

American Farming in the Tropics

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 WASHINGTON, D. C., Oct. 10, 1899.—(Special Correspondence of The Bee.)—I had a chat with the secretary of agriculture this morning as to his plans for the investigation and development of Porto Rico, Cuba and the Philippines. He has been engaged for the past few weeks in preparing his estimates for congress, and he will include in them a considerable appropriation for our new possessions. So far Secretary Wilson has been able to do but little for want of money, although agents of the department

to know what things will do for man. We want to ascertain the economic value of the plants and soil. We are going to send botanists to study the regions with this view. It may be that we can find some plants in Porto Rico which will grow well in the Philippines and come in other islands which will be fitted for Porto Rico and the United States. Take the matter of coffee, for instance. We will take the coffee tree that makes the best berries and cross breed that with the tree that produces the most berries at one time. We will study coffee



WE WANT TO HELP THE NATIVES.

have visited the islands and made a number of special reports. During my travels in Porto Rico I met men who had been in Cuba and the Philippines looking up the chances for our products there. The weather bureau, which is under the department, has its men almost everywhere, and reports have been given as to the crops of the West Indian islands.

By the plans of the secretary, which are now to be pushed, we will acquire a practical knowledge of what the islands are, what they are worth and what we can do to better the conditions of the people.

Our New Possessions.

Said Secretary Wilson:
 "The islands acquired by the United States through its war with Spain are practically unexplored. Accurate statistics are unobtainable as to any of them. The figures of the Spaniards are not to be relied upon and their condition, resources and possibilities are unknown. They are really a new world, which Uncle Sam has now to explore. Take the Philippines, for instance. The island of Luzon is as big as Ohio and Mindanao is about the same size. There are other islands, some of which are as large as our smaller states. These islands have the richest soil and only a small part of the available lands are in use. The most of the property, as I understand it, on the islands belongs to the United States. From two-thirds to three-fourths of the land is covered with woods. These lands belonged to the Spanish government and by the cessation of the Philippines to the United States they became the property of Uncle Sam. The forests are of great value. One of the agents of the department who recently returned tells me he saw a rosewood log which was nine feet in diameter. There are more than fifty kinds of hard wood, some of which will make most beautiful furniture. In Forman's book on the Philippines, just published, a mention is made of some of the timber. Scores of trees are described. One is so hard that it is known as the bullet tree. It can be driven into softer woods like a bolt and is used there for ax and tool handles. It gives logs forty-five feet long and eighteen inches square. Another tree of about the same size is better than the famous teak wood of Siam. It stands the ravages of the sea worms and is valuable for shipbuilding. Then there are cedars, ebony, timber which will do for ships, and the yacal tree, from which logs fifty feet long are cut and which is so hard that it will withstand the attacks of the white ants. If the Philippines are kept by the United States these timber lands will be opened up in some way. We will send out scientists from our forestry department to investigate them from a practical standpoint and we hope to do this just as soon as the insurrection has been quelled. We want to send men to Porto Rico for the same purpose."

"How about Cuba?"

"I don't know what the president will say about Cuba. I have included no special appropriation for the purpose of investigating that country, for, you know, it does not belong to us. It may be different later on."

Our Tropical Empire.

"We have now a tropical empire," continued the secretary, "and we must make a practical study of the tropics. The crops and soil and everything connected with them are new. The most of our islands are near the 20th parallel of north latitude, although some of the Philippines run much further south. There has been much scientific investigation of the lands along this parallel, but not such investigations as we make. Our work is in applied science. We want

conditions and coffee soil and tell the people what coffee they can raise best and most profitably. We have already begun our investigations as to tobacco. We are not only studying how to grow the beet and most tobacco, but the conditions of its manufacture. We expect to introduce new varieties of pineapples into Porto Rico. The country is now growing vast quantities of them, but we believe that we can give them a better article, which will grow quite as luxuriantly. It will be the same with the banana, and, in fact, with everything. "What we are especially anxious to do," continued the secretary, "is to better the condition of the people. If the Lord has given us these islands, He has done so for a purpose, and that purpose is to improve the condition of the people. We must show them how to raise crops and how to market them. We must inspire them with a desire of dropping the breechcloths and putting on pantaloons. I refer, of course, to the wilder islands of the Philippines, in parts of which it is said that the women wear bark gowns. The moment the people begin to better themselves they will accumulate wants and in time there will be a big demand for American goods of all kinds, so that while we benefit them we will be helping ourselves."

