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TUESDAY, SEPTEMBER 27, 1899.

SPAIN, CUBA, AND THE UNITED STATES.

THE European journals continue to display deep interest in the diplomatic relations between the United States and Spain. They are perpetually looking forward to the time when this nation will become seriously involved in the great and petty squabbles which continually distract Europe, and they seem incapable of understanding our continued adherence to the policy established by Washington of non-intervention in the affairs of the Old World. The Cuban insurrection is an American rather than a European question, in one of the most important aspects, and our Government has very properly shown that it was not indifferent to the fate of an island so close to the shores of the great republic. And yet even the close proximity of Cuba, and the strength of her claims to friendly aid, have not induced our national authorities to relax the neutrality laws in her favor or to take any steps at Madrid which were not in reality designed to promote the interests of both parties to the Cuban conflict. America sympathizes with every nation struggling against tyranny, but she never interferes actively in behalf of any oppressed nationality; and while this policy seems selfish and cold, it has always heretofore been essential for our own safety: for the countries which have undertaken to play the part of knight-errant liberators have rarely failed to lose in such struggles their own prosperity and liberty. Bearing in mind these well-settled principles of action, the present administration has gone just as far and no farther, in its negotiations with Spain, than the circumstances demanded. American mediation has been offered and conditionally accepted; but instead of saying yes or no to the propositions authorized by the Cuban insurgents, the Spanish government submitted new proposals which the leaders of the revolt refused to entertain: whereupon the American Minister at Madrid again asked for a serious consideration of his original proposition, and at the same time declared that if this delay continued public opinion would compel the authorities of the United States to recognize the belligerent rights of the Cubans. The full text of the correspondence has not yet been published, and some of the European journals allege that General Sikes used language in communicating this idea which was tantamount to a threat. As he is not by any means a well-trained diplomatist, it is not improbable that his language was not especially guarded and careful, and that he unnecessarily aroused the haughty pride of those whom he addressed, for Spaniards are quite as averse as Americans to tame submission to a menace. But since the first ebullitions of anger have died away, the Spanish statesmen no doubt understand that Sikes had no authority to deliberately insult them, and that the whole subject may and should be considered on its merits, instead of being rashly decided in a fit of passion. They have so many difficulties to contend with now, that they may well pause before they raise up new enemies. Spain is distracted by the intrigues of the reactionary Bourbons on the one hand, and the vigorous agitations in favor of a republic on the other. If many more troops are sent from Spain to Cuba, there is great danger that the present authorities will be unable to maintain their ascendancy at home, and if frequent reinforcements are not despatched the revolutionists will steadily gain ground, for it is alleged that seventy-five per cent. of the Spanish regulars sent to Cuba heretofore have been lost in battle or by disease. Under these circumstances, it is prejudice and the aversion of the proud Spaniards to a voluntary surrender of the last of their long catalogue of American possessions, rather than reason, which make Serrano and his associates hesitate about the acceptance of the terms offered by our Government on behalf of the revolutionists. Our administration has really performed a friendly act for both parties, the only thing open to dispute is whether our Minister has performed the part of a peace-maker in a discreet manner; but even if Sikes had used a few ill-chosen words, the Spanish Government will be guided in its final decision on the present complication by its mature opinion on the relative danger of a defiance of Spanish sentiment on the question of the surrender of Cuba, on the one hand, and the danger of a persistence in a desperate and exhausting foreign war, when all its energies and resources are needed at home, on the other.

THE SITUATION IN TEXAS.

