

MAMMOTH COMBINATIONS FOR LAND AND OCEAN TRAFFIC.

By the discovery of America the center of commercial gravity in Great Britain was shifted from the ports of its east to those of its west coast, according to its students of statistics, and made possible such great unions as Liverpool and Glasgow, with their immense docks and worldwide grasp on mercantile affairs. British statisticians are willing to admit that the discovery of America was a good thing for Great Britain as well as for the world, a field of adventure for all Europe, a dumping ground for their surplus population.

By the purchase of the Leyland line, with its fleet of nearly 70 steamers—a line which had been scarcely heard of up to that time, though of some importance—Mr. Morgan gave British capitalists and shipowners such a scare that they have not yet recovered. One would have thought that Britannia's armed fleet was in danger of extinction, that her little group of islands was liable to be blotted from the map, so great was their alarm. By gaining a controlling interest in the Leyland line, with its steamships connecting Liverpool and Antwerp with Boston, New York, Portland, Montreal, New Orleans, the West Indies, Mexico and Venezuela, with subsidiary lines to and through the Mediterranean, Mr. Morgan and his coadjutors acquired a large fleet of cargo vessels with immense carrying capacity, but with restricted passenger accommodations. By uniting the fleets of this line with that of the Atlantic Transport, which runs between London and Philadelphia, New York and Baltimore, and owns two dozen steamers, the Morgan combination would control,

wedge for prying open English commerce by American enterprise, was started 25 years ago with three steamships running between Liverpool and Boston, though the Mediterranean service was already going. It is today the most important freight carrying line between the two ports mentioned, and comprises such line steamers as the Devonian and Winifredian, each of about 11,000 tons, with several others ranging from 6,000 to 9,000 tons each.

Although of itself comparatively unknown to the public at large, the Leyland line is well known to merchants and freighters generally, and it is from those following this business on the other side of the Atlantic that the howl went up against the conveyance of British steamers into American hands. It is not so much what the line stands for in itself as for what this initiatory transaction signifies. The farseeing ones feel that England will soon lose her supremacy as the century long mistress of the seas, and when that is gone what will be left of old England worth the saving? She could be starved out

ports as well as for general cargo. There is a big movement now on by Americans to capture our sea coal trade. Those Americans have excellent coal and abundance of it. They have been hampered only by not possessing sea carrying power. This they are now seeking to get hold of.

Sir Christopher and others of his way of thinking seem to regard this action of the Americans in buying British ships, carrying their own freights and invading England's trade routes generally as "extraordinarily reprehensible, don't you know. Let America produce what we do not, sending us only what we want and can't produce ourselves, and, above all, let America give us all the carrying trade, and then there will be no disastrous cutting of freights and throats."

But it is not from America only that John Bull is destined to have his preserves invaded. His country has long

now mentioned, not only has America invaded his ocean domain, but also Germany. Not to mention any other lines, the combined tonnage of the two great German lines, the North German Lloyd and the Hamburg-American, makes a total of more than 1,000,000 tons. Both lines have passenger steamers faster than the average British transatlantic boats of today, and in number of freight boats can compete with the best lines of other nationalities. It was less than a month ago that the Hamburg-American cut John Bull to the quick by gobbling up the well known Atlas line, which runs from New York to Jamaica, and for which it paid in the neighbor-

they should be deprived altogether of the West Indian trade and exerted themselves to counteract the baleful influence of the Yankee shippers. Imagine, then, their fear and alarm at the prospect of the West Indian trade going out of their hands altogether and being controlled by Germans and Americans. English ships were the first in the Caribbean sea after the Spaniards, nearly 400 years ago, and the British shipowners seem to imagine that trade ought by right to belong to them exclusively. But their distance from the various West Indian ports is against them as compared with the contiguity of New York, Philadelphia and Baltimore, from

against the vast aggregate of its formidable competitor, so that it might seem that its prestige would suffer, along with that of Great Britain in general, in the latest combinations that have been formed for the sea supremacy.

