's circle of friends. Experts assert that the yacht is ten minutes faster than the previous challenger over the Sandy Hook course, but mathematical tests of this kind are mainly guesswork. She is faster at every point of sailing without doubt. Sir Thomas Lipton's friends describe this as his final attempt to win the Cup, since he has resolved never to try again if he be defeated with Watson's boat.

I. N. F.

SENT OFF WITH ENTHUSIASM.

SCENES ON THE CLYDE AS THE SHAMROCK AND THE ERIN SAIL.

Gourock, July 27.—Shamrock II, accompanied by the Erin, sailed at 10:20 o'clock this morning for New-York. Great enthusiasm was displayed as the challenger departed.

Captain Sycamore desired to go out under canvas, and he was favored with a light, easterly wind, sufficient to keep the flags streaming in the direction the yachts had to sail. The challenger cut a strange figure with her stunted spars and scanty canvas as she lay ready to start. At 10 o'clock Sir Thomas Lipton and Mr. Watson boarded her, and a few minutes later the challenger's moorings were slipped, her head sails broken out, and Shamrock II slipped away on her voyage across the Atlantic. Thousands of persons gathered along the shore and on the pier at Gourock and greeted the yacht's departure with a great outburst of cheering, again and again renewed. Hats and handkerchiefs were waved, guns saluted and steam whistles and sirens shrieked. The Shamrock's crew were all mustered on deck and, led by Sir Thomas, gave a hearty response to the greetings. For miles along the shore crowds occupied every vantage point, and the cheers passed from group to group until the challenger, with her racing flag at the masthead, and the Erin, with the Stars and Stripes flying at her fore, disappeared from sight.

Sir Thomas Lipton remained aboard the challenger until she was off Cumbraes, when he returned on a tug. Before leaving he addressed the challenger's crew, thanking them for what they had done already and wishing them godspeed on the voyage and a successful finish to their task. He said they had the best boat it was possible to provide for them and that Mr. Watson had done his part well, partly for love of his profession and partly for love of the old flag the boat went to represent. They had a stiff fight before them, continued Sir Thomas, but the opponents they went to meet were generous. Whatever the result of the races might be, he knew the best yacht would win, and if any favor were shown it would not be to the disadvantage of the British boat.

SHARES FALL ON BOERSE.

ALARM CAUSED IN FINANCIAL CIRCLES IN GERMANY OVER THE NEW TARIFF BILL.

Berlin, July 27.—The Boerse took a pessimistic view of the new tariff bill and a general fall in the prices of iron and coal shares resulted. The "Boersen Zeitung," in its report, says:

The view has prevailed on all sides that the new bill would be full of danger for Germany's industry and trade.

The "Lokal Anzeiger" says:

The Boerse no longer expects the commercial treaties will be concluded, and anticipates that the export trade will be considerably hindered. This caused the pessimistic tone on to-day's Boerse, together with the fact that duties on the necessaries of life must cause higher prices precisely at the time when wage reductions are the order of the day.

The "Lokal Anzeiger" further learns that the members of the Bundesrath regard it as certain that the bill will not pass that body in its present form, and they expect considerable changes will be made therein, especially as Emperor William is desirous of new commercial treaties.

All the morning papers devote much space to the Tariff bill. The majority of the Conservative papers give the provisions of the bill with little discussion thereof, the tone of which is, however, that the duties have only been moderately increased and not so much so as the agriculturists need, but that Count von Bülow, the Imperial Chancellor, did his best. The "Deutsche Tages Zeitung" considers the increase in duties set forth by the bill to be modest, and that foreign countries will breathe more freely since its publication. "Die Post" praises the wise moderation of the bill, which, it says, renders it acceptable abroad and at home. The "Post" interprets the eighth paragraph as directed against the United States, and says:

It gives us the means to protect ourselves against the high handed manner in which the United States interprets reciprocity. We are decidedly discriminated against under present conditions. We were weaponless against such leonine treatment in tariff matters because Caprivi [the late former German Imperial Chancellor] literally threw away the most-favored-nation treatment. This new tariff shows a determination to insure ourselves a place in the sun in tariff matters, and we expect German manufacturers to agree thereto, since many have suffered from the supercilious morality of Americans in tariff treatment.

