

HIS LIFE WORK FOR CHINA

Kang Yu Wei an Exile From His Native Country.

FOR REFORM METHODS.

Thinks Railroads One of the Principal Necessities of China—Took Prominent Rank in the Councils of the Emperor—Reform Associations.

Kang Yu Wei was born forty-eight years ago in the Province of Kwang-tung, District of Nam-hai, near the city of Canton, says the New York Mail. As he grew up he imbibed ideas about civilization and government vastly different from Chinese youth. He showed this in his first public work, which was as president of the Canton University. During the time he was president of this university he repeatedly memorialized the imperial throne, urging the necessity of introducing proper governmental methods in China.

This was between fifteen and twenty years ago. About that time Kang Yu Wei prophesied, in a book published by him, the approach of the Japanese-Chinese war and the disastrous results to China that would follow that conflict, including the loss of Korea.

The war with Japan broke out while Kang Yu Wei was president of the university of Canton. It resulted in those disasters he had predicted. Prior to this time the Empress Dowager had been in complete control of the empire of China, but the disastrous results of the war with Japan caused her to decide to relinquish her power to the young Emperor, so that he would have to shoulder the blame consequent upon the humiliations heaped upon China.

No sooner was the Emperor permitted to take advantage of the prerogatives of his rank than he summoned Kang Yu Wei to Peking. By that act the Emperor showed a desire to be progressive, and Kang Yu Wei determined to take the fullest possible advantage of his opportunity.

He took prominent rank in the councils of the Emperor, and in 1898, for a period of about 100 days, he was the virtual Prime Minister of the Empire. During those 100 days there were issued by the Emperor, upon the recommendation of Kang Yu Wei, reform edicts which were designed to change China from an Oriental to an Occidental nation.

Before sufficient time had elapsed to enable the reform laws to be carried out, the reactionaries, under the leadership of the Empress Dowager, seized the Emperor. On the same date, September 23, 1898, all of the Emperor's reform ministers of state and other persons to the number of fifty-three were captured. Only two of the persons wanted by the Empress Dowager and her party escaped. One was Kang Yu Wei and the other his pupil, Liang Kai Chau.

The Emperor was taken, a prisoner, into the so-called Purple Palace, and was there forced to issue an edict in which he stated that, owing to ill health, he was obliged to relinquish the reins of government, and asked the Empress Dowager to again assume the responsibilities she had laid down two years before. This edict was forced from the Emperor, as is generally recognized throughout the empire to-day.

Since that day Kang Yu Wei has been a fugitive from his native land, with a price upon his head. He managed to get aboard the British steamer Ballarat, which was only saved from being sunk by the Chinese fleet by the timely arrival of several British battleships. Kang Yu Wei escaped to Vancouver, and immediately began organizing the Po-wongwhui, or, literally translated, "Protect the Emperor Society," which is known throughout the world as the Chinese Empire Reform Association. Until about a year ago, he lived under British protection in various oriental colonies of King Edward, including India, Penang, Straits Settlements and Hong Kong. About the beginning of last year Kang Yu Wei went to Europe and spent a year there, traveling in all the continental countries and Great Britain.

The chief reason why my friend was not successful in his efforts to moderate and uplift his fellow countrymen is that he did not have an armed force to support him. Kang Yu Wei is a great believer in railroads.

Railroads are one of the principal necessities of China, in the opinion of Kang Yu Wei, because the Middle Kingdom is a country of vast extent and at the same time of enormous population. Without facilities for communication there can be no homogeneous and compact nation such as Chinese reformers believe is necessary to protect their country from the aggression of foreign powers, as well as from internal enemies.

In order to accomplish his reforms Kang Yu Wei will have to overcome the following obstacles:

First, the Empress Dowager; second, the Manchu dynasty; third, those Chinese statesmen who support the reactionary Manchus; fourth, that deep-set feeling among the Manchu people that whenever China makes progress the people will secure power that will at once destroy their dynasty; fifth, the lack of cohesion among the Chinese people.

I might add that within the Emperor's party are found the most

sincere supporters of the Chinese Government that are to be found. Their support is given with more patriotism and more understanding of the needs of their country than is found in all the rest of China put together. It is the hope of the party that by spreading the propaganda of education among the rising generation, on the death of the Empress Dowager, the Emperor will be restored to power, and they will be able to assist him in enforcing reforms.

DALRYMPLE ON CIVIL SERVICE.

Glasgow's Railway Expert Opposes American System.