The letter of General Reynolds, who has command in Texas, affords a clear and impartial insight into the political situation in that State. He shows conclusively that "Jack" Hamilton is still the unscrupulous demagogue that the Democratic press of the whole country declared him to be until he engaged in his present effort to break up the Republican party in the State for the sake of advancing his own personal interests. As General Reynolds says, "the platforms of the two wings of the Republican party are precisely the same." There does not appear to be even any side issue on the suffrage and amnesty question, as was the case in Virginia and Tennessee; and the only diverging point between the two factions would seem to be the desire of the Davis or radical branch to comply strictly with the terms of the reconstruction laws, by

presenting as candidates for office men who are qualified under these laws, while the so-called conservatives, under the lead of Hamilton, crowd their tickets with men who are disqualified. Before the breach became as wide as it now is, the friends of Davis endeavored to prevent it, and for the sake of harmony offered to accept of Hamilton as the candidate for Governor, provided Davis were placed on the ticket as candidate for Lieutenant-Governor. As General Reynolds clearly shows, all these professions of peace were rejected, and upon Hamilton and his followers must rest the responsibility for the split. There is every reason to believe that the success of Hamilton will be brought about, if at all, through the instrumentality of Democratic votes, and that his election will result in turning over the State Government to the unrepentant and unreconstructed Rebels. In this view of the case, it becomes the duty of the administration to lend a helping hand to the true Republican party of Texas.

GENERAL JORDAN has offered to surrender his whole filibustering command to Captain-General De Rodas, in return for a stipulated sum. But De Rodas, with true Spanish virtue, indignantly refuses to become a party to such a disgraceful bargain. Such, at least, is the startling story that the Spanish censor at Havana suffers the Cuba cable to tell. It is about on a par with the recent official publication in the *Diario* of the losses of the two high contending parties since the 13th of October, 1898. The Spanish loss footed up a beggarly regiment of 1073 men, while the patriots and filibusters had suffered to the extent of 38,642, of whom full 14,691 were actually dead and buried!

STARTLING NEWS greets us from the New Dominion. A tremendous thunderstorm visited a portion of her British Majesty's domain on Saturday, and a stray and reckless thunderbolt had the audacity to barely miss the head of the royal carpet-bagger who is now straggling about the Dominion. We can imagine the consternation and indignation of the members of "the Queen's Own," but to realize it fully a visit to Canada would be necessary.

A GRAND RAILROAD CONTEST.

THE RACE TO THE PACIFIC—FOUR RIVAL RAILROAD LINES—HOW FAST TIME IS MADE BY WHOM HOW THE COMPANIES ARE MANAGED—SWORN STATEMENTS OF THEIR OFFICERS.

The rivalry between the four great Trunk Railway lines of New York, Pennsylvania, and Maryland has reached a crisis worthy of public attention. The "common point" for the departure of westward-bound trains is New York city, and from that place four different locomotives, like nimble racers, plunge towards the setting sun. One of them crosses the central part of the State of New York; another (the Erie) follows the northern boundary of Pennsylvania; another (the Pennsylvania) strikes boldly across the Allegheny Mountains; and still another (the Baltimore and Ohio) glides through the Cheat River wilderness in Maryland. As New York is the common place of departure, so Chicago and St. Louis are the common points of arrival, and the efforts to reach these points "on time" are the struggles of iron giants. There is reality as well as romance in this contest. The "heats" of the engines (to use a sporting phrase) average about thirty miles in length, and they are not infrequently run forty miles without any stoppage except for wood and water. Conductors, engineers, and brakemen are, like Othello, "perplex'd in the extreme," and the reality of the contest consists in the hard work accomplished by the companies and their executive officers. The romance of the matter is the fact that the traveler appears almost endowed with wings. When a man can eat his supper in New York, reach his breakfast in Chicago as is now the case, there seems little more to desire. In a single night's dream he can span nearly five hundred miles!

