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NEW LINE OF STEAMERS.

New York Central Makes Enormous Expenditures.

NEW YORK, Aug. 31.—The Tribune today prints the following:

The construction of a fleet of large ocean steamers for carrying both freight and passengers, by the New York Central Railroad, has been under discussion of late. This improvement has been projected in connection with the improvements of the terminal at Weehawken, and the expenditure of between \$2,000,000 and \$4,000,000 in enlarging the yards there, building new piers and tracks and a general increase of freight capacity.

Some time ago the New York Central increased its capital stock by \$15,000,000 and this money was spent in buying new rolling stock. It has just been stated by a prominent railroad official that even this enormous expenditure for equipment had been insufficient, and that another \$1,000,000 would now have to be added to it for engines.

The decision to expend between \$2,000,000 and \$4,000,000 on the Weehawken terminal is only one item of the extraordinary expenditures. Other millions have been spent in bridges, structural steel, improved grades, tracks and stations. It is this increase in traffic capacity and the decision to reconstruct the Weehawken terminal that has suggested the building of a line of steamers for inter-oceanic freight and passenger traffic.

The increasing demand for American coal in European markets, it is believed, may have some bearing on the project. The Weehawken terminal now has a large coal yard belonging to the New York, Ontario & Western, and in the work of reconstructing the capacity of the yard will be increased and facilities for coal export provided. However, owing to the absence from the city of nearly all of the directors of the New York Central, there have been no board meetings for some time and the matter will probably not come before the board this fall.

CIVIC FEDERATION MEETING.

Prominent Speakers Will Discuss Both Sides of Leading Public Questions.

CHICAGO, Aug. 31.—The meeting that is being arranged by the National Civic Federation for the beginning of September 24, at which will be discussed "Imperialism," "Money" and "Trusts," promises to be an important contribution to the general interest of the coming campaign. Instead of a conference, it will practically be a joint discussion.

The following are among those invited to participate, a majority having already accepted: On the administration side of the subject, "Our New Possessions and Their Problems," Jacob G. Shurman, president of Cornell University and late president of the Philippine commission; John Barrett; William Dudley Foulke, Richmond, Ind.; Samuel B. Donnelly, ex-president International Typographical Union, and Senator J. C. Spooner. Those opposed to the administration policy include Carl Schurz, Bourke Cockran, Charles A. Towne, Samuel Gompers, president of the American Federation of Labor, and Edwin Burritt Smith, chairman of the executive committee of the National Anti-Imperial League.

Two days will be devoted to the discussion of the money question. The invited speakers being for one side, ex-Secretary John G. Carlisle; ex-controller James H. Eckels, Mariott Bros., chairman of the house committee on banking and currency; Hugh H. Hanna, chairman of the Indianapolis House money conference; William C. Cornwall, ex-president of the National Bankers' Association; Edward Rosewater, of Omaha; and for the other side, A. J. Warner, president of the American Bimetallist League; Governor Charles Thomas, of Colorado; Henry F. Bartine, of Montana; George F. Williams, of Boston; Thomas M. Patterson, of Denver, and Charles S. Hartman, of Montana.

CABLE TO GERMANY.

President McKinley and Kaiser Wilhelm Exchange Messages Over New Line.

NEW YORK, Aug. 31.—Direct telegraphic communication between the United States and Germany has been opened by the new German cable in conjunction with the Commercial Cable Company's system from New York to Fayal and thence to Emden, Germany. Messages were exchanged between the German emperor and President McKinley.

VESSEL FORFEITED.

Captain Failed to Make Change of Enrollment When Engaging in Foreign Trade.

NEW YORK, Aug. 31.—Captain William Smith, of the steamship Puerto Rico, belonging to the New York and

CLEAN-CUT SMASHING MILL.

Corbett-McCoy Fight Was a One-Sided Affair After First Round.

NEW YORK, Aug. 31.—The spectacle in the ring of the Twentieth Century Club Madison Square Garden last night, when J. J. Corbett, former champion fighter of the world, and Kid McCoy met to fight for a share of the gate receipts which, according to Jim Kennedy, manager of the club, amounted to \$75,000 and were largely by thousands that the receipts at any other prize ring contest ever held, was a clean-cut smashing mill.

They were two stars to the fight. One of them was the first round in which McCoy was the aggressor and in which he seemed to hold Corbett safe, outpointing and outfighting him from going to ground. Thereafter there was nothing to it at all. In the second round Corbett, instead of playing a waiting game, became the aggressor and soon had McCoy guessing as to what would happen next.

It was not the blow on the jaw that affected McCoy. The body punches laid him low. Always susceptible to a blow in any part of the anatomy, McCoy has been peculiarly susceptible to body blows.

At the ring side there were men from Chicago and Cincinnati, San Francisco and Denver, St. Louis and St. Lake City, Buffalo and Atlanta; Canada being well represented.

McCoy's defeat removes him from the ranks of heavy weights who are ambitious to wear the title champion from Jim Jeffries.

