CABLE TO MANILA FROM SAN FRANCISCO

Rear Admiral Bradford Has Completed His Investigation of the Project.

ITS PRACTICABILITY IS ASSURED

His Report is Ready for Congress Which will Doubtless Consider the Military and Commercial Necessity of the Cable—Honolulu and Guam Relay Stations.

NEW YORK, Nov. 10.—A special to the Tribune from Washington says:

Rear-Admral Bradford has completed the official naval project for a trans-Pacific submarine telegraph cable between San Francisco and Manila in time to supply congress with all the essential information at the opening of the next session that will permit intelligent consideration of the subject and prompt action for the inauguration of the great work.

All doubt has been removed regarding the practicability of the enterprise by the adoption of Honolulu, Midway and Guam as relay stations on the long line and by the discoveries made from the naval survey ship Nero, as to the character of the ocean bed between those points. The sounding instruments of this ship disclosed an abyss in the western Pacific over five miles deep, but a slight divergence from a straight line fortunately developed a route avoiding this insuperable obstacle to laying a working cable. At another point, on the same stretch between Midway and Guam, a submerged mountain over 12,000 feet in height was discovered and a reasonable level road around this was found.

The physical practicability of the line now having been assured beyond doubt, it only remains for congress to weigh the military necessities and the commercial advantages to accrue from the construction and operation of the system. It was represented to congress at its last session that the revenue to be expected from a Pacific cable would not attract private capital unless it had a connection with Australia, Japan and China, as well as with San Francisco, Honolulu and Manila.

For that reason it was deemed indispensible that the United States should own Stronge Island, in the Caroline groupe, or a cable landing right there to insure the working of a loop to Australia. The absence of this may deter any corporation from undertaking the operation of a cable across the Pacific without a heavy subsidy.

LORD SALISBURY'S FRANK ADDRESS

APPEALED TO COMMON SENSE

The Samoan Matter Settled to the Satisfaction of the Three Interested Nations.

NEW YORK, Nov. 10.—A dispatch to the Tribune from London says:

Lord Salisbury is always phlegmatic and extensively practical on great occasions when the empire is fairly hanging upon his words. There was not a trace of emotion or excitement in his speech last night at the Guild Hall banquet where and Lord Wolseley were received like conquering heroes.

He began with Samoa as quietly as though he were describing a bargain in trade, and pointed out that Germany was especially interested in the territory there and had got what she wanted, whereas England did not need a poor harbor like Apia, but a good one like that in Tonga.

From the sentious comment that England's relations with Samoa were all that could be desired, he passed to an equally practical discussion of the war. He intended that the lack of troops in South Africa was not due to want of action, since an ultimatum would have come earlier if the troops had been increased earlier.

He described the real cause of hostilities as the unfortunate arrangements of 1881, by which a community admittedly hostile was allowed to accumulate munitions of war. The object of English warfare, he asserted, was neither gold nor territory but equal rights for all men, and the issue of the conflict would be good government in South Africa.

The prime minister's speech was remarkable for the coolness and lack of sensibility with which supreme questions of diplomacy and war were summed up; yet it was a powerful and subtle appeal to every day English common sense and reasonableness. It tended to minimize controversy and excitement and bring out the best English trait—sobriety of judgment.

The diplomatic world and the leading writers are still discussing the Berlin disclosures of the relations of England and Germany as the most important topic of the times. America is generally admitted to have come out well. The state department has obtained the best harbor in that quarter of the Pacific.

The importance of Pango-Pango as a coaling and naval station has greatly increasd since the occupation of Manila. America now has a naval base which can be strongly fortified and a good haven, of which the full advantage may be taken in the development of the trade of the South Seas. The state department has also increased American prestige by asking for European guarantees for the "open door" principle in the far East and is credited with having obtained a favorable answer from Germany.

The settlement of the Samoan question has created an area of good feeling between America on the one side and both England and Germany on the other, and has left the United States in full possession of everything for which it could reasonably have asked.

Germany has carried off the prize for which she has been long struggling in the South Pacific and has not paid heavily for it either in that quarter or in Zanzibar or in West Africa. The disclosure of this series of transfers of territory and jurisdiction enables the German emperor to claim the credit of having made a good bargain with England without exciting American resentment and justifies his journey to Windsor in war time, where he will be received like a faithful ally. England's interest in Samoa was mainly sentimental and centered in memories of Stevenson.

When America retained Tutuila and left England and Germany free to come to an agreement over the other two large islands, of which only one was worth having, it was evident that there were not two bites in the cherry. What is carried over to England's profit is the good will of Germany in the larger transactions now in progress in South Africa and her moral support in averting Russian and French intrigue in Persia and Morocco.

