

Carpenter's Letter

(Continued from Seventh Page.)

that \$150,000,000 of American capital might be profitably invested in the building of railroads in the Philippine Islands. I cannot give accurate estimates of what railroads will cost here, but there is no reason why they should cost more than in the United States and the lines that might be profitably constructed are many.

Take a look at the islands and you will see something of the enormous possibilities of such investments. Luzon is as long as from New York to Pittsburgh and wider at the north than from Baltimore to New York. It is in shape like an immense bird squatting down upon China, with its long body toward the north and its long neck, claw and head toward the south.

It is the richest bird in the aviary of the universe. Its tail is fat with tobacco and coffee, its bowels and stomach are loaded with sugar and rice and its neck and head contain some of the richest hemp, sugar and coconut lands known to man. The best hemp of the world is raised in its bill and the whole of its body is feathered in spots with mountains of minerals and most valuable timber.

The railroads already contemplated embrace, I should say, at a rough guess, at least 1,000 miles, and the probability is that more than this could be profitably built. The passengers and the freight already in existence will make the roads pay and at the same time they would bring about such a development of the country as to make their stock increase in value right along.

Only Railroad of the Philippines.

At present there is but one railroad in Luzon and this is the only one in the Philippine Islands. It is 129 miles long, running from Manila north through the valley to the Gulf of Lingayan. It taps one of the rich rice and sugar-raising centers of the island, but one which is no better than much of the country south of here and which is not so fertile, it is said, as the rich valley of the Cayagan, further north.

The Manila-Dagupan railroad, as it is called, is the property of a syndicate of London capitalists. It was started with a capital of \$5,000,000, on which the Spanish government guaranteed an interest of 8 per cent, which guaranty the company expects the United States to continue. The term of its concession was ninety-nine years from about 1888, and at the end of that time it was to belong to the government. The railroad has not conformed to the terms of the original concession. The first company failed and it was not completed as agreed. It has since increased its capital to \$17,000,000, and it probably can pay dividends on that amount. The road is well built, but is now in very bad repair, having been torn up again and again during the war. It is now being operated by the United States army, two passenger trains each way passing over it every day. The company demands heavy damages of the Americans for the destruction caused by the war, its claims running up into the millions of dollars.

Some Possible Railroads in Luzon.

Among the railroads which will probably be planned as soon as the islands have become thoroughly pacified are lines from Dagupan north along the west coast to San Fernando, Vigan, Legaz and the extreme northwestern end of Luzon, and also from Bacolor or Manila through the provinces of central and northeastern Luzon to Aparri. Both of these lines could be easily built. They would be of immense advantage to the government in a military way and would probably pay from the start, as they open up some of the richest lands of the Philippines. They would bring the great tobacco fields of the Philippines within a day of Manila and would open up territory which is now worth little because it is so far from the markets. They would open some of the best of the timber lands and also a rich grazing and agricultural country.

In the southern part of Luzon roads are being planned in various directions. One of the most promising is projected to go from Manila to Batangas and thence west along the coast to Cape Santiago. The main line to Batangas would not be more than fifty miles long and would be through a country of wonderful richness. Batangas was for years noted as a coffee-raising country, and if the coffee blight can be controlled it will again be one of the most prosperous parts of the Philippines.

Another railroad which would parallel this a part of the way or which might be an extension of it is projected from Manila around the great lake at the east, Laguna de Bay, running along the shores through the towns of Calamba, Los Banos and Santa Cruz and thence southeast through the whole peninsula to the port of Sorsogon in the bill of our big bird of Luzon. This railroad should be a gold mine to its builders. The country is rich beyond conception, and its possibilities in the way of hemp and other money products are enormous. It would bring the hot mineral springs of Los Banos within easy access of Manila and would make them a resort. The military value of the railroad cannot be overestimated.

Railroads in Mindanao.

As soon as conditions have become settled there will be applications for concessions to build railroads in the greater islands of the south. Mindanao, which is one of the very richest of the Philippines, will be slower in having roads built than some of the Visayan islands, on account of the sparseness of its population, but the government may think

it necessary to construct some lines as a military necessity. They would undoubtedly pay in time.

In the island of Panay railroads will be planned through the two chief valleys connecting Iloilo with Capiz and Concepcion, while electric railroads will be built from Iloilo to its two chief suburban towns—Jaro and Molo—as well as in Iloilo itself. Panay is about the size of Connecticut and its population is 830,000. It is now raising about 2,000,000 pounds of tobacco and almost 2,000,000 pounds of sugar a year. It has rich rice lands, but imports yearly about 50,000,000 pounds of rice. It is so formed as to mountains and streams that all of its railroads might be run by electricity.

A railroad possibly might be built along the coast of Negros, which is one of the richest of the sugar-raising islands, and noted for the fertility of its lands. The



THE HOT MINERAL SPRINGS OF LOS BANOS.

