

# PRESIDENT TELLS OF CONDITIONS IN PORTO RICO

## Special Message the Re- sult of Chief Execu- tive's Recent Visit.

### MUCH GOOD WORK DONE

Progress Made Under American Administration Is Pointed to with Pride—Last Year the Most Prosperous the Island Has Ever Known—Congress Urged to Confer Full American Citizenship Upon the Porto Ricans—Would Have All Insular Governments Placed in One Bureau.

Washington.—President Roosevelt's message, describing conditions in Porto Rico, and making recommendations for legislation he believes necessary, was read to the congress. It is as follows:

To the Senate and House of Representatives:

On November 21 I visited the island of Porto Rico, landing at Ponce, crossing by the old Spanish road by Cayey to San Juan, and returning next morning over the new American road from Arecibo to Ponce; the scenery was wonderfully beautiful, especially among the mountains of the interior, which constitute a veritable tropic Switzerland. I could not embark at San Juan because the harbor has not been dredged out and can not receive an American battleship. I do not think this fact creditable to us as a nation, and I earnestly hope that immediate provision will be made for dredging San Juan harbor.

I doubt whether our people as a whole realize the beauty and fertility of Porto Rico, and the progress that has been made under its admirable government. We have just cause for pride in the character of our representatives who have administered the tropic islands which came under our flag as a result of the war with Spain; and of no one of them is this more true than of Porto Rico. It would be impossible to wish a more faithful, a more efficient and a more disinterested public service than that now being rendered in the island of Porto Rico by those in control of the insular government.

I stopped at a dozen towns all told, and one of the notable features in every town was the gathering of the school children. The work that has been done in Porto Rico for education has been noteworthy. The main emphasis, as is eminently wise and proper, has been put upon primary education; but in addition to this there is a normal school, and agricultural school, three industrial and three high schools. Every effort is being made to secure not only the benefits of elementary education to all the Porto Ricans of the next generation, but also as far as means will permit to train them so that the industrial, agricultural and commercial opportunities of the island can be utilized to the best possible advantage. It was evident at a glance that the teachers, both Americans and native Porto Ricans, were devoted to their work, took the greatest pride in it, and were endeavoring to train their pupils, not only in mind, but in what counts for far more than mind in citizenship, that is, in character.

I was very much struck by the excellent character both of the insular police and of the Porto Rican regiment. They are both of them bodies that reflect credit upon the American administration of the island. The insular police are under the local Porto Rican government. The Porto Rican regiment of troops must be approved by the congress. I earnestly hope that this body will be kept permanent. There should certainly be troops in the island, and it is wise that these troops should be themselves native Porto Ricans. It would be from every standpoint a mistake not to perpetuate this regiment.

In traversing the island even the most cursory survey leaves the beholder struck with the evident rapid growth in the culture both of the sugar cane and tobacco. The fruit industry is also growing. Last year was the most prosperous year that the island has ever known before or since the American occupation. The total of exports and imports of the island was \$45,000,000, as against \$18,000,000 in 1901. This is the largest in the island's history. Prior to the American occupation the greatest trade for any one year was that of 1896, when it reached nearly \$23,000,000. Last year, therefore, there was double the trade that there was in the most prosperous year under the Spanish regime. There were 210,273 tons of sugar exported last year, of the value of \$14,186,319; \$3,555,163 of tobacco, and 28,290,322 pounds of coffee of the value of \$3,481,102. Unfortunately, what used to be Porto Rico's prime crop—coffee—has never recovered from the disaster of the hurricane, and, moreover, the benefit of throwing open our market to it has not compensated for the loss inflicted by the closing of

the markets to it abroad. I call your attention to the accompanying memorial on this subject of the board of trade of San Juan, and I earnestly hope that some measure will be taken for the benefit of the excellent and high grade Porto Rican coffee.

In addition to delegations from the board of trade and chamber of commerce of San Juan, I also received delegations from the Porto Rican Federation of Labor, and from the Coffee Growers' association.