With regards to the eighth paragraph of the bill being the best means for convincing foreign countries of the value of commercial treaties with Germany, the Liberal papers emphasize the fact that this Tariff bill comes at a time when German industries are already in the throes of the severest crisis, and that it can only cause new convulsions in the industrial life. These papers express the fear that the United States will adopt reprisals upon German shipping, and they also point out that Germany's allies, Austria and Italy, must lose a large part of their German trade.

Even moderate papers like the "National Zeitung" confess that their worst fears about concessions to the Agrarians are not only confirmed, but exceeded. The "National Zeitung" points out that the Agrarians gained great advantages, besides those resulting from high duties, through the abolition of the present bonded warehouse privileges on grain and the abolition of the bill requiring cash payment of duties, or 4 per cent interest thereon.

Some of the German papers interpret the "North German Gazette's" inspired statement to the effect that the bill is only tentative, and that the Reichstag and the Bundesrath may change it, as meaning that the Government wishes moderation in agricultural duties. But information obtained by the correspondent of The Associated Press from Reichstag circles is that the Reichstag is more than likely to make still greater increases in the bill.

All signs indicate that a heated agitation against the bill will break out throughout the country. "Der Vorwaerts" says there is only one answer to the bill: "Down with it." The Liberal papers say the bill can only make Socialist votes, and these papers point out the most recent evidence of the growth of Socialism in the results of two by-elections held in the Memel district, in which the Conservatives lost about two thousand votes as against their majority of 1898, while the Socialists gained about the same number. In the Duisburg-Ruhrort district, in the elections held July 25, the Socialists polled 14,000 votes, this being a gain of 100 per cent in the last three years.

GENERAL WOOD SAILS FROM HAVANA.

Havana, July 27.—General Wood was taken on board the steamer Morro Castle to-day. The general expressed himself as being quite well and wanted to walk aboard the vessel, but the doctors insisted upon his being carried on board on a portable cot.

The Morro Castle is due at New-York next Tuesday.

WHAT LONDON TALKS OF.

London, July 27.

A HARVEST FOR SINGERS AND MUSICIANS.—Never before have musicians and operatic stars received such large sums for performing in private houses in London as they have done this season. Kubelik, the youthful violinist, is easily the lion of the lot. He never played at a private concert for less than 120 guineas, and generally got 200 guineas, and there was scarcely an evening that he was not found at the house of some millionaire. One well known woman gave a Kubelik party each week, and, not satisfied with paying the maximum sum for his services, presented to the virtuoso a Stradivarius worth £1,500. Mme. Melba's London agent asserts that she has received 500 guineas twice for appearing at private parties, which works out at about 125 guineas a song. Paderewski got 1,000 guineas for two performances in houses in Carlton House Terrace. In many cases these large sums are paid by Americans.

An agent who generally supplies these luxuries to London's millionaires said, in the course of an interview, that only a few years ago all the leading artists might be secured for a private party for what one now demands. "Performers," he added, "receive far more for this class of entertainment, which is organized mostly by nouveaux riches, who want to do everything on a scale beyond the means of even the richest, than they get for public appearances."

This harvest from the foibles of the rich is practically over now, however. The town mansions are closing, and the aristocracy are departing for Goodwood, Cowes, house parties, Scotland and the cures at Aix, the Wagner festival at Bayreuth and other Continental resorts. One of the final features of the season was the cotillon given by Mrs. Leget, an American. The dance was led by Mrs. Arthur Paget and Oscar Hecreu. The evening began with a dinner, at which Lady Cunard (daughter of the late E. F. Burke, of Chicago), assisted, and at which Princess Wagram, the Duchess of Marlborough, Ladies Londonderry and Granby, Mrs. George Keppel, Mrs. Cavendish-Bentinck, Mrs. Geolet, Mrs. George Cornwallis-West and Mrs. John Cargent were present.

Another American, Mrs. Coudert, born Amelia Kussner, is meeting with great success here. She will probably paint a portrait of Queen Alexandra before she goes to the Continent. Mrs. Coudert was entertained this week at dinner by Mrs. Arthur Paget to meet the Duke of Cambridge, and she also attended a luncheon party given in her honor to meet Princesses Hanan and Lowenstein.

The Duke and Duchess of Marlborough have been entertaining elaborately, giving week end parties at Blenheim, although, of course, these functions do not compare with their great political fête, to be given at Blenheim on August 10. The Duke and Duchess dispense hospitality in the most lavish manner. A small army of footmen, wearing the picturesque liveries of the house of Churchill, embroidered with mottoes, attends the guests at Blenheim, who go to dinner in a stately procession, to the accompaniment of a string orchestra. Blenheim has been thoroughly renovated, and every modern luxury that wealth could devise has been introduced, including motor cars.

