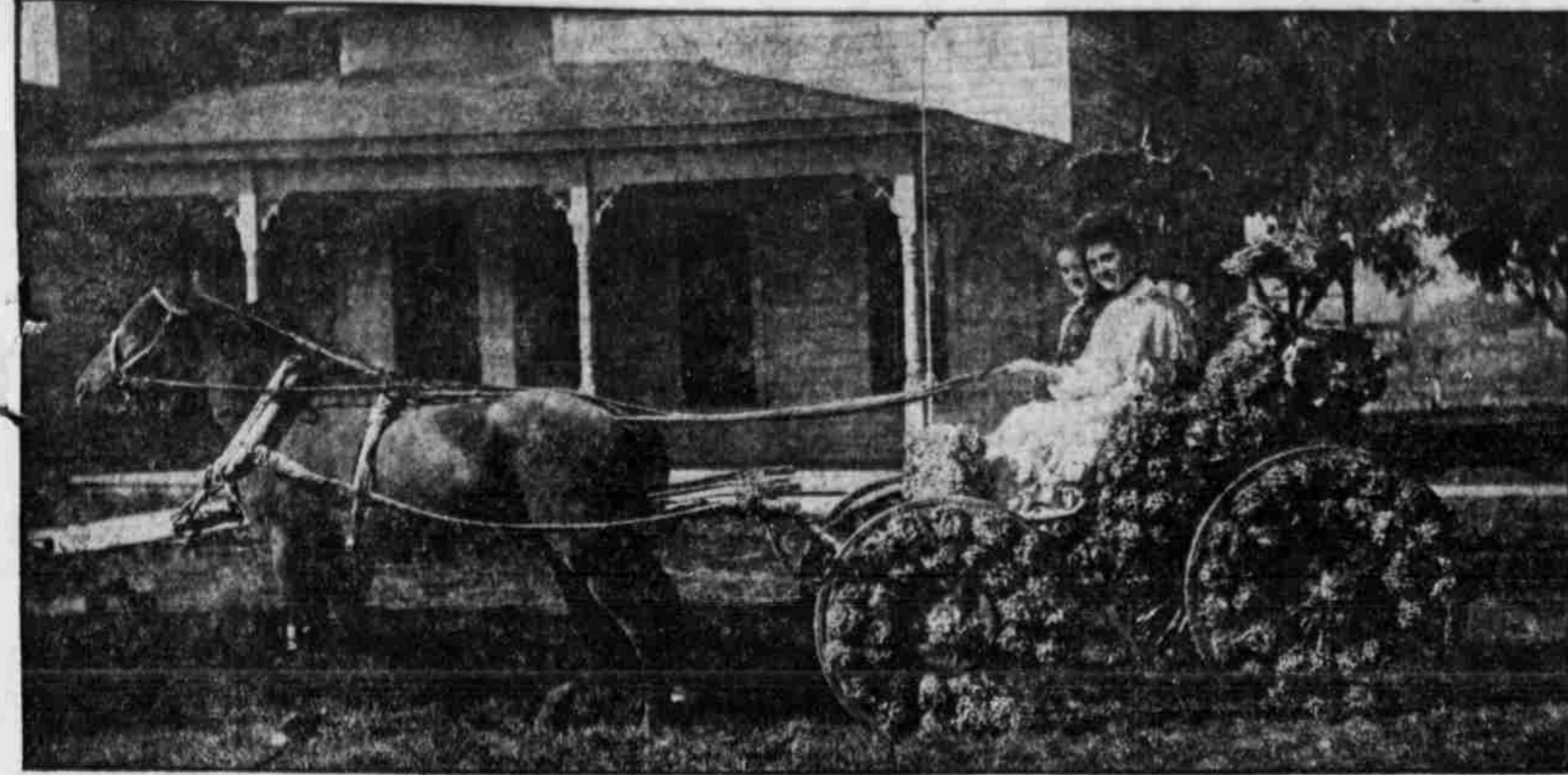


Turnouts That Won the Prizes in the Flower Parade at Beaver City



PONY RIG DRIVEN BY MISS AGNES ANDREWS OF CAMBRIDGE AND MRS. D. E. MCCLELLAND—FIRST PRIZE.