There is a matter to which I wish to call your especial attention, and that is the desirability of conferring full American citizenship upon the people of Porto Rico. I most earnestly hope that this will be done. I can not see how any harm can possibly result from it, and it seems to me a matter of right and justice to the people of Porto Rico. They are loyal, they are glad to be under our flag, they are making rapid progress along the path of orderly liberty. Surely we should show our appreciation of them, our pride in what they have done, and our pleasure in extending recognition for what has thus been done, by granting them full American citizenship.

Under the wise administration of the present governor and council, marked progress has been made in the difficult matter of granting to the people of the island the largest measure of self-government that can with safety be given at the present time. It would have been a very serious mistake to have gone any faster than we have already gone in this direction. The Porto Ricans have complete and absolute autonomy in all their municipal governments, the only power over them possessed by the insular government being that of removing corrupt or incompetent municipal officials. This power has never been exercised save on the clearest proof of corruption or of incompetence—such as to jeopardize the interests of the people of the island; and under such circumstances it has been fearlessly used to the immense benefit of the people. It is not a power with which it would be safe, for the sake of the island itself, to dispense at present. The lower house is absolutely elective, while the upper house is appointive. This scheme is working well; no injustice of any kind results from it, and great benefit to the island, and it should certainly not be changed at this time. The machinery of the elections is administered entirely by the Porto Rican people themselves, the governor and council keeping only such supervision as is necessary in order to insure an orderly election. Any protest as to electoral frauds is settled in the courts. Here again it would not be safe to make any change in the present system. The elections this year were absolutely orderly, unaccompanied by any disturbance; and no protest has been made against the management of the elections, although three contests are threatened where the majorities were very small and error was claimed; the contests, of course, to be settled in the courts. In short, the governor and council are cooperating with all of the most enlightened and most patriotic of the people of Porto Rico in educating the citizens of the island in the principles of orderly liberty. They are providing a government based upon each citizen's self-respect, and the mutual respect of all citizens; that is, based upon a rigid observance of the principles of justice and honesty. It has not been easy to instill into the minds of people unaccustomed to the exercise of freedom the two basic principles of our American system; the principle that the majority must rule, and the principle that the minority has rights which must not be disregarded or trampled upon. Yet real progress has been made in having these principles accepted as elementary, as the foundations of successful self-government.

I transmit herewith the report of the governor of Porto Rico, sent to the president through the secretary of state.

All the insular governments should be placed in one bureau, either in the department of war or the department of state. It is a mistake not to so arrange our handling of these islands at Washington as to be able to take advantage of the experience gained in one, when dealing with the problems that from time to time arise in another.

In conclusion let me express my admiration for the work done by the congress when it enacted the law under which the island is now being administered. After seeing the island personally, and after five years' experience in connection with its administration, it is but fair to those who devised this law to say that it would be well-nigh impossible to have devised any other which in the actual working would have accomplished better results. THEODORE ROOSEVELT.

The White House, Dec. 11, 1906.

### Aristocratic French Cabman.

One of the vicissitudes of life has been revealed by the death of an old cabman at St. Germain-en-Laye, France. It transpires that the unfortunate old fellow was entitled to style himself the marquis de Loz de Gouet-Gouraud. It is an old Spanish peerage and in his earlier days the last unfortunate holder of the title had lived in circumstances befitting his rank. But the latter part of his life was clouded by constant misfortune and at last, two years ago, poverty compelled him in his old age to take to driving a cab to eke out a wretched existence.

### Bound to Keep Boys Busy.

The Burgess Hill (England) group of council school managers, not being allowed to encourage rifle shooting among the boys, have decided to seek consent of the East Sussex education authority to give instruction in gardening.

## NEBRASKA NOTES

### MISCELLANEOUS MATTERS IN THE COMMONWEALTH.

#### THE MEMBERS SELECT SITTINGS

Legislators Elect Preparing for the Work That Is Before Them—Some Recommendations in Land Commissioner Eaton's Report.

