

# MANCHESTER SAYS: "BUILD THE NICARAGUA CANAL."

## The New Expansion Policy of the United States and Its Steadily Increasing Commerce Demand Its Construction, Says the Duke. It Is a Financial Investment of the Safest Kind.



N EARLY a hundred years ago a great scientist, Alexander von Humboldt, pointed out the advantage and practicability of one of the greatest and most epoch making engineering schemes in the world. Like all great ideas of great minds, one of its chief charms was its simplicity. What I refer to was the dividing of the isthmus between North and South America by a canal which should make use of the lake of Nicaragua and its draining rivers.

In those days even it seemed advisable and not difficult, although facilities for construction were comparatively rudimentary, ocean carrying traffic was still in its infancy, and the population and area of the United States but as a dot on the map, compared with its present state at the dawn of a new century.

Twenty years later the Congress of the United States of Central America ordered the work to be begun. A year later Henry Clay, Secretary of State, ordered the route to be examined. Ten years later the United States Senate voted favorably for it, and the then Chief of the State, President Jackson, ordered a survey of the route.

From then till now there has been one continued succession of favorable reports, and even feeble attempts at construction, with only one adverse criticism—that of Rear-Admiral Davis.

But in the meantime the sturdy boy in the North has grown to be a strong and purposeful man, and the gilded loafers of the South have died of inanition. The United States has grown from its small, though hardy, beginnings, to be one of the greatest nations of the world. Her trade, then self-consuming, has become one of colossal exports, and now she has ventured, after being contained in a strip from the Atlantic to the Pacific coast, to stretch her hands east and west, and take a part in the world's struggle for expansion.

But her right hand and her left are far apart, and they grasp respectively a smouldering fuse and a cactus bush—Cuba and the Philippines. Although at present the fire seems out in Cuba and the thorns in a fair way to be picked off the Philippines, still it must be evident that anything that brings the two hands nearer together must be, in view merely of possible warlike eventualities, and even more in regard to future trade, an enormous saving of time and money.

Let us now turn to the question of expense. The Walker Commission this year estimated the expense at \$118,000,000, but I maintain that financially alone this would be a magnificent investment. Probably one of the shrewdest political and financial national deals was that by which Lord Beaconsfield, secured to England the control of the great canal at Suez.

That canal cost \$100,000,000 to open to navigation, and, owing to shifting character of the soil, requires constant work and attention, which would not be required in Nicaragua.

Just look at the success of that investment. But since then have come the development of China, the rise of Japan and the annexation of the Philippines. Here lies a field for industry. Here is a market. And is America going to let Europe be nearer this market and get its work in earlier for the sake of 189 miles of canal?

Why, in England the Manchester Ship Canal was built where land is dear, to join two towns, and we are conservative enough, in all conscience. It is true that the attempt has been made to join the Atlantic and Pacific in another place and that it failed. But why? For two reasons easily set aside. First, that the money was used to build palaces and line the purses of the unscrupulous promoters and their myrmidons. Secondly, because of the extreme unhealthiness of the route chosen at Panama.

I will not attempt to speak of the first cause, as America is pretty well able to look after her own business affairs. But of the second it has been proved that transport presents itself.

The climate is healthy. The extremes of temperature are small, and no difficulty of the district to work in. To sum up: You have a route for a canal with natural harbors at each end, an easy path along the San Juan River and through Lake Nicaragua—a healthy district to work in.

It means the opening up of a new market and the junction of the two littorals by an easy sea route. It means the eliminating of many thousand miles of unnecessary toiling round the Horn with a passage of Magellan, which was reported only the other day to be lined with some forty new wrecks.

And against this we have the investment of \$118,000,000—an investment for which we have the precedent of the Suez Canal too show that it will be a magnificent one.

In my opinion, the Nicaragua Canal, as reported by the Walker Commission, should be embarked upon at once and carried through with all speed. For the hour is ripe.

