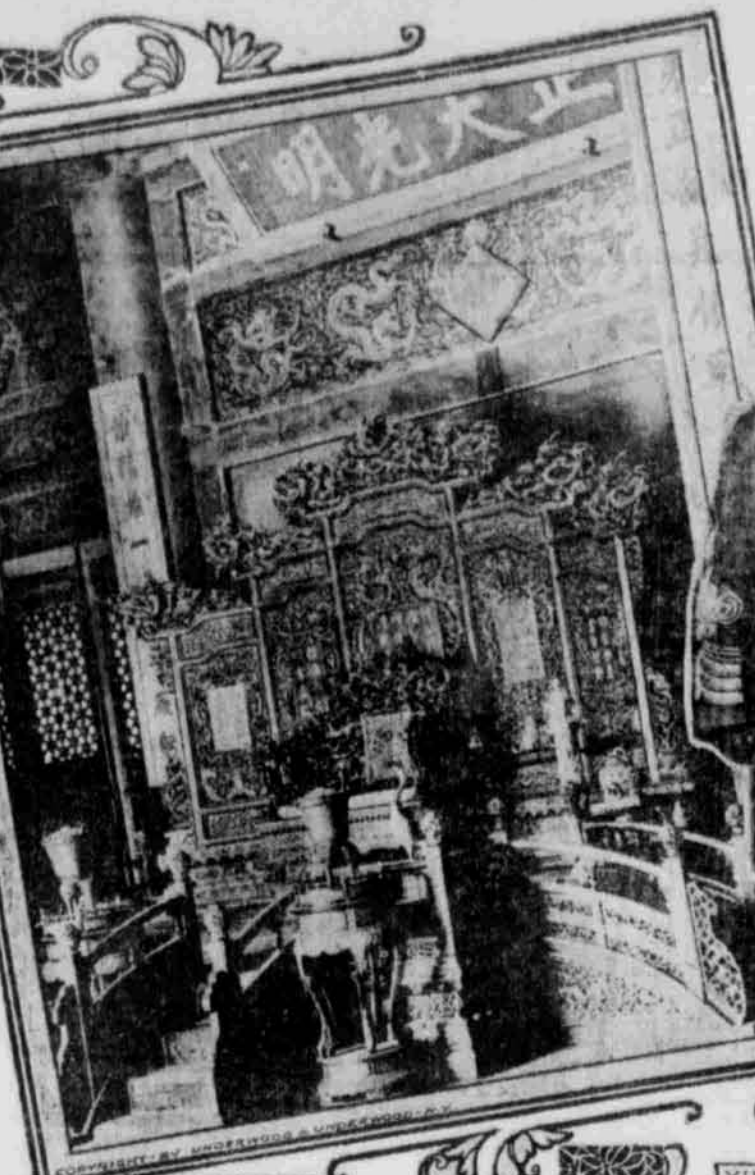


Questions Between Uncle Sam and China and Japan



PRINCE CHUN, THE YOUNG EMPEROR OF CHINA, WITH HIS FAMILY.



THRONE IN THE FORBIDDEN PALACE.



YUAN SHIH KAI, CHINA'S GREATEST STATESMAN.



THE FORBIDDEN PALACE, PEKING.

It is an interesting fact that the present diplomatic questions which affect the relations of the United States with China and Japan directly and some of the European powers indirectly came to the front while the president of the United States was on a pleasure trip to the west and southwest and the head of the department of state was enjoying his vacation at his country home at Valley Forge, Pa.

The publicity resulted, as everybody knows, in the recall of Charles R. Crane just as he was ready to sail from San Francisco to his newly appointed post at Peking as the accredited minister from this country to China. His return to Washington was followed by his resignation in cipher to President Taft.

Following the dispatch of President Taft to Secretary Knox touching the resignation of Mr. Crane the secretary of state announced that the incident was closed. Following this announcement the press of the country opened the case, or rather, it denied that the incident was closed, and the trans-Pacific situation was declared to be acute. In other quarters it was asserted by Mr. Crane's friends and some others that the resignation of Mr. Crane was the result of a political intrigue.

The curtain raiser of the trouble was the construction of a railroad in Manchuria, and mining interests in which China and Japan were concerned were also potential mischief breeders. The United States instituted a special investigation as a preparatory measure to determine what should be the attitude of this government in several diplomatic questions that will become the subject of official adjustment in the next few months. The United States prepared quickly to protest ear-

nestly against anything that threatened gravely what in diplomacy is termed "the principle of equal opportunity." Reduced to a commonplace term, this meant protecting "the open door" policy of this government.