LADY SERVANTS.—The difficulty of securing domestic servants has long been the bane of household life in England. This condition is responsible for creating a demand for lady servants. This phase of affairs has now reached a climax and "The Morning Post" this week printed the following advertisement:

WANTED.—A lady to groom and take care of a small pony and to assist in the housework of a small house in the country. The cook is a lady, and no servants are kept. Only gentlewomen need write.

Lady cooks and lady scullery maids are now quite common, and apparently lady grooms and lady coachmen are likely to become equally so.

HEAVY GUNS HEARD A LONG DISTANCE.—A remarkable record has recently been brought to light concerning the distances at which the firing of heavy guns can be heard. These discoveries have an important bearing upon rain making experiments and throw sidelights upon the Sampson-Schley controversy. An expert, C. Davison, made elaborate preparations to take observations of fleet firing when Queen Victoria's body was taken from Cowes to Portsmouth. The result of these observations established the fact that the reports of heavy guns were clearly audible at the extraordinary distance of 140 miles inland, while at a distance of eighty-four miles the reports were so loud that laborers in the fields put down their spades to listen, and at sixty-one miles from the guns windows were shaken and other symptoms of concussion were shown not usually connected with any but adjacent detonations. These statements bear upon the Sampson-Schley controversy, inasmuch as Admiral Schley's statement, made on May 23, 1898, concerning the hearing of guns forty miles away, which he believed was the Spanish fleet, was received by many persons with considerable incredulity.

CANAL COMMENT.—Commenting upon the interview with Lord Pauncefote, British Ambassador to the United States, published in the United States on July 18, in which Lord Pauncefote expressed his belief that a Nicaraguan Canal treaty between Great Britain and the United States would be signed, "To-Day" voices the feeling, which has been gradually growing stronger in Great Britain, that so long as the free use of the canal be given to all nations it cannot be seen why Great Britain's interest is to demand more. "Treaties are not eternal," says "To-Day," "and the Clayton-Bulwer Treaty was negotiated at a time and under circumstances very different from to-day. It is not to the interest of Great Britain to oppose American aspirations in the matter, seeing it is not essential that British interests be jeopardized by a concession of the American claims, while we might be very great losers by a persistent refusal to acquiesce therein. It is easy enough to understand why Germany and other Continental powers are doing their best to prevent England from giving way, but it is much less easy to see why England should play into the hands of the Continental powers by opposing the United States."

LIBERAL-UNIONIST AGITATION.—The agitation among many of the Liberal-Unionists at the formation of a new party finds a somewhat striking vent in "The National Review," in which magazine an influential member of the Liberal-Unionist party, under the nom de plume of "An Old Parliamentary Hand," contributes an important plea to this end. The writer maintains that the Unionists are not bound to the Conservatives by any unbreakable ties, and the feebleness of the Ministry, he says, is now becoming grotesque. Wherever men meet, there is a general consensus of opinion which regards as contemptible the weakness of the Government which the Unionists keep in office. The writer sums up by saying that a Cabinet with Lord Rosebery at its head, Mr. Asquith as leader in the House of Commons, Lord Beresford as head of the Admiralty, Lord Kitchener in the War Office, Richard B. Haldane, M. P., head of the judiciary, Lord Cromer in the Foreign Office, and including Sir Edward Grey (Liberal) and Sir Henry Fowler (Liberal), would be welcomed by the nation and a large, important and increasing section of the Unionists.

"The Saturday Review," although bitterly opposed to the Radicals, lends itself to similar views, saying if Mr. Asquith and his colleagues would only put their free lances in proper places and revive the sane Liberalism of men like Lord Milner they should have little difficulty in turning the tables against the government at the next election.

These articles and the dispatch to "The Standard" from Cape Town concerning the return of Lord Kitchener in a measure confirm the dispatches cabled to The Associated Press on July 13, in which the British public was represented as aroused and disgusted at the suppression of South African news, and in which it was said Lord Kitchener might be succeeded by General Sir Bindon Blood.

THREW AWAY THEIR MEDALS.—The drinking places on the Strand yesterday evening were filled with members of the Imperial Yeomanry, who astonished their friends by throwing their war medals upon the floor and stamping upon them. These medals were given by King Edward to the yeomanry yesterday morning. In explanation of their anger the yeomen alleged that the government was in arrears with their pay, and referred to the blunders of officials. One yeoman said:

Our names are misspelled and our rank and command are wrong in six cases out of ten. We supposed the medals would be worth something to our friends and posterity, but mine is not worth anything but to chuck away.