James Dalrymple, General Manager of the Municipal Railways of Glasgow, Scotland, whose coming to America to give his opinion of municipal ownership, in a sweeping statement, dealt a strong blow to the advocates of Civil Service, when he said:

"Municipal ownership could not survive in the same field with those cherished American institutions, the civil service and politics. Disaster would be the inevitable outcome, of trying to run street railways, or any other public utility, hampered with the restrictions of civil service and the cherished prerogative of political parties to make a clean sweep of employes after each election, ejecting one set and putting in another, or to use the shibboleth of partisanship, 'turning the rascals out.'"

"My position is that of a man who has charge of a street railway or of any other public department, must have the same power to hire and discharge which any man in any other business has where he has any number of men under him. The manager of a railway, just the same



James Dalrymple

as the manager of a department store, must have continuity of service under him. He must have sole control over his subordinates.

"No board can determine by an examination in writing or otherwise what applicant for a position will make a good conductor or a good motorman. That must be determined by practical experience.

"If any of the men whom I discharge should have the right to appeal to somebody else it would work disaster in the business. Where he has the right to appeal to the courts, as is the case here, I understand, that only makes the matter worse. Such a system is pure nonsense. One man, the manager, must have power to hire and to discharge. Where somebody else steps in is to fall into chaos. You must have discipline, and there can be none unless the man whom the manager discharges stays discharged.

"I hire all of my men, and watch to see what they can do. I hire the best men I can get, but I sometimes find it necessary to discharge some. I will not keep a man about me unless he does satisfactory work. When I discharge, that is the end of it. The man never even thinks of objecting to it.

"I have had no experience of the operation of civil service, but I should think it would be a handicap to a manager of a public street railway or any other municipal department.

"What do you think would be the effect upon a municipal street railway if some of the employes were under civil service and the rest were liable to be discharged and supplanted by new men after every election, say every three or four years?"

"I believe any man at the head of any municipal enterprise should be head and shoulders above politics. I never voted in any municipal election, and would not vote for even my dearest friend as a member of the City Council. Yes, the Council hired me. But what I said about continuity of service in connection with civil service applies to politics. You cannot run a railroad system or any other public department on any other lines than you use in any private business. It must work disaster if new employes are to be appointed with every change in the political administration of the city government. Municipal ownership would make a bad yoke fellow with politics. Public and private business must be conducted upon the same lines. The street railway system of Glasgow operates 150 mile of track, and has 4,400 employes. Since the people took the ownership of them it is possible to ride for 2 cents."

The diameter of the funnels—there are two—of the new Cunarder Caronia, is so great that were they laid on their sides a couple of locomotives could pass abreast.

HAWAII IS PROGRESSIVE

People are Earnest Promoters of Education.

ITS GREAT COMMERCE.

Scientific Sugar Cane Culture.—Finest Coffee in the World.—Converting Waste Lands.—School System Modified After That of United States.

When the revolution of 1893 put an end to the Hawaiian monarchy a prominent resident of Honolulu remarked:

"I have thousands of dollars of real estate in the best business quarter of the city, and I could not to-day raise \$100 on the whole of it."

From the organization of the provisional government in that year there came an immediate change. Under native rule there had never been any difficulty in getting a liberal appropriation from the royal treasury to pay the expenses of a chief's funeral, but it was impossible to secure even limited sums for the construction of necessary public work.

The provincial government began at once to enlarge the water front, facilitating the docking of large vessels, and to dredge the harbor. A magnificent road was completed from Hilo, on the island of Hawaii, to Kilauea, the great volcano, smooth as the boulevard of a city and set on either side with breadfruit trees, mangoes and alligator pears. Other highways were surveyed and finished and the sugar plantations began to improve with all else. So long as revolution was imminent at any time there was natural unwillingness to experiment in new and costly methods of cane culture.

When annexation to the United States insured political stability and undisturbed public credit the activity which began with the passing of the monarchy was immensely stimulated. Aside from the temporary disturbance pending the discussion of admission of Cuban sugar into American markets at a nominal tariff the commercial development of the islands has been phenomenal.

The evolution of one plantation on Oahu is an example. The land had been considered worthless, lying on the leeward side of the island, but it was found that by irrigation and fertilization it could be made productive. It had also been supposed that the water on the low lands obtained by boring wells would be too brackish, but it was also found that the cane could endure a certain per cent. of salt and thrive. All manner of modern machinery was installed, clever contrivances, like a wonderful shredder invented by Mr. Scott, of Hilo, being devised. The mills are now brilliantly lighted by electricity, running day and night, while grinding is in progress. The sugar is taken through all the processes except refining on the ground, and it is so pure and light in color when it leaves the mills that there is little left for refiners to do. From the time that the cane is fed into the hopper, labor formerly performed by stout, sturdy Japanese women, until it is being put into sacks ready to transfer to the waiting schooner little more than three hours elapses.