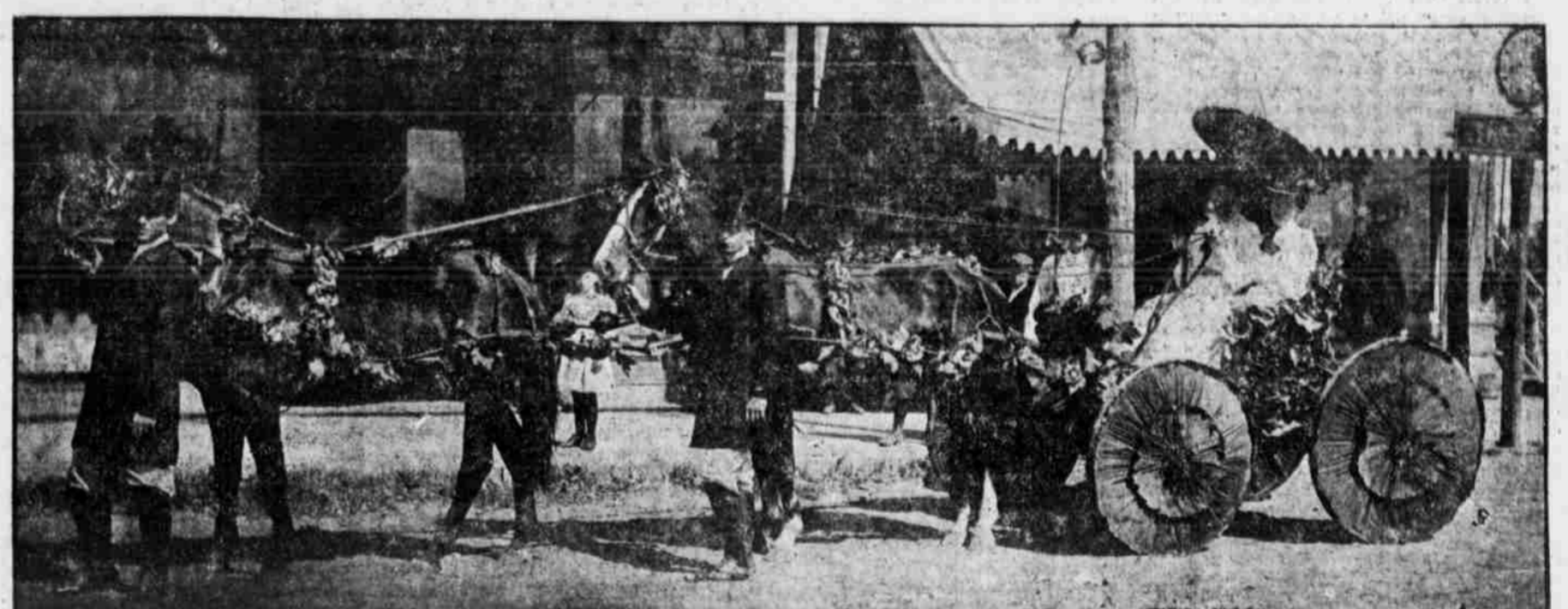


SINGLE RIG DRIVEN BY MRS. W. C. F. & MISS EFFIE HARDING—SECOND PRIZE.

BEAVER CITY had a flower parade in connection with its county fair recently, and proved conclusively that the size of a community has no bearing on its artistic spirit. The parade was a success in every regard, and its beauty and general artistic ensemble won for its projectors and those who took part much praise. The citizens were taken completely by surprise, as they had not looked for such a display, while the visitors to the city on the day of the parade were delighted by the beauty of the decorated carriages. The women who were instrumental in arranging for the affair worked hard from first to last, and were rewarded by seeing their plans go through without hitch and to see a flower parade carried out without a mishap. Those who decorated vehicles for display did so with excellent taste and judgment, and all added to the success of the whole. A novelty provided by the addition of a class for juveniles, which resulted in some very pretty minor displays that added much to the beauty of the whole as well as providing an element of variety. Another feature that is not usually included in the list of a flower parade was the "comical" section. The winner in this went back to first principles, and drove a team of mules tandem, hitched to a wagon of the olden style and laden with such stuff as the early settlers used to drag across the prairies from the railroad to their claims. A third departure from the conventional was the participation of industrial concerns in the show, and some handsomely decorated floats representing business enterprises, were shown.



