

MAY CAUSE
VERY GRAVE
CONFLICTS

Von Waldersee's
Act Augments
Discord.

Serious Consequences
Feared in Southern
Provinces.

America's Reply to the Lat-
est Proposals Made by
France.

EARLY PEACE CHIEF DESIRE

As a Last Resort in Settling the In-
demnities in China International
Arbitration Is Urged.

Special Dispatch to The Call.
CALL BUREAU, WELLINGTON HO-
TEL, WASHINGTON, Oct. 11.—In direct
opposition to the implied wishes of the
United States, Count von Waldersee, the
German commander-in-chief in China, has
sent an expedition to Peking-Fu, and his
action may cause consequences in the
southern provinces which the authorities
fear to contemplate.

Believing that the foreigners and their
interests can best be protected by bring-
ing about the early return of peace, Sec-
retary Hay has furnished the French and
other governments with his reply to the
French propositions, in which he states
that the President "would be pleased to
see negotiations begun immediately upon
the usual verification of credentials."

Concluding his note, the Secretary states
that "The President believes that the
Governments of France and other powers
will see in the reserves we have made
here no obstacle to the initiation of nego-
tiations on the lines suggested, and he
hopes it will be found practicable to be-
gin such negotiations at an early day."

To guard against controversial discus-
sion, the President has endorsed the sug-
gestion of the Russian Government, that
in case of a protracted divergence of
views, the matter of indemnity which
China must pay might be commended to
the consideration of the International
Court of Arbitration at The Hague.

In the demand of Li Hung Chang for
the return of the \$25,000 seized by the
American marines at Tientsin, the author-
ities see the purpose of the Chinese
commissioners to offset the claims for
indemnity to be made by powers by coun-
ter claims for damage to private and
Government property which was not in
accord with the rules of war. There is
no intention on the part of this Govern-
ment to participate in any further mili-
tary expeditions, and it will deprecate
action of this character on the part of
foreign powers.

Minister Wu Ting Fang asserts there is
no danger of an uprising in Southern
China, and has so assured Secretary Hay.
The authorities fear, however, that
unless something is quickly done to support
the position of the viceroys who have so
nobly held their people in check an out-
break may occur. It is proposed by this
Government to insist that the viceroys
receive an appropriate award for their
conduct.

The reply of the United States Govern-
ment to the French note relative to the
basis of Chinese negotiations follows:
THE SECRETARY OF STATE TO THE
FRENCH CHARGE D'AFFAIRES:
SENT TO MR. THIERIAUX, October 10, 1900.
MEMORANDUM.

The Government of the United States agrees
with that of France in recognizing as the
basis of the negotiations the Government of
China appropriate reparations for the past
and substantial guarantees for the future.

The President is glad to perceive in the basis
of negotiation put forward in the memorandum
of October 4 the spirit that has animated the
declarations heretofore made by all the powers
interested and would be pleased to see the
negotiations begun immediately upon the usual
verification of credentials.

It may be convenient to enumerate the
clauses of the memorandum and to add some
observations dictated by the attitude of the
United States in the present circumstances.

1. The punishment of the guilty parties who
may be designated by the representatives of the
powers at Peking.

The Chinese Government has already indi-
cated its intention to punish a number of
those responsible for the recent disorders. The
representatives of the powers at Peking may
suggest additions to that list when negotia-
tions are entered.

2. The continuance of the interdiction against
the importation of arms.

It is not understood that this interdiction is
to be permanent, and the duration of it and
the details of its regulation seem a proper
subject of discussion by the negotiators.

3. Equitable indemnities for the Governments,
corporations and private individuals.

BIG NEW BATTLESHIP WISCONSIN,
A PRODUCT OF PACIFIC COAST LABOR,
BREAKS THE WORLD'S RECORD IN A TRIAL

After Run Off Santa Barbara, in Which She Shows Mar-
velous Powers, a Test Is Made of Other Mechanism,
Which Is Pronounced as Nearly Perfect as Possible.