"But, Mr. Secretary, do you think that goods a year. In 1894 they shipped \$42,000,000 worth, and last year the exports jumped up to \$73,000,000."

"The exports will soon be \$100,000,000, and the day may come when our markets in the far east will be as great as our market in Europe. The far east is the thickly populated part of the globe. One-third of the human race lives in China. The western Pacific is peppered with populous islands. Java alone has 24,000,000 people, one-third as many as we have in all the United States, and India runs up somewhere into a quarter of a billion. You knew Colonel Sellers said, when speaking of his eye



FARMERS CARRYING PRODUCTS TO MARKET.

there is a chance for any trade to speak of between the United States and the Philippines? Asia, it seems to me is very far away."

"Chance for trade!" said the secretary, with an exclamation point in his face; "I should say there is a chance for trade. The day will soon come when our Pacific states will fatten on Asia. They are beginning to do so now. Ten years ago they were shipping just about \$26,000,000 worth of

water: 'There are 500,000,000 Chinese and every one of them has sore eyes.' This was facetious, of course, but in reality every one of that vast population is a possible customer for American goods. The people dress chiefly in cottons, and nowhere can cotton be produced more cheaply or better than in the United States. They want cheap and good food. We can raise it to better advantage almost than any other nation. We take millions of dollars worth of their products every year and the chances for profitable exchanges are enormous beyond conception. As soon as we have faster ships and closer connections the trade will grow and we will get our share of the enormous business which today chiefly belongs to Europe."

What We Ship to Asia.

"At present our trade amounts to very little, Mr. Secretary, does it not?"
 "It is far more important than you think," was the reply. "I was out in the state of Washington a few weeks ago, and while at Olympia I saw a ship about to start out for Japan and China. I had a curiosity to see what the cargo was and went on board. The captain took me over the vessel and I was amazed at the variety of American goods. There were railroad ties from the Pacific coast which were to be used to build a railroad in China. There were hundreds of barrels of flour billed for Shanghai, and about one thousand barrels of beer from Milwaukee. There were corned beef and other meat products from Chicago, sugar machinery from Philadelphia, steel and iron goods from Alabama and bales of cotton cloth from North Carolina. In the cargo were twelve hundred tons of tobacco from Virginia and Kentucky, for Japan, as well as many boxes of cigarettes from our southern states. There were cases of bicycles and notions from New England, and altogether 3,500 tons of different kinds of American goods. This was only one shipload, and the ships are going every week

Taking Biograph Photographs of Mile a Minute Trains

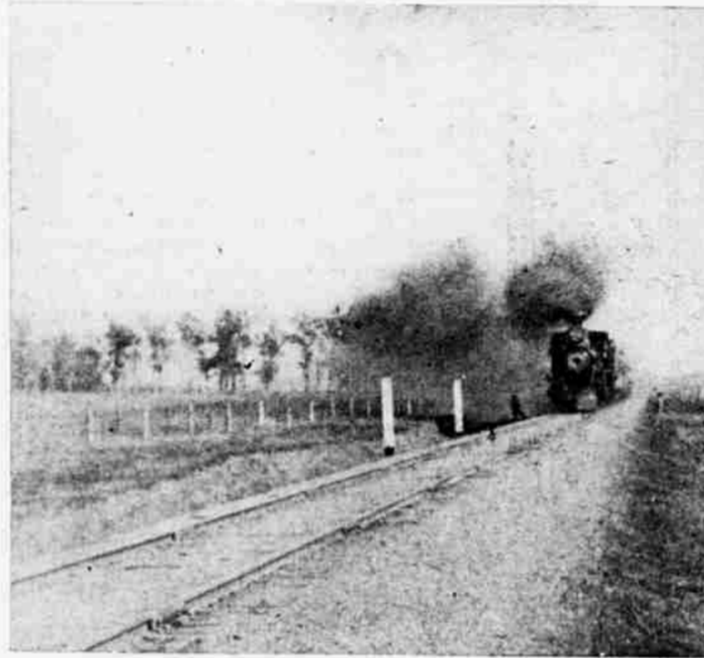
With 6,000 pounds in the lead and 4,000 in the trail wagon, the freighter made his way across the plains in '49. He found the streams spanned by no structures of stone and iron and at a quicksand crossing he could only throw the leather into his eight mules and go through at a gallop, knowing that if a single animal fell his whole outfit would be swallowed up. Beset by untold dangers the wagon trains followed an unswerving trail to the west, hoping after many days to reach the golden shore of the Pacific. The same direct path trod by the eager gold seeker on his way to the coast is still the nation's thoroughfare to the westward. "The Overland Limited," the pride of the Union Pacific railroad, traverses the same old trail of the forty-niner, and like him allows no enticement to turn the course from the straight line. The model train, however, covers the distance from Chicago to the coast in less than three days, the quickest time ever recorded, while the pioneer could only look down upon the Pacific after three months of dangerous and fatiguing effort.