The cause of this rapid running, and of the struggle between the companies, was the opening of the Union Pacific Railway to California. The man who is destined for the shores of the Pacific does not want to loiter between the Atlantic and the great prairies. The four trunk lines realized this fact, and forthwith arranged "schedules" between New York and Chicago, which put them all "on their metal." Now it is an easy thing to make a schedule, but it is sometimes a hard thing to keep it, and this is where the great victory which the Pennsylvania Railroad has gained is apparent. It makes its advertised time! And this is where its three competitors show their weakness. They strain every nerve, and yet miss their connections. There is a reason for this, as there is for everything else in the world, and the reason simply is, that the Pennsylvania trains have the shortest distance to run, as will be seen by the following table showing the number of miles from New York to Chicago by the different routes pursued by the respective companies. These figures are stern, hard Gradgrind facts:

NEW YORK TO CHICAGO.

Pennsylvania route.....	513 miles
New York Central route.....	561 miles
Erie route.....	595 miles
Baltimore and Ohio route.....	1016 miles

With this advantage of forty-six miles in favor of our own road, the opposing companies under any possible state of affairs, are sure to be beaten. But just now they are struggling desperately, the New York Central and the Erie being the most exercised. The Central has the better track, but the Erie has the shorter line. Their schedule time is necessarily so fast that when they are delayed from any cause and then endeavor "to make up time," their speed is tremendous. They are taxed to the extent of their capacity. Meanwhile the Pennsylvania, with its heavy rails (well joined), stone ballast, and short route could easily make quicker time than at present. It is not only master of the situation in this respect, but in another, viz., that it controls the whole route between Philadelphia and Chicago, and works in the most perfect sympathy with the first-class line between this city and New York. It need consult nobody about its business, while the other competing routes are formed of fragmentary companies which cannot act without the consent of each other.

It is time, in fact, that the public had a better appreciation of the magnificent enterprise of the Pennsylvania Railroad. Perhaps not five men in a hundred know that it will in a short time control a new and independent route (the shortest of any) direct to Omaha in its present position it controls rails from Rochester to the North to Chicago and St. Louis in the West and Louisville on the South. It has made aggressive warfare on the other routes by tapping their own cities. Its cars leave Jersey City and Baltimore three times daily for the West, and take freight and passengers direct from the clutches of the rival corporations. In the language of a Quaker gentleman who made a thorough investigation of the financial affairs of the company, "its enterprise is wonderful, and there can form no idea of the foresight of its managers."

But one of the objects of this article was to compare the three Great Trunk lines, not by mere party statements, but by the sworn statements of their own officers. These sworn statements have been made to the Legislatures of New York and Pennsylvania, and are now before us. They are tabulated in a form to show the reader all the points at a glance:

LENGTH AND COST.

Pennsylvania.....	304 9-10 miles.....	cost \$29,761,532
Erie.....	459 ".....	56,436,690
New York Central.....	397 1/2 ".....	56,997,099

DOUBLE TRACK.

Pennsylvania.....	352 9-10 miles.
New York Central.....	371 ".....
Erie.....	409 1/2 ".....

LOCOMOTIVES AND CARS (FIRST CLASS).

Pennsylvania.....	494 engines and.....	164 cars
Erie.....	562 ".....	187 "
New York Central.....	592 ".....	306 "

FREIGHT CARS.

Pennsylvania.....	5,490
Erie.....	6,049
New York Central.....	6,719

PAID UP CAPITAL.

Pennsylvania.....	\$14,915,565 funded and \$20,000 floating.
Erie.....	\$25,398,500 funded and \$4,800,785 floating.
New York Central.....	\$11,468,904 funded and no floating debt.

STOCK ACTUALLY SUBSCRIBED AND PAID IN.

Pennsylvania.....	\$27,070,702
Erie.....	\$6,002,210
New York Central.....	\$5,759,000

EXPENSES IN 1898.

Pennsylvania.....	\$17,233,497
Erie.....	14,376,872
New York Central.....	14,851,303

ACCIDENTS IN 1898.

Pennsylvania.....	46 killed and 307 injured.
Erie.....	104 killed and 417 injured.
New York Central.....	42 killed and 48 injured.

AVERAGE RATES OF SPEED (PASSENGERS).

Pennsylvania.....	25 miles per hour.
Erie.....	30 miles per hour.
New York Central.....	30 miles per hour.

