

WILL HOLD CHINA FOR BOYCOTT

NO INFRINGEMENT OF TREATY RIGHTS TO BE TOLERATED.

Refusal of Lighters to Unload American Goods Considered a Direct Violation of the Tientsin Convention—Other Governments Said to Be Alarmed.

WASHINGTON, Aug. 14.—It was said at the State Department today that the United States Government intends to hold the Chinese Government responsible for the results of the present boycott of American goods so far as the workings of the boycott show an infringement on the provisions of the Tientsin treaty, signed between this government and that of China in 1858.

The Government at Pekin has been informed by Mr. Rockhill, the American Minister there, that the United States will insist that the Tientsin treaty, especially that part of it relating to the right of American citizens to sell goods in China, be enforced to the letter.

That many of the steps being taken by those behind the anti-American movement involve infringements upon the agreement of 1858 which the Chinese Government should prevent is the belief of Government officials.

One phase of the movement which touches particularly on this aspect of the situation is the proposed plan of the boycotters to refuse the use of lighters to American vessels or to allow stevedores to unload the cargoes of American ships in the ports of the Chinese coast.

This Government as a direct violation of the terms of the treaty whereby the Chinese Government agrees to protect the rights of American merchants in China so far as the laws of the empire will permit.

That the Chinese Government is helpless as far as the boycott itself is concerned is acknowledged here. State Department officials say that the Chinese Government can no more compel the merchants of the empire to buy American goods than the Government in Washington could direct the merchants of the United States to do the same with regard to the goods and products of any other country.

To what extent the Government here may hold the Chinese Government responsible for the refusal to unload American goods in the ports of the Chinese coast is a question which cannot be determined for a long time, and not until specific cases have been presented to the State Department.

The situation was made no less critical today by a despatch received at the State Department from Consul-General Rogers at Shanghai. Several days ago the department received a despatch from Mr. Rogers saying that the Chinese Government had refused to unload American goods in the ports of the Chinese coast.

Officers of the department did not understand the representative's statement as "apprehensive" and accordingly a despatch was sent to him asking for an explanation. His reply consisted of saying that the other American representatives feared that the agitation would lead to an outbreak among irresponsible parties. It is not thought here that there is much danger of a Boxer outbreak, but it is deemed possible that the agitation attending the anti-American movement may lead to demonstrations against foreigners.

It is rapidly crystallizing and that a clear understanding of the whole affair will soon be in sight. The belief is prevalent here now among officers of the department that the movement as they might have been. Mr. Rogers has reported that the officers at Shanghai have done absolutely nothing.

CARBUNCLE HOLDS HYDE ABROAD
Ex-Statistician of Agriculture Unlikely to Give Any Testimony Soon.

WASHINGTON, Aug. 14.—John Hyde, late chief statistician of the Department of Agriculture, is no hastening back from England as rapidly as District Attorney Beach might wish. Secretary Wilson has a letter from Hyde written at Southampton, England, Aug. 5, which recites the causes of his detention, a carbuncle being the principal restraining influence. His letter is as follows:

Your cablegram of July 27 reached me by mail from London on Aug. 2. As I stated in my reply, I will return as soon as possible. A brief delay is, however, unavoidable.

GOSSIP OF WALL STREET.

The recent renewal of the aggressive buying of the Northern Railway by the Steel Corporation has been well informed as to the plans of Mr. Hill suggests that a lease of the Great Northern's ore lands to the Steel Corporation is at least under consideration. It is even asserted that the lease has been signed. While the 20 point advance in Great Northern stock Thursday might require no special explanation, in view of the aggressive manner in which high priced stocks are being advanced these days, it is significant that the buying of the stock has been so rapid.

The Great Northern's holders of ore lands are estimated to amount to 500,000,000 tons of ore. If the mines were leased to the Steel Corporation they could furnish 10,000,000 tons of ore for the year. On a royalty of 80 cents per ton this would mean a revenue to the Great Northern of \$8,000,000 a year. The Great Northern would also benefit by the large tonnage it would derive from the shipment of the ore. A revenue of \$5,000,000 a year would be nearly 8 1/2 per cent on the capital stock of the Great Northern. The idea is held in some quarters that the ore lands will be turned over to a new \$125,000,000 company, and that the stock of the company will be held by the Great Northern shareholders, share for share.

Within a few years the Steel Corporation will need 20,000 tons of ore a year. The steady advance in the copper market is without effect on the shares of the largest American producing company.