OFFICIAL TRIAL PERFORMANCES
OF UNCLE SAM'S BATTLESHIPS

The appended table gives the contract and trial data of the seven battleships of the American navy, built and accepted, in addition to the latest achievement of the Union Iron Works:

NAME.	Horsepower.	Contract Speed.	Date.	Horsepower.	Average Speed.
Indiana	9,000	15	Oct. 18, 1895	9,738	15.547
Massachusetts ..	9,000	15	Apr. 25, 1896	10,403	16.21
Oregon	9,000	15	May 14, 1896	11,111	16.79
Iowa	11,000	16	Apr. 7, 1897	12,105	17.087
Kearsarge	10,000	16	Sept. 25, 1899	11,074	16.816
Kentucky	10,000	16	Nov. 24, 1899	11,500	16.878
Alabama	10,000	16	Aug. 28, 1900	11,500	17.013
WISCONSIN	10,000	16	Oct. 11, 1900	11,800	17.25

*Estimated horsepower.

SANTA BARBARA, Oct. 11.—The
new battleship Wisconsin, in her
trial trip to-day, showed marvel-
ous speed, breaking all records
for vessels of her class. The
water was rough and a heavy fog hung
over the channel. Hundreds of people
stood on shore to watch the maneuvers
of the vessel, but a few minutes after
she left her moorings she had disappeared
in the white mist.

With the break of dawn a strong south-
west breeze sprung up. The water was
choppy and there was a heavy swell.
Much speculation was indulged in and the
wise ones said the trial must needs be
postponed. The builders, however, were
confident of the staying qualities of their
handiwork and decided to make the run
in spite of wind and weather. They made
it and now proudly point to the mountain
of iron and steel as another monument
to Pacific Coast skill and enterprise.

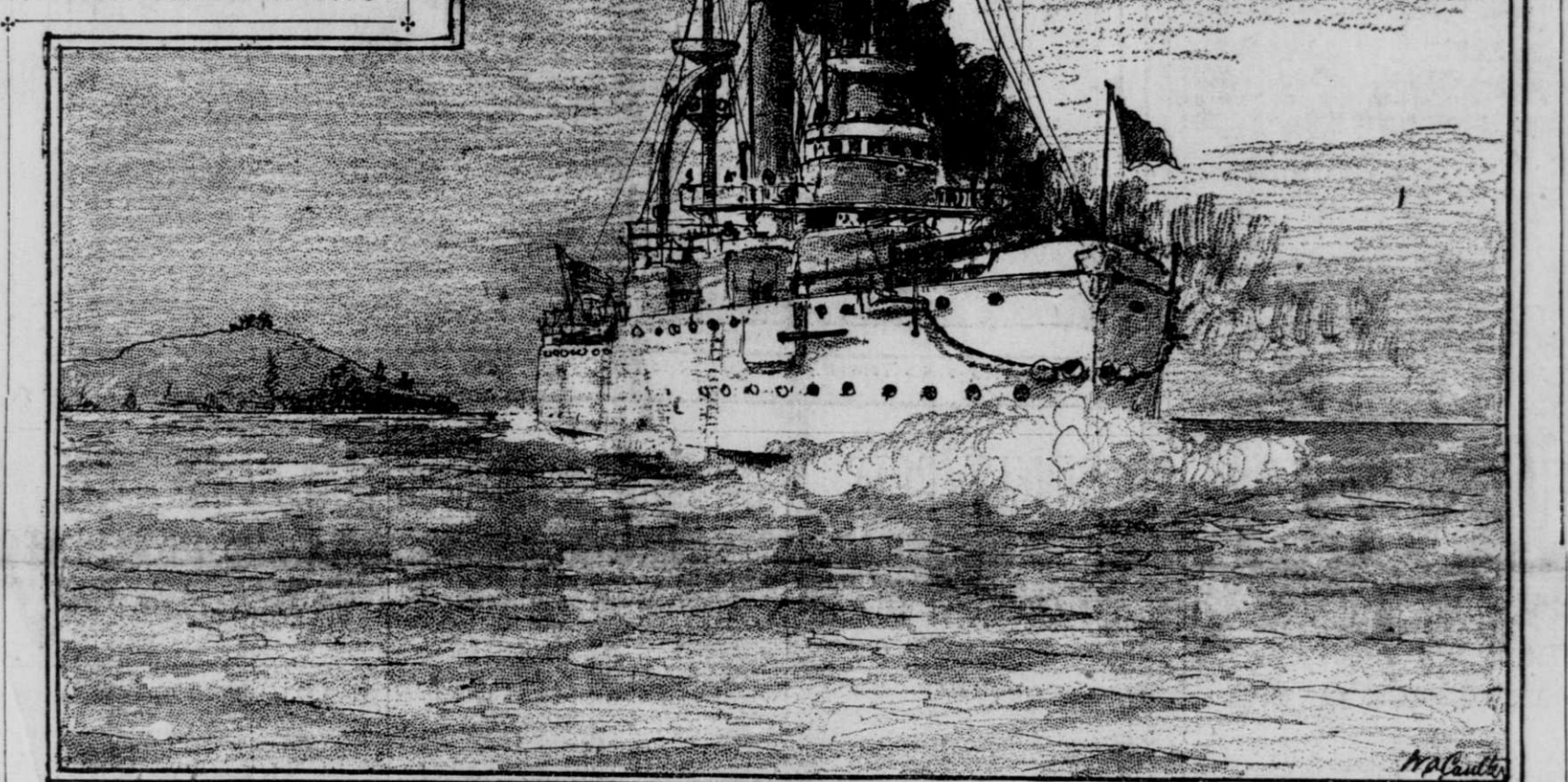
A few minutes before 8 o'clock this
morning the Wisconsin left her berth in
this channel and proceeded to sea. She
went far above the course and then ran
down almost as far as Ventura at a
speed in excess of sixteen knots. On re-
turning she started on the course, pass-
ing the Iowa, which was the eastern beacon
line, at 10:20 o'clock.