PASSENGERS CARRIED IN 1898.

Pennsylvania.....	5,747,173
Erie.....	2,194,848
New York Central.....	5,079,313

TONNAGE IN 1898.

Pennsylvania.....	4,722,015 tons.
Erie.....	5,808,245 "
New York Central.....	1,860,299 "

SELLING RATES OF STOCK (SEPT. 30, 1899).

Pennsylvania.....	\$50 for \$50 par.
Erie.....	\$39 for \$50 par.
New York Central.....	\$29 1/2 for \$50 par.

INTEREST ON FUNDED DEBT.

Pennsylvania.....	6 per cent.
Erie.....	7 per cent.
New York Central.....	6 1/2-100 per cent.

DIVIDENDS IN 1898.

Pennsylvania.....	13 per cent. (10 per cent. cash and 3 per cent. stock).
Erie.....	none.
New York Central.....	7 per cent. (cash).

REDUCTIONS FROM THE ABOVE.

First. That the Pennsylvania Railroad has built a road over a mountain range, at less cost than either of the two other companies have built one along river valleys.

Second. That the annual receipts bear a better proportion to the annual expenses than those of either of the other companies.

Third. That the Pennsylvania carries more passengers, has a greater tonnage, and pays better dividends than either of the other companies.

FOURTH. That the Pennsylvania Railroad has built a road over a mountain range, at less cost than either of the two other companies have built one along river valleys.

FIFTH. That the annual receipts bear a better proportion to the annual expenses than those of either of the other companies.

SIXTH. That the Pennsylvania carries more passengers, has a greater tonnage, and pays better dividends than either of the other companies.

SEVENTH. That the Pennsylvania Railroad has built a road over a mountain range, at less cost than either of the two other companies have built one along river valleys.

EIGHTH. That the annual receipts bear a better proportion to the annual expenses than those of either of the other companies.

NINTH. That the Pennsylvania carries more passengers, has a greater tonnage, and pays better dividends than either of the other companies.

TENTH. That the Pennsylvania Railroad has built a road over a mountain range, at less cost than either of the two other companies have built one along river valleys.

ELEVENTH. That the annual receipts bear a better proportion to the annual expenses than those of either of the other companies.

Twelfth. That the Pennsylvania carries more passengers, has a greater tonnage, and pays better dividends than either of the other companies.

THIRTEENTH. That the Pennsylvania Railroad has built a road over a mountain range, at less cost than either of the two other companies have built one along river valleys.

FOURTEENTH. That the annual receipts bear a better proportion to the annual expenses than those of either of the other companies.

FIFTEENTH. That the Pennsylvania carries more passengers, has a greater tonnage, and pays better dividends than either of the other companies.

SIXTEENTH. That the Pennsylvania Railroad has built a road over a mountain range, at less cost than either of the two other companies have built one along river valleys.

SEVENTEENTH. That the annual receipts bear a better proportion to the annual expenses than those of either of the other companies.

EIGHTEENTH. That the Pennsylvania carries more passengers, has a greater tonnage, and pays better dividends than either of the other companies.

NINETEENTH. That the Pennsylvania Railroad has built a road over a mountain range, at less cost than either of the two other companies have built one along river valleys.

Twentieth. That the annual receipts bear a better proportion to the annual expenses than those of either of the other companies.

Twenty-first. That the Pennsylvania carries more passengers, has a greater tonnage, and pays better dividends than either of the other companies.

Twenty-second. That the Pennsylvania Railroad has built a road over a mountain range, at less cost than either of the two other companies have built one along river valleys.

Twenty-third. That the annual receipts bear a better proportion to the annual expenses than those of either of the other companies.

Twenty-fourth. That the Pennsylvania carries more passengers, has a greater tonnage, and pays better dividends than either of the other companies.