The stocks of the Southwestern roads, which have been neglected for months, were taken in hand yesterday. The Southwest had a very bad winter, and all the railways in that part of the country had to repair damage resulting from rains and floods. The Atchafalaya, the Southern Pacific and the Rock Island, whose lines cross the desert country, suffered severely. But these roads are again showing large increases in earnings and earnings, and the brilliant crop prospects in their eastern territory give promise of a year of heavy business. Atchafalaya advanced 1/2, Southern Pacific 1/2, and Rock Island 1/2. The Southwest is a very interesting feature of the day's trading. It was noted that the opposition, which has heretofore made itself felt whenever anybody tried to lift this parent gold stock out of its rut, was withdrawn.

Washington and Lake Erie issues advanced from 2 to 3 points, Washab common advanced 1/2 and the preferred 1/2. Denver advanced 2 points on buying, largely by one prominent house, and the preferred advanced 1/2. The comment was repeatedly made in July that the market made no response to favorable news. The Baltimore and Ohio dividend rate was raised from 4 to 5 per cent, the same as the rate on the Baltimore and Ohio, and the quarterly dividend on Amalgamated Copper was raised to 1 1/2 per cent. These dividend increases on three of the most important stocks in the market, indicating, as they do, the confidence of the leading financiers in the country's business outlook, had scarcely any effect on the general market. No one appeared ready to take the initiative in interpreting the favorable news in the market, and for lack of such initiative the market was left to drift along.

Speculation is broadening out into the low priced stocks. Some of the commission houses which have had little desire to get their customers into stocks that fluctuate by full points instead of by eighths are advising the purchase of non-dividend paying stocks. They point out that the market is hard to be believed that the only roads to be benefited by the favorable commercial outlook are those whose stocks are rapidly going out of the street into the safe deposit boxes of investors. Many commission houses do not like to have their customers loaded up with stocks of this character unless they are abundantly able to protect them with very large margins. Besides, there is always the specialist to contend with.

When the Hill people took charge of the operation of the Burlington lines the first thing they insisted upon was bigger trainloads. They say up in the Hill country that the president of the Great Northern will not let a train go out of Minneapolis for the West until it is loaded up to the limit. The result of this policy in the Burlington it was found that the trainloads were far from being up to the Great Northern standard. Orders were sent out that the trainloads must be increased. Soon reports began coming in that the trains became stalled on the grades for lack of engine power. Mr. Hill thought there must be something wrong, for the engines were powerful enough to make the Burlington grades with the heavier trains. He sent out an agent his own way to find out what the trouble was. The report Mr. Hill got within a short time was that trains were being halted up grades with brakes set on many of the cars. Since then the Burlington has had no difficulty with heavy trains.

This market has had no reaction of any consequence for so many days that it has become natural reaction does not mean that critics will search all over the financial horizon for explanation of the selling of stocks.

Those who are not impressed by the full record of plus signs in the stock market transactions tables would think the country was going to the dogs if the price changes were in the other direction.

To Get Back Their Collars.
Judge Loombe in the United States Circuit Court yesterday ordered Beverly R. Robinson as local receiver for the Haight & Freese Company, to hand over to the following persons, upon their settling their indebtedness to the company, various securities held in their name: Joseph Ascheim, W. W. Ingerson, Oscar Nelson, L. E. Sharley, J. W. Madarasz, Nicola Frison, R. M. Black, John C. Smith, J. C. P. Josephine, H. E. Williams, Zuckerman. In no case are the securities of noteworthy value.

APPELLATE DIVISION—Supreme Court—Recess.
Supreme Court—Special Term—Part I.—Motion calendar called at 10:30 A. M. Part II.—Motion calendar called at 10:30 A. M. Part III.—Motion calendar called at 10:30 A. M. Part IV.—Motion calendar called at 10:30 A. M. Part V.—Motion calendar called at 10:30 A. M. Part VI.—Motion calendar called at 10:30 A. M. Part VII.—Motion calendar called at 10:30 A. M. Part VIII.—Motion calendar called at 10:30 A. M. Part IX.—Motion calendar called at 10:30 A. M. Part X.—Motion calendar called at 10:30 A. M. Part XI.—Motion calendar called at 10:30 A. M. Part XII.—Motion calendar called at 10:30 A. M. Part XIII.—Motion calendar called at 10:30 A. M. Part XIV.—Motion calendar called at 10:30 A. M. Part XV.—Motion calendar called at 10:30 A. M. Part XVI.—Motion calendar called at 10:30 A. M. Part XVII.—Motion calendar called at 10:30 A. M. Part XVIII.—Motion calendar called at 10:30 A. M. Part XIX.—Motion calendar called at 10:30 A. M. Part XX.—Motion calendar called at 10:30 A. M. 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