The Berlin disclosures leave unexplained the secret agreement reached by the British and German governments a year ago, by virtue of which England has a free hand in South Africa. It only reveals the supplementary results of that secret understanding in the series of minor settlements recently affected. The American government if it has not directly inspired the Samoan agreement, has been consulted at every stage and sanctioned it in advance.

QUITS BUSINESS.

Winding up the Affairs of the Pacific Improvement Company.

NEW YORK, Nov. 10.—The winding up of the affairs of the Pacific Improvement Company of California, is semi-officially announced. The company is capitalized at $5,000,000 and T. H. Hubbard is its president. It was organized twenty years ago as a contracting and construction company in the interests of the Southern Pacific and it was identified with many of these systems, including the building of the hotel Del Monte, at Monterey. The decision to wind up the affairs of the company was reached in the recent conferences between C. P. Huntington, Mrs. Leland Stanford, George Crocker and General Thomas H. Hubbard, who represented the Mark Hopkins-Searles interests in the Southern Pacific.

Conferences on the subject of liquidating the affairs of the improvement company are being held every day in the Mills building, but the end arrived at will not be reached for many months, as it is a big concern and each detail of liquidation must be taken up separately. When the assets are realized they will be divided between the for interests named.

THE WRECK.

Asserted That the Rails Had Been Tampered With.

DETROIT, Nov. 10.—Michigan Central train No. 316, the Cincinnati, Hamilton and Dayton limited, north bound, was wrecked near Vienna, Mich., about 12 miles from Toledo, last night, smashing four cars and the engine, and injuring twenty-one persons, none of them, it is thought, fatally.

The seriously injured:

Charles Krell, Detroit, badly hurt about the chest and arm.

John O'Neill, fireman, Detroit, badly cut about head and body and scalded.

The railroad officials assert that the rails were tampered with causing them to spread, when the rapidly moving train struck the curve.

The engine and four of the five cars were thrown on their sides. It is almost miraculous that the passengers escaped with such slight injuries. The track was torn up for about 750 feet.

MINERS STRIKE.

Operators Have Been Sending Coal to a Boycotted District.

CHICAGO, Nov. 10.—The Record today said:

The situation in the coal mining fields in the southern and western sections of Illinois has taken a serious turn, and it is said that many of the mines may be tied up within the next forty-eight hours as a result of the continued action of operators in sending coal to points west and southwest where the miners are on a strike. The United Mine Workers Union has been engaged in strikes in the Indian Territory, Arkansas, Missouri and Iowa, in mines, the product of which is consumed for the most part by the Gould system of railroads.

Recently it was discovered that coal was being shipped from the Belleville district in this state to supply the wants of the railroads, and the officers of the miners union entered a protest which was accompanied by a threat to strike unless the practice was discontinued. President Hefty, of the Belleville district, wired John Mitchell, president of the United Mine Workers Union, asking for instructions and receiving a reply which said that if positive evidence was at hand that the operators were still sending coal into districts where strikes were in progress, the men should be called out of the mines which were producing the coal.

President Mitchell arrived in Chicago yesterday. He said last night that the situation was most serious and that the union would certainly carry out its ultimatum to strike if any more coal left the state to supply the railroads in the southwest. During the day he received an urgent telegram from President Hefty asking him to go to East St. Louis and Mr. Mitchell replied that he would start as soon as he had finished some business in Indianapolis.

Mr. Mitchell said:

"The miners have been careful in dealing with this situation and have done everything in their power to avoid a rupture. The strikes in the southwest were called to enforce our wage scale and the men in Illinois insist that their labor shall not be used to defeat their brothers in the other states. I instructed President Hefty to order a strike of the miners working for operators who insist in supplying the railroads we are fighting and that order will stand."

THE BUFFALO READY.

She Has Been Thoroughly Refitted Both Without and Within.

NEW YORK, Nov. 10.—The transport Buffalo will be ready for the service of carrying supplies to the Phillippines next Sunday. In the last three months she has been thoroughly refitted, both without and within. Instead of the dingy war paint she now wears a coat of white, and a new bridge has been erected forward.

Within, the old wooden partitions have been replaced by corrugated galvanized iron bulkheads. A new ice plant capable of suplying the wants of all on board has been put in. The engines and boilers have been overhauled to insure increased speed. The quarters for the officers wives have been made more commodious, and other repairs more or less extensive have been made. The officers will have quarters on the hurricane deck and the soldiers and crew will occupy the section between decks.

The Buffalo is expected to go into commission on November 15 but it is feared that it will be impossible to have her in readiness then.