At 11:01 a. m. she passed the first stake-
boat, and at 11:31 a. m. passed the second
stakeboat, and shortly after turned the
last stakeboat, the Philadelphia, and re-
turned to the starting line. The average
revolutions of the propellers on the western
trip were 119.34 per minute and on the
eastern trip 119.15. This is alone remark-
able, as never before have average revolu-
tions been so close.

The average steam pressure was
180 and the exhausts blew off fre-
quently, which showed that there
was steam to spare. The maximum
speed from the stakeboat Ranger to
Gaviota wharf was 18.54. The average
speed for 32 knots on the west-
ern course was 17.9, making an average
speed for the entire run of 17.25. All
the evolutions of the ship in turn-
ing, backing, full speed ahead, full
speed astern, turning by hand steer-
ing gear and raising the anchor with
103 fathoms of chain were performed
satisfactorily. All the auxiliaries
performed their work as perfectly
as mechanism can be made to do.

Irving M. Scott said: "Without
doubt she is the most perfect ship in
all appurtenances that the Union
Iron Works has ever turned out.
Approximately the horsepower was
11,800. The Alabama was the only
other ship that approached this speed
and her average speed was 17.03.
Her maximum was 18.03."

Chief Engineer Forsyth kept a record
of the wind as well as the waves, and on
the return course there was a whitecap
sea for about one-quarter of the thirty-



NEW UNITED STATES BATTLESHIP WISCONSIN, WHICH DURING HER TRIAL TRIP IN SANTA BARBARA CHANNEL YESTERDAY BROKE THE
WORLD'S RECORD FOR VESSELS OF HER CLASS, ALTHOUGH THE VOYAGE WAS MADE AGAINST THE TIDE AND IN RATHER HEAVY
WEATHER.

two knots. A great deal of the success of
the trip is due to Mr. Forsyth, John Mur-
ray, who had charge of the boilers, and
Quartermaster Anderson. Mr. Eckert,
consulting engineer of the Union Iron
Works, kept a record of the revolutions.

The speed of the engines was so regular
that in 13,300 revolutions there was not a
difference of twenty revolutions between
the port and starboard propellers as the
figures stood. It was a most remarkable
feat. The tidal corrections when com-
puted will add to the speed recorded be-
cause the tide was against for a greater
length of time than with the direction of
the ship. After the course was run she
did not slack her speed, but kept right on.
The naval board then took charge of her,
testing the evolutions that are required
by the Government, consisting of turning
to port and starboard in the ordinary
manner. Time was noted at each turn,
also with one propeller bearing ahead and
the other astern, turning to port and star-
board with hand steering gear and de-
scribing a circle. She accomplished so
small a circle that the radius was within
one and a half lengths of the boat.