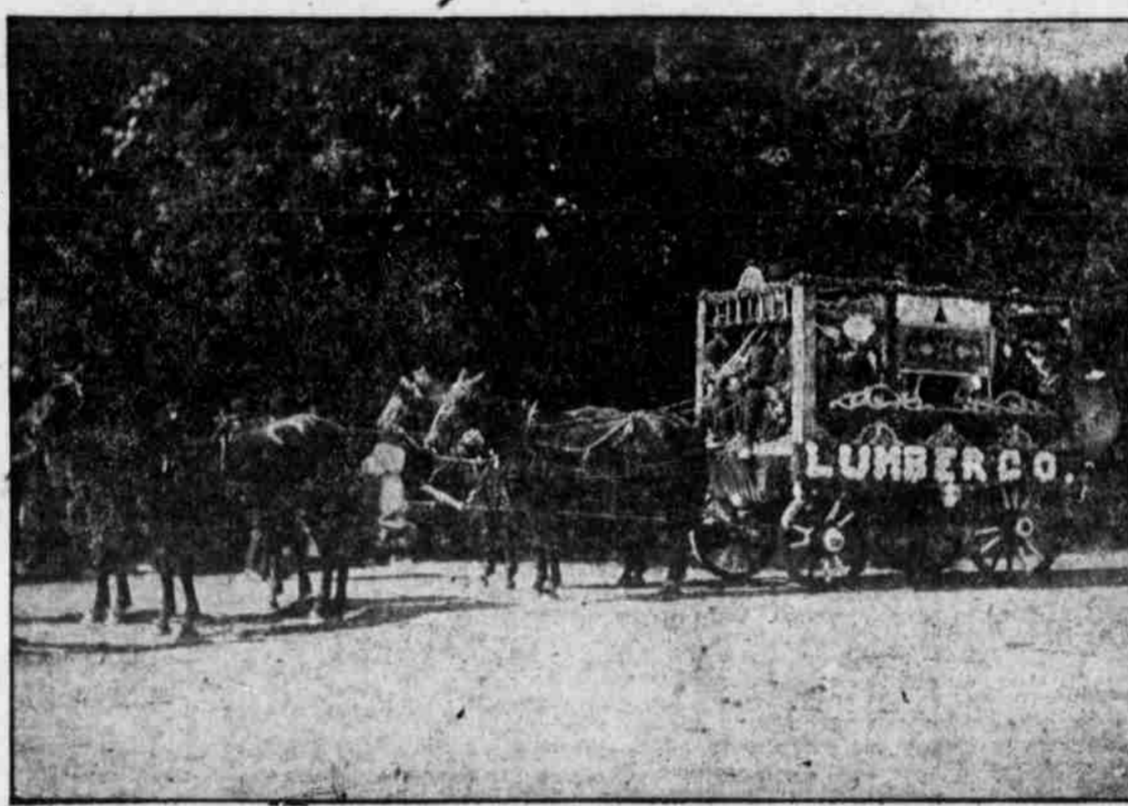
GO-CART BY MRS. P. G. DOWNING—FIRST PRIZE IN JUVENILE CLASS.