The example of this man was followed by many others.

COMEDIES POPULAR.—Scarcely anything excepting musical comedy has been able to survive the effects of the recent hot spell and the waning season. Seldom, if ever, have so many West End theatres been closed at this time. Another such season would reduce many managers to despair, yet "San Toy," "The Toreador," "H. M. S. Irresponsible" and "The Silver Slipper," managed, with their light musical comedy, to attract full houses, while "The Emerald Isle," at the Savoy; "Sweet and Twenty," at the Vaudeville Theatre; "The Night of the Party," at the Avenue; "Charley's Aunt," at Penley's, and "The Man from Blankley's," at the Prince of Wales's Theatre, which are all more or less comic productions, show no signs of languishing. Of the ten theatres now open in London four give musical comedy, one comic opera, two give comedy, two farce and one a Japanese drama.

Commenting upon the American complaint that the American stage is mainly served with British plays, the dramatic critic of "The Daily Mail" says Americans will speedily have their revenge, as Beerbohm Tree, Julia Neilson and George Alexander are going to produce plays by Clyde Fitch, while Mr. Henderson, another American playwright, provides Charles Wyndham with his next attraction. Mr. Frohman is seeking a theatre for the production of "Are You a Mason?"; the Lyceum Theatre presents an American version of "Sherlock Holmes," while "Ben-Hur" is announced for production.

Alice Nielsen has confirmed the report to the effect that she is going into grand opera. Miss Nielsen says she will immediately go to Italy for two months' study of Italian and French and the study of two operas.

SOUTH AFRICAN NEWS.

A RECORD OF MISERY AND SUFFERING FOR TWO RACES.

BADEN-POWELL'S HOPEFUL PREDICTION—NAVAL MANŒUVRES—THE DISCOVERY STILL IN DOCK.

(Copyright; 1901: By The New-York Tribune.)
[BY CABLE TO THE TRIBUNE.]

London, July 28, 1 a. m.—The war news remains a record of misery and suffering for two fighting races, each with inexhaustible powers of endurance. The Boers are credited with a success in forcing Steinacker's Horse to evacuate Bremersdorp and fight its way to Lembobo, in Swaziland. This incident shows that the clearance of the Eastern Transvaal has not been so effective as was supposed. The British operations against Viljoen, north of Middelburg, have been more successful than the official dispatches have indicated, and four columns co-operated well in harassing the Boers. The Western Transvaal is tolerably quiet, and few incidents are reported from the Orange River Colony. French's campaign south of the Orange River is making slow progress, and the moral effect of the sentences passed upon Cape rebels is not yet apparent. The most hopeful word brought by Baden-Powell is that the war cannot last longer than three or four months. This is not reassuring tidings for a nation sighing wearily for peace.

Mimic naval warfare is expected to open at midnight Sunday, when one of the main fleets will be cruising in the North Sea, with supporting squadrons from Plymouth and Portsmouth, and the other fleet will be off the north coast of Ireland, with squadrons at Scilly and the Channel Islands. These manœuvres will pit one admiral's tactical skill against that of the other, and incidentally offer splendid practice for two mighty fleets. Several torpedo boats have been disabled in the preliminary cruise, and one or two cruisers have broken down.

The Discovery still lies at her moorings in the East India dock, and the stores for her antarctic cruise will hardly be on board before the middle of next week. She will anchor at Spithead for forty-eight hours before sailing for Melbourne, and the King will probably inspect her there. The equipment of the exploring ship for her cruise is fairly complete, but economy has been required, owing to lack of money. Captain Scott is an experienced officer, and important scientific results are expected by the Royal Geographical Society. I. N. F.

BRITISH REVERSE IN SWAZILAND.

London, July 27.—Telegraphing from Pretoria, under date of July 26, Lord Kitchener reports to the War Office as follows:

A detachment of Steinacker's Horse, occupying Bremersdorp, Swaziland, was forced to evacuate July 24 by a superior force of Boers, probably the commandoes from Amsterdam and Piet Retief. The detachment fought its way to Lembobo, a distance of sixteen miles, losing about ten killed or wounded and a few missing.

READY TO LEAVE PEKING.

END OF NEGOTIATIONS EXPECTED IN TWO WEEKS.

