WAR OF CHINA AND JAPAN

Some Interesting Facts Explanatory of the Oriental Imbroglio.

CHINA A STUMBLING BLOCK

The Celestial Empire Has Stood Out as a Barrier Against Modern Civilization as Represented by Japan, and the War Has Followed Naturally.

As the reports in reference to the war between China and Japan are often so meager and unsatisfactory, and as the general public experiences difficulty in obtaining the real facts, a valued contributor to The Tribune has thought that a brief statement shorn of all superfluous reading, might prove of value to our readers. The following is from the pen of William Elliot Griffis, D. D., author of "Korea, the Hermit Nation."

After answering several questions in reference to the present struggle between Japan, China and Korea Dr. Griffis continues as follows: "The present blossom of war has roots, and the three countries involved have a prospective history. China for centuries called herself the Middle Kingdom, regarding all other nations as dependents, pupils, tribute-bearers or barbarians. China alone is ruled by heaven, and her emperor is the son of heaven. Only very recently and under pressure of force has she dropped the insulting term, "barbarian" and "savage," as applied to foreign envoys. Only very recently has she acknowledged any of her children or subjects who once passed beyond her borders. Even yet she refuses to grant full rights of audience to the able plenipotentiaries of Christendom. China considers her civilization perfect. She still clings to her abominable and barbarian codes of law; punishing the insane when they break the laws; extracting confession of witnesses by means of torture, and officially approving of acts of savagery and primeval barbarism which Christian nations have long since discarded. In many respects China is a wonderful country, with many excellent traits worthy of imitation and the Chinese are eminently a peace-loving people. Japan twenty-five years ago, after a long internal preparation and leavening by means of the Dutchmen resident on her soil, deliberately discarded Chinese civilization and frankly adopted western ideas as far as possible. She created a national army, navy, revenue, lighthouse, educational, commercial and legal systems based on western models, but Japan's real advance is not along the paths of war. Her stamina today rests in the justice accorded to all classes; in the abolition of caste; in the reduction of the locust army of office-holders to the smallest possible proportions; in subduing disease; in elevating her people; in hospitals, schools and colleges; in enlargement and purification of her ideal of Yamato Damashii (the spirit of unconquerable Japan), and in her slow but sure assimilation of the ideals of Christian nations. Whether mistaken or not, Japan stands today as firmly believing that she is right, as did David before Goliah, Japan will next show the white feather.

The Position of Korea.

Little Korea, about the size of Minnesota, stands between the athlete and the giant; hopelessly misgoverned, with a population consisting of probably 12,000,000, of whom about one-third in one way or another live upon the other two-thirds. She has an antiquated political system, the hotbed of corruption, whence arise continually rebellions, mob violence and murderous assaults upon foreigners. For centuries the Koreans have looked to China as the one sun of light, knowledge and power in the whole heavens. The Korean governing classes are bigoted Confucianists, the people are the prey of superstition and corrupt Buddhism.

China has always called Korea a vassal nation; so has Japan. But in 1876 the Japanese, imitating our own Commodore Perry, sending a diplomatist, well backed with soldiers, ships and cannon, made a treaty with Korea acknowledging her as an independent nation. To understand the Chinese feeling about Japan's adoption of Western progress, one must be an American and think of Benedict Arnold. Or he must be a Jew who has taken a vow not to eat until he had killed Paul; for as a fanatic Jew felt toward a Christian of the first century, so does a thorough-going Chinese Confucian feel toward a Japanese who has adopted the civilization of the "Western barbarians."

Let us trace step by step events of this year, 1894. What particularly stirred up the Japanese people was the horrible assassination of Kim Ok Kiun, a Korean refugee who had taken shelter in Japan, and the honors awarded his assassin by China, the rewarding of the latter by the Korean government, and the public exposure of the head, hands, feet and body of Kim Ok Kiun sliced up into bits, made carrion and carted around Korea. This exhibition of barbarism by both Korea and China roused the popular wrath in Japan to fever heat. When an uprising against oppression of office holders broke out in southern Korea, and, at the request of the pro-Chinese faction, Chinese troops were landed on Korean soil before proper notification had been sent to Japan, the Japanese government instantly resented this violation of the treaty stipulation of 1885. As united as was Germany against France in 1870, all Japan rose up as one man. China's insult and treachery was taken to mean that the Japanese must now settle up their bill for being traitors to Chinese civilization. The Japanese minister in Seoul demanded of Korea whether she was an independent state. An affirmative answer being given, certain reforms were demanded by which the treaty of 1876 should be kept and Japan's subjects in Korea, outnumbering all other foreigners four times over, should be safe from murder and pillage. For twice had Japan's legation been burned and her people driven out of the country, and the treaty violated repeatedly.