#### Preparing for Legislature.

LINCOLN—Nearly all the members of the legislature have selected their seats and have secured quarters in Lincoln for the winter. It is believed that the members will meet Saturday or the following Monday preceding Tuesday, January 1, the day of the opening session. The preliminary meeting is customary for the purpose of giving the majority members ample opportunity to agree on officers. The state is usually adopted at this meeting, so that no misunderstanding may take place on the floor of the two houses. The caucus agreement is invariably carried out and thus friction or delay in organization is avoided. There is considerable talk among the members of delegating to a committee comprising members of both houses the work of drafting the important measures that are pledged by the republican platform. This plan worked well in 1903, when the new revenue law was formulated by a joint committee.

Judge E. P. Holmes of Lincoln has spent considerable time on a bill providing for indeterminate sentences. The bill is now complete and will be introduced in the legislature. Judge Holmes has been on the district bench for many years and has taken a deep interest in criminal proceedings.

#### Land Commissioner Recommends.

Land Commissioner H. M. Eaton has filed a report with the governor which contains many recommendations. The report will be withheld by the governor's office until it can be scrutinized. The report contains a recommendation for a wider field for the investment of the permanent school fund. Mr. Eaton is willing to leave the matter with the legislature. Personally he favors investments in school district bonds and in lands. He repeats his recommendation for the selection of a state accountant to investigate the management and books of the state institutions and to act as clerk of the Board of Purchase and Supplies, and to check vouchers drawn upon funds in payment for state supplies.

He recommends that the interest rate on sale contracts for state land be reduced from 6 to 5 per cent, because holders of leases can borrow money at a less rate and pay off their indebtedness to the state. He calls attention to the fact that the legislature passed an act appropriating money received by the Kearney Industrial school for farm products and other supplies sold by that institution. A similar appropriation bill was passed for the Home for the Friendless. The proceeds are placed in a cash fund and such funds are usual at all state institutions.

#### Building of Armories.

State municipal aid for the building of armories in the cities of Nebraska where a militia company has shown that it will be a permanent institution will be earnestly recommended by Adjutant Culver. He will also recommend the purchase of a permanent camp ground and maneuver ground with a range, as near the center of the state as possible. The maneuver grounds at Fort Niobrara might be given to the state by the government, but they are too far away, necessitating too much railroad fare for the transportation of the soldiers.

#### Prizes for Good Drilling.

LINCOLN—Adjutant General Culver will probably offer prizes for the best-drilled squad, platoon and company of the Nebraska National guard. He hopes to stir up rivalry between the companies, thus inspiring better work. Competitive drills will be held in the companies, the winning squad being sent to a brigade meeting for a competitive contest. The best drilled squads from the various brigades will choose the squads in the regiments.

#### Permanent School Fund.

LINCOLN—Though more than \$4,000,000 have been received in the permanent school fund during the last two years, less than \$10,000 of it remains uninvested, according to the biennial report of the state auditor. Most of it has been used to buy securities which net the estate about 3 1/2 per cent interest. The county treasurer's have received inheritance tax fees which aggregate about \$10,000.

#### Railroad Grading Suspended.

NORFOLK—Grading on the new Rosebud extension of the North-western, from Bonsteel to Gregory, S. D., has been abandoned until spring, on account of the frozen ground.

FREMONT—Mrs. N. Cullerton committed suicide at her home here, by taking carbolic acid. She had been in poor health lately.

#### Be Careful About Seed.

FREMONT—P. E. McKillip of Humphrey was the principal speaker before the Dodge county farmers' institute. Mr. McKillip's topic was "Seed." He urged the farmers to study scientific methods and to be careful in the selection of what they planted. He declared this would put farming upon a higher plane and make it so attractive that the boys would not be leaving the home place to seek other pursuits. As much care should be exercised in getting good seed as in the breeding of their stock.

### OVER THE STATE.

A new electric light plant is being installed at McCool.

York county's teachers institute has been arranged for June 3 to 8.

David McCarty, who attempted suicide at Beatrice, will recover.

The Nebraska Press association will hold its next meeting in Omaha. The date has not yet been fixed.

The Johnson county fair was not a success financially. Receipts were \$1,929.40 and expenses \$2,106.92.

Charles Foster of Keya Paha county has just commenced a three year term in the penitentiary for horse stealing. Farmers in Gage county have practically finished gathering their corn crop and most of the grain is in the crib.