*Manchester*

### JAPAN LOVES BRITAIN, BUT HATES RUSSIA.

Copyright, 1899, by the New York Journal and Advertiser. London, Nov. 25.—Following out its policy of "knowledge acquiring," the Japanese have sent nine judges and public procurators to study law and the administration of law in America and Europe. The deputation is divided into three sections, each consisting of a judge and two procurators. America and England have been allotted one section, Germany and Austria another and France and Italy a third. The Anglo-Saxon section is now in London, and consists of Judge Baba and Procurators Kosaka and Nakashioe. Kosaka is the chief procurator of the Imperial Court of Japan, and considering the fact that this is the first time he has been out of his own country he speaks English fairly well. Talking to the Journal correspondent he said, with reference to the Transvaal war: "My country is entirely with England and we earnestly desire the success of the British arms. I think England is in the right in claiming justice for her subjects. If there ever was any doubt in the Japanese mind as to the justice of Great Britain's interfering in the Transvaal, it was entirely dispelled by the ultimatum of Kruger. "Japan, I am sure, will stand by England if any other powers seek to take advantage of England's entanglement. The Japanese recognize that of all peoples the Anglo-Saxon is the greatest and most righteous. The Americans and English are treated much more respectfully in Japan than are any other foreigners. "If there is no formal alliance there is certainly a union of feeling between the

English, American and Japanese in Japan. The best hated foreigners in Japan are the Russians. There can never be any permanent understanding between Japan and Russia so long as Russia pursues her present avaricious and dominating policy. Japan would like nothing better than to crush Russia, and perhaps some day we may be able to gratify our desire. "In the meantime there is no serious danger of any outbreak between Japan and Russia. That, however, depends mostly upon Russia. In the case of Korea, Russia applied to the Korean Emperor for the land leased by the Japanese. Russia's idea was to erect a strong naval station, but the Korean Emperor pointed out that he could not take away the land from the Japanese. Now it all depends whether Russia insists on having that land. If she does Japan will protect her subjects and their possessions. Russia must see that she is hopelessly in the wrong. If she does not, then Japan must teach her." Kosaka then spoke of his mission. "After what I've already seen of America and England," he said, "I think the method of the administration of law in Japan might be very much improved. The Japanese administration is too rigid. I will make several recommendations to the Supreme Court. The *habeas corpus* act is an admirable piece of legal machinery. I am not in love with your jury system, and all things considered I do not see that it is any more just than our judge system. We have to contend with the impressions made by the counsel and judge on the purely lay mind. When in America I was very much struck with the activity and bustle which were everywhere apparent."

### FILIPINO CABINET CHIEF A PRISONER IN MANILA.



Locating the Insurgents Before the Battle of Galoocan. The photograph, taken especially for the Journal, shows members of the Third Artillery "getting a line" on the enemy's trenches from a hill and the stump of a tree, the highest points accessible.

### How Buencomino, Secretary of State and the Brains of the Insurrection Was Captured with Aguinaldo's Son—He Wrote the Filipino "Constitution" and Other "State Papers"—Otis Plans to Subdue Cavite Again.

Manila, Nov. 25.—Buencomino, the brains of the insurrection, is locked up here in charge of Brigadier-General Edward B. Williston, the Provost-Marshal. When Tarlac fell Buencomino fled northward with Aguinaldo's three-year-old son and an old lady, supposed to be the mother of Aguinaldo's confidential servant, Tomas Mazarine, and a guard of a hundred soldiers. Reaching the neighborhood of the coast on November 13, Buencomino found American soldiers on every side and escape impossible. So he sought refuge in a little Pangasinan village, six miles from Manaoag, living in a mean little hut belonging to natives who were lukewarm toward the insurrection. On learning his identity some refugees brought the news on November 20 to Colonel Luther R. Harp, commanding the Thirty-third Infantry, garrisoning Manaoag. After communicating with General Wheaton, Major Marcus D. Cronin's battalion surrounded the village on November 21. Buencomino's guard had hidden their rifles without resistance. He had only a few clothes and \$2,000 in gold. Glad Suspense is Ended. General Wheaton kept the woman and child and sent Buencomino to Manila on the transport Brutus, in charge of Lieutenant Smith, of the Twentieth Infantry. He seemed cheerful and rather glad that his troubles had ended. When the Brutus reached Manila this morning Lieutenant Smith took Buencomino to the palace. He was kept for only a few minutes in Major General Otis's office. The prisoner told General Otis he desired peace and had for a long time used his influence for peace. Aguinaldo, he said, was retreating north with 2,000 men and two cannons. General Otis then summoned Provost-Marshal Williston, who previous to driving away with Buencomino received instructions to lock him up in comfortable quarters and allow no person to see him. Buencomino is the chief author of the

