

Great Britain and the Boers.

To the Editor of The Bulletin.

THE article on the Boers in the last *Bulletin* is before me. It is admirable, yet the points made on the franchise do not touch the vital element of the subject, namely, the Outlanders did not ask for it. A large majority did not want it. The gross injustice of the Rhodes-Chamberlain gold gambling ring in London, which called for their having the right without first giving up allegiance elsewhere, was repugnant to them. The great numbers of Outlanders now enthusiastic soldiers in the Boer army are significant on this point. The British Governor of Cape Colony, General Butler, was plain-spoken on this and kindred points and so was called home. Labouchere, Harcourt, Bryce, Courtney, and other members of Parliament are emphatic in maintaining this, and that annihilation of the South African Republics was the real issue from the first.

The claim that the Boer public schools be taught in other than Boer language was equally unjust. We have repeatedly refused demands for schools in the United States to be taught, at the expense of taxpayers, in other than the language of our country. We hear much in echoes of our press from the English "jingo" papers about Boer illiteracy. These echoes in many so-called religious (?) newspapers in the United States are to be regretted. Historic analysis of much if not most of this stuff would shame their editors. I find in the British Parliamentary hand-book that two and six-tenths (2.6) is the illiteracy of those South African Republics. The same book gives the illiteracy of Great Britain and the United States as several times these figures. It gives some parts of England as nearly twenty times 2.6.

The high prices of clothing, etc., in the Transvaal gold mines came chiefly from the customs duty that England had no right to charge on goods "in transit" not to be sold in her territory. This has robbed the Boers of many millions in the last fifty years. Millions of dollars' worth of goods go through the United States annually to Canada duty free.

Private letters I have received from missionaries in South Africa in the last few days denounce the course of Great Britain against the Boers for nearly a century as cruel, cowardly, and unjust. I know General Joubert and other South Africans personally. I have been in touch with them for nearly a quarter of a century and should know whereof I speak. This morning I have word direct from London that Rev. Dr. Clifford, president of the British Baptist Union, says of England in the Boer war: "We are in the wrong and neither success nor defeat can make wrong right." All this tallies with what Mr. Carnegie says in the *North American Review* for December, 1899.

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Current Notes.

THE practical completion of one of the greatest engineering works of modern times dates from January 2, when the channel of the Chicago Drainage Canal was connected with Lake Michigan, through the Chicago river, and the water of the lake began to flow by its own gravity toward the Mississippi. The canal is intended primarily to dispose of the sewage of the city of Chicago and thus prevent Lake Michigan from being contaminated, that being the source of the water supply for the city.

—The 24th article in the series of "Champions of Protection," which has been a leading feature of *The Protectionist*, of Boston, for the last two years, is devoted to a biographical sketch of Hon. S. N. D. North, the secretary of the National Association of Wool Manufacturers and the editor of its well known quarterly *Bulletin*. Mr. North is a native of Clinton, New York, where he was born on November 29, 1849. In a future issue we will make liberal extracts from his biography.

—A rich deposit of ore, assaying gold, silver, and nickel, all in paying quantities, has been discovered in Guilford county, North Carolina.

The Whitworth Forging Press.

THE *Journal of the Franklin Institute* for January contains the address of Dr. Coleman Sellers, of Philadelphia, on "The Progress of the Mechanical Arts in Three Quarters of a Century," delivered in the hall of the National Exposition, in Philadelphia, on October 5, 1899, on the occasion of the celebration of the 75th anniversary of the Franklin Institute. We copy the following interesting extract. "In working iron and steel the introduction of the Whitworth forging press marked an important advance compared with the costly steam hammers, and hydraulic presses became absolutely essential in perfecting the American type of link and pin bridge construction. Some of the forgings required for the 5,000 horse-power dynamos needed by the Niagara Falls Power Company could not have been executed by means of any existing steam hammer in this country or elsewhere, and the Bethlehem Iron Company was the first to introduce this system of forging on a large scale. Forging by pressure in place of impact by hammers enables the force required to cause a given deformation of metal to be accomplished with the least expenditure of power and greater exactness, as was soon manifested in the readiness with which hollow shafts were produced. About 1893 the work at Niagara Falls called for steel rings of absolutely uniform density, having an outside diameter of 11 feet 4 inches, with a width on the face of approximately 50 inches and a thickness of over 5 inches, which necessitated the use of a press of greater capacity than any heretofore erected. The press at Bethlehem, combined with the Whitworth system of compressed steel ingots, was taxed to its utmost to make what was needed in this case. It is interesting to note that this work was the first product of machinery introduced mainly to furnish armor plates and the massive steel forgings needed for our modern ships of war."

Decline in Railway Rates.

THE *Chicago Railway Age* says: It was thought years ago that bottom had been struck in the downward career of railway freight rates in this country, but the report of the Chicago, Milwaukee, and St. Paul shows that the average for 1899 was below that of all preceding years. President Miller presents the following interesting statement of the average rate per ton per mile received for the years named.