Twenty-fifth. That the Pennsylvania Railroad has built a road over a mountain range, at less cost than either of the two other companies have built one along river valleys.

Twenty-sixth. That the annual receipts bear a better proportion to the annual expenses than those of either of the other companies.

Twenty-seventh. That the Pennsylvania carries more passengers, has a greater tonnage, and pays better dividends than either of the other companies.

Twenty-eighth. That the Pennsylvania Railroad has built a road over a mountain range, at less cost than either of the two other companies have built one along river valleys.

Twenty-ninth. That the annual receipts bear a better proportion to the annual expenses than those of either of the other companies.

Thirtieth. That the Pennsylvania carries more passengers, has a greater tonnage, and pays better dividends than either of the other companies.

THIRTY-FIRST. That the Pennsylvania Railroad has built a road over a mountain range, at less cost than either of the two other companies have built one along river valleys.

THIRTY-SECOND. That the annual receipts bear a better proportion to the annual expenses than those of either of the other companies.

THIRTY-THIRD. That the Pennsylvania carries more passengers, has a greater tonnage, and pays better dividends than either of the other companies.

THIRTY-FOURTH. That the Pennsylvania Railroad has built a road over a mountain range, at less cost than either of the two other companies have built one along river valleys.

THIRTY-FIFTH. That the annual receipts bear a better proportion to the annual expenses than those of either of the other companies.

THIRTY-SIXTH. That the Pennsylvania carries more passengers, has a greater tonnage, and pays better dividends than either of the other companies.

THIRTY-SEVENTH. That the Pennsylvania Railroad has built a road over a mountain range, at less cost than either of the two other companies have built one along river valleys.

THIRTY-EIGHTH. That the annual receipts bear a better proportion to the annual expenses than those of either of the other companies.

THIRTY-NINTH. That the Pennsylvania carries more passengers, has a greater tonnage, and pays better dividends than either of the other companies.

FOURTIETH. That the Pennsylvania Railroad has built a road over a mountain range, at less cost than either of the two other companies have built one along river valleys.

SPECIAL NOTICES.

For additional Special Notices see the Inside Pages.

THE FOLLOWING COLLECTORS have been appointed to COLLECT PERSONAL TAXES from citizens whose names are on the regular assessment lists.

FIRST WARD.