Washington, July 27.—Confirmation of the amplest kind of the encouraging news that has come to the press from Peking relative to the settlement of the financial problems that have engrossed the attention of the ministers there for many weary months has just come to hand from the Special Commissioner, Mr. Rockhill. He adds to the general items already reported the news that the ministers will be ready to sign a protocol within two weeks that will result in the speedy withdrawal from China of all foreign troops except the legation guards and those who will occupy the strategic points to be held under the treaty to protect the road between Peking and the sea.

The Russian Government has signified its intention of not further pressing the question at present of the eventual increase of the import customs duties beyond 5 per cent, the present figure. It is agreed that in case the revenues of China are not sufficient for the payment of interest and principal, the powers are to examine the revenues and determine what changes are necessary in order to supply the deficiency. The imperial maritime customs are to be included in this arrangement. The British Minister is satisfied with this arrangement, and the whole question of financial measures is therefore settled.

The 450,000,000 taels constituting the indemnity is to be converted into gold at the equivalent of the tael value on April 1 last. In case the import dues are subsequently increased the free list will have to be abolished except for cereals; but it is understood that compensation will in that case be asked for, probably the financial participation of China in improving the water approaches of Shanghai and Tien-Tsin. All the other principal points of the negotiation are now settled, and it is expected that the results will be summarized in the final protocol within two weeks, and that all the powers will become signatories.

In connection with the indemnity payments, a question has arisen whether the United States Government will take its share of the bonds to be issued by China in American gold or in pounds sterling. The disposition of this government is to take the money in the form that will be the least burdensome to the Chinese Government, and in the interest of uniformity it is probable that the payments will be made in pounds sterling.

A NEW CABLE CONNECTION.

Washington, July 27.—According to Consul Fowler, at Che-Foo, a second cable has been laid between Che-Foo and Taku, connecting Peking with the outside world. This action was taken on account of the cable between these ports having been seriously interrupted. The nature of the damage the consul does not state. He says he believes the Germans have had their lines from Shanghai and Tsin-Tau duplicated. There are now three telegraph offices there, the joint cables, the German and the Chinese (land lines), says the consul.

ENTHUSIASM AT BAYREUTH.

Berlin, July 27.—The celebration at Bayreuth of the quarter centennial of the erection of the Wagner Theatre awakens much interest. The production last evening of "The Valkyrie" aroused phenomenal enthusiasm, especially for Herr Krauss in his interpretation of the part of Sigmund. Such applause had never before been heard in Bayreuth. Herr Niemann rushed on the stage and kissed Krauss. The orchestra was conducted by Herr Richter, and Mme. Patti was present at the performance.

NOTES FROM THE WEST INDIES.

Kingston, Jamaica, July 27.—In consequence of the establishment of free trade between Porto Rico and the United States, the Jamaican Government is being urged to further and secure the ratification of reciprocity conventions pending between Jamaica and the United States.

Preparations have already begun to send a joint West Indian contingent from British West Indian possessions to the coronation of King Edward in London next year.

Financial.

The Financial World.

If on Monday morning the market opens strong and goes higher, which it promises to do moderately, it will reverse its movements of the two previous Mondays. Last Monday, and the Monday before, were the low days; the market on each occasion having a sharp fall, because of the bad news over Sunday. Then it slowly picked itself up again through the week, with many dull spells and small reactions.

Outside of the steel stocks, which are now moving up again, the trading has virtually narrowed itself down to six stocks—St. Paul, Union Pacific, Atchison, Missouri Pacific and Southern Pacific. The way these have been danced up and down from day to day, while the balance of the list remained almost stagnant, gave the idea that they were pulled by strings. Of course this means that the trading was wholly professional; and of very limited significance in respect to the main conditions controlling speculation.

The hope that the market will be better next week is based on the gradual breaking up of the drouth in the West; and on the expectation of a near end to the steel strike. The big buying of the steel shares began Thursday afternoon, and it has continued since, with the result of lifting both common and preferred about four to five points from where the buying started; that is, from 40 to 44, and 89 to 94.

Nothing had come out up to the close of business yesterday of a definite character, in respect to the strike situation; and possibly there was nothing definite to say; but it is reasonable to assume that affairs were taking on a more favorable aspect, enough so to justify well informed people in buying the stocks. The usual experience in matters of this sort is that the prices of the securities affected continue to rise as the end of the disturbance is approached; and react when the end is reached, for it is then everybody's news, and you cannot speculate on that.