Irving M. Scott was loud in his praise

of the men below decks and could not say
enough in favor of the work they accom-
plished. He is feeling in the best of spir-
its and is justly proud of the Wisconsin,
the boat that has beaten the world's re-
cord for her class. There is no doubt of
the fact that if the conditions of the past
week had continued until to-day an average
speed of 17 1/2 knots would have been
made. One of the officers aboard jocular-
ly stated that "Scott had Cramps!"

It is just about five years since the In-
diana, the first battleship of the American
navy, had her trial, and every succeeding
ship has been an improvement upon its
predecessor. There has not been a single
hitch in the progress and it was antici-
pated that just as the Alabama had ex-
ceeded the performance of the Indiana
the Wisconsin would excel the Alabama.

Up till three years ago speed premiums
gave the builders an additional incentive
to turn out better and faster ships than
the contracts demanded and every ship
earned a large premium; but the with-
drawal of the bonus does not seem to
have slackened the efforts of the builders,
and the performances of the Kearsarge,

Kentucky, Alabama and Wisconsin ex-
ceeded their contract speed as much as
the vessels tried prior to the Kearsarge.

It is not alone that American battle-
ships make better speed on their trials
than those of foreign navies, but the re-
cord of the Oregon showed that with
proper handling and care of the machin-
ery American war vessels improve under
service conditions over their trial per-
formance, while in foreign navies the re-
verse is the case, indicating that the ships
are "jockeyed" in order to show great
paper speed.

The table herewith shows that, leading
all the vessels of the American navy, the
latest achievement of the Union Iron
Works is greater than all others.

The Wisconsin was contracted for on
September 19, 1896, to be completed
in three years. Her keel was laid on
February 9, 1897 and the launch took place
November 25, 1898. The ship will be nearly
one year overdue on her contract, owing
to the customary delay in furnishing the
armor, contracts for which were not made
until June, 1898. The Illinois, a sister ship
to the Alabama and Wisconsin, now in
course of construction at Cramps, is still

far from being completed owing to the
same causes that have delayed the other
two ships. The builders are, of course, de-
sirous of getting ships off their hands and
closing up transactions involving, as
does the Wisconsin, \$2,574,950, which is
\$547,860 less than the contract for the
Oregon, indicating that the Government is
beginning to get its money's worth, the
earlier high prices paid being necessary
to foster the development of the highest
kind of warship building.

The principal dimensions and data con-
cerning the battleships in commission and
those in course of construction to be com-

pleted this year are given in the following
table, in order to enable the reader to
make comparisons. In the classes grouped
the Indiana stands for the Massachusetts
and Oregon; the Iowa is the sole vessel
of its type, and the Kearsarge, Kentucky,
Alabama, Illinois and Wisconsin are sis-
ter ships:

DIMENSIONS AND DATA.	Indiana.	Iowa.	Kearsarge.
Length, feet.....	348	360	368
Breadth, feet.....	69.25	72.25	72.25
Mean draught, feet.....	24	24	22 1/2
Tons displacement.....	10,288	11,340	11,525
Coal, normal, tons.....	450	525	800
Coal capacity, tons.....	1,600	1,500	1,300
Armor belt, inches.....	18	14	13 1/2
Main battery.....	4 1/2	4 1/2	4 1/2
Main battery.....	8 8	8 8	14 6 r. f.
Torpedo tubes.....	4	6	4

Three other battleships—the Maine, Mis-
souri and Ohio—of 12,500 tons and eighteen
knots speed are in course of construction,
but will not be completed within another
year, as the contracts for armor are still
held up on account of the inability of
Congress and the armor manufacturers to
agree on prices to be paid.

ROOSEVELT
GETS GREAT
RECEPTION

Indianapolis Is the
Scene of Warm
Welcome.

Never Had a Political
Candidate Received
Such Honors.

Enthusiastically Cheered by
an Immense Audi-
ence.

MAKES A TELLING ADDRESS

Bryan's Own Book Quoted to Show
the Change in Sentiment of
Democratic Candidate.