The most expert chemists are employed who as part of their work make frequent analyses of the soil, indications of exhaustion being promptly remedied by the use of the proper fertilizer. What has been accomplished by these enlightened scientific methods may be guessed when it is stated that whereas in 1893 the maximum yield was five tons to the acre the best lands can now be made to produce ten, while eight tons is of common occurrence.

The native Kona coffee is the finest in the world, not excepting the famous Mocha of Arabia. It has great strength with exquisite flavor. It has been affected with a destructive insect its export in large quantities; it is nevertheless well known to the epicures of New York and San Francisco clubs.

The work of reclaiming the naked mountain slopes and other arid regions by planting algaroba and eucalyptus trees has gone on steadily. The rainfall had been seriously diminished by the felling of the indigenous forest for cane growing and by the ravages of wild cattle that run at large in Hawaii and other of the islands.

The city is furnished with an incomparable water supply, the rainfall drained from the mountains and filtered and distributed from reservoirs. The sewage is carried out to sea by an ingenious contrivance which may be roughly described as a series of tanks, through which it is forced, thus avoiding the danger of contaminating the harbor. As there is comparatively little manufacturing, and fires in private residences and hotels being required only in the kitchen, disastrous conflagrations are very rare, the burning of Chinatown in the spring of 1900 having been due to carelessness. There is now, nevertheless, perfect fire protection, one company being maintained by the Chinese, who contributed the engine house and its equipment to the city as a free gift.

For its population Hawaii has the largest commerce in the world. It lies in the direct route of travel to Australasia, Japan, China, the Philippines and the Far East. The cramped schooner and the weather beaten whaler have been supplanted

by great twin screw steamers, floating palaces which equal those that make their flying voyages across the Atlantic. There are also well equipped lines plying between the islands, now supplemented by a wireless telegraph system, while widely separated and isolated plantations are brought within talking distance by telephone. The marine railway is still a substitute—hardly adequate to the enormous increase of commerce since the close of the Spanish-American war—for modern dry docks whose construction is merely a matter of time.

Washing Lace Curtains.

First shake the loose dust free and then fill the bath or tub full of warm water, to which has been added some dry soap or soap jelly.

Leave the curtains soaking in this mixture over night. In the morning take hold of the end of a curtain, pass it through and through the water to get rid of the dust; wring out, let all the dirty water go and make another lather of warm soapy water, put back the curtains and leave again for some hours. Then wash them through the water and rinse them through cold water, to which has been added a tinge of liquid blue.

After this comes the starching. Mix the dry starch with enough cold water to moisten it; pour boiling water on, stirring gradually all the time till it becomes clear and transparent looking; then add an equal quantity of hot water to it and it will probably be about the right consistency, though people's ideas as to how stiff curtains should be differ so much that it is difficult to give any hard and fast rule.

If the curtains are to be white add a little bluing to the starch; if a cream color is desired add a little well strained coffee.

A deeper yellow shade is obtained by pouring boiling water on starch, letting it stand till the coloring is extracted, and adding enough to the starch to make it the required tint.

Before ironing lace curtains or other starched articles rub the iron with a bit of wax candle tied in a clean piece of cotton.

A Bishop on Gambling.

The Bishop of Peterborough, addressing a large gathering of clergy and church wardens at Northampton the other day, said that with the spirit of gambling gaining strength on every hand, all earnest Christian men must take a decided stand against it in all forms, whether in horse racing, in raffles at bazars, or in id. points at whist.

Subsequently, he urged the clergy to discourage the gossip of mischief making, scandal-loving women in their parishes, because the "talking of these old acts often led to serious dissensions in a parish."—London Standard.

A Chance for Inventors.

The Government of the Netherlands has instituted a competition with the object of discovering a process of cutting diamonds which will dispense with the use of an alloy dangerous to health. For a complete solution of this problem a prize of \$2,275 is offered. The answers must be written in English, French, German or Dutch, and submitted to Prof. L. Aronstein, chemical laboratory of the Polytechnic School, Delft, Holland, on or before January 1, 1906.



Robert T. Lincoln.

who declined to head the board of directors of the Equitable Life Assurance Society, is noted in the business and diplomatic world. He has been Secretary of War and United States Minister to Great Britain, and is now President of the Pullman Palace Car Company. He is the eldest son of President Abraham Lincoln, and was born at Springfield, Ill., in 1843.