A vivid image of the "Limited" rushing into the west was shown on canvas at the Orpheum theater last week by the American Mutoscope and Biograph company. It is a thrilling vision of rapid transit that brings a gasp to the throat of even the civilized being who lives at the end of the century. As for the pioneer looking from beneath the flap of a prairie schooner such a revelation would have been testimony that he was

pattern lie underneath, that the "Overland route" has more miles of track fully ballasted than any other road in the west; and that improved interlocking signals have been erected at all grade crossings which are a guaranty against accidents. With its perfect equipment, No. 1, "The Overland Limited," is able to leave Chicago at 6:30 p. m., Omaha at 8:20 a. m., arriving at San Francisco at 5:15 p. m., on the third day.

To effect the proper exposure and focus in securing the 1,800 tiny pictures in the series portraying the Limited in its flight through Columbus was a delicate task. The operator placed his instrument beside the track upon a solid platform; the stretch of roadbed was brought into range of the lens and at the moment the train came into sight the current was turned on which unrolled the film. By the time the last car had flashed by nearly 200 feet of the film had streamed past the lens, received nearly 2,000 impressions and had been wound with its precious record upon the receiving spool.

The portrait of a moving express train is probably the most popular of all the varied spectacles which the biograph has attempted to present. Many excellent exposures have been made by operators clinging in a dangerous and cramped position to the pilot of an engine. A realistic scene is at the entrance of a tunnel, when the mouth appears in the distance, grows larger, until it finally looms up, a yawning, black chasm. Total darkness follows for a moment. Then in the distance appears a tiny speck of

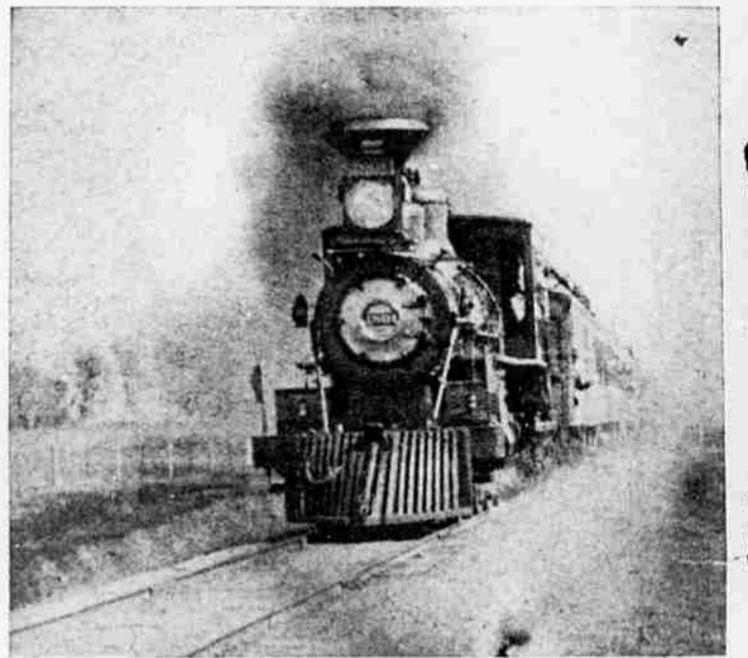


THE APPROACH.

or so from each of the different ports of the United States and from Vancouver.