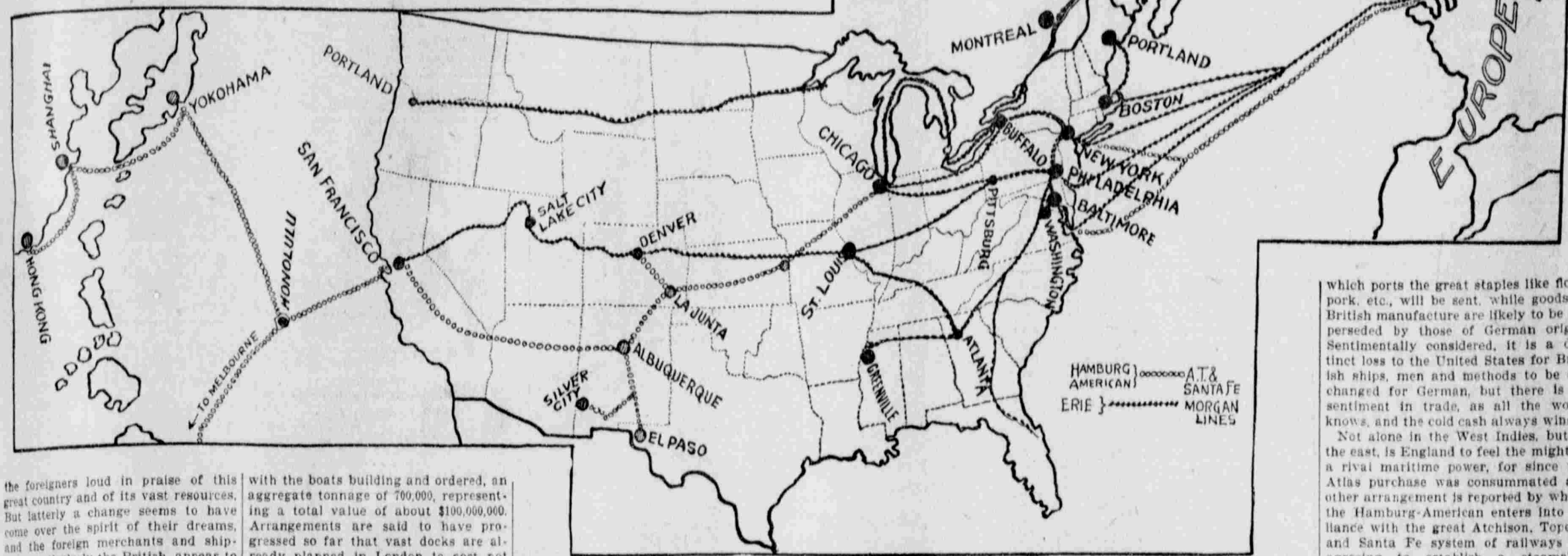
Great inroads have been made in the British mercantile marine, and still greater are to come; yet John Bull still holds his own and rather more so far as shipbuilding is concerned. The total of ships built last year "tota up" about as follows: Great Britain, 1,422, 471 tons; United States, 358,557; Germany, 290,751; France, 165,348; Italy, 67,522; so that Great Britain put together more than half the total tonnage of the world. But—and herein lies food for reflection—the United States comes next, and even without a subsidy law has gained very rapidly upon her rival. While Great Britain built the biggest ship in the world within the past year—the Celtic, of 21,000 tons—the United States launched the Korea, of 18,000 tons, the largest ship ever built on the continent.

"We have the steel, we have the men, we have the shipyards, too," to paraphrase the old song, and why should not the United States launch out and build the navies of the world? This question seems likely to be answered favorably by the formation of the great shipping trust, recently capitalized at \$65,000,000. This latest of immense aggregations of capital for commercial purposes is composed of the Union Iron works of San Francisco, the Bath Iron works of Bath, Me.; the Newport News Shipbuilding and Drydock company, Newport News, Va., the Crescent shipyards, Elizabethport, N. J., the Canda Manufacturing property, Carteret, N. J., and several minor properties. The newly promulgated plea of "community of interests" is effectively urged in connection with this combination of capital for the purpose of shipbuilding, as appears in the prospectus.