Floyd Ingalls, a 14-year-old boy of Omaha, was accidentally shot and killed by his brother while handling a pistol.

The county board of commissioners of Thurston county, incorporated the new town of Walthill, on the Great Northern.

In western and northern Nebraska, seitz is a constantly increasing crop. Seventeen counties have an acreage of more than 1,000 each.

At Pender, County Judge King bound Oscar Hamblin over to the district court under \$1,000 bonds on the charge of stealing hogs from John Bjork.

The next qualifying examination for the scholarships awarded under the Rhodes bequest has been fixed for January 17 and 18 1907, at the University of Nebraska beginning at 9 o'clock.

In the case of the State against Mike Burns, on trial at Albion, charged with the killing of James Grinnison on July 5 last, the jury returned a verdict of not guilty after being out about six hours.

Five year's imprisonment in the state penitentiary was the sentence that Judge Paul Jensen passed upon Eli Mitchell the negro who was recently convicted by a jury at Nebraska City of a crime against nature.

Mr. and Mrs. Kirby McGrew, two of the oldest settlers of Burwell, celebrated their golden wedding at the Methodist church in that place. A son, two daughters and two grandchildren were present, besides about sixty friends.

News has been received at Kearney that William Oehlrich, formerly of that city, but now residing on a farm near Rogers, engaged in repairing the windmill when the steel stub tower he was putting up fell down, striking him on the head and crushing a large part of his skull.

Congressman Norris has recommended O. K. Olmstead to be postmaster at Orleans, vice Andrew Richmond. Mr. Richmond has held the office a long time, and has given excellent service, save for the fact that growing deafness has made it difficult for both him and patrons.

The county treasurer of Lincoln county has received a telegram that the Burlington & Missouri River railroad had filed its petition for an injunction in the United States court to restrain him and other treasurers from levying on or attaching the property of the company for the 1906 tax.

Five hundred dollars reward was paid by the Nebraska Bankers' association to Detective James Malone of Lincoln for the arrest and conviction of Burglars Burke and Riley, who blew the safe of the Chapman State bank of Chapman, and thereupon eloped with the \$2,000 in cash which they found.

An important measure decided upon by the state association of county supervisors and commissioners at the twelfth annual meeting which closed at Kearney was the appointment of a legislative committee to attend the sessions of the legislature and influence legislation for the best interests of the public.

The report of State Treasurer Mortenson shows that of the \$7,458,716 of trust funds invested by the state in interest-bearing securities, \$5,639,628 is invested in bonds and coupons and \$1,819,087 in general fund warrants. Of the amount invested in bonds and coupons, \$2,042,881 is invested in the bonds of other states.

The following dates have been set for the holding of court in the counties included in the First district by Judges J. B. Raper and W. H. Kelliger for 1907: Johnson county, February 4, May 6 and October 7; Pawnee county, February 11, May 6 and October 7; Richardson county, February 18, May 20 and November 11; Nemaha county, March 11, June 3 and December 2; Jefferson county, March 18, June 3 and November 11; Gage county, April 15, June 10 and December 2.

Dr. H. B. Ward, who has recently had two offers to leave the university of Nebraska, will remain. Dr. Ward has been with the Nebraska university for fourteen years and during that time has received many offers, none of which have been sufficiently tempting to cause him to leave. Dr. Ward has been strongly urged to remain by members of the faculty and others. It is owing to this and to other reasons, that he will stay in Nebraska. Dr. Ward is dean of the medical school and head of the department of zoology.

A. E. Ward, now in the office of state superintendent, occupying the position of vice-president of the teachers' examining committee, is to be Congressman-elect Boyd's private secretary.

The Young Men's Christian association are contemplating many improvements. A separate room for the business men will be added to the dressing rooms in the basement and a gas range has been purchased, to be used in connection with the banquets held in the Young Men's Christian association building.