CHARLES SMITH, South Broad and Yellowhouse roads, for the 1st, 2d, 3d, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 150th, 151st, 152nd, 153rd, 154th, 155th, 156th, 157th, 158th, 159th, 160th, 161st, 162nd, 163rd, 164th, 165th, 166th, 167th, 168th, 169th, 170th, 171st, 172nd, 173rd, 174th, 175th, 176th, 177th, 178th, 179th, 180th, 181st, 182nd, 183rd, 184th, 185th, 186th, 187th, 188th, 189th, 190th, 191st, 192nd, 193rd, 194th, 195th, 196th, 197th, 198th, 199th, 200th, 201st, 202nd, 203rd, 204th, 205th, 206th, 207th, 208th, 209th, 210th, 211th, 212th, 213th, 214th, 215th, 216th, 217th, 218th, 219th, 220th, 221st, 222nd, 223rd, 224th, 225th, 226th, 227th, 228th, 229th, 230th, 231st, 232nd, 233rd, 234th, 235th, 236th, 237th, 238th, 239th, 240th, 241st, 242nd, 243rd, 244th, 245th, 246th, 247th, 248th, 249th, 250th, 251st, 252nd, 253rd, 254th, 255th, 256th, 257th, 258th, 259th, 260th, 261st, 262nd, 263rd, 264th, 265th, 266th, 267th, 268th, 269th, 270th, 271st, 272nd, 273rd, 274th, 275th, 276th, 277th, 278th, 279th, 280th, 281st, 282nd, 283rd, 284th, 285th, 286th, 287th, 288th, 289th, 290th, 291st, 292nd, 293rd, 294th, 295th, 296th, 297th, 298th, 299th, 300th, 301st, 302nd, 303rd, 304th, 305th, 306th, 307th, 308th, 309th, 310th, 311th, 312th, 313th, 314th, 315th, 316th, 317th, 318th, 319th, 320th, 321st, 322nd, 323rd, 324th, 325th, 326th, 327th, 328th, 329th, 330th, 331st, 332nd, 333rd, 334th, 335th, 336th, 337th, 338th, 339th, 340th, 341st, 342nd, 343rd, 344th, 345th, 346th, 347th, 348th, 349th, 350th, 351st, 352nd, 353rd, 354th, 355th, 356th, 357th, 358th, 359th, 360th, 361st, 362nd, 363rd, 364th, 365th, 366th, 367th, 368th, 369th, 370th, 371st, 372nd, 373rd, 374th, 375th, 376th, 377th, 378th, 379th, 380th, 381st, 382nd, 383rd, 384th, 385th, 386th, 387th, 388th, 389th, 390th, 391st, 392nd, 393rd, 394th, 395th, 396th, 397th, 398th, 399th, 400th, 401st, 402nd, 403rd, 404th, 405th, 406th, 407th, 408th, 409th, 410th, 411th, 412th, 413th, 414th, 415th, 416th, 417th, 418th, 419th, 420th, 421st, 422nd, 423rd, 424th, 425th, 426th, 427th, 428th, 429th, 430th, 431st, 432nd, 433rd, 434th, 435th, 436th, 437th, 438th, 439th, 440th, 441st, 442nd, 443rd, 444th, 445th, 446th, 447th, 448th, 449th, 450th, 451st, 452nd, 453rd, 454th, 455th, 456th, 457th, 458th, 459th, 460th, 461st, 462nd, 463rd, 464th, 465th, 466th, 467th, 468th, 469th, 470th, 471st, 472nd, 473rd, 474th, 475th, 476th, 477th, 478th, 479th, 480th, 481st, 482nd, 483rd, 484th, 485th, 486th, 487th, 488th, 489th, 490th, 491st, 492nd, 493rd, 494th, 495th, 496th, 497th, 498th, 499th, 500th, 501st, 502nd, 503rd, 504th, 505th, 506th, 507th, 508th, 509th, 510th, 511th, 512th, 513th, 514th, 515th, 516th, 517th, 518th, 519th, 520th, 521st, 522nd, 523rd, 524th, 525th, 526th, 527th, 528th, 529th, 530th, 531st, 532nd, 533rd, 534th, 535th, 536th, 537th, 538th, 539th, 540th, 541st, 542nd, 543rd, 544th, 545th, 546th, 547th, 548th, 549th, 550th, 551st, 552nd, 553rd, 554th, 555th, 556th, 557th, 558th, 559th, 560th, 561st, 562nd, 563rd, 564th, 565th, 566th, 567th, 568th, 569th, 570th, 571st, 572nd, 573rd, 574th, 575th, 576th, 577th, 578th, 579th, 580th, 581st, 582nd, 583rd, 584th, 585th, 586th, 587th, 588th, 589th, 590th, 591st, 592nd, 593rd, 594th, 595th, 596th, 597th, 598th, 599th, 600th, 601st, 602nd, 603rd, 604th, 605th, 606th, 607th, 608th, 609th, 610th, 611th, 612th, 613th, 614th, 615th, 616th, 617th, 618th, 619th, 620th, 621st, 622nd, 623rd, 624th, 625th, 626th, 627th, 628th, 629th, 630th, 631st, 632nd, 633rd, 634th, 635th, 636th, 637th, 638th, 639th, 640th, 641st, 642nd, 643rd, 644th, 645th, 646th, 647th, 648th, 649th, 650th, 651st, 652nd, 653rd, 654th, 655th, 656th, 657th, 658th, 659th, 660th, 661st, 662nd, 663rd, 664th, 665th, 666th, 667th, 668th, 669th,