"By the proper assignment of work to the yards where it can be best and most speedily done this corporation can lay down at one time in its shipyards at least 12 battleships or first class cruisers, 11 cruisers and 21 torpedo boats or destroyers, or 46 fighting ships in all. It is no exaggeration to say that this corporation could undertake to duplicate or double the present fighting force of the United States navy, which has required 16 years for its production, in the comparatively brief period of four years."

So much for the capacities of the latest trust in the fighting line. But, what is more important, it will be equally capable in the matter of building ships for commerce, and it is rumored that it has already contracted for ten great steamers for the Leyland-Morgan line, involving an outlay of at least \$50,000,000. While it is not claimed that the Cramp shipyard is to be included in this, yet there is understood to be a working agreement with the Cramps by which the trusts will avoid committing hard hat or cutting each other's throats. The trusts, in fact, may be trusted not to interfere with each other in the great grab game they have instituted of getting all there is lying about on earth and sea and will not commence to devour each other until all the rest of the world has been disposed of. It is claimed that by co-operation vast expenditures will be saved, economy will be carried to its farthest limits, and thousands of men may be dispensed with that otherwise would have to be employed on the old plans. This will be excellent for the promoters of the trusts, who cannot fail to flourish exceedingly, but that it will affect the American workmen unfavorably is a foregone conclusion.

FREDERICK A. OBER.



MAP SHOWING ROUTES OF CONSOLIDATED RAILWAY AND STEAMSHIP LINES.

the foreigners loud in praise of this great country and of its vast resources. But latterly a change seems to have come over the spirit of their dreams, and the foreign merchants and shippers, particularly the British, appear to be rather dubious as to the value of America now that the balance of trade has been turned against them and American shippers are thinking of setting up transatlantic lines of their own. When the modern Christopher Columbus, Mr. J. Pierpont Morgan, sailed eastward of west, as his great predecessor had done, and found a way to recapture the trade which Americans had been deprived so long merely by the purchase of British fleets, there went up a wall from the newspapers of Great Britain that resounded throughout the kingdom of H. I. M. King Edward VII and gave him great concern for the safety of his throne, for things were tottering to their fall, according to the British pessimists. A blow had been delivered at the foundations of their liberties and a fatal thrust at the commercial supremacy which they had hitherto enjoyed.

with the boats building and ordered, an aggregate tonnage of 700,000, representing a total value of about \$100,000,000. Arrangements are said to have progressed so far that vast docks are already planned in London to cost not less than \$10,000,000. Owing to the antiquated methods of handling freight in England, with frequent transshipment and excessive cost, it is estimated that these docks will return not less than 10 to 15 per cent upon the investment, enormous as it will be. "The British have very antiquated ways of doing things," remarked Mr. B. N. Baker, president of the Atlantic Transport company quite recently, "and it costs 2 shillings to handle freight in London where it costs but 1 shilling here. They unload into a barge, take the barge to a place where the freight is to be weighed, unload it, weigh it and then load it upon another barge for delivery. The wharves, too, are poorly arranged for merchandise, and the warehouses are usually at some distance from the wharves themselves."

The Leyland transatlantic line, which has been made the thin end of the

in a month if foreign provisions were to be cut off and reduced to penury in a few years if she should lose her commercial marine.

Against the 700,000 gross tonnage as represented by the Morgan aggregation she still has not less than 1,000,000 in the remaining great transatlantic lines, but it is not only the prospective loss of prestige as the universal carrier of the world that England regards with dismay. She faces a possible invasion of the commercial field per se and a literal carrying of coals to Newcastle. Sir Christopher Furness, a large shipowner, said: "I have just been approached by wealthy and enterprising Americans for sea conveyance for 10,000,000 tons of coal to Mediterranean and eastern

suffered an intrusion of cheap merchandise "made in Germany." Now he is to feel the weight of German competition on the sea. He is whistling to keep his courage up to some such tune as the following: "British shipowners refuse to be either scared or maneuvered off the ocean. They have been there a good while, through fair weather and foul, and they expect to remain indefinitely. They realize the resourcefulness of their Yankee competitors, but there has never been a time when Britishers failed to enjoy a stiff fight!"