Island is 130 miles long, with an average width of thirty-six miles. It has a chain of low mountains running through its center.

Cebu, Samar and Leyte are all rich islands with much undeveloped resources. Cebu is as long as Negros, but only about half as wide; Samar is as big as Panay, but has no more people than Indianapolis, and Leyte is almost the size of Porto Rico, with a population about as great as Cincinnati. They are all good fields for electrical development in the way of railroads and factories.

FRANK G. CARPENTER.

Skeptic and Believer

Buffalo Enquirer: A young man who looked as if he might be about 25 years old was sitting in the waiting room of the depot. On his knee was a year-old baby. Presently the baby began to cry, and the awkwardness and helplessness of the young man were so marked as to attract general attention.

At this point one of the waiting passengers, a fat and amiable-seeming man, crossed the room and said to the distressed baby-tender:

"A young woman gave you that baby to hold while she went to see about her baggage, didn't she?"

"Yes."

"Well, now, I knew it as soon as I saw you. You expect her back, I suppose?"

"Of course."

"Ha, ha! You are looking for her every minute, ain't you?"

"I think she'll come back."

"Ha, ha! Excuse me, but I can't help laughing. A woman once played the same trick on me. It was in Chicago. You're caught young man. She took you for a hayseed."

"Oh, she'll come back," answered the young man as he looked anxiously around.

"She will, eh? Ha, ha, ha! What makes you think so?"

"Why, because she's my wife, and 'this is our first baby.'"

"Oh—um—I see!" muttered the fat man, and he was in such haste to get back to the other side of the room that he nearly fell over a passing pug dog.

Deportment on Platform

Chicago Post: He had studied all the rules of courtesy laid down for conductors and had profited by them. He did not intend to be caught napping.

"What car is this?" asked the sweet young thing.

He doffed his cap and gave her a Chesterfieldian bow.

"Madam," he said, "this is car No. 319."

"I mean," she explained, "what is its destination?"

"Madam," he answered with the same courtesy, "it affords me pleasure to be able to inform you that its destination is the car barn."

Too Accommodating

Chattanooga News: A guileless rustic who wished to become attached to one of our railways emerged from the examination room and informed the expectant relatives that he had failed to pass the sight test.

"Why, you can't have!" exclaimed the father, who was horrified at the thought. "You're no more color blind than I am."

"Happen not, but they won't have me," answered the rustic bitterly. "It all comes o' tryin' to be polite an' obligin', as you said I was to be."

"But I can't see how being polite could make any difference," quavered the father. "It did, though," said the rustic. "The old chap held something up an' says: 'This is green, isn't it? Come, now isn't it green?' quite pleading-like, and, though I could see it wor red, I couldn't find it in my 'art to tell him he wor wrong for fear he might take offense. So I simply said, 'It is, yer honor,' an' they bundled me out. No more politeness for me. It don't pay."

"Music Hath Charms"

Detroit Free Press: The unmusical ear came into painful prominence at a recent gay gathering. The program included a choice assortment of elocutionary efforts and musical accomplishments that were supposed to be of the highest order. Among the numbers was a duet between the professor and one of his pupils. Each had the exclusive use of a piano, and the way they thundered and crashed would have made Paderewski, could he have heard them, rush to the nearest barber shop and shave off his personality.

When the concert was over and the audience was filing out a demure young woman, referring to this particular number, remarked to her escort:

"Oh, dear, I can't see why people can't do their tuning up at home!"

POLITICS AND POLITICIANS

A Presidential Campaign Develops Politics and Arouses the Politicians.

INTERFERES WITH BUSINESS AT TIMES

President Robison of the Bankers Reserve Prefers Longer Terms and Fewer Elections.

"Many good business men are of the opinion that we have too much politics," said B. H. Robison, president of Omaha's successful life insurance company, the young but vigorous, growing and reliable Bankers Reserve Life association. "I share this idea with others. It seems to me the presidential term ought to be extended to six years. We scarcely recover from the excitement of one campaign before we are preparing for another. We business men get no time for our proper rest between political heats."

"Then the frequency of our elections stimulates the development of politicians. I believe every American should be a politician in the broadest sense of the term, but the professional politician, who does not seek office, but seeks to live on those who are anxious to serve the public, is a genus of citizenship which we ought to discourage."

"Our business is not feeling any evil effects of the campaign, however. Our field force is meeting with phenomenal success. Every man now out writing applications is making a weekly showing of which he need not be ashamed. The policies we write are unexcelled in the world. They are liberal, modern, clean-cut, easily understood and meet the requirements of twentieth century insurers. The people who take our policies become at once our most efficient agents, because they are interested in building up the company, for their own good and the good of the state."

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