Corbett came out of the ring without a mark or scratch or bruise on him. McCoy's face was puffed and swollen and his right eye was swollen. But otherwise he seemed to be none the worse for his battle.

Betting on the fight was very tame. It was expected that the heavy wagers would be placed at the rate of the McCoy money did not materialize. Corbett was a pronounced favorite from the start. Everybody seemed to want the Corbett end.

ENGLAND FOLLOWS AMERICA.

Drastic Law Passed for Prevention of Accidents on Railways.

WASHINGTON, Aug. 31.—Information has been received by the Interstate Commerce Commission that on July 30 of the present year the British act for the better prevention of accidents on railways received the assent of the queen and became a law.

The board of trade, one of the departments of the government, is invested with extensive power and is charged with the carrying out of the provisions of the safety appliances law. More authority is given the board of trade in this respect than the United States Interstate Commerce Commission, and in many respects the English law is considered much more drastic than ours.

If after a reasonable time the railway companies of Great Britain fail to obviate the dangers by use of safety appliances, the board will order the use of such plants or appliances as it may consider best calculated to reduce the danger of persons employed or the misuse of any plant or appliances shown to involve penalties. Penalties are provided for non-compliance with any rules prescribed by the board.

The ratio of lives lost to the number of men employed on the railways in Great Britain is not less than one to three hundred. This percentage, as is shown by the reports of the Interstate Commerce Commission, is as high as exist in this country in 1892, where at present the ratio has been reduced to one man killed out of six hundred engaged in coupling and uncoupling cars.

It is believed that the action of the United States government in the matter of safety appliances has been largely instrumental in bringing about the enactment of the British law.

GERMANY'S PLAN RUINED BY RUSSIA.

(Continued from page one.)

taken the offensive, most of the transportation might easily have been captured and cut to pieces by small flying parties.

After it was apparent that the enemy was demoralized, the generals trusted the transport to luck and sent their efforts toward retreating. On the other hand, an emergency as existed could have justified such hardships as were imposed upon the troops.

NEW YORK, Aug. 31.—A dispatch to the Tribune from London says:

Nothing is known here of the note of the United States to the powers; but this is not surprising, as the foreign office at present is a mere forwarding agency to transmit documents to Lord Salisbury at his place of retirement on the Franco-German frontier. If a formal communication of the purport suggested by the Washington dispatches was received in Downing street yesterday, no action of any kind could be taken on it till the text had been despatched to the prime minister and considered by him.

Mr. Broderick's references to the Chinese question in his speech of Wednesday have made an impression, chiefly because the uttering of foreign affairs is one of the very few ministers who is not now on a holiday and also because he is believed to share Lord Salisbury's confidence. Mr. Broderick's words, however, were extremely vague and only repeated that Great Britain is not inclined to be forced into accepting the large responsibilities in China while at the same time her majesty's government is determined to defend British interests. Not much can be made out of this, though no doubt it accurately reflects the non-committal attitude of the British cabinet. It must be remembered that Mr. Broderick's speech was primarily intended for electioneering purposes.

He stated almost in so many words that the government will not care to get a reasonable opportunity, dissolve parliament and appeal to the constituencies in the course of the autumn. With that respect before them and with the whole of their South African war policy to defend, the ministers are not anxious for the electors to imagine that there may be a long, difficult and costly task before the country in eastern Asia as well as in South Africa.

For this reason English diplomacy, even if busy just now, tends to be unusually unobtrusive, and appearances of undue activity and aggressiveness will be avoided if possible for fear of frightening the electors, who have had quite as much in the way of imperialism and a spirited foreign policy for the last few months as they care for. At the same time the grave character of the Chinese outlook is not at all minimized by well-informed persons here, official and unofficial, and it is recognized that Great Britain may have to arrive at a most important decision at an early date.

It is believed that the war office has already made preparations for keeping

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the two Indian armies and nearly a brigade of English troops in the far East all winter, and that if the South African war comes to a close this autumn, it will be time to come home will be shipped off to the far East. It does not follow that the British government contemplates further military operations in China, but it feels that it must be prepared for eventualities.

One of the most disquieting circumstances for British statesmen is the manner in which the naval strength of some of the continental powers in Chinese waters is being increased. The German battleship squadron arrived at Hong Kong on Tuesday and leaves there for the north this week. Thus both Germany and Russia will have more ships than England, at any rate so far as battleships are concerned, off the North China coast.

The rioting at Canton was not in itself very serious and was easily suppressed by the governor's soldiers, but it is symptomatic of the unrest which is beginning to spread over southern China. Canton is headquarters of the reforming and anti-Tartar movement, and the feeling against the dynasty, not only because its members are Manchus but because they are northerners, seems to be growing in intensity.

BRYAN GOES TO CHICAGO. LINCOLN, Neb., Aug. 31.—William J. Bryan left for Chicago tonight.

METAL MARKET. NEW YORK, Aug. 31.—Silver, 61 1/2; lead, brokers, 4; exchange, 437 1/2.

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