

surprised, and of whom only 52 escaped, is given in the dispatch as 250.

This British disaster was hardly offset by a victory reported on the 15th over DeWet in the Orange Free State. It occurred on the 6th, and is reported by Kitchener as follows:

After severe fighting captured a convoy of 71 loaded wagons, 45 prisoners, 58 rifles, 10,000 rounds of ammunition and 4,000 cattle. The Boers left 17 killed and three wounded on the field. Our casualties were three officers and 17 men killed, and one officer and 24 men wounded.

The Weyler reconcentrado tactics appear to be in full operation under the British military regime. Replying to questions in the British house of commons on the 17th, the secretary for war acknowledged that there are 40,229 persons in the reconcentrado camps. The deaths among them for the month of May amounted to 98 men and women and 318 children.

In connection with the Boer war a report regarding British war revenues has just come out in London which is not relished by the large uitlander interests of the Transvaal, to the greed of which the war is attributable, although it seems to be quite considerate of them. Sir David Barbour makes the report. He had been sent by the chancellor of the exchequer to South Africa to investigate the sources of revenue of the Transvaal and the Orange Free State, with the view of estimating how much they should contribute toward the cost of the war; and he reports that while the Orange Free State will be unable for some years to meet the ordinary cost of administration, the Transvaal will soon be able to make contributions out of its ordinary revenues. He recommends a ten per cent. tax on the net profits of the gold mines. This, he estimates, would leave the mine operators better off than before, as they will save, through the abolition of the dynamite monopoly which the Boers maintained, more than the increased tax.

From the Philippines, the principal news of the week relates to the surrender of Gen. Cailles, the arrangements for which were noted in our last issue. According to the dispatches, two representatives of the Filipino general signed at Manila on the 16th an agreement of surrender in his name. The terms are not re-

ported in any particular except that Gen. Cailles is to assemble his men at Santa Cruz, Laguna province, Luzon, as early as possible, and there deliver himself and his command to the Americans.

Supreme court judges of the Philippines have been appointed by the American Philippine commission at Manila. The chief justice is Cayetano Arellano. Two of his associates are Filipinos and four are Americans. The attorney general is an American. Besides the supreme court judges, appointments were made of 17 judges of as many courts of first instance. Eleven of these judges are Americans. All the appointees were sworn into office on the 17th, the usual pledge to support the constitution of the United States being omitted from the official oath. Steps were taken to secure the adoption of the English language by the courts, but it was arranged that Spanish should be used for five years.

American troubles with Venezuela are again brought to the surface by a substitution of American ministers to that country. The disturbed relations between the United States and Venezuela were described in these columns last winter (vol. iii., p. 682), and commented upon editorially at a later date (vol. iii., p. 705), since which time no reference has been made to the subject, because the press has published little about it but conflicting statements and irresponsible gossip. The troubles grow out of a quarrel between two American business concerns having hostile concessions to certain rich asphalt deposits at Lake Felicidad, in Venezuela. Prior to the triumph of the present revolutionary government in Venezuela, under President Castro, one of these companies, the New York and Bermudeze company of New York city, known commonly as the "Barber syndicate," obtained government grants to the asphalt deposits. But when Castro had deposed the government that preceded him, his government cancelled these grants and issued new ones to the rival concern, Messrs. Warner & Quinlan, of Syracuse, N. Y., commonly known as the "Warner syndicate." The "Barber syndicate" thereupon armed its employes, announced its determination to resist the Venezuelan government, and appealed to the American diplomatic representatives for protection.

Such, at least, is the substance of the story as it is spelled out from the newspaper reports. The appeal to the American authorities soon produced diplomatic complications, the nature of which is not very clearly revealed, and, on the 30th of March, Secretary Hay cabled to the American minister to Venezuela, Francis B. Loomis, to return. Loomis sailed on the 5th of April. At one of the ports on the way he stated that the internal disturbances in Venezuela had ceased, that Castro is in control, and that the asphalt controversy had gone into the Venezuelan courts. Some weeks after his arrival home, and on the 17th of the present month, Mr. Loomis was transferred to Portugal, in the place of John N. Irwin, resigned, and Herbert W. Bowen was transferred from Persia to succeed Mr. Loomis in Venezuela. The real reason for the recall and subsequent transfer of Mr. Loomis appears now to be that the Venezuelan government raised objections to his continuing to represent the United States in that country. The objections were based upon his alleged partisanship for the "Barber syndicate" in the asphalt controversy.

Further important details of railroad consolidation in the United States (vol. iii., p. 634) were published on the 17th by the Chicago Tribune. The consolidation comprises, according to the Tribune's estimate, the following roads and mileage:

Atchison, Topeka & Santa Fe....	6,946
Southern Pacific.....	7,614
Union Pacific	4,439
Northern Pacific	4,524
Chicago, Milwaukee & St. Paul....	6,191
Chicago & Northwestern	5,077
Chicago, Burlington & Quincy.....	7,180
Missouri Pacific	5,324
Great Northern	5,127
Chicago & Alton	844
Wabash	2,326
Total mileage	55,592

It is asserted now, says the Tribune report, that all the roads west, northwest and southwest from Chicago to the Pacific coast will be controlled in future by the following interests:

- Lines west of Chicago to the Pacific coast by Harriman, Kuhn, Loeb & Co., and the Rockefeller.
- Lines northwest from Chicago by Hill and Morgan.
- Lines southwest from St. Louis by Gould and the Rockefeller.
- Lines southwest from Chicago by the Atchison, Topeka & Santa Fe, to which probably will be added before