

"The fox" (knowing the force of publicity) "barks not when he would steal the lamb." In these days any business venture which fights any of advertising is open to natural suspicion.

DESERET EVENING NEWS.

Job said: "The ear trieth words as the palate tasteth meat." And in these days of printing, and of advertising, the word "eye" may be substituted for "ear."

TRUTH AND LIBERTY.

SATURDAY, AUGUST 19, 1905. SALT LAKE CITY, UTAH.

FIFTY-FIFTH YEAR.

PART TWO.

The Saturday "News" Special Foreign Service.

AMERICAN GIRL NOT SO POPULAR

She Makes the Fatal Mistake in England of Imitating the British Maid.

THUS LOSES HER CHIEF CHARM

Should Return to Her Own Land at Least Once a Year to Become Americanized—Gossip.

Special Correspondence.

LONDON, Aug. 9.—"Is the American girl losing her popularity in England?" is a question which one hears frequently asked in society circles here. Many declare that she is not so much admired as she used to be. She has grown more reserved, more dignified, in short, more English. She has made the mistake of trying to imitate the English girl. In most cases, perhaps, it has been unconscious imitation, but the result has been the same. It is her unconventionality and pronounced individuality—her unwillingness to the English girl in a word—that have made her such a huge success hitherto. In the degree that she gets to resemble them she loses the characteristics that, combined with her grace and beauty, constitute her chief charms in English eyes. The American girl often makes the mistake of spending too many consecutive seasons among English society. She should return to her native land every year or two to get the effect of English associations rubbed off and become thoroughly Americanized over again, even to her accent. The popularity of the American hostess on the other hand, is increasing rather than diminishing. She is certainly doing most of the entertaining just now. But her popularity rests on somewhat different foundations. She is in a position to make her dollars count. As long as she can give more lavish entertainments than her English competitors her position in the front rank is assured.

CAN DANCE "SCOTCH."

Like the Duchess of Manchester, young Mrs. Bradley Martin promises to become an accomplished dancer in the Scotch style. Donald McKay, a professional Scotch dancer and piper, has been giving her lessons and he has said her most apt pupil. She learned the "highland fling" in six lessons, but Scotch fling and reels she found more difficult. In six months, however, she made it evident that she intended to thoroughly master Scotch dancing in the highlands. Scotch dances to the tune of the Scotch pipes always constitute a part of the entertainment, and American women making their homes in Europe frequently find themselves in a rather awkward position when they are forced to sit down and merely look on. The Duchess of Roxburgh was like Mrs. Bradley Martin, obliged to take lessons, but the movements did not commend themselves to her and she humorously remarked that she feared she would never become an accomplished "prancer." She has, however, learned to "step" pretty fairly and need no longer sit back and look on. Following the example of her friend Mr. Carnegie, Mrs. Bradley Martin's father, has installed a highland piper at Beaufort Castle. Queen Alexandra, who partially for old friends makes her rather slow to pick up new ones, has taken quite a fancy to the young Duchess of Roxburgh. She was fascinated by her wit and original conversation at the christening tea party given for Princess Henry of Pleiss's baby, and now she generally contrives to have the Duchess placed near her when they meet at social entertainments.

TRULY METEORIC CAREER.

Mrs. Frank Mackey, whose social career here has been truly meteoric, even

for an American woman with abundance of money, means to make Beaumont, in Warwickshire, a center of social activity during the coming season. An extensive polo ground is being laid out there and some of the best polo players both English and American, will foregather there. Mrs. Mackey can claim the distinction of being the first society woman to make this Warwickshire estate distinguished in this respect. Hitherto its sport was confined to hunting in the season and to one or two small race meetings. Society people wonder why Mrs. Mackey is seen so little in London, where her wife is such a conspicuous figure in every social function of importance. It is because she prefers country life and sports to London drawing-room life. Versuous, and prefers the society of her own countrymen and countrywomen to that of fashionable English country folk. But Mrs. Mackey suffers nothing in popularity because of her husband's aloofness. As things go now-a-days a husband who cheerfully pays the bills, but makes himself scarce, is the best sort for a woman ambitious for social triumphs.

DAUGHTER TO THE FORE.

Cons. Countess of Bedford, who, though her third husband, Martin Mackey, is a commoner, still clings to the title derived from her second, has been indefatigable this season in bringing her daughter, Miss Colgate, to the fore socially. In this way she is making ample amends for the long delay which Miss Colgate endured before she made her debut—a delay first occasioned by the tragic death of Lord Stamford, her stepfather, and then prolonged by her mother's lingering illness. Miss Colgate is not at all a new hand in American society, but she has a good figure and a good figure. On this account she is in great demand at all the big balls, and generally does very well. Taken here she steps on the floor with her share of the Colgate millions left by the New York banker she should make what is called a brilliant match some day.