The Shake-Hand-Less Salute.

Dr. Nalpass is preaching in Paris the gospel of the shake-hand-less salute, which he declares partly responsible for the excellent health prevailing in unhygienic Turkey. You put your hand to your heart, lips and forehead successively to express that your friend is always in the heart, on the lips and in the thoughts. It is pretty and you neither give nor take microbes.

A Russian Mystery.

At the present time Russia has at least two hundred thousand troops concentrated in Central Asia; and she has a sufficient force within striking distance of Herat to take that city within a week. Despite the drain upon her military resources, says the Bombay (India) Times, she has maintained this large garrison in Central Asia—and she has said nothing about it. To what end?

THE NEW MILLION-KEEPER

Thomas F. Ryan's Successful Rise in Financial Affairs.

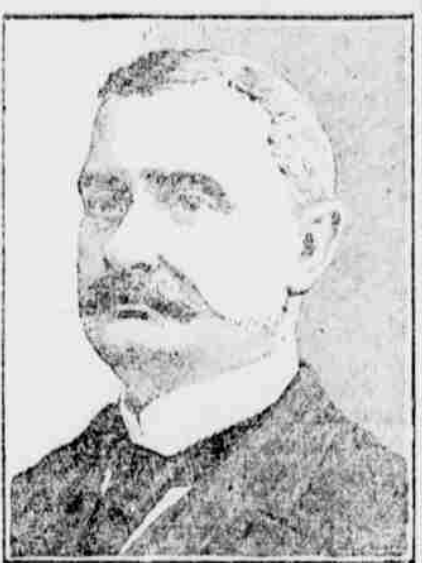
HIS HUMBLE BEGINNING.

Career Contains no Records of Destruction of Property or Railroads—Details of Negotiations Never Published—Remarkable Inventive Capacity.

Thomas Faulkner Ryan, who in a day persuaded James Hazen Hyde to do what other financiers and good counsellors had been unable for months to convince Mr. Hyde should be done, has sometimes been called the greatest "opportunist" that ever came to Wall Street. His persuasion of Mr. Hyde to sell a majority of the stock of the Equitable Life Assurance corporation will surely be accepted as a good explanation of what is meant by the complimentary term "the great opportunist." Mr. Ryan is regarded by financiers as having acted not only opportunely, but at exactly what is sometimes called the psychological moment. He and those who are with him have already received a majority of the capital stock of this institution—one of the largest in the world. In assets, business and surplus—and have given to Mr. Hyde their check for this stock.

Mr. Ryan is of that race of North of Ireland pioneers who settled along and upon the slopes of the Blue Mountains.

Unlike many of the youth of those mountain districts, who, when they were old enough to venture away from the boyhood home, turned



Thomas F. Ryan.

their faces to the West, young Ryan made his way to the East. Baltimore just after the close of the civil war seemed to the young men of the South to offer the best chance.

He was self-taught, self-contained, self-confident and tremendously in earnest, so greatly in earnest that he was never self-conscious; and to this day one of the most striking of the characteristics of Mr. Ryan is utter lack of self-consciousness. He must have inspired the confidence of his employer, Mr. John D. Barry, and probably was brought into close touch with many men of Southern birth engaged in business in the South who had set to work vigorously to repair the fortunes that were impaired by the civil war. The understanding has always been that when Mr. Ryan came to New York he brought with him assurances of business, of financial trusts, given him by some of the Southern merchants and financiers, and it has always been presumed that much of his earlier successes and some of his later triumphs were made possible by the association with him of Southern financiers and the intrusting to him of Southern capital. He was a Wall Street broker when only twenty-one years of age, having opened an office here in the spring of 1872. That very act is typical of Mr. Ryan's entire business career.

Mr. Ryan was also one of the first to understand the possibilities that were in the transportation of passengers in such cities as New York and Chicago, and it was doubtless through his early comprehension of the magnificent opportunities that New York city offered that he was brought into association with the late William C. Whitney and what afterward came to be known as the "Philadelphia syndicate." That was in the closing days of Mr. Cleveland's first administration as President, in which Mr. Whitney served as Secretary of the Navy. Just as Mr. Whitney and Mr. Ryan were perfecting their plans for the consolidation of the street railways of New York Mr. Frank L. Sprague was demonstrating the capacity of the electric current, operating through newly invented apparatus, to propel street cars.