All the indications point to that "stiff fight" as likely to begin right away and to continue until John Bull either strikes his colors or goes down with them nailed to the mast. For, as just

hood of a million dollars. By this coup the Hamburg-American added several fine steamers to its list and increased its tonnage by 18,000, bringing up the total to more than 650,000. What is more, this deal has driven almost the last vestige of the British flag from direct communication between the United States and the West Indies. The British have lately established a direct line between Bristol, England, and Jamaica, Joe Chamberlain having arrogated to himself great glory for this achievement and securing for the line a government subsidy. As the banana trade of Jamaica was mainly in the hands of American shippers, who sometimes dispatched as many as 18 steamers a week, English merchants became alarmed lest

which ports the great staples like flour, pork, etc., will be sent, while goods of British manufacture are likely to be superseded by those of German origin. Sentimentally considered, it is a distinct loss to the United States for British ships, men and methods to be exchanged for German, but there is no sentiment in trade, as all the world knows, and the cold cash always wins.

Not alone in the West Indies, but in the east, is England to feel the might of a rival maritime power, for since the Atlas purchase was consummated another arrangement is reported by which the Hamburg-American enters into alliance with the great Atchafon, Topeka and Santa Fe system of railways by agreeing to establish a steamship line between San Francisco and the Orient. The steamers of this line will touch at Honolulu, Yokohama and Shanghai and will probably be established within a few months. As this great line has 12 steamers of its own, it will not charter any new ones, but will merely divert the number necessary for the purpose, especially in the initial stages. Reaching out thus entirely around the world, with main transatlantic and Mediterranean lines and subsidiary ones in every direction, the Hamburg-American will soon have become a power to be reckoned with. It has no less than eight services between Hamburg and West Indian and Central American ports, while in the East India trade it has been the most formidable rival to the Peninsular and Oriental, the crack British line between England and eastern ports. The P. and O. has only 58 ships and a tonnage of 314,000

COMPETITORS OF THE GIGANTIC STANDARD OIL COMPANY.

THE almost simultaneous announcement of the formation of a great company with a capital stock of \$200,000,000 for the exploitation of the newly discovered oilfields of Texas and the completion of an independent "pipe line" from the Pennsylvania oil region to the seaboard prefigures a coming struggle of momentous import to the people of the United States. That vast aggregation of interests known as the Standard Oil company, which hitherto, like a modern Hercules, has been busily engaged in decapitating hybrid competitors, would seem to have a big contract on its hands at the present time. It is claimed, to secure control of the Texas field and has applied extremely drastic methods toward choking off the independent pipe line which has at last secured an outlet on the Atlantic seaboard. The Standard's field, as its founder and promoter, Mr. J. D. Rockefeller, is reported to have said, is the world, and its mission is to illuminate the world. That being the case, and other companies having been formed with the same intention, a clashing of interests has occurred which has only been allayed by a continued process of benevolent assimilation on the part of the Standard Oil, which has caused its enemies to style it the gigantic octopus of the century.

Whether or not the "octopus" will ultimately succeed in gathering within its all embracing tentacles the companies recently formed for the exploiting of the crude product which nature has poured forth so abundantly and in absorbing the refineries and pipe lines that have cropped up regularly in the recent past is still a matter for speculation. It is encouraging, however, to those who wish to maintain their independence to note that the Standard Oil has only acquired its pre-eminence by great sacrifice of treasure and, moreover, that it still has millions in its treasury with which it might save the wounds of defeated competitors.