One of the questions in the situation arises out of the efforts of a syndicate of American and British capitalists to build a railroad in western Manchuria from Chinchowfu to Taitshar. Another question is to determine whether certain exclusive mining concessions recently obtained from China by Japan are in violation of this country's "open door" policy. Before Mr. Taft became president it was known that he was greatly interested in oriental policies. He realized that China was on the eve of important commercial developments. He knew that within the next ten years the old empire would build many miles of railroad. The president and his secretary of state were in accord on the question of oriental expansion.

Secretary Knox has been anxious that American merchants and capital should have a fair share in the industrial and commercial awakening in China. The earnestness of Secretary Knox was shown in the manner in which he insisted that the United States should have an original share in the Hankow-Szechuen railway loan that was negotiated not long ago for the benefit of capitalists in Great Britain, Germany and France.

Obstruction by Japan.

Several months ago Japan obstructed the efforts of British capitalists to construct a railroad from Taitshar to the Pacific, in Manchuria. Last September an agreement was signed at Dairen by which China promised, in the event of undertaking to construct a railway between these two points, to arrange matters previously with Japan.

British capitalists, finding themselves thwarted by this move, allied themselves with an American syndicate and proposed the construction of a railroad from Chinchowfu to Taitshar, with an extension to Alguin. China manifested no opposition to this at the time and has not since shown any disposition to oppose it. On the other hand, news dispatches from Peking are to the effect that Japan has served notice on China that the Japanese government reserves the right to be consulted with respect to the proposed railway project.

The line of the proposed road is in the extreme western part of Manchuria, outside of what is regarded as the Japanese zone of influence. Both terminals will be in Manchuria, but a considerable portion of the line will run through Mongolia, the province to the west of Manchuria. The importance of the proposed line lies in the fact that it will connect at Taitshar with the Transiberian railway. It was intended that Japan feared that the road would divert traffic coming from Europe over the Transiberian railway from the South Manchurian railway, which road is owned by Japan. So much for the feature in the railroad situation.

China and Japan's Manchuria Mines.

In the treaty between China and Japan regarding the development of mines in Manchuria Secretary Knox is

or has been much more interested. Copies of the agreement between China and Japan on this matter have been studied by the American secretary of state. The article in the agreement which it is believed the secretary has been chiefly interested in is as follows:

"All mines along the Antung-Mukden railway and the main line of the South Manchuria line, excepting those at Fushan and Yuentai, shall be exploited as joint enterprises of Japanese and Chinese subjects on the general principles which the viceroy of the eastern three provinces and the governor of Shinkiang province agreed upon with the Japanese consul general in 1907."

It was charged that Minister Crane was preparing a protest to this result in Mr. Crane's recall. Undoubtedly Mr. Crane's utterances had much to do with the canceling of his exequatur. Nevertheless, other reasons have been hinted at. One of these is that he had selected as his counselor and adviser the former vice consul at Mukden, who was persona non grata to the department of state.

It is the opinion in some quarters that China is looking to the United States for assistance, and that this administration is inclined to help China. This opinion is based upon the utterances of President Taft upon Chinese

matters and that China has already shown its appreciation of this fact by admitting the United States to equal participation in its recent railway loan.

The interests of the old empire that is awakening to the importance of linking its destiny with the commerce of the age are largely in the care of Yuan Shih Kai, "the grand old man of China," who is in line with his distinguished predecessor, Li Hung Chang, who long before he closed his career had foreseen the needs of his country.

In this work Yuan Shih Kai has the confidence and aid of Prince Chun, regent of the realm during the coming to the throne of Pu Yi some time remote from the age in which he will take up the burden that awaits him.

GILFORD GLENN.

Where Old People Are Not Old.

In Norfolk, England, there are in every village individuals more than eighty years of age and not infrequently one or two over ninety, and those of seventy and upward are regarded as not even old. Many farm laborers of seventy are quite hale and hearty, working from early morning up to and 6 o'clock in the evening, and some are so vigorous as to earn a man's full wages. In one village containing about 300 people within the past six months have died three women more than ninety years of age, the oldest of these being no less than ninety-six. In another Norfolk village with inhabitants to the number of 400 there live a man of ninety-five, a woman of ninety, a woman of eighty-nine, a woman of eighty-seven and several of both sexes over eighty. In yet another village

are a blacksmith aged ninety-two and the widow of a country medical practitioner whose years mount to ninety-two.

The longevity of the Norfolk people has a very interesting pathological side to it. That to eat sparingly of rich, wholesome food, to be much in the open air and to work sufficiently to occupy the mind and to exercise the body will enable a man to defy more or less the evils of environment would seem to be shown by the toughness of the Norfolk laborer.

Canada City Made to Order.