If the position of many leading stocks was the same as it was before the Burlington absorption, we should have had a much wider speculation based on crop damage than we have had, and also on escape from it. The Burlington's territory has been very badly hit; but there is no longer any Burlington stock to trade in. The Rock Island's territory has been even worse hit, but that stock has become so blocked up that it cannot be freely traded in. This counts out two leading stocks, one permanently the other temporarily, from speculation. Above the Nebraska line, crop conditions improve as one goes north, and along the line of the Northern Pacific and Great Northern, they are reported to be of the finest promise. But Northern Pacific stock is tied up tightly; and neither Northwestern nor Great Northern stock figure in the trading at any time.

This peculiar state of affairs leaves a free market only for the six stocks above mentioned; and because what speculation is left has concentrated itself in them, they have fallen and risen with almost bewildering rapidity since first the drouth threatened to become disastrous.

It has been pointed out that the earnings of the railroads in the drouth area will probably show increases for two or three weeks yet, because of the immense shipments of live stock. After that, the extent of the damage done must begin to tell. The cattle are rushed to market now not only from present scarcity of water, but because the corn on which they were to be fattened later, has failed. In some of the worst stricken localities, the people must be feeling blue. A private letter from one of the dusty regions of Texas, says: "Our only hope is for a full crop of cotton. No corn, no cattle. All that could be moved shipped out, and the rest dead." It may be added, that only a few miles from where this letter was written, oil has been found and land has jumped from $3 to $300 per acre.

With the rains we are getting now, the corn is safe enough from the Iowa line eastward; and if the yield is reduced somewhat, the farmers over this stretch of territory, taking in Illinois, Indiana and Ohio, will yet get their compensation in enhanced prices. North and northwestward to the Pacific coast, the agricultural outlook is, as already said, most satisfactory. In respect to the Southern roads proper, which are most dependent upon the cotton crop, they are all right.

It will be seen from this that there is material for a very irregular market. That is what we must expect. Doubtless speculation will veer over more or less into stocks which are not directly affected by the drouth disaster; and to city properties.

There is still a sufficiently wide field in the Southern stocks, the trunk lines, the coalers, and the city gas and traction stocks; to say nothing of the steel shares, which are likely to be active enough anyhow. In the gas stocks, it will be noted how long People's Gas has maintained itself at a much higher level than it used to. Friends of the property say there are reasons to look for it going much higher. Consolidated Gas of New-York is paying 8 per cent and earning 14. It is quoted now at a price considerably beyond its dividend; but it does this because in the near future some bonus dividends of substantial amount are expected from the sale of property not needed for the company's use under what will be new conditions of manufacture and distribution.

The Reading stocks and Eries ought to be a purchase now on weak spots. The Reading has some strike troubles on hand, which are more or less bothersome, and which tend to keep the market quotations down. When these are out of the way, the stocks are likely to do better. They are quite favorites among the London operators, who are specially bullish on the first preferred.

Louisville & Nashville, and Southern Railroad seem safe to buy on the market's weak days; and Illinois Central also. The earnings of the latter are larger in proportion to the dividend it pays than any other road on the list—with the possible exception of Northwest; and with a 3 per cent dividend just coming off, and rights of subscription for new stock ahead, it looks like a moderate priced security, now that money is getting to be cheap again.

It is quite too much to expect anything like a bull market at present; but it is a good trading market, and stocks picked up judiciously on day when things look the bluest, should be good for quick, if moderate, profits

CUTHBERT MILLS.

MANCHESTER DIRECT TO CHICAGO.

INAUGURATION OF A NEW TRANSATLANTIC SERVICE.

Manchester, July 27.—A new direct steamship service between this port and Chicago was inaugurated to-day with the departure of the steamer Midland Queen for the latter place. The Midland Queen has a carrying capacity of three thousand tons, and she sailed with a full cargo. Her charterers hope to demonstrate that Manchester is the most suitable port in Great Britain for direct trade with the Great Lakes. The economies expected to result from not having to break the bulk of the cargo between interior terminals ports of distribution is very great.

REACHES PORT WITH BROKEN ENGINE.

The steamer Esperanza, of the Ward Line, which arrived yesterday, broke the low pressure piston rod of her starboard engine last Wednesday while on her way to this port from Mexico and Cuba. She made the remainder of the voyage with her port engine only.

When the accident occurred the vessel was going at full speed. Both engines were promptly stopped and the starboard engine disconnected.