GRACEFUL MISS POST.

Miss Post, another American girl whose mother married a titled but married as her second husband, Lord Barmore, is noted as one of the most graceful dancers in London society. Prince Arthur of Connaught has often dined with her as many as three waltzes of an evening. She is a bright girl and an entertaining talker.

FAMOUS LEGAL LIGHTS.

One of Washington's famous legal lights, confirmed bachelor, and a member of the bar, called the old "residential aristocracy" of that city, has decided to leave the land of his birth and settle permanently in London society. The name of the man is not important, but he is a man of high standing in the American bar. He has expressed it even his best-black thinks he is as good as a lion. He longs to retire from his profession, in the practice of which he has accumulated a considerable fortune, and become one of England's landed proprietors. In fact, he has picked out his place, a property that exactly suits him, and will soon return to the United States to dispose of his Washington residence, close up his business affairs and then conclude the purchase of the English estate. The purchase price is about \$100,000. Paying the completion of the transaction, I am under a pledge not to disclose the name of the distinguished Washington lawyer who prefers England to America, as a place in which to take life easy. If all his plans go through as arranged he will take possession of the Devonshire estate this fall.

SOCIAL FUNCTIONS A BORE.

D. O. Mills, who is visiting his daughter, Mrs. Whitcomb, at Dorchester, Mass., has been in the hands of large capitalists in the social affairs of the American embassy. The gay world of fashion has never attracted him and with increasing age he has become more and more of a bore. He has always retired early from the few that he has reluctantly attended in London. He has found much more congenial occupation in his visits to the various philanthropic institutions designed to help solve the housing problem for poor people. Recently, while inspecting some of the houses in the hands of large capitalists here by Lord Rowton, and which are run much on the same lines as the Mills' hotels in New York, he let drop the remark that he thought it was in fact a "railway accident" that it is his intention, when he returns to the United States to erect Mills' hotels in some other American cities. That when I questioned him about the matter he decided either to confirm or deny the report. That has always been his policy when hatching any philanthropic scheme.

LADY MARY.



ANTICIPATING ACCIDENTS. English Railway Ambulance Corps Going Through a "First Aid to Injured" Drill at King's Cross Station, London.

American Railroads Safer Than English.

Statistics Which Are Supposed to Furnish Overwhelming Proof of Greater Immunity From Accidents by Travelers on British Roads Based on Doctored Figures Which Conceal Facts and Mislead Public.

Special Correspondence.

LONDON, Aug. 9.—It is always assumed that railway traveling in England is very much safer than in the United States. Englishmen solace with this reflection when grudgingly admitting that the comforts and conveniences of passengers are far better attended to on American trains. Whenever a big railroad accident in England is reported in the English papers, editorial writers jubilantly expatiate on the vastly superior protection to life and limb which the English system affords. The figures which are cited to prove it are supposed to be indisputable. They are commonly accepted as conclusive in America, even by railway officials there.

And yet, after careful investigation, it is easy to prove that this view is based on an entire misconception of the facts with regard to English railway casualties. On any fair basis of comparison railway traveling is actually safer in America than in England. The statistics which are supposed to afford such overwhelming proof to the contrary are based on reports of the British board of trade in which figures are distorted in a fashion that would cause the most expert manipulator of statistics to blush in America to turn green with envy.

LAST YEAR'S DEATH ROLL.

British railways last year killed one person for every 134 miles of track in the United Kingdom. In the United States there was one person killed for every 414 miles of track. This shows that the railways of the United States are, roughly speaking, four and a half times safer than those on the British isles. If the comparison be made on the basis of the number of passengers carried on the railways of the two countries, the result is still greatly in favor of the American railways. In 1904, for instance, one person was killed for every 324,000 carried on English railways, though the board of trade reports actually made it appear that only one passenger was killed on the whole system by a "railway accident." During the same year there was only one person killed for every 2,129,382 carried on American railways.

Through the courtesy of a high official of the British government I was permitted to see the preliminary report of the board of trade statistics giving the numbers of those who were killed or injured on British railways during

1904. It showed that the railway death roll last year amounted to 1,135 and that 18,749 persons were more or less grievously injured.

MAY BE TAKEN AS CORRECT.