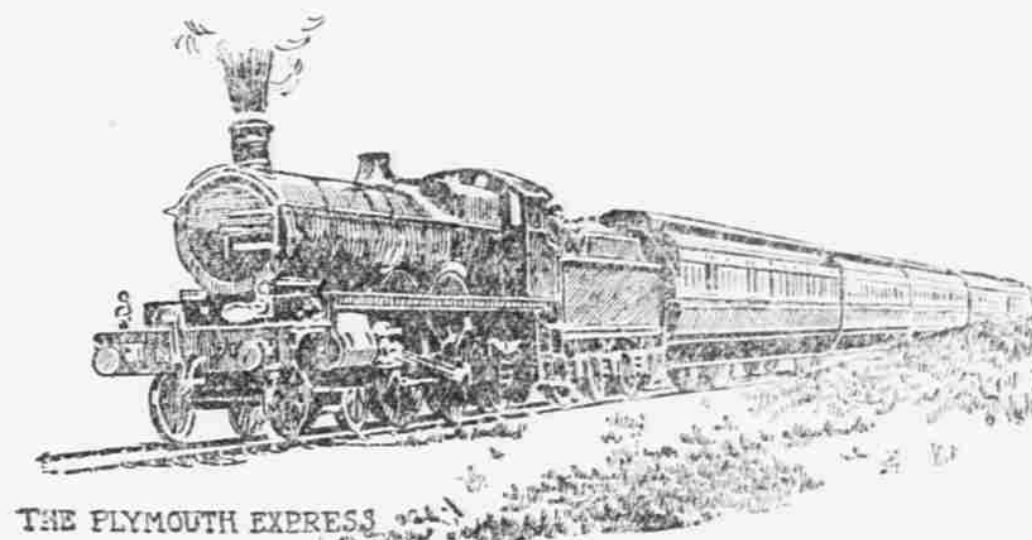
## BEHIND THE TIMES.

### ENGLISH RAILROAD LINES NOT UP TO DATE.

Old Style Carriages and Few Trainmen—Employees Work Long Hours for Low Wages—Statistics as to Fatalities.

Old-fashioned railway carriages on English lines, with doors opening on the sides, as a relic of the year 1838, when ordinary coaches were simply mounted on railway trucks. Though it is recognized that these cars are more than half a century behind the times, they are almost universally used in England; especially for local traffic, which is the heaviest. American corridor trains are in use on some of the through lines running long distances; but various British railroad managements find antiquated "side-door carriages" best for their purpose—which is mainly economy. In these trains there is only one conductor, an arrangement which also saves expense. In fact, even in corridor trains, only one conductor is required. These conductors, or "guards" as they are called, work long hours at very low pay, the average wage being not more than nine dollars a week. While 29 passengers were killed in what a report calls "train accidents"—such as collisions, derailments, etc.—109 additional passengers were killed, and 1,972 injured by what the report euphemistically terms "the movement of trains and railway vehicles exclusive of train accidents."

When the gullible reader scans the



government report, he must be prepared for some gentle surprises: For instance, on the front page of the ingenious work, it is frankly stated: "The year (1905) was remarkable for the number of fatalities to passengers in train accidents; more, indeed, were killed in this way than in any year since 1889"; while on page 18, the interesting counter-statement is set forth: "The average numbers killed and injured in previous years were 106 killed in the 25 years ending with 1904, and 1,589 injured in the nine years ending with 1904. A comparison of these figures for 1905 shows in the latter year a slight increase in the number of killed and a considerable increase in the number of injured. But, taking the number of journeys into account, it will be found that in 1905, one passenger was killed in every 11,000,202 journeys; and one injured in every 608,923 journeys; as compared with one in 8,394,206 killed and one in 704,657 injured, on the average, in the previous periods of 25 years—showing that, in regard to the number of journeys, there were fewer fatal and more non-fatal accidents of this class in 1905 than usual."

It will thus be seen that in one section of the report it is pointed out that 1905 was a record year for passenger slaughter; while, in another part, the figures go to show that it was "not so bad after all." This bears out the saying that statistics were invented to prove either side of any question.