The Coal of the Philippines.

"Speaking of our trade on the Pacific, the Philippines will become important as soon as conditions are settled, on account of their enormous coal areas. I understand that there are large coal beds on many of the islands. Some of the coal is so situated that it can be shoveled from the mines almost directly into the ships. Last year an English company was formed with a capital of \$1,600,000 to develop some of the mines, and if we hold the islands other companies will probably be formed. The coal is both anthracite and bituminous, and it is probably of great value. At present the biggest



IN FRONT OF THE CAMERA.

"locoed." The spectacle of the fully equipped train hurls itself into the audience at the rate of sixty miles an hour. It was under the observation of the camera for forty-five seconds and each detail stands out clearly from the moment it appears a tiny object on the horizon until, a full grown monster, it makes a sensational exit within finger-touch of the lens.

The picture was secured three weeks ago just outside of Columbus, Neb. The machine used is the only one in existence capable of following a train at the pace set by the "Overland Limited" without blurring. The expert obtained 1,800 impressions and in each one the outlines of the train are as clearly drawn as if the object were standing motionless. The effect is similar and fully equal to that of the "Empire State Express," which is the most widely shown picture ever projected by a vitoscope.

As it passes over the canvas the "Overland Limited" is disclosed as a symmetrical train, made up of buffet, smoking and library cars, reclining chair cars, dining and baggage cars. It is in all respects a palace on wheels. The interior is lighted by the Pintac system and heated by steam and the traveler may cross the continent and lack none of the comforts of his own home. A continuous dining car service from Chicago to Ogden, Portland and San Francisco provides for his physical needs. In the through double drawing room palace sleeping cars he may recline upon couches as soft as any he has left behind. In the buffet smoking and library cars, with barber shop attachment, he finds means of satisfying all the other ordinary wants of a human being. If his resources are limited he has recourse to the free reclining car service, which is maintained between Chicago, Ogden and Portland. The continent is covered in a space that scarcely causes a detention from business and the traveler's comfort and safety are provided for with a thoroughness that called forth the following eulogium from Lord Charles Beresford:

"Why, I never saw anything like it (the Union Pacific railroad), and then this dining car system, it is grand. The appointments of this train 'The Overland Limited,' are a constant source of surprise to me."

Aside from the directness of the route the minimum consumption of time is due to the flawless roadbed, a long expanse of which is discernible in the moving picture. The engine driver has no timidity in throwing open the throttle when he remembers that steel rails of the heaviest and latest improved

light, which grows and grows until suddenly a broad landscape bursts upon the view.

Photographers have given no heed to personal safety in their effort to perpetuate a striking scene at the critical moment. Operators have trained their cameras on Spanish breastworks manned by excited artillerymen, the hostile American fleet appearing in the distance. The charge of the Rough Riders at San Juan hill has also been faithfully portrayed with the bursting of shells and the falling of the stricken. On one occasion, in showing a view of cross country riding, the camera was placed at a difficult barrier. One of the horses fell in attempting the leap and crushed its rider. The whole accident was shown accurately in the pictures, which make up a very unique set.



The Text Struck Home

This happened to the wife of a well-known merchant, who is rather conspicuous for devotion to the church, reports the *Columbian Plain Dealer*. His spouse, dressing recent Sunday morning, got into a waist that more than put Reuben's coat to the shade. She was conscious of the scheme, but decided to ask her husband and her father's opinion before wearing garment to church. They agreed—poor—that she was delightfully dressed and the waist could hardly be improved. So they went to church, the wife with a misgivings, which, as the case turned were well enough founded, for they were sooner seated in Grace Episcopal church than Rev. Dr. Worthington gave out text, "We will read," the reverend gentleman said, "from the gospel of St. Matt the sixteenth chapter and eighth verse: what purpose is this waste?" The woman collapsed in her pew, and no raised her head during the remaining portion of the services.

(Continued on Seventh Page.)