That men and corporations have fought the gigantic trust for years and still survive is proved by the history of the United States Pipe Line company, which only the other day succeeded in reaching its goal. Seven years ago several independent oil producers and refiners united for the purpose of piping their own and others' products to the seaboard. A short line was laid, and everything was progressing gayly when suddenly they encountered a permanent injunction when they undertook to pass under a bridge belonging to the Erie

railroad. A new route was selected, and many miles of pipe were laid, but only to run against another similar obstruction, interposed this time by the Pennsylvania railroad. A fight in the courts followed in which the pipe line company was defeated, but only temporarily, for it again relaid its lines via Wilkesbarre and Freemansburg, Pa.,

and finally reached tide water at Marcus Hook, near Philadelphia.

After seven years of arduous labor and litigation an independent pipe line was at last laid from the oil region of Pennsylvania to the coast, and the promoters of the project had the satisfaction the last week of last month of loading their first ship with oil for transportation to Europe. Including its auxiliary lines, this independent company controls 1,250 miles of pipe and receives the output of nine great refineries, with a total capacity of nearly 150,000 barrels

and pushed it through to a successful issue is Hon. Lewis Emery, Jr., of Bradford, Pa.

Mr. Emery was born in Chautauque county, N. Y., in 1839. In 1843 his parents went to Jonesville, Mich., and later to Hillsdale, where their son acquired his education. At 24 he married, and in

elect to the lower branch of the Pennsylvania legislature and in 1880 to the senate, in 1884 being re-elected and chosen delegate at large to the Republican convention at Chicago. His political career has not been free from storm and stress, for he carried into the arena the same methods that secured him success

the Emery Oil company and the Emery Pipe company, a firm dealing in all kinds of oil well supplies; a large wheat farm and elevators in North Dakota, lumber lands and mills in Kentucky and flouring mills in Michigan.

The Emery company and affiliated concerns own or control 17,000 acres of land in McKean county and nearly 1,000 oil wells in the various Pennsylvania fields, besides one-half royalty interests in more than 700 other wells in producing districts. It was largely through the instrumentality of Mr. Emery, it is universally admitted, that the United States Pipe Line company was projected, organized and constructed from the oilfields to tide water. This line has parallel pipes—one for the conveyance of crude and the other for refined oil—and is acknowledged even by those opposed to the project to be the most successful line ever operated in competition with the Standard Oil company.

This is the career in outline of a man of "countless resources, great powers of organization in matters of business and finance, courageous and resolute to a marked degree." This is the career of a man who was at one time "ruined" by the Standard Oil, who 14 years ago sold out his refinery at Greenwich point, Philadelphia, to the great monopoly on indirect compulsion, being unable to carry it on through the inability to secure transportation for his products.

Mr. Emery was at that time regarded as the most stubborn opponent of Standard Oil in his state, but there has also survived another competitor who has felt the pressure of the octopus' tentacles for more than 20 years, and who apparently has not been so fortunate. This man is Mr. George Rice of Marietta, O., an oil refiner who ascribed his failure in business to the direct intervention of the Standard Oil and, moreover, said as much to Mr. John D. Rockefeller in a memorable interview in New York. His story in brief is this: "I went into the oil producing business in West Virginia in 1872 and four years later into oil refining. Immediately I did that my fight with the Standard Oil people began. I established what was known as the Ohio Oil works, which had a capacity of about 100,000 barrels of crude oil per annum. I found to my surprise at first, though I afterward understood it perfectly, that the Standard Oil was offering the same quality of oil at much lower prices than I could do, or from 1 to 3 cents per gallon less than I could possibly sell it for. I sought for the reason and found that the railroads were in league with the Standard Oil concern at every point, giving it discriminating rates and privileges of all kinds against myself and all outside competitors. My refinery has been shut down for years. If I had had a fair and equal show with the railroads, it would have been easily worth a million dollars and would have been growing all the time. As it is, I am out of the business,

my plant is worthless, and the men whom it would have employed are either idle or finding other work."