Prince Rupert, like Gary, is a city made to order, or will be some day. It has been chosen as the western terminus of the Canadian Great Northern railway, which will here touch a capricious harbor, 250 miles north of Vancouver, 600 miles nearer Yokohama than the city is and 800 nearer than San Francisco. The government and the railroad are working in harmony for the development of Prince Rupert along the best theoretical lines, and if the plan of the architects do not go awry it will become one of the wonder places of the world, with its wide boulevard, its main business arteries nearly a hundred feet wide, its curving steps in the residential section, its parks and squares, its financial section and what not. On paper the scheme looks all very fine, and yet there is a certain satisfaction in living in an old New England town whose growth has not been too much anticipated and guided.

Snowfall in Europe in 1908.

The snowfall in central Europe last winter broke all records for many years. Germany probably received the worst of it. For days at a time following each big storm the snow in Berlin was blocked to such an extent that the street department of the German capital was taxed to the limit. One snowstorm cost the city \$100,000 in clear away, automobile snowplows and vans being used to a great extent in the work.

Mount McKinley Is a Wonder

MOUNT MCKINLEY is looming up in the mind just now as it must have loomed up on the vision of W. A. Dickey, the prospector, in 1895, after he had tramped his way from Cook Inlet to the foothills of the snow-capped altitude which he named Mount McKinley. Interest in the culminating point of the North American continent has been intensified since the return of Dr. Frederick A. Cook from his latest dash into the arctic. Dr. Cook had previous to his recent pole venture proclaimed that he had been the first to ascend to the pinnacle of Mount McKinley. This claim has recently been denied by one who accompanied Dr. Cook in the latter's expedition to the peak which Dickey named. This is what has revived interest in Mount McKinley.

Professor H. C. Parker of Columbia university announces that he will make another trip to Mount McKinley next year with the object of reaching the goal of mountain explorers. Belmont H. Browne of Tacoma, Wash., who was with Cook and Parker in 1906, promises that he will accompany Professor Parker.

The first who attempted to reach the mountain was Robert Muldrow in 1892. Lieutenant Herron tried it the year after. Alfred H. Brooks and D. L. Resburn of the United States geological survey made a reconnaissance in 1902. Judge Wickersham of the United States district court in Seattle and Dr. Cook went there in 1902, and Dr. Cook made his second expedition in 1906. That was the year in which he claims to have succeeded in reaching the summit.

There is a disagreement as to the height of the mountain by those who made measurements. Muldrow made it 20,464 feet, Brooks and Resburn fixed it at 20,000. Dr. Cook made it 22,800. Either altitude would still leave Mount McKinley the highest point of land on the American continent. Mount Logan, also in Alaska, is 19,500 feet high. Mount Denali is 18,824 feet. The other towering mountains of the continent are Orizaba, 18,105; Popocatepetl, 17,876; Mount Foraker, 17,000. Mount Logan is the highest peak in the world above perpetual ice. It has from 5,000 to 6,000 feet more of perpetual snow than Mount McKinley. On the latter horizon can go up for 5,000 feet, but on Mount Logan baggage, instruments and everything needed must be carried on the backs of men.

The highest mountain in the world so far as known is Mount Everest, of the Himalayas. It is 29,002 feet above the level of the sea. Aconcagua, in the Andes, is 22,960 feet. Humboldt and Whymper climbed Chimborazo, estimated to be from 19,000 to 20,000 feet above sea level. Sir Martin Conway reached an altitude of 22,000 feet in India.

Mount McKinley lies 200 miles from Cook Inlet, on the edge of America's greatest wilderness. The plateau on which it stands feeds four of Alaska's largest rivers, Shashina and Copper being the principal ones. The nearest mountains to the Alaska range are the

Chugach. Between the two ranges is a valley 150 miles broad, and this wilderness is drained by the Shashina river and its tributaries. Mount McKinley is situated in the heart of the Alaskan range. It is dome shaped and has two summits, two miles apart, differing about 1,000 feet in altitude. The southern being the highest. Its northwestern slope is drained by a large glacier, which discharges into a river tributary to the Toklat. About its base is an abundant growth of spruce, which flourishes to an altitude of 2,500 feet, and above that is willow to a limit of 4,000 feet. The route taken

by most of those who went to the vicinity is from Cook Inlet, up the Shashina river. Cook Inlet is reached by ocean steamer from Seattle. Of course it can be reached by other routes, but the quickest and most comfortable journey is from Seattle, as described. From Seattle to the foothills of Mount McKinley requires from six to eight weeks. If the atmosphere is clear the peak of Mount McKinley can be seen dazzling in the sunlight at a distance of 125 miles.

The lofty pinnacle was probably first seen by the Indians, but the first mention of its sight was made by a Russian settlement at Cook Inlet. They called it Bulshala, the translation of which is "Pole."

Inaccessible and remote as the mountain is, the country about it is beautiful and singular in its desolation. Still, in season, wild flowers grow there in wonderful profusion below the snow line, and those who have reached that distance, which lends enchantment, found in the vicinity an abundance of game, grouse, caribou and bear predominating.

