

### The Red Cross in Japan.

SOME forty governments in all are bound together by the compact known as the Red Cross, or the International Convention of Geneva of 1864.

The one word *neutral* signifies the whole essence of this treaty; it defines the condition of all sick and wounded soldiers, all surgeons, nurses, and attendants, all hospital, ambulances, and other appliances while they display the Red Cross arm-badge or flag duly authorized and inscribed by the military power of the army to which they are attached; and furthermore, all inhabitants of a country in the vicinity of where a battle is raging, as well as their buildings, are sacredly regarded as neutral while they are administering to the wants of the wounded and disabled, or being employed for hospital purposes.

Wounded soldiers falling into the enemy's hands are *neutral*, and *must* be sent to the frontier for delivery to their own army as soon as possible, provided, of course, that the country to which they belong is an adherent to the Red Cross treaty.

By applying the foregoing principles one will readily grasp the reason why Japan is doing such effective and commendable work as a humanitarian nation. She is carrying out to the letter the spirit and the obligations of the Geneva Red Cross Treaty, to which she gave her adhesion in 1886, while her Emperor stands at the head of her civil Red Cross Society.

In six great wars the Red Cross has been conspicuous. Written history records the beneficent work it has done, but only unwritten history can relate the prevention of untold misery and suffering on every field.

In the present war Japan, as a Red Cross nation, meets difficulties and dangers unknown in any former war where the Red Cross has worked, from the fact that her enemy, China, is not a nation signatory to the Treaty of Geneva, hence humanity is shown on one side in the treatment of sick and wounded, while inhumanity runs riot on the other.

Great injustice has been done to the Red Cross internationally and to Japan by the sensational announcement in recent newspaper reports to the effect that Japan had refused the Red Cross—had turned it back at Port Arthur.

The facts are as follows: A number of humane and worthy gentlemen—Americans, Englishmen, Germans, and citizens of other nations, clergymen, physicians, and government officials residing in China—formed a Red Cross Society and obtained the sanction of Li Hung Chang to go to the relief of the Chinese wounded. They procured the steamship *Toon-an*, entered Port Arthur, announced themselves as belonging to a private Red Cross Society, and asked the Japanese commandant for the Chinese wounded, for the purpose of taking them back to Tien-Tsin, from whence the steamer had come. The duty of the Japanese commandant was plain. China is not a party to the Red Cross treaty, consequently the Tien-Tsin Red Cross Society, however praiseworthy its object, had no governmental identity or authorized existence. While its intentions were noble and laudable, it was unfortunately irresponsible, from the fact that it had no government to become responsible for and authorize its action.

The society was courteously received, and its good intentions acknowledged and appreciated, but its request was properly declined, and it was requested to leave the harbor. The Chinese wounded in the hands of the Japanese were prisoners of war, and while they were receiving merciful treatment in the Japanese Red Cross hospitals, there was no authority for delivering them to a private society, even though it had with the countenance and sanction of consuls of neutral nations. The national responsibility that attaches to a member of the treaty was entirely absent.

Had China's civilization reached the point where she could appreciate and recognize the humanity of the Red Cross, and had she joined

the treaty, her wounded, as soon as they were in a condition to be removed, would have been delivered to her by the Japanese.

The above incident is thus specifically dealt with in order to explain the difficulties in the way of correct judgment on the action of the Red Cross. The public and press generally refer to it as an ordinary charitable society for good works, free to make its own conditions, and so follow the judgment of its own private officials, like societies in general, forgetting, or rather never knowing, the fact that it is a treaty, bound by stringent and delicate laws, the disregard of which would impair its validity as materially as any other treaty, and consequently it is not the will or desire of individuals that must control or become responsible for its actions, the law of nations, framed and confirmed by the highest authorities of the countries of the world.

When this fact shall be better known or more fully realized the reports of our well intended press will be less misleading, more reliable, instructive, and satisfactory, than to-day.