Whether the men who claim that the Standard Oil company has ruined them would have distributed more of their surplus earnings among their employees or have more greatly benefited the public at large is a difficult matter to answer; but, judging from their own statements, they would have done so. They use the term "ruined" relatively, however, as when a man is accustomed to speaking of millions mere thousands or hundreds are equivalent to poverty. Be this as it may, Mr. Rice has been fighting the great trust for nearly a quarter of a century; he has appeared in the courts in pursuance of his object—to expose the methods of the Standard Oil—again and again, always with unabated enthusiasm and with a grim determination to accomplish his end.

The two principals in the contest met once face to face, and Mr. Rockefeller graciously said to his opponent: "How are you, George? We are getting to be gray haired men, aren't we? Don't you wish you had taken my advice years ago?"

The indomitable Rice retorted: "Perhaps it would have been better for me if I had. You have certainly ruined my business, as you said you would." But when asked by a friend if he regretted his action he pluckily answered: "Not a bit of it. I have made a fight for a principle, and I am neither sorry for it nor ashamed of it."

TRUMAN L. ELTON.

A NOBLE NOVELIST.

One of the most distinguished novelists of the Victorian era, Miss Charlotte Mary Yonge, was also a notable philanthropist. As Sir Walter Besant's romance of east and west, "All Sorts and Conditions of Men," led to the foundation of the People's palace in the Mile End road—a superb institution for education and recreation combined—so Miss Charlotte M. Yonge (who might well have been entitled Lady Yonge for her benevolence) was instrumental in furthering the self-sacrificing missionary work of Bishop Selwyn in New Zealand.

Daughter of the late Mr. William Crawley Yonge of the Fifty-second regiment, Miss Yonge was born in the village of Otterbourne, near Winchester, and sprang into fame early in life with her popular novel, "The Heir of Redclyffe," the first round sum derived from the sale of which was devoted by her to the fitting out of the Southern Cross missionary steamer for Bishop Selwyn, who was additionally assisted by a gift of \$10,000 by the same lady under the successful publication of her novel, "The Daisy Chain."

Her "Cameos From English History" and other historical works and a host of romances in succession to "The Heir of Redclyffe" and "The Daisy Chain" testify to her great industry.

PROMINENT PERSONS.

Sir Michael Hicks-Beach, British chancellor of the exchequer, is not a brilliant orator, but he has a faculty for presenting his financial statement in most interesting form. It surprises not a few that he should exert himself to commit to memory all the minutiae of detail with which his budget speeches are stored. His story of the million

pounds' worth of tobacco in the cigarette ends thrown into the gutter and his recital of the history of "Chicago Smith" are well remembered examples of the interesting data with which his speeches are spiced.

Dr. Ernst Littmann of Oldenburg, Germany, has been called to Princeton university to offer courses in Semitic

languages and also to take charge of the Garrett collection of Semitic manuscripts. He will be ranked as an instructor in the university and as a member of the library staff. Dr. Littmann is one of the very few scholars in Europe who understand Abyssinian. He has written verses in that language and in 1898 received the degree of doctor of philosophy from the University of Halle, at which time he presented a

thesis on the Tigre language, one of the dialects of Abyssinia.

The discoveries of manuscripts and other ancient inscribed documents made by Dr. M. A. Stein of the Indian Educational service in Chinese Turkestan promise to be of great importance for the history of that part of central Asia. Both the languages and the alphabets of these are for the most part Indian in character, though there are examples

of Chinese and of some non-Aryan language which has not yet been identified.

Rev. Dr. Frederick Z. Rooper, just appointed chamberlain to the pope, is the first American to be made a member of the pontifical household. He is a native of New York city, 40 years old, and was intended by his father and uncle, both newspaper men, that he should also take to their line of life. The young man's taste lay in another

direction. He is now secretary of the papal legation in Washington.

Robert I. Aitken has been chosen as the sculptor for the American navy monument to be erected in San Francisco. It is to cost \$45,000, and the larger part of this amount has been subscribed, Claus Spreckels contributing \$10,000 and John W. Mackay and Mayor James D. Phelan of San Francisco \$5,000 each. Prince Sesseri, a nephew of the king