Chinese Troops in Korea.

Japan now requested China to join her, so that the two nations might secure reform. China not only curtly refused the request, but, stiffening the backs of the pro-Chinese faction with a promise of military help, prepared to send her armies into Korea. On July 24 the Japanese minister, with a guard, proceeded to the palace in Seoul for an interview with the king in person. His soldiers being fired upon, attacked the pro-Chinese Korean troops, and "cleaned out" the palace yard. The next day showed China's previous preparations and determination for war. A great Chinese army crossed the northern frontier into Korea, and the transport Kow Shung, full of troops, and almost in Korean waters, on refusal of her armed crew to surrender, was sunk by a Japanese man-of-war. In the battles thus far fought the Japanese have been victorious at A-san and the Chinese at Ping-Yang.

It may seem absurd befor an American to think one party in this war right more than another, but my conviction has not been formed in a hurry. The issue of the conflict, I am inclined to believe, will be the independence of Korea and the influencing of China, through the leaven of Western civilization introduced by the Japanese, to an extent unsuspected by the ultra-Confucianists. Furthermore, I cannot but believe that ultimately the Gospel will have free course in all Chinese Asia, when the war clouds shall have blown away.

BELL-MAKING INDUSTRY.

The United States Product Goes All Over the World.

From the Chicago Record.

Bell making is one of the great industries in this country, yet how seldom we hear of it. Foreign countries recognize that our bells are superior in tone to any other make, and even the Japanese are sending orders to this country for bells. The Japanese have long been regarded as famous bell makers, but they do not hesitate to apply to American manufacturers when they find it to their advantage to do so. There is grim humor in the fact that the fire alarm bells to be used in Tokio have been ordered of a manufacturing firm in Jersey City.

The largest bell in America is in the cathedral of Montreal, and it weighs 28,000 pounds. The bell in the public building at Philadelphia is to weigh between 20,000 and 25,000 pounds. There is a bell at Erfurt, Germany, cast in 1479, and one in the Notre Dame, Paris, cast in 1680, each weighng 30,000 pounds. The great Chinese bell at Pekin weighs 120,000 pounds, is 14 feet high and 12 feet in diameter. By the way, the Chinese used to make their bells nearly square in shape. The largest bell is, of course, that in the Kremlin at Moscow. It is over 19 feet in height and measures nearly 23 feet across the mouth; its thickness at the point where the clapper would strike is 23 inches. The cost of manufacturng this noble work of human art was about $300,000.

LOVE LETTERS OF BALZAC.

Interesting Publication of the Missions of a Great Genius.

From New York Commercial Advertiser.

They are soon to be published in this country, and three-score years after they were written, the passionate pages in which the great Honore exhaled his fiery soul, and they will be found as fresh and vital as when he penned them in the intervals of his tremendous toil. Never was heart history more pathetic, poignant, touching than that which we read in these "Letters to an Unknown Lady," the mysterious Eva, whom he was to wed half a generation after her affectionate homage had won his heart and transfigured his intellect.

It was while she was unknown—the only mystery in the legion of adoring feminine correspondents who assailed him with their perfumed missives—that he wrote to her with most tenderness, and lavished upon her the miraculous treasures of his rich nature, hungry for sympathy and affection. One gets a clear idea of the way Balzac worked from the frequent allusions in these letters to his protracted toil. Many of the epistles were dashed off after the novelist had written for twelve, fourteen or even sixteen hours at a stretch. Fancy the steel-like endurance of the brain and body which were fresh after such astonishing literary feats, to promenade unwearidly in the gardens of love and romance, and to pour forth the most tender and exalted passion!

