

Kaiser After Big Share of Ocean Trade



CHIEF FROM THE GERMAN CAROLINES.

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TOKYO, Japan, Feb. 28.—(Special Correspondence of The Bee.)—Take your map of the Pacific ocean and look at the territory which Germany is slowly, but surely, acquiring within it. A few years ago she had nothing. Today the iron hand of the Kaiser holds the great Chinese province of Shantung in its grasp, and his flag floats over German islands through 25 degrees of north and south latitude. Some of the best steamship lines which ply between Asia and Europe are German, and her vessels are trading from Australia to Manchuria.

With the settlement of our war with Spain Germany came in and bought the leftovers. Just east of the Philippines lie the Pelew, the Caroline and the Ladrone islands, with Guam almost in their center. Uncle Sam retained Guam in order to have a station between Honolulu and the Philippines, but the rest of the islands were left to Spain, and she sold them to the Germans. The title passed in October, 1899, when Germany paid to Spain less than \$4,500,000 for the property.

These islands are numerous, but very small. They cover the ocean east and west for a distance of about 2,000 miles, and north and south for almost 1,000 miles. The Carolines alone have about 500 islands, the Pelews have 200 and the Marshalls and the Ladrone are of the same nature. The most of the islands are mere beds of coral cutting out of the sea, but on many of them coconut trees grow and copra is an article of export.

The Marshall islands have belonged to Germany since 1885, and now large plantations of coconuts are set out upon them. They produce in the neighborhood of 2,000 tons of copra every year. The Carolines, in addition to the copra, have good fishing grounds. They are noted for their tortoise-shell and mother-of-pearl, but neither they nor the Marshalls as yet bring in a revenue large enough to pay the expenses of governing them.

Germany in Samoa.

The same is true of Samoa. There Germany has the two largest islands, Savaii and Upolu, upon which many cacao and coconut plantations have been set out. The officials have high salaries, so that Germany pays about \$35,000 a year to make the taxes meet the government expenses. There are about 200 Germans on the islands, mostly officials. Apia has less than 500 population, but its officials receive annual salaries amounting to \$27,000. The chief justice, who does about the same business as a notary or justice of the peace, gets \$5,000, and the president of the municipal township, who acts as mayor, has \$5,000.

Apia is the center of Samoan trade. Its exports and imports are about \$700,000 a year, consisting chiefly of copra. The town is 1,500 miles from Auckland and 2,100 miles from Honolulu. The chief ships which go to it are those from San Francisco on their way to Australia, and it is now said that



A SCENE IN SHANTUNG, CHINA.

these ships will soon call at Tutuila instead.

Tutuila, which is the largest of our islands in the Samoans, has the best harbor in the southern Pacific, and it is not improbable that it may become the principal island of this part of the world. For a long time the Samoan group was under the protection of England, Germany and the United States, but the Germans so acted that we narrowly escaped having a war with them, and then Great Britain agreed that the group should be divided between us and the Germans. And we got the best of the bargain.

What really may in time become valuable property are the German possessions in New Guinea and in the Bismarck archipelago, lying just east of it. New Guinea is an enormous island and the Germans have the southeastern end of it. They have lands there one-third as large as the whole German empire. The soil is good for farming and the mountains are said to contain gold and other minerals. There are good harbors along the northern coast and about these the Germans are now setting out sugar plantations. They are experimenting with cotton, and hope that this country, in connection with their possessions in South Africa, may eventually supply their factories. They can hire labor at about 5 cents a day and at this rate it is hard to see how we can compete when we must pay from 75 cents to \$1 a day.

German New Guinea has rolling plains covered with rich grasses. It is a good horse and cattle country and altogether it is said to be a land of promise.

American Queen of Neu Pommern.

The richest woman in all the German possessions in the Pacific is an American. She lives on the island of Neu Pommern in the Bismarck archipelago and she has six times as many acres as any of the individual Germans. She has a plantation there which contains 120,000 acres. She has long stretches of sea beach which are rich in pearl shells and pearl oysters, and she ships shells by the hundreds of tons. One of her cotton plantations contains 15,000 acres, and upon it are employed fifty Europeans and hundreds of natives. She has other lands on the islands nearby and altogether she is very rich. She is a trader as well as a farmer and her ships go from island to island buying copra, pearl shells and beche de mer and selling bright colored calicoes, American axes, knives and tobacco, together with crackers, canned meats and chewing gum. She was the first to introduce American chewing gum into the islands. The natives have acquired the habit and I am told that even the New Guinea girls now chew gum.

This woman's name is Mrs. Emma E. Forsythe. She is the daughter of one of our American consuls to the Samoan islands who married the daughter of a Samoan chief. She was well educated and when about 18 married an Englishman, who soon died and left her a widow. This was about thirty or more years ago and Mrs. Forsythe, who received a small property from her husband's estate, concluded to invest it in trading in different parts of the South seas. She bought her ships in San Francisco and sent them from island to island, making something of a specialty of the New Guinea trade. She saw that there was money in the business and developed it. As she grew richer she bought land and set out plantations of coconuts and copra. She has wonderful business ability and

made her money breed faster than Australian rabbits.