	Cents.		Cents.		Cents.		Cents.
1870....	2.820	1878..	1.800	1886..	1.170	1894..	1.037
1871....	2.540	1879..	1.720	1887..	1.090	1895..	1.075
1872....	2.430	1880..	1.760	1888..	1.006	1896..	1.003
1873....	2.500	1881..	1.700	1889..	1.059	1897..	1.008
1874....	2.380	1882..	1.480	1890..	0.995	1898..	0.972
1875....	2.100	1883..	1.390	1891..	1.003	1899..	0.937
1876....	2.040	1884..	1.290	1892..	1.026
1877....	2.080	1885..	1.280	1893..	1.026

Thirty years ago the average rate was 2.82 cents. It steadily declined until 1890, when it had dropped a little below one cent. There was a slight improvement for several following years, but in 1898 it dropped to 0.972 and last year has shrunk to 0.937. The shipper ought to be satisfied now.

A good deal of talk having been indulged in with reference to the comments in William T. Stead's recent publication on Andrew Carnegie—especially as to the source whence the London editor got his information for the responsibility of the Homestead riots—the *Pittsburgh Dispatch* has the best authority for stating that Mr. Stead's book was a surprise to Mr. Carnegie. Mr. Stead for years has had gathered everything connected with Mr. Carnegie, thinking him sure to be a good subject for his pen at some future date. Mr. Stead's character sketches are well known. That mistakes have been made is only natural, under the circumstances, since the London publicist had to depend upon current reports in various periodicals.—*Pittsburgh Dispatch*, January 18.

Foreign Notes.

LONDON *Engineering* for December 15, in the course of a long article on trusts, says: "In the United Kingdom there is becoming manifest among manufacturers a gradual recognition of the advantage (to them) of combination for the maintenance of value and the consequent insuring of a better range of profits. But it may be said that a preponderance of opinion in the productive class, in spite of some of the big amalgamations completed recently, is still in favor of individual enterprise." If combinations of manufacturers flourish in free trade England with what show of truth can it be said that protection is the mother of trusts in the United States?

—To promote the development of the refining of nickel and its manufacture into finished forms it is said that the Ontario authorities have issued an order in Council prohibiting the exportation of nickel matte and ore from crown lands. But the nickel matte and ore that are shipped from Canada to-day do not come from crown lands.

—Prices of iron and steel in Great Britain, speaking generally, have shown a declining tendency in the last few weeks, top prices having been reached in December.

—German shoe manufacturers have commenced an agitation in favor of the imposition of higher duties on American shoes.

—The Queen has called Parliament to meet on January 30. The Boer war is the cause.

British Pig Iron Warrants in 1899.

RYLAND'S *Iron Trade Circular*, for December 23, published at Birmingham, England, summarizes as follows the course of the Scotch pig iron warrant market in 1899, apparently for the benefit of those innocent souls in our own country who believe, or affect to believe, that if we only had plenty of warrant yards and plenty of pig iron stored in them the prices of pig iron would be steady; especially would there be no violent fluctuations. It says: "On the pig iron warrant market the 'bulls' and 'bears' have been at war, and in consequence prices have fallen considerably. Take this week. Scotch on Monday closed strong at 65s. 6d., but on Friday they touched 62s. 9½d. To illustrate how the 'bulls' and 'bears' take advantage of every paltry rumor to rig the warrant market we may mention Scotch warrants opened the year at 49s. 7d. and closed the first half of the year at 67s. 4d. The second half of the year opened with a pronounced improvement in our export trade, which, of course, was taken advantage of by the ever wakeful 'bull and bear,' which resulted in a rise in warrants to 75s. 9d. in July. In August they fell to 65s. 8d., and now they are down to 62s. 9½d. This is quite understood by all those interested in the trade at home, and is looked upon as a sheer gamble; but, unfortunately, some of our foreign friends do not understand this erratic market."

Obituary Notes.

GENERAL GEORGE H. SHARPE, of Kingston, N. Y., died on January 14 at New York City, aged 72 years. He was appointed in 1890 by President Harrison a member of the Board of General Appraisers, which position he resigned in February, 1899. In 1870 he was appointed United States Marshal for the Southern District of New York. He was Surveyor of Customs for New York from 1873 to 1878, and from 1879 to 1882 he was a member of the Assembly from Ulster county. He was Speaker of that body in 1880, and in 1881, during the famous deadlock over the reelection of Senators Conkling and Platt, his vote decided the contest against them.

—Thomas Egleston, who planned and founded the School of Mines of Columbia University, in which he was a professor of mineralogy and metallurgy, and who was prominent as an author of scientific works, died on January 15 at his home in New York City, aged 67 years. Professor Egleston was one of the founders of the American Institute of Mining Engineers.