Balzac created a whole new vocabulary of affection for the 'Eva" of those letters. Untranslatable, vivid and volcanic, the endearing diminutives and delicious love names which he bestowed upon her are alone sufficient to render the letters fascinating to all women. This monk of literature, wearing out his exuberant and extraordinary vitality in portraying the "Human Comedy," and filling his dazzling volumes with the depraved types taken from the corrupt society around him, was chaste in thought and life in all these years through which the correspondence runs and gave to the lady who was so fortunate as to win his confidence the noblest proofs of sincerity and freshness of the heart. Like the consummate artist that he was, around the declarations of his flame he drew all kinds of delicious arabesques and garlands, fantastic and eccentric immages, and variations upon the one eternal and immortal theme of Love, until he made the "Letters" a lexicon for lovers, a perpetual fountain of inspiration for all who are proud to languish for their Lauras.

But this is not all. The "Letters to an Unknown Lady" show us Balzac in his robe de chambre as he has never been shown before. They unveil for us the somber and barren chamber of toil in which the magician lived, ate and slept, disdaining pleasure, comfort, or even decent repose. What novelist of our epoch has ever written steadily sixteen hours per day, week in and week out, dining at 5, then going instantly to bed, and "willing himself to sleep," to arise at midnight and, with no other refreshment than black coffee, write "round the clock" to 5 again? Balzac not only did this, but he wound up each glorious day with a letter full of exquisite tenderness and a host of interesting personal details to his "Eva." And in this Inferno of work a dozen of his chefs d'ouvre were born.

The "Love Letters" are full of the recital of Balzac's financial vexations and harassments. Like Walter Scott, associated in some degree with the publishers who brought his novels to light, he knew bitterly anxious hours, even when at the height of literary success. One letter to Eva contains an amusing story of an expedition which he had made for the renewal of some notes that he could not pay. During his desperate rounds in search of help he met M. de Rothchild. That financial magnate pressed him to take a seat in his carriage, congratulated him on the growth of his reputation, and inquired with solicitude what he could do for him. "I smiled," wrote Balzac, "as I thought my mission to save my note from going to protest, but I was too proud to make use of M. de Rothchild."

When Balzac was dying Victor Hugo said: "Europe is losing a great soul." If any doubt Balzac's greatness of soul or feel a desire to comprehend the combination of child-like frankness and complex creative power which clothed his genius, let them read these "Love Letters" written to the darling of his heart—to the woman destined to be the consolation of his failing hours.

A Touching Tribute.

The time had come for them to part.
Her grief smote him to the heart. Tenderly he gathered her in his arms.
"You will try to seem gay," he faltered, "for my sake."
She smiled bravely through her tears.
"Yes, Alfred. I will at least seem gay. I—"
She spoke with firmness of settled resolution now.
"—will bleach my hair."
He could ask no more, and such being the fact he took his departure.—Detroit Tribune.

The Czar's Trouble.

From the Columbus Journal.

The physicians have at least succeeded in diagnosing the trouble of the czar. It can now be officially stated that
He has
Granulation of the kidney,
Bright's disease,
Pyaemia,
Consumption,
Laryngitis,
Paresis and
Nervous troudles.
In other respects he is doing quite well.

The Walking Delegate's Mistake.

Maguire—I'm goin' to expose McFudd at the next meetin' o' the Knights of Labor.
Murphee—Phwhat has he don?
Maguire—We pays him a salary for walkin' and I saw him wid me own two eyes today, ridin' on a throlley car!—Brooklyn Eagle.

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For Atlantic City, 8.30 a.m.

For New York, Newark and Elizabeth, 8.20 (express) a.m., 12.50 (express with Buffet parlor car) 3.30 (express) p.m. Sunday, 2.15 p.m.

For Mauch Chunk, Allentown, Bethlehem, Easton and Philadelphia, 8.20 a.m., 12.50, 3.30, 5.00 (except Philadelphia) p.m. Sunday, 2.15 p.m.

For Long Branch, Ocean Grove, etc., at 8.20 a.m., 12.50 p.m.

For Reading, Lebanon and Harrisburg, via Allentown, 8.20 a.m., 12.50, 5.00 p.m. Sunday, 2.15 p.m.

For Pottsville, 8.20 a.m., 12.50 p.m.