### New Railroad Trackage in 1894.

THE *Chicago Railway Age* has compiled a table which conveys the surprising information that in spite of the business depression following the panic of 1893, intensified by the tariff legislation and culmination in the Debs insurrection, nearly 2,000 miles of new railway track have been laid in the United States during the year 1894. This is a total which, as the *Age* remarks, is considerably larger than seemed likely to be reached when the end of the first six months, in the midst of the anarchy of the great strike, showed only 525 miles laid. The work of the last six months is nearly treble that of the first six. Can it be doubted, in the face of this fact, that the prompt and courageous action of the government in putting down the violent manifestations of that strike, had a reassuring effect upon capital invested in railway enterprises, as well as all other enterprise? Following is the table:

TRACK LAID IN THE YEAR 1894.		
State.	Lines.	Miles.
Alabama	5	14.50
Arizona	4	193.49
Arkansas	5	34.75
California	2	32.20
Colorado	3	65.35
Florida	6	85.95
Georgia	3	30.00
Illinois	8	147.70
Indiana	3	58.20
Kansas	1	3.30
Louisiana	7	91.00
Maine	4	111.70
Massachusetts	1	4.00
Michigan	6	112.00
Minnesota	6	69.12
Mississippi	3	20.00
Missouri	5	59.00
Montana	1	101.17
New Hampshire	1	7.60
New Jersey	3	33.13
New Mexico	1	75.20
New York	5	40.33
North Carolina	5	3.50
Ohio	12	93.90
Oregon	1	1.79
Pennsylvania	28	128.87
South Carolina	3	58.90
Tennessee	2	14.00
Texas	7	87.60
Utah	2	19.00
Virginia	1	5.00
West Virginia	7	49.65
Wisconsin	4	46.43
Wyoming	1	20.80

Total in 34 states and territories.....153 1,919.13

In addition 322 miles of new track were laid in Canada and 75 in Mexico.

The new trackage built in the United States is unexpectedly large considering all the depressing circumstances, yet it is the smallest for twenty years. The outlook for new construction for 1895 is as yet uncertain, but it may be confidently predicted that it will exceed that of 1894.

When the finger nails are dry and break easily vaseline rubbed on after the hands are washed will do good.

### Bicycle Riding.

THE bicycle is the fastest vehicle propelled by animal power. As for the distance that may be gone over in a given time, the bicyclist and his machine have far outstripped both trotters and runners. Bicycling, moreover, has great charms for those who have neither the capacity nor desire to attain great bursts of speed. The exercise is as pleasant as horseback-riding, and very much cheaper. But no matter how general the use of the bicycle may become, walking is not likely to lose its devotees. Daily walks must be taken within a limited horizon, however, while the regular bicycle-rider's area is extended amazingly. It has been asserted with some authority that the same effort that is required to walk one mile will propel a bicycle six miles. Bicycle-riders, at least, will not dispute this assumption. Now let us see what are the consequences of this increased capacity. A man who lives in a suburban district, in his walks around his home, if he be an average walker, will go two and a half miles out and the same distance back, making his walk five miles. In his various excursions he is likely to explore the district about his home for two and a half miles in every accessible direction, and if roads be plenty he may become acquainted with the general features of the landscape within an area of about twenty square miles. The same man on a bicycle will extend his radius to six times two and a half miles, and will therefore make fifteen miles out and fifteen miles back. He will thus have so broadened the domain of his observation that he may explore the country embraced with 707 square miles. Vigorous walkers who go five miles out and back enjoy a territory of seventy-eight miles; but this vigorous and ambitious man, if the six to one assumption hold good, would on the bicycle extend his excursions to thirty miles out and thirty back, so that he in time would have for his own all there is of beauty and instruction in 2827.4 miles.

The cheapness of bicycling as compared with horseback-riding is worthy of consideration. A bicycle costs from \$100 to \$150; a horse costs from \$200 to very much larger sums. The keep of a horse is at least \$30 a month, including the charges of the farrier and veterinary; the cost of a bicycle for repairs ought not to be \$3 a month; indeed, many of the makers guarantee them for a certain time, and make repairs without charge. So first cost and maintenance are both in favor of the machine.

With good roads in this country the rule, instead of, as now, the exception—and we shall surely have good roads before the new century is very old—the bicycle will enable its riders to learn their land more intimately and extensively than they dream of knowing it now.

—Harper's Weekly.