Filipino constitution, most of the State documents and of the letter to the Congress of the United States recently printed in Hong Kong from his manuscript and published there. Fighting in Panay. The movement against the insurgents in the island of Panay has resulted in driving them to the mountains, twenty miles inland. The troops engaged were two battalions of the Nineteenth Regiment, a battalion of the Twenty-sixth Regiment, the Eighteenth Regiment, Gordon's mounted scouts and Bridgman's battery of the Sixth Artillery. The Americans, in all, lost five men killed and had thirty-eight men wounded. General Hughes, Colonel Carpenter and Colonel Edmund Rice commanded during the various fights. Thirty-two insurgents were killed in the engagements, and the natives reported that nineteen cartloads of wounded were taken away. Among the Americans killed was a lieutenant of the Eighteenth Regiment and a sergeant of artillery. Twelve obsolete cannon were captured. Santa Barbara and Maasin Arsenal were deserted before the Americans arrived. The insurgents, seeing it was impossible to resist the movement, retired with most of their stores. A Running Battle. The Third Infantry, reconnoitering from Baluang, met the insurgents on the main road and had a running fight to San Ildefonso, where they drove 300 Filipinos from an old Spanish redoubt. Proceeding toward San Tiguell the Americans found in a series of strong works, two miles south of the town, about 750 insurgents, probably General Pio del Pilar's old command. An officer was killed and a private was wounded in the engagement there. The insurgents had four men killed and ten wounded. Nine Filipinos were captured. This is probably the largest band of insurgents north of the Pasig River.

Washington, Nov. 25.—The Adjutant-General has received the following cable from General Otis: "Manila, Nov. 25.—Vessel from Lingayen Gulf, with dispatches from Wheaton to 23d instant, brought in Buencomino, the insurgent Secretary of State, captured on the 21st instant. He was with Aguinaldo and the party which left Tarlac on the night of the 13th to be escorted north by 2,000 troops from Bayambang and Dagupan. "These troops Wheaton struck at San Jacinto, and Young eastward. Aguinaldo, with a part of family, escaped north with 200 men, passing between Young and Wheaton. Young still in pursuit at last accounts and has been rationed at San Fernando. "Aguinaldo's mother and oldest child, with Buencomino, separated from rest of party; mother lost in woods, and child, four years old, is with Wheaton's troops. Two thousand dollars gold, belonging to the mother, was captured and is now in Manila treasury. "Heavy storm in Lingayen has prevented loading of troops there for the north. "MacArthur has captured insurgent director of railroads, who endeavored to destroy the railroad to Dagupan; also Captain Lawrence, an Englishman, who served Aguinaldo's artillery. "Telegraph not working north of Tarlac to-day. "Lawton believed to be on military road to Bayambang. Roads now practicable for wagons, and supplies for him are being forwarded. "Our troops have liberated some 300 Spanish prisoners recently."