Returning, leave New York, foot of Liberty street, North river, at 9.10 (express) a.m., 1.10, 1.30, 4.30 (express with Buffet parlor car) p.m. Sunday, 4.30 a.m.

Leave Philadelphia, Reading Terminal, 3.00 a.m., 2.00 and 4.30 p.m. Sunday, 6.27 a.m.

Through tickets to all points at lowest rates may be had on application in advance to the ticket agent at the station.

H. P. BALDWIN, Gen. Pass. Agent.
J. H. OLHAUSEN, Gen. Supt.

LEHIGH VALLEY RAILROAD

MAY 13, 1894.

Train leaves Scranon for Philadelphia and New York via D. & H. R. R. at 7.45 a.m., 12.05, 2.38 and 11.28 p.m. via D., & W. R. R., 6.00, 8.08, 11.20 a.m., and 1.30 p.m.

Leave Scranton for Pittston and Wilkes-Barre, via D., L. & W. R. R., 6.00, 8.08, 11.20 a.m., 1.30, 3.50 6.07, 8.50 p.m.

Leave Scranton for White Haven, Hazleton, Pottsville and all points on the Beaver Meadow and Pottsville branches, via E. & W. V., 8.40 a.m., via D. & H. R. R. at 7.45 a.m., 12.05, 2.38, 4.00 p.m. via D., L. & W. R. R., 6.00, 8.08, 11.20 a.m., 1.30, 3.50 p.m.

Leave Scranton for Bethlehem, Easton, Reading, Harrisburg and all intermediate points via D. & H. R. R. 7.45 a.m., 12.05, 2.38, 11.38 p.m., via D., L. & W. R. R., 6.00, 8.08, 11.20 a.m., 1.30 p.m.

Leave Scranton for Tunkhannock, Towanda, Elmira, Ithaca, Geneva and all intermediate points via D. & H. R. R. 8.45 a.m., 12.05 and 11.38 p.m., via D., L. & W. R. R., 8.08 a.m., 1.30 p.m.

Leave Scranton for Rochester, Buffalo, Niagara Falls, Detroit, Chicago and all points west via D. & H. R. R. 8.45 a.m., 12.05, 6.15, 11.38 p.m., via D., & W. R. R. and Pittston Junction, 8.08 a.m., 1.30, 3.50 p.m., via E. & W. V. R. R., 3.41 p.m.

For Elmira and the west via Salamanca, via D. & H. R. R., 8.45 a.m., 12.05, 6.06 p.m., via D., L. & W. R. R., 8.08 a.m., 1.30, and 6.07 p.m.

Pullman parlor and sleeping or L. V. chair cars on all trains between L. & B. Junction or Wilkes-Barre and New York, Philadelphia, Buffalo and Suspension Bridge.

ROLLIN H. WILBUR, Gen. Supt.
CHAS. S. LEE, Gen. Pass. Ag't, Phila., Pa.
A. W. NONNEMACHER, Asst. Gen. Pass. Ag't, South Bethlehem, Pa.

Del., Lack. and Western.

Trains leave Scranton as follows: Express for New York and all points East, 1.40, 2.50, 5.15, 8.00 and 9.55 a.m.; 12.55 and 3.50 p.m.

Express for Easton, Trenton, Philadelphia and the south, 5.15, 8.00 and 9.55 a.m., 12.55 and 3.50 p.m.

Washington and way stations, 3.55 p.m.

Tobyhanna accommodation, 6.10 p.m.

Express for Binghamton, Oswego, Elmira, Corning, Bath, Dansville, Mount Morris and Buffalo, 12.10, 2.15 a.m. and 1.24 p.m., making close connections at Buffalo to all points in the West, Northwest and Southwest.

Bath accommodation, 9 a.m.

Binghamton and way stations, 12.37 p.m.

Nicholson accommodation, at 4 p.m. and 6.10 p.m.

Binghamton and Elmira Express, 6.06 p.m.

Express for Cortland, Syracuse, Oswego Utica and Richfield Springs, 2.15 a.m. and 1.24 p.m.

Ithaca, 2.15 and Bath 9 a.m. and 1.24 p.m.