These figures may be taken as correct. If the report had been allowed to go forth without alteration, everything would have been different. The little would be heard about the alleged marvelous immunity from danger enjoyed by those who travel in the antiquated, stuffy and insanitary carriages of the British railway companies. But before it could be issued to parliament, it had to undergo some wondrous changes at the hands of expert statistical manipulators. I have seen the advance sheets of that report. The original compilation has been cut up into sections and the casualties distributed under various headings, devised, no doubt, to relieve the railroads of as much responsibility as possible for them and fool the public. And in the process many of the killed and injured disappear altogether.

"THE DANGER IS REDUCED."

In the introduction to this statement is made. "The danger of railway traveling has been reduced to such a point that in 1904 the chances against a passenger being killed in the course of a given journey were more than 200,000 to 1." That statement will be quoted far and wide as proof of the wondrous vigilance and efficiency of British railway officials and safety of the lives of passengers. It will be compared with the mortality records of American railways with results overwhelmingly in favor of the English system of travel. But the statement is absurdly false. It is based on "doctored" figures. It is amazing that a high-salaried British official should have the audacity to make it, and to ask parliament and the British public to believe it, when the same report in which it appears furnishes conclusive proof of its mendacity.

ELIMINATION PROCESS.

A foundation for it is obtained by a process of elimination which makes it appear, as set forth in one of the tables, that only six passengers were killed through train accidents. And only these six are allowed to count in reaching the comforting conclusion that a passenger in an English railway train runs only one chance in 200,000,000 of being killed. But there were 100 other passengers killed, according to the official report, by causes other than train accidents. Nine of them, for instance, lost their lives through "passenger trains or parts of passenger trains leaving the rails." Thirty-three were killed

by "falling out of carriages during the running of trains." This is due to the subdivision of cars on British railways into small compartments, with doors on either side. Railway attendants hang them to as trains leave the stations, but often they fail to close them securely, and the luckless individual who chances to lean against one that hasn't been fastened finds it a veritable death trap. One passenger in every 30,000,000 runs the risk of being killed in this way on an English railway. But he doesn't figure among those who are killed by "train accidents." What are vaguely termed "other accidents" account for the death of 21 of the excluded 109.

THE SAME METHOD.

The same method is adopted in dealing with railway employees who are killed or injured. Only 7 of them are being killed by "train accidents." To other causes variously classified are attributed the deaths of 49. The "grand total" of the official report, which is supposed to include all casualties on railroads, shows 1,559 killed and 6,238 injured. By some statistical jugglery the number of deaths in the preliminary report have been dropped out, and the number of those injured has been diminished by over 12,000.

CASUALTY REPORT.

I have before me another board of trade report which is supposed to summarize all the casualties on British railways between the years 1874 and 1903 inclusive. The first table purports to give in condensed form the statistical information that is of interest to the general public. It contains a record of the number of persons killed in train accidents exclusive of season tickets. By "season tickets" is, of course, meant "season ticket holders." They correspond to what on American railways are called "commuters." In 1903, according to a footnote in the report, which is all the mention they are honored with, there were 41,000 of them traveling on British railways. Why attributed to this number close about not be included in the board of trade returns no one knows. They are not eliminated from reports of accidents on "other railways." In fact, according to a grim jest, they take delight in killing themselves because they save money on their unexpired tickets. But here a commoner kills a train, how not count. It fills no place in the railway death roll.

THIRTY YEARS RECORD.

Excluding the commuters, according to the table above referred to, in the years which it covers, British railways have killed only 692 passengers. That

averages a fraction over 23 a year. These figures are regarded as possessing an authoritative value which in these sceptical days are seldom accorded to the statements of Holy Writ. They are everywhere cited as conclusive proof that the British railway system is vastly superior to those of the United States.

OFFICIAL MENDACITY.

Yet, as a matter of fact, their only value lies in the evidence they afford of British official mendacity. As statistics they are utterly worthless and misleading. For instance, according to the latest issued annual report, there—always excluding the commuters who do not count—not a single passenger was killed by "railway accidents" in 1904 on British railways. The same report contains a large number of Chinese puzzle tables which hardly anybody seems, assuming, of course, that they have been correctly summarized in the first comprehensive table. One of them is headed, "Number of passengers killed in the movements of trains excluding train accidents and season tickets." According to this table I find that there were 150 passengers killed in 1904. By what process of reasoning a differentiation is arrived at between the passengers killed in "train accidents" and passengers killed in "train movements" it would be utterly hopeless to attempt to find out. That might be justified in referring to the first table of passengers killed in "train accidents" including only those killed on trains that stop at stations, or perhaps a more logical assumption would be that the first table records only the number of passengers who were accidentally killed while the other table gives the totals of those passengers who were killed by railways under circumstances that could not be described as accidental.

FICTION AND FACT.