After a time she took a man named Farrell into partnership with her and her business was done under the name of Thomas Farrell & Co., planters and trading merchants, although much of the brains of the firm was furnished by herself.

I understand that Mrs. Forsythe is an enthusiastic American, and that she has done much for American interests in the Pacific. It was largely through her that we first secured the harbor of Pago Pago as a coaling station, and later on she offered the American government twenty



CHIEF FROM ISLAND OF SAVAII, GERMAN SAMOA.

acres of ground on her own property in the island of Malulu. Being the granddaughter of one of the Samoan chiefs on her mother's side she has great influence among the Samoans. She speaks their language fluently and has acted as interpreter and translator in our consulate at Apia. She also speaks the languages of the islands in which she trades.

The islands of the Bismarck archipelago have altogether an area about half as large as the state of Ohio, and their population is about 190,000, the most of whom are natives. There are only 200 Europeans on the islands, of which ninety-six are Germans and thirty-four English. There are a few Chinese and Samoans. The commercial development of the islands is in the hands of the German New Guinea company, which operates both in the archipelago and New Guinea. It has its trading stations here and there and it exports copra, trepang, cotton and shell.

A little south of these islands are the Solomon islands, a part of which belong to Germany. They are inhabited largely by savages and are of no great value. The Bismarck archipelago, New Guinea and the Solomons as well as the Carolines and the islands to the northward, are ruled



IN TSINGTAU, CAPITAL OF GERMAN CHINA.

from New Guinea, the imperial governor residing on the island of Neu Pommern.

Germans in China.

It is in China, however, that the Germans are making most progress. They seem to have a tacit understanding with the Russians as to the territory, and have such contracts with the Chinese as will give them an enormous part of the trade of north China. By the treaty through which Kiau-Chau bay was ceded to Germany that country was practically given the control of the trade and commercial development of the province of Shantung. This province is just south of Chihli, which Li Hung Chang ruled, and in which is Peking, and north of Kiangsu, where Shanghai is situated. The Grand canal runs through it from north to south, and the Yellow river crosses it in a northeasterly direction.

It has as much territory as New England, and a population about one-third as large as the whole United States. It is a country of great mineral wealth. It has vast fields of coal which are yet undeveloped, and gold has been found in the mountains. By the treaty of the Kiau-Chau the Germans have the right to construct railroads through this territory and also to develop mining property for ten miles on each side of the roads. The roads are so planned that they take in several great coal fields, and make them tributary to Kiau-Chau bay. The treaty provides that all machinery and materials must come from Germany, and that in any future development of the province by the Chinese they must first apply to German capitalists for money for all their schemes. In other words, Germany has the first chance at everything in Shantung, and the people of no other nation can come in until she has decided that it is not worth her while to do so.

The actual territory owned by the Germans contains only about 200 square miles; but there is a natural zone back of this which practically belongs to them, which is thirty miles in length, and, as will be seen, the treaty in reality gives them the whole province.

The bay of Kiau-Chau is about twenty miles square. It is large enough to anchor all the ships of the Pacific and the Germans are dredging it and building breakwaters, so that it will eventually be one of the finest ports of the far east. They are now spending about \$20,000,000 on a sea wall to inclose the inner harbor. They have laid a railroad to the quarries in the hills, several miles away, and carry the stone down on steam construction trains. They are putting out piers and making harbor improvements which would be a credit to any of the European ports. They are building dry docks which will do the repair work of the great German steamers and are fortifying the bay.

German Town of Tsingtau.

A German town is going up on the edge of the harbor. The native Chinese are restricted to quarters outside it, and the buildings within will be for Germans, made after the German fashion. A complete system of water mains and sewers is being laid. The pipes for this are of horseshoe form, ranging from five to nine feet in diameter, and put together with Portland cement. Streets and roads are being cut out of the solid rock. They are well graded and one of them runs along the seashore, forming a boulevard or park within the sea walls. Many buildings are going up. Two lighthouses have been constructed, a hotel

costing \$100,000 in gold is already up, and there are many new business buildings. The chief German firms of the far east have erected permanent business houses and a number of factories have already gone up.

About three years ago an electric power mill was started to saw and plane lumber, chiefly Oregon pine. There are granite quarries which operate their works by electricity. These are two miles east of the town. They use electric drills and have a trolley line half a mile long to carry their granite to the sea. There are two machine shops run by steam and brick works with a capacity of 20,000 bricks a day, as well as many smaller factories.

Tsingtau is lighted by electricity. It has already several newspapers, a public library and German and Chinese postoffices. The port has considerable trade, its exports to Germany being small, but its imports amounting to more than 5,000,000 marks annually.

The Germans are actually building railroads in Shantung. The English and all other nations, except the Russians, are talking a great deal, but doing little. The Germans are pushing their railways to the coal mines. They have one road going to Weihshien, a walled city 110 miles to the northward, and the trains are now running over part of it. All the supplies and materials of the road come from Germany. The gauge is the same as ours and the rails are of the American pattern. The ties and bridges are of steel and the work is being thoroughly done. The owners are private citizens, although the German government reserves the right to purchase the road upon completion.

Shantung Coal Mines.

The completion of the road to Weihshien will open up some of the biggest coal fields of China. The empire is underlain with

(Continued on Seventh Page.)

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