For Northumberland, Pittston, Wilkes-Barre, Plymouth, Bloomsburg and Danville, making close connections at Northumberland for Williamsport, Harrisburg, Baltimore, Washington and the South.

Northumberland and intermediate stations, 6.00, 9.55 a.m. and 1.30 and 6.07 p.m.

Nanticoke and intermediate stations, 8.08 and 11.20 a.m. Plymouth and intermediate stations, 3.50 and 8.52 p.m.

Pullman parlor and sleeping coaches on all express trains

For detailed information, pocket time tables, etc., apply to M. L. Smith, city ticket office, 228 Lackawanna avenue, or depot ticket office.

"The Diff." DELAWARE AND HUDSON RAILROAD.

Commencing Monday, day, July 30, all trains will arrive at new Lackawanna avenue station as follows:

Trains will leave Scranton station for Carbondale and intermediate points at 2.20, 5.45, 7.00, 8.25 and 10.10 a.m., 12.00, 2.20, 3.55, 5.15, 6.15, 7.25, 9.10 and 11.20 p.m.

For Farview, Waymart and Honesdale at 7.00, 8.25 and 10.10 a.m., 12.00, 2.20 and 5.15 p.m.

For Albany, Saratoga, the Adirondacks and Montreal at 5.45 a.m. and 2.20 p.m.

For Wilkes-Barre and intermediate points at 7.45, 8.45, 9.38 and 10.45 a.m., 12.05, 1.20, 2.35, 4.00, 5.10, 6.05, 9.15 and 11.38 p.m.

Trains will arrive at Scranton station from Carbondale and intermediate points at 7.40, 8.40, 9.34 and 10.40 a.m., 12.00, 1.17, 2.34, 3.40, 4.54, 5.55, 7.45, 9.11 and 11.33 p.m.

From Honesdale, Waymart and Farview at 9.34 a.m., 12.00, 1.17, 3.40, 5.55 and 7.45 p.m.

From Montreal, Saratoga, Albany, etc., at 4.54 and 11.33 p.m.

From Wilkes-Barre and intermediate points at 2.15, 8.04, 10.05 and 11.55 a.m., 1.16, 2.14, 3.39, 5.10, 6.08, 7.59, 9.03 and 11.16 p.m.

NEW YORK ONTARIO AND WESTERN RAILWAY.

SCRANTON DIVISION.
In Effect Sept. 16th, 1894.

North Bound.				South Bound.			
205 Local Pass	203 N Y Exp	201 Local Pass	Stations (Trains Daily, Except Sunday)	202 Local Pass	204 Ontario Day Ex	206 Local Pass
	P M		Arrive Leave		A M	
....	7 25	....	N Y Franklin St	....	7 40	....
....	7 10	....	West 42nd St	....	7 55	....
....	7 00	....	Weehawken	....	8 10	....
P M	P M		Arrive Leave	A M	P M	
8 20	1 15	....	Hancock Junc.	6 00	2 05	....
8 10	1 09	....	Hancock	6 06	2 11	....
7 58	12 56	....	Starlight	6 18	2 22	....
7 51	12 46	....	Preston Park	6 25	2 31	....
7 45	12 40	....	Como	6 32	2 41	....
7 38	12 35	....	Poyntelle	6 40	2 50	....
7 33	12 18	....	Belmont	6 45	2 58	....
7 22	12 03	....	Pleasant Mt.	6 55	3 06	....
7 19	f11 59	...	Uniondale	f6 58	3 09	....
7 08	11 49	A M	Forest City	7 10	3 19	P M
6 51	11 34	9 15	Carbondale	7 24	3 34	5 34
6 48	f11 30	9 12	White Bridge	7 27	f3 38	5 37
f6 43	.....	f9 06	Mayfield	f7 32	f3 43	f5 42
6 41	11 23	9 03	Jermyn	7 34	3 45	5 45
6 35	11 18	8 57	Archbald	7 40	3 51	5 51
6 32	f11 15	8 54	Winton	7 43	3 54	5 54
6 29	11 11	8 50	Peckville	7 48	3 59	5 59
6 25	11 07	8 44	Olyphant	7 52	4 04	6 04
6 21	11 05	8 41	Dickson	7 54	4 07	6 07
6 19	11 03	8 39