On consulting other tables in the report I find that in this same year—1904—when it was declared that not a single passenger was killed in "train accidents" there was 23 passengers killed "on railway premises from causes not connected with the movements of railway trains." In another table, vaguely headed "Other Persons," which includes people killed at "level crossings," others who met death while "on business at stations and sidings," and other who had the misfortune to be run over while "trespassing on lines," 32 more deaths are accounted for in that year.

MINIMIZE EVERYTHING.

A similar process of minimizing fatalities and injuries with regard to railway employees is adopted. There were only eight of them killed by "train accidents" in 1904, according to this official compilation which is dignified by the name of a board of trade report. But diligent investigation among the subsidiary tables shows that 148 employees were killed that year in the movements of trains, excluding train accidents. An additional 34 met their deaths "from causes not connected with the movements of trains," boiler explosions and such like disasters presumably. Here is a total of 182 actually killed in 1904 who do not appear in the figures on which the claim made in behalf of the wondrous safety of English railway travel are based.

British railway companies obtain their earnings chiefly from their passenger traffic. The accident statistics relating to them are distorted in their interests. By some mysterious method they control the system under which the figures are tabulated. The board of trade statisticians who compile the figures are not responsible for it. They merely suggest the method that is made of their labors by the higher officials. But they are powerless to prevent it. One of the compilers, with the claim made in behalf of the wondrous safety of English railway travel are based.

AMERICAN ROADS SUPERIOR.

"I found," he said, "that American roads are far superior to ours so far as appliances for the protection of life are concerned. The report which I have before me, showing the number of fatalities in an act for the prevention of accidents on English railways. But as passed it was a very imperfect measure. It included only the number of fatalities on railways, but not on other modes of transport such as are used on American railways. The handicapping process employed here is responsible for fully 25 per cent of the fatalities among railway employees. Railway companies bitterly oppose all attempts to compel them to adopt appliances and methods that will render the roads safer. Their influence in Parliament, where many of the members are railway directors, is great. And as long as our figures are distorted to make it appear that English railways are miles of safety there is small chance of arousing public opinion on the subject."

WILLIAM E. SIMPSON.

EUROPE'S BOYCOTT OF OUR COTTON.

Will Refrain from Purchasing American Product to Check-mate Gambling.

WILL MAINTAIN THE FIGHT.

British Manufacturers Say They Have Enough Cotton on Hand to Keep Up the Battle.

Special Correspondence.

LONDON, Aug. 9.—Representing not only Great Britain but all Europe, the International Federation of Master Cotton Spinners & Manufacturers' associations have declared war against the American gamblers in cotton. That is the meaning of the agreement reached at the emergency meeting of the association, held yesterday, at which it was decided to "strongly urge every cotton spinner in Europe and America to refrain from buying American cotton during the next three months, except for immediate wants." It is recognized here as the most important step ever taken by the representatives of the great cotton industry to prevent an artificial inflation of the price of the raw material such as caused widespread suffering and loss when the great bull corner was established.

LIGHT ON SUBJECT.

While the statement which was given out in publication at the conclusion of the meeting has already been cabled to America, an interview which I have just had with W. C. Mackay, president of the association, who presided at the gathering, throws an illuminating light on the objects aimed at and the means by which it is sought to attain them.

NOT A HOSTILE ACT.

"I am particularly anxious," said Mr. Mackay, "that it should be understood in America that this is in no sense a movement hostile to the American cotton growing industry. The decision we have reached has been forced upon us by the necessity of taking action to counteract the pernicious effect on the trade brought about by the recent enormous enhancement of the price of the raw material due to the action of speculative ruggs. We are united and we are in deadly earnest. Although the meeting was summoned by telegram it was attended by representatives of the association from all over Europe. The Master Cotton Spinners' association in England, of which I am the president, alone stands for 100,000 spindles. We deliberated on the matter for over six hours before we formulated our agreement."

CURSE OF GAMBLING.

"We hold that there is nothing more important for this great, world-wide cotton industry than to rid it of the curse of gambling in its raw material. Every penny per pound that is added to the cost of the raw material by this process represents an actual loss of many millions of pounds sterling in the cost of the world's supply. Last year the cotton crop was raised by this means—1 penny of average price—from one penny a pound, which would have been a fair price to seven pence a pound. In American money that means a rise in price from eight cents to 70 cents a pound. I have calculated that it resulted in taking out of the industry 2,000,000,000—roughly speaking \$500,000,000 in your money."

SPECULATOR'S PROFIT.