INDIANAPOLIS, Oct. 11.—Indianapolis,
which is now holding its first fall festival,
gave Governor Roosevelt to-night one of
the greatest receptions ever extended in
this city to a candidate for political hon-
ors. From the crossing at Southeastern
avenue up East Washington street, three-
quarters of a mile distant to the court-
house, where he spoke to an immense
audience, he was enthusiastically cheered.
The sidewalks and thoroughfares were
crowded with a mass of enthusiastic hu-
manity, through which the triumphal
procession marched with difficulty.

The candidate for Vice President bowed
continually to the multitude and shook
hands with men and women who gathered
around his carriage.

The courthouse grounds and the streets
surrounding it were congested with a
throng which greeted the Governor's ar-
rival with a storm of cheers, and as he
alighted at the courthouse entrance can-
non boomed salutes.

The evening was devoted to a parade,
which was more than two hours passing
the reviewing stand in front of the court-
house. The line of march was crowded
and decorated profusely. At the conclu-
sion of the parade the Governor was es-
corted to the Dennison Hotel, where he
will remain until 9 o'clock to-morrow,
when the special train will start on the
third day's itinerary of the Indiana tour.
In his speech at the courthouse Governor
Roosevelt said:

"I feel in this campaign less as if it
were an ordinary partisan contest than as
if it were a crusade for all that we hold
dear in the institutions of the land we
love so well. I feel that we have a right
to appeal to all good Americans, no mat-
ter what their party affiliations have been
in the past, to stand with us, for we
stand for the honor and interest of the
whole country, and I am glad, indeed, to
be introduced by Chairman English, a
Democrat who believes in what were once
the old Democratic doctrines of hard
money, expansion and the honor of the
flag. That is what Jackson—Andrew
Jackson—fought for and lived for, and he
would turn in his grave if some of these
modern Bryanized Democrats walked over
it. I appeal to you first from the stand-
point of the material interests of the
country. I appeal to you to keep the good
things we have got and not throw them
away in mere folly. I want no better
campaign argument than can be made
out of the speeches of Mr. Bryan himself
four years ago. If you read the Old Testa-
ment you will find that false prophets
had a bad time in those days, but now-
adays they nominate them for President
on the Democratic ticket. This is an in-
teresting book (taking up a book). It is
the best campaign book for the Republi-
can party I ever saw. It is called 'The
First Battle,' and it was written by Mr.
Bryan, and if you will turn to page 32 you
will see the speeches he made here in In-
dianapolis four years ago. As generally
happens, he could not resist prophesying,
and he said, 'Gold is arrogant and tyrann-
ical, and it deserts any nation in time of
war.'"

"We have had the Spanish war and gold
stayed with us. Well, we went on—and
this I should commend to the few gold
Democrats who now want to come back
and join us—he said: 'We have begun
war on the gold standard and we shall
not let up on it until there is not a single
friend of gold left in the country.' The
war has gone on for four years and so far
from the desired result having happened
as Mr. Bryan wished, he himself now,
when he gets into certain communities,
coos as mildly as a sucking dove on the
currency issue. We are fortunate in hav-
ing an issue which does not wear thin
in any part of the country. We are for
the gold standard here, in New York and
in Denver—everywhere."

A voice—In Victor?
Mr. Roosevelt—Yes, in Victor. Once
more we are for the cause of law and
order—of orderly liberty under the law—
everywhere.

"This you will find on page 32 of Mr.
Bryan's book: 'Only a few of our people
will be able to wear shoes under the gold
standard.' And then he goes on: 'As it
is with shoes, so it is with clothing.'
(Great laughter.)"

"That is actually what Mr. Bryan said
four years ago. And, gentlemen, he ran
pretty close yesterday when he stated
that he wanted a change in the party that
had control of the Government so as to
allow everybody to go to the seaside."

Continued on Second Page.

ROCKEFELLER WILL
PROBABLY NOT BE
HALED INTO TEXAS

Requisition for Extradition
on Like Grounds Once
Before Refused by
Courts.