#### As to Railroad Whistles.

There is a lot of agitation concerning "unnecessary whistling" on railroad lines and the railroad commissioners have exercised the power which they have to abrogate the law requiring whistling at crossings in many places where complaint has been made and where there is a crossing tender. There is a chance, however, of the reform going too far, whatever may have been the abuse. Not every crossing is sufficiently protected, even with a crossing tender, and the warning whistle prior to the approach of the train is desirable not only for the person who is at the crossing and can be readily stopped by the flagman or the gate, but also for the person who is approaching the crossing and is possibly deprived of a clear view of the guard and cannot be so easily stopped. Not many engineers get their whistles for the fun of it or because they like additional noise, and railroad regulations are not framed for the purpose of making a noisy advertisement of their lines. The whistles are for public safety, and this is still entitled to as much consideration as are the sensitive ears of those who were complaining because they are disturbed by the noise.—Haverhill Gazette.

#### Locomotive's Construction.

In the formation of a single locomotive steam engine there are nearly 6,000 pieces to be put together, and these require to be as accurately adjusted as the works of a watch.

#### Nevel Trip Over Mountains.

Last summer two residents of Vancouver crossed the Rocky mountains on a "speeder," which is a kind of bicycle, over the line of the Canadian Pacific railroad.

### EARLY DAYS OF RAILROADS.

#### Freak Inventions Called Forth by the Steam Locomotive.

The advent of the steam locomotive was the signal for a host of ingenious and amusing inventions, says the Montreal Herald. One inventor, who appeared early on the scene, was sure that in winter the steam engine would be comparatively useless, because the thin coating of frost that would gather in the morning upon the rails would effectually hinder the wheels from moving along. Of course, this objection had a remedy to offer. His rails were to be hollow in order to allow hot water to circulate through them, thus keeping the metal warm and preventing the formation of frost. Another ingenious spirit, fully persuaded that no smooth wheeled vehicle could be made to move along ordinary roads, fitted his piston rods not to wheels, but to a set of legs that kicked into the road beneath the engine, moving it much as a punt is poled in the water, only in this case there were to be found several poles instead of one.

Decidedly more interesting than an engine that kicked its way along was one that was to actually walk on four legs. There were several varieties of these steam-walkers, one of which burst on its trial trip and killed ten persons. It was not till Hedley exploded all these ingenious theories by simply trying how a smooth wheel would really act on a smooth road that the wonderful inventions ceased.

The idea of danger was always a very prominent one in the minds of these early inventors. One was so convinced that "accidents on railroads

#### HAD THEIR MINDS ON RACE.

Neither of the Engineers Heeded the "Broke in Two" Signal.

The following story was told by J. D. McNamara, assistant general passenger agent of the Wabash railroad, says the Kansas City Times:

"From Clark to Mexico, Mo., our line runs almost parallel with that of the Alton. The distance is about 20 miles. It is open country and the grades are light. The 'going' is good, and trains race with each other as often as occasion offers.

"One day two long freight trains, one on each road, reached Clark about together. A race, of course, was in order. Passing Centralia the Wabash engineer turned partly around in his cab and noting that the Alton was minus a portion of his train gave a 'broke in two' whistle signal for the information of his rival. The Alton man, hearing the signal himself, turned in his seat and observing that the Wabash train was considerably shorter than when the race began, he pulled the throttle open a notch or two more and smiled as he looked forward to winning the contest. As the speed of the Wabash train continued to increase the Alton man in a spirit of banter gave with his whistle the 'broke in two' signal. As there was no apparent effort made to stop the signal was repeated.

"Again and again was the signal given by the racing engines.

"At length Mexico was reached, both trains arriving there at the same time, each engineer laughing at the joke he would have on his competitor when the break would be discovered. As soon as he stopped at the Mexico water tank the Alton man called across the right of way:

"How far you goin' without your tail lights?"

The Wabash man, observing for the first time his own predicament, said: "Gosh! but I thought you was whistlin' for your own hind end."

"Ditto, Bud!" exclaimed the Chicago & Alton, as he noticed regretfully that about two-thirds of his own train was absent."

#### New Railroads for Bolivia.

Thirty-five million dollars is to be expended by Standard Oil capitalists and their allies in covering the republic of Bolivia with railroads during the next eight months.

The concessions have been ratified by the Bolivian congress and already contracts have been made for steel rails and other material needed in the construction of the roads.