"In the main the gamblers alone have profited by it. The repetition of this sort of thing will destroy the cotton industry, render it practically a ruin, and suffering and involve thousands in ruin. Now that we perceive the same speculative gangs at work again, and here already succeeded in greatly increasing the price of raw material we are determined to exercise every means in our power to put a stop to their methods. We confidently anticipate that public sentiment in America will support us. American cotton manufacturers have

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SOMETHING ABOUT NIPE BAY

CUBA'S NEW PORT AND ITS VAST FRUIT INDUSTRY.

(Special Correspondence of the Deseret News by Frank G. Carpenter.)

ANTILLA, Cuba.—I write this letter at the future great city of Antilla, Cuba, the new port of Antilla, the terminus of Sir William Van Horne's Cuba railroad, on Nipe bay. The place now consists of some thatched huts, a railroad depot and a large warehouse which serves as quarters for the civil engineers and other Americans who are laying out the town. The railroad has been opened only a short time and the wharves, although such that great steamers can land at them, are far from completion. The plans are upon a grand scale, and when carried out, Antilla will be one of the beautiful cities of the world. As it is now, surrounded by wilderness. There are thousands of acres of forests in every direction, with here and there a great fruit or sugar plantation, cut out of the woods. Nevertheless, this country will one day be the winter vegetable garden for New York, and it has already begun to supply our markets with oranges, bananas, pineapples and other tropical fruits. It is only two and a half days by fast steamers from New York City,

Big Enterprises Run by Americans—The Nipe Bay Company of Yankee Capitalists—The Largest Sugar Mill of the World—The United Fruit Company and Its Cuba Estates—The Dumas Plantations Which Have Been Cut Out of the Woods—Pineapples by the Millions—A Thirty-Mile Ride Through a Banana Grove—Coffee and Cacao Trees—Sugar Cane and Sea Island Cotton—The Fruit King of Cuba and How He Manages His Estates.

4,000 acres under cultivation, and to the Nipe Bay company, an association of Boston capitalists which has bought 125,000 acres, much of which it proposes to clear and plant in cane. Within a short distance of these tracts is one of 40,000 acres, for which the Knickerbocker Trust company of New York is negotiating. The owners are rich Cubans, and they ask \$500,000 for the property. Near it is another estate of 50,000 acres, which includes the site of Alto Cedro. This is valued at \$19 an acre or at half a million dollars, and can only be bought in the lump. THE UNITED FRUIT COMPANY. Within a short distance of Nipe bay is Banos bay, the lands about which are owned by the United Fruit com-

pany, whose steamers run regularly between Nipe bay and Banos bay and New York. This company has 75,000 acres of land, and about 19,000 acres under cultivation. It has almost 8,000 acres in sugar cane, and its sugar mill alone cost \$800,000. It is now grinding out about 10,000,000 pounds of sugar a year. Its annual banana shipments to New York are about 1,500,000 bunches. The Dumas company has an enormous acreage under fruit, and it has also several thousand acres in cane. The Nipe Bay company is composed of Yankees who are largely interested in the United Fruit company. It has a capital of about \$8,000,000. If its plans are carried out it will have the largest plantations in Cuba. It is now preparing to build the largest sugar mill of the world, one which will grind 3,000 bags per day, and which will cost as much sugar cane as can be produced on 10,000 acres. All this land, as I have said, is now in large tracts, and its owners consider its present value to be something like \$10 per acre. It may be years before it is offered to the public, but the probability is that much of it will eventually be subdivided, and that this whole region will be covered with fruit farms of greater or less size, and of enormous value. NIFE BAY. But let me tell you something about Nipe bay. It has the finest harbor in Cuba, and is so large that you could put Santiago bay, Havana bay and nearly every other good bay of this island inside it and have room to spare. It is ten or twelve miles long, eight or ten miles wide, and is covered by a narrow channel with a deep waterway. The channel is deep throughout to Corajal bay, where Sir William Van Horne has built our Antilla. The bay is surrounded by hills and low mountains and its scenery compares with that of the Bay of Naples or the waters about the Isles of Greece. It has a clean, bright, sunny sky, and the air is of the winter resorts of the United States. Sir William Van Horne has bought 100 acres on the Nipe bay peninsula, not far from the entrance. He is clearing this and expects to build a winter home there. I understand that a Chicago millionaire, whose daughter is to marry Sir William Van Horne's son, will build a residence nearby, and that other rich Americans are negotiating for similar properties. Just across the way the Dumas family has already constructed buildings on the island of Sactia, and the Nipe Bay company millionaires are likely to have homes on their property. The Spanish-American war company has bought 25,000 acres on the pine hills in the mountains on the other side of the bay, and are prospecting it for metals, and there are others who are negotiating with the Cubans for the lands remaining. The railroad ride from Alto Cedro to Antilla gives a fair idea of the whole of this region, except where the plan-

This land, as I have said, was a