NEW YORK, Oct. 11.—There was a good
deal of a mix-up to-day over an at-
tempt to straighten out the position of the
requisition of Governor Sayers of Texas
for the persons of William Rockefeller
and other members of the board of directors
of the Standard Oil Company. Several
statements were given out seriously
alleging that Governor Roosevelt or Acting
Governor Woodruff had taken final
action in the matter, but to-night it is
definitely ascertained that the only action
that was taken in the case was by Judge
Joyce, the Governor's pardon clerk, who
merely gave to Governor Sayers' counsel
an opinion that unless his papers of requi-
sition could state that the persons wanted
had been in the State of Texas and had
committed a crime there they would not
be taken from this State.

As far as Governor Roosevelt is con-
cerned, he has not acted in the matter
because of absence from the State.

WAS NOT OFFERED
PRESIDENCY OF THE
SOUTHERN PACIFIC

Edwin Hawley Declares That
the Committee Has Not
Selected the
Man.

NEW YORK, Oct. 11.—Referring to a
dispatch from San Francisco saying that
he had refused the presidency of the
Southern Pacific Railway Company at
\$40,000 a year, Edwin Hawley said to-day:
"I would not take \$40,000 a year and
leave New York. It is not true that the
place has been offered to me, anyway. I
would not accept the presidency of the
Southern Pacific. I would rather stay
here. The matter of the presidency is in
the hands of the monetary committee, of
which C. H. Tweed is chairman. The
committee has not selected any one for
the office yet; when it does, it will report
to the governing board. I have no idea
who will get the presidency."

Mr. Hawley is now fourth vice presi-
dent of the Southern Pacific Company and
president of the Minneapolis and St. Louis
and of the Iowa Central railroads, as well
as director in numerous other roads.

LAWYER SPRINGS A
NEW SENSATION IN
THE RICE CASE

Declares That the Alleged
Second Will Makes No
Mention of Any
Trust.

NEW YORK, Oct. 11.—The only de-
velopment in the Rice case to-day was
the attempt to bail Albert T. Patrick, the
old millionaire's lawyer. The bondsman,
William S. Long, a real estate broker,
was not accepted, as a judgment of \$1800
against him had not been satisfied.

Mr. Long offered as security for the
\$10,000 four buildings, valued at \$10,000;
four buildings, valued at \$30,000, with two
mortgages on them for \$271,000.

CZAR PREPARES TO
WAGE WAR AGAINST
EMPEROR WILLIAM

Significant Speech to His
Men Made by the
Russian Gen-
eral.

LONDON, Oct. 12.—The Moscow corre-
spondent of the Standard attaches signifi-
cance to a speech made by the Russian
general in command at Wilna to some
troops who had been ordered to China,
but were recalled to Odessa, on the very
eve of sailing. He says that the general
in addressing the men made this explana-
tion:

"The Czar decided it was necessary to
bring you back to Wilna so you might be
ready here to join us against a foe we
shall be ordered to meet."

The correspondent adds that the foe
hinted at can only be Germany.

Anti-Goebelites Disagree.
FRANKFORT, Ky., Oct. 11.—The Dem-
ocratic and Republican anti-Goebel fac-
tions of the conference committee appoint-
ed by the Kentucky Legislature to adjust
the disagreement over an election bill to
take the place of the Goebel law failed to
agree, and to-night the leaders on both
sides express the opinion that a new law
will not be passed.

TWO ADDITIONAL
SEATS ARE GAINED
BY MINISTERIALISTS

List of Re-elected Includes
the Nephew of the
Late Earl of Bea-
consfield.

LONDON, Oct. 12.—In the pollings in the
Parliamentary general election yesterday
the Ministerialists gained two seats, mak-
ing their total gains thirty, against twenty-
nine for the opposition.

In Sutherlandshire, S. Levinson-Gower,
Liberal, who held the seat in the late
Parliament, and in the Southport division
of Southwest Lancashire E. Marshall
Hall, Conservative, wrested the seat from
Sir George Augustus Pilkington, who se-
cured it in the bye-election last year.

The constitution of the new house thus
far is as follows: Ministerialist, 374; op-
position, 228.

As yet there has been no Ministerialist
gain in Wales and no Liberal gain in
Scotland. The list of the re-elected in-
cludes the nephew and heir of the late
Earl of Beaconsfield, Coningsby Ralph
Disraeli, who has represented the Al-
trincham division of Cheshire in the Con-
servative interest since 1892.