### PATTI TO SING HERE FOR CHARITY IN 1900.

London, Nov. 25.—The number of families grown into mourning by the war is already having an appreciable effect on the attendance at the West End Hall on Monday, when Patti reappeared at Albert Hall on November 22, but the event passed practically unnoticed. She will celebrate the fifth anniversary of her first appearance for the public at a charity concert in 1900 in New York City. Charles Wyndham is turning his business to a company entitled the Criterion and

Wyndham Theatre, with £200,000 capital. Mr. Wyndham will remain manager at a salary of £2,500 and a percentage of the profits. Charles Hawtrey, after dislocating his shoulder in the second act of "The Messenger from Mars" on November 22, pluckily played out the piece, but fainted at the last curtain. As a result of the accident the house has been closed until next Monday. Sir Arthur Sullivan's new opera, "The Rose of Persia," will be performed at the Savoy on November 29.

### PADEREWSKI ENDS HIS OPERA; IS COMING HERE.

Copyright, 1899, by the New York Journal and Advertiser. Paris, Nov. 25.—Paderewski has been here for a day or so preparing for his departure for the United States. He leaves in a few weeks for a four-months' tour of the chief cities of America. He will be accompanied by his wife, the beautiful and accomplished Mme. Gorka, whom he married last Summer. They still protract a long drawn out honeymoon at their pretty villa near Geneva, where they will remain until their departure for the United States. Paderewski's trip has been delayed by a new opera upon which he has been engaged. It is now in the hands of his publishers in Berlin, and will soon be given to the world. I learn that the opera deals with the romantic aspect of gypsy life. The scene is laid in the Carpathians. Paderewski is devoted in his wooing, and his recent winning of Mme. Gorka, it is

believed, has added color to the finishing touches of his opera. REVOLT NEAR IN NICARAGUA. Due to the Government's Demand for a Moiety of the Church Revenues. Y/220 Kingston, Jamaica, Nov. 25.—Special correspondence from Nicaragua reports a Government crusade against the opposition and the growing clerical powers in the form of a demand for a moiety of all the Church revenues, which, it is added, President Zelaya is determined to enforce. This, it is said, fired a train of popular resentment, and a strong combination is forming between the Clerical party and the commercial malcontents, which, it is asserted, is sure to result in a big revolution. The Delight of Ale Drinkers is good old Evans' Ale at all meals.

### ROSE'S YACHT HAS COMFORT AND SPEED.

(Copyright, 1899, by the New York Journal and Advertiser.) Mr. Rose's new yacht Distant Shore, which will meet the Columbia in Mediterranean waters, is now ready for launching. Messrs. D. & W. Henderson, of Meadowside, who have built her from designs by G. L. Watson, are only waiting the arrival of her owner to slip her into the water. Since Mr. Rose decided not to challenge for the America's Cup with Distant Shore he has authorized several changes in her design, and the consequence is that when she races next Spring she will be almost unique. Instead of following the fashion of reducing the yacht to a racing machine Mr. Rose has gone to the opposite extreme. He is now endeavoring to combine all the excitement of racing with the comforts of a cruiser. Not Merely a Racing Machine. Unlike Satanita and the Aurora, two cutters which Mr. Rose already possesses, Distant Shore is comparatively a small boat; much smaller than the Columbia or Shamrock. As she has been designed for

racing under girth rule, she differs widely from previous cup challengers in general outlines. Watson has further developed the Valkyrie model. The length over all, however, is only 108 feet, her greatest width of beam 29 feet 4 inches. She is widest shaft forward and aft, has a waterline of little more than 80 feet. Her draught won't run beyond 17 feet. Weight necessary to allow her to carry 125 feet of canvas aloft is attached outside the keel, and amounts to ninety tons in all. This weight is placed well forward. It is in her interior fitting, however, that the Distant Shore possesses novelties. Everything is so made that it can be quickly removed if the importance of a race demands, while the saloon cabins and other accommodations are so scientifically distributed that they will in no way interfere with the pace of the boat. Another feature of innovation is a row of portholes of glass so small and perfectly fitted as to offer no resistance whatever to the sea. The top sides are naturally higher and appear rather incongruous in a racing yacht, but Watson is confident that while this yacht will undoubtedly make a comfortable cruiser, she will at the same time give a hard race to the fastest racing cutter existing. Yachting Season Promises Big.

### "He That is Angry Is Seldom at Ease."

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