Prior to the time when Dickey saw the glittering peak there was nothing on the government maps to indicate its existence. After he beheld it and named it he notified President McKinley of the honor he had conferred on him, and the president and his secretary, John Addison Porter, replied with congratulations and suggested that Dickey get as good a map of the district as was possible for the National Geographic Magazine. This Dickey did, and it was printed, with an article describing the country and the mountain, in 1897. Dickey returned to the country the same year.

Probably the most scientific measurement of the mountain yet made was that by Alfred Brooks, who went there for the United States geological survey at an expense of \$30,000. He was fully equipped for the expedition. It left Seattle in May, 1902. His method for measuring distances has proved the most satisfactory yet attempted by the government expeditions into Alaska. On the expedition in 1902 movable cross hairs in the eyepiece of a telescope were used, the amount of motion of which or the angle subtended was measured by a micrometer screw, and by this means it was possible to observe directly distances far in excess of anything possible with the stadia, heretofore employed, and much more accurately for the distance.

Muldrow measured the height while he was exploring the Shashina river in company with members of the United States geological survey. His method was running a stadia line up the river and measuring elevations and directions with the transit instruments reading to minutes. Six angles for location and elevation were obtained upon the mountain from points on this line, and in this way Muldrow arrived at the position and height of the mountain.

The conclusion of the Brooks-Resburn report shows that the entire slope of the great mountain mass at all points above the snow line of 4,999 feet is under a mass of snow which has been consolidated into a permanent glacier, so that the whole range may be said to be capped almost as the interior of Greenland.

It is also the opinion of these two government officials that the country about the mountain will in the course of time be the paradise of the continent for hunters.



MOUNT MCKINLEY AND DR. F. A. COOK AS A MOUNTAIN CLIMBER.

Petroleum in Asia.

Petroleum has been found in Kulan and other parts of the Malay peninsula. In the north of Siam small quantities of oil have come to the surface in Muangfeng and other places, but so far no attempt has been made to ascertain its commercial value.

Rescue of the American Bison

WHEN a recent congress passed a bill setting aside a great tract of land in Montana for a buffalo range for the purpose of aiding in the preservation of "our national animal" it did something that appealed mightily to the hearts of Americans. The experiment is bearing fruit. Acquisitions are coming in from many quarters. Recently thirty-four animals were turned in on the reservation. They were purchased from the Conrad herd by the American Bison society for \$75 per head, created separately at the place where they were purchased, shipped down Flathead lake by boat to the place where they were disembarked and then hauled on wagons to the range, a distance of twenty miles.

Less than fifty years ago a herd of thirty-four buffaloes would not have

million. In 1908 they had dwindled to 1,002 in the United States. The same year there were 470 in Canada and 150 in Europe.

The Montana national bison ranch is an accomplished fact. In addition to the herd on the range, more animals have been promised and will be delivered by next spring. The government's construction party finished the erection of the fence about the range several weeks ago. The range and work were inspected by the purchasing committee of the American Bison society, consisting of Dr. W. T. Hornaday, president of the society, and F. H. Kennard of Boston. They reported that the range is as nearly perfect as can be conceived for its purpose and will support 1,000 animals. With this start the American Bison society hopes to restore the nation's animal to some-

cost of the land was about \$50,000, and the fence was built for \$10,000. The organization which brought about the passage of the bill by congress was the result of a national movement begun in 1904 for the express purpose of devising ways and means for the preservation of the buffalo. The society organized in New York city in December, 1905. Many distinguished and patriotic citizens responded to the movement, and when the society was formed President Roosevelt was elected honorary president, and Earl Dief, governor general of Canada, was elected honorary vice president.

That the plan to restore the bison is succeeding is attested by the fact that in 1906 there were only 1,002 bison, 943 in the country. In 1904 there were 1,602, all pure blooded. The last great slaughter took place



J. J. HILL'S BUFFALO HERD AT NORTH OAKS FARM.

excited remark is seen at any point on the Great American desert. If any one had predicted then that a bison would ever be crated and shipped as freight such a statement would have been laughed down. That was when the huge beasts were numbered by hundreds of thousands. Half a century ago they were estimated by the

thing like its former glory, although conditions are such that no living man or any that is to come will ever see what has been seen.

The range is on the Flathead reservation. It is in the county of Missoula, Mont., eighty miles west of the town of the same name, six miles from Ravalli, a station on the Northern Pacific. The

in the Indian Territory in 1873. A band of Cheyennes and Arapahoes was permitted by the government to go out to this extermination. In the winter a few hours more than 1,000 buffaloes were killed mercilessly and their bodies torn to pieces after the fashion of the Indian after he had killed his game.

KENNETH A. DAVIS.