Mr. Ryan saw the enormous possibility that was in that use of electricity, and with steady, always silent and secretive, but certain, progress, he, acting with Mr. Whitney and others, at last consolidated the various street railway systems of New York.

Mr. Ryan has been spoken of as a tactful man. It has sometimes been thought strange that he had not the volubility, the excitable temperament which are sometimes thought to be characteristic of the race from which Mr. Ryan sprang. But he is tactful only in the sense that he is a much thinking man, deeply absorbed, not given to triviality, although he has a delightful sense of humor. He is sometimes spoken of as one of the hardest

working men in New York; but there is no sense of drudgery with him, no labored and perfunctory approach to his task, for his work in a sense is a recreation, since he finds his highest gratification in the working out of problems and in the record of success. It is a sense of achievement with him that is his reward for all that he does. He is singularly free from the small jealousy of others who have also succeeded, not having any envy for those exploits that are constantly brought before the public. His habits of life are correct to the utmost; his family, his farm, his Holstein cattle and his kennels give him all the recreation that he desires or needs.

THE DEADLY "KALA AZAR."

Mortality in this Disease Reaches 90 Per Cent.

Interesting particulars of the Kala azar and its newly-discovered but at present nameless parasite were given recently in an address by Major W. B. Leishman, M.B., professor of pathology at the Royal Army Medical College, Russell Square, W. C.

"Kala azar" signifies black sickness, and was given to it by the natives because of a darkening of the skin which it induces.

The disease, said Major Leishman, has been known in India since 1859, but it was first met with in epidemic form in 1882. The parasite has also been met with in Northern Africa, Tunis, Algiers and Arabia.

The symptoms include an enlargement of the liver and spleen, a shrivelling up of the legs, a corpse-like appearance of the skin, fever, an enormous reduction of the white corpuscles in the blood and dysentery of an intractable kind.

Women are as liable to attack as men, and the parasite has been found in a baby a year old. For some time white men were thought to be immune but recently the parasite was discovered in a soldier at Netley.

"We do not know how the parasite gets out of the body or into the body, but we know that infection runs along the trade routes and clings to a house in which patients have had the disease. It will probably be found that the parasite lives in the soil through the aid of an intermediate host of cold blooded habit, such as a reptile."—London Mail.

Character in Shoes.

A certain shoemaker is a firm believer in "shoology." He says: "Worn shoes go ahead of the art of fortune telling from the lines of the hand. In one shoe, for instance, I see irresolution, changeableness, inclination to slovenliness and occasional fits of ill humor.

Show me any person's footgear after two months' wear and I will describe the character of the person.

If the soles and heels are worn evenly, then the wearer is a resolute, able business man, with a clear head, a trustworthy official or an excellent wife and mother. If the sole is worn on the outside, the wearer is inclined to adventurous, uncertain, fitful deeds, or, if a woman, to bold, self-willed, capricious tricks.

The sole being worn on the inner side shows hesitation and weakness in a man and modesty in a woman.

Leader of Salvationists.

To the world outside the Salvation Army Mrs. Bramwell-Booth is but little known, for she has few of those oratorical gifts of the Booth family. Yet all who have followed the Army's social work know that Mrs. Bramwell-Booth is the very soul of the movement, and the desire among those interested in the social efforts of the Army to meet her was gratified yesterday at the International Headquarters in Queen Victoria Street. Calm eyed, quiet, almost timid in manner, the fair haired woman in bands from the forehead, the complexion of a healthy child, the simple dark blue dress of the Salvation Army—that is Mrs. Bramwell-Booth.

Official Papers in Russia.

In Russia you must have papers of some sort, but outside the cities it matters little what they are. A high official some time ago started from St. Petersburg with a view of showing the absurdity of the system. He had his papers. Having crossed into Roumania, he returned at once, handed out his pass, and reached home without question. Then he exhibited his passport in triumph. You may not bring live stock across the frontier without a permit. And this was to "pass one pig."

Land of Jewels.

A recent auction in Calcutta which attracted buyers from all parts of the world serves to illustrate the large amount of wealth that must be buried in jewels in India, says the Englishman of Calcutta. Precious stones form a considerable portion of the heritage of every princely house in this country. Every respectable Indian family lays out some of its riches in this direction. Silver ornaments decorate the wives of all laborers not abjectly on the verge of starvation.

Cigar Fallacies.

The thorn in the side of the cigar manufacturers of to-day is the existing craze for light colors. The desired result is to convince the smoker that a light colored cigar is not necessarily a mild one. In fact, it has less reason to be so than one with a dark or medium shaded wrapper.—Tobacco.