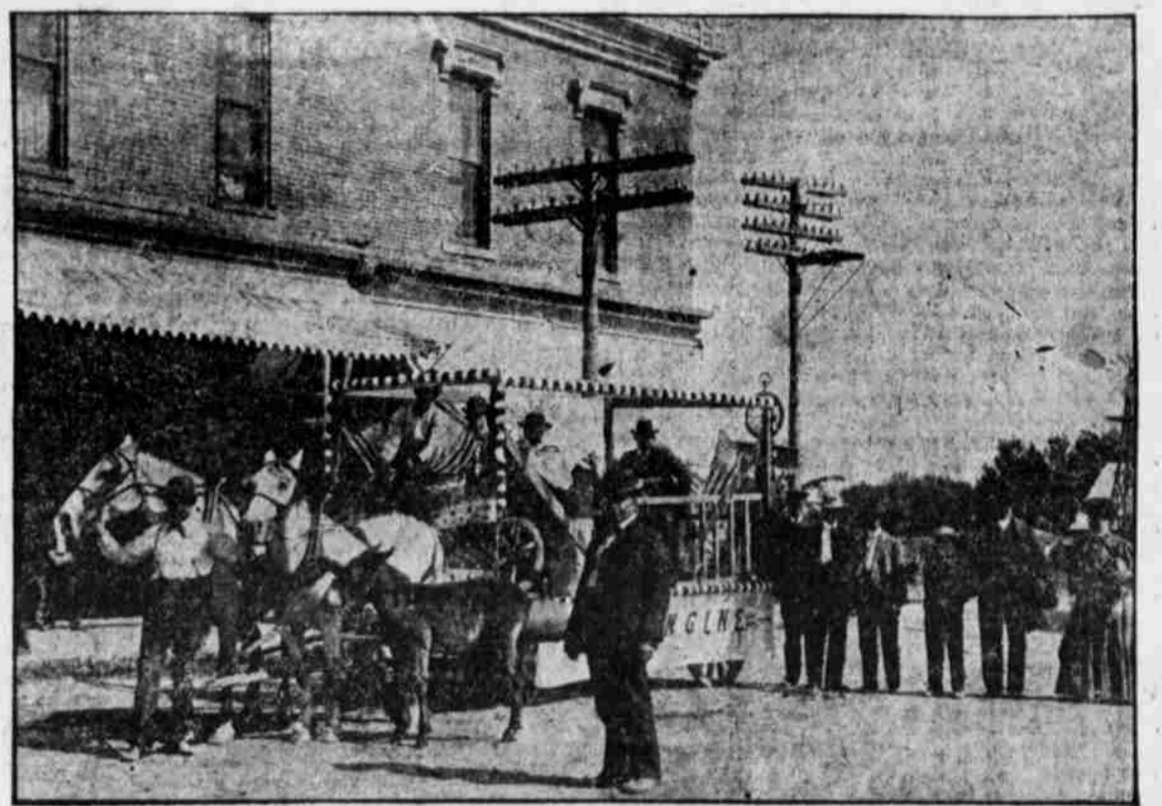
TANDEM DRIVEN BY MRS. W. H. MARTIN AND MRS. EMMA VINING—THIRD PRIZE.

The committee that had charge of the parade, and to whose efforts its success is due was Mrs. F. G. Downing, Mrs. B. F. Moore, Mrs. W. C. F. Lumley, Mrs. D. E. McClelland and Mrs. F. N. Merwin. The judges were Mrs. Joseph Binstein of Arapahoe, Mrs. C. S. Lelton of Wilsonville and Mrs. S. C. Forney of Beaver City. The prize winners were: First prize, Miss Agnes Andrews of Cambridge, second premium, Mrs. W. C. F. Lumley; third prize, Mrs. Martin and Mrs. Vining. In the juvenile class the first prize went to the go-cart arranged by Mrs. P. G. Downing and drawn by four little girls. The second to go-cart of Mrs. C. W. Wade and drawn by four little boys in the comic section Frank Smith was the unanimous choice for sweepstakes. By request the parade was repeated on Friday. A detailed list of the various rigs is as follows:

D. W. Loar's drug store, single carriage, occupied by Misses Grace Loar and Maid Mellinger; white chrysanthemums and red carnations.
 Misses Mae Ames, Lela Ager and Pauline Poe, single rig, red, white and blue poppies.
 Dymocent and Susie Smith, single rig, tiger lilies.
 Little Mary Wade, juvenile rig, drawn by the Misses Fawn Vining, Polly Oldham, Lillian Merwin, Jessie Hinshaw, yellow chrysanthemums.
 Little Mary Wade, juvenile rig, drawn by Callie Ellis, Wendall and Bertrell Moore and Bryan Wilkinson, pink and white carnations.
 Mrs. Ida Combs and Mrs. Merta Merwin, single rig, Maccabee colors, black, white and red; red and white carnations.
 Frank Smith, comic, tandem mules, with pioneer harness and pumpkin trimmings.
 Shimmell & Son, double carriage, occupied by Mrs. Eddie Reynolds, Mrs. Harry Reer, Misses Mae Shafer and Nellie Lewis, yellow chrysanthemums and pink carnations.
 Mrs. J. W. Turner, single rig, red and white roses.
 C. E. Freas, double rig, occupied by the Misses Mabel Bear, Florence Zeiser, Adelle Scher and Theda Trehearne, white chrysanthemums.
 W. S. Kelley, runabout, driven by Misses Vina Kelley and Ida Richards, yellow poppies and yellow daisies.
 Beaver City Lumber company, float, four-horse rig, occupied by the band, red and white poppies.
 International Harvester company, float, red and white wild roses.



FLOAT OF BEAVER CITY LUMBER COMPANY WITH BEAVER CITY BAND.



FLOAT OF INTERNATIONAL HARVESTER COMPANY.

Uncle Sam's 2,500 Chinese Coolies and How They Will Be Chosen

(Copyright, 1906, by Frank G. Carpenter.)
WASHINGTON, D. C., Oct. 18.—(Special Correspondence of The Bee.)—Within a few months Uncle Sam will have 2,500 Chinese coolies working on the Panama canal. They will be brought across the ocean by contract and will be subject to rigid medical inspection before leaving China for Panama. While at Panama their health will be carefully watched, their sanitary conditions will be better than at home and the probability is that they will solve the labor problem there. Chinese coolies were imported during the building of the Panama railroad, but no regard was paid to their health, and in the malarious conditions which then prevailed they died by hundreds. At one time an epidemic of suicide broke out among them and so many killed themselves at one place along the road that the station there got the name of Mataebia, which means "dead Chinaman." It has that name to this day.
 Chinese in South Africa. Secretary Taft is anxious to throw all regards about the Chinese and to protect them in every possible way, not only as to their health, but as to impositions of any kind. The conditions of introduction will be about the same as those now employed in bringing coolies from China to South Africa to satisfy the labor famine which exists there. The gold mines of the Rand have long been short of workmen. The East Indians who were imported are not a success, and the Kaffirs, who have done a great deal of work up to this time, are growing more and more unreliable from year to year. They will work only when they are hungry, and, as their wages are few, they can get enough to satisfy them by laboring from one-third to one-half the time. The result is they are idle from six to eight months every year and the operators of the mines never know when a gale will leave in a body.
 It was in 1904 that the Transvaal began to import Chinese coolies. It has now brought in thirty or more ship loads, containing altogether about 50,000 Chinese. Of these more than two-thirds have been taken from north China, of which less than one in a hundred has died from sickness.
 Choosing Coolies for Panama. Our coolies will be secured after the same method that the British used to get coolies for South Africa. The South African Chinese were gathered by the English mercantile firms in China, who received certain sums for every sound, healthy

coolie delivered at the port of embarkation. We still have to make arrangements with the government at Peking and our coolies will be carefully examined by doctors again, and again before they are shipped. Their first examination will be made by the American medical missionary nearest home, and the others by the doctors at the ports. Barracks will probably be built at the place of embarkation to store the coolies until the ships are ready to take them, and the men will be gone over again and again by the doctors. Their eyesight and hearing will be inspected and a rigid physical examination made. Before the latter, each coolie will be thoroughly scrubbed with soap and warm water, and after the examination he will be vaccinated, photographed and tagged with a card corresponding to his letter of identification. Before he signs a contract he will be made to understand just what that contract is, and that he signs it only of his own volition. In this he will be protected by the Chinese government officials, who will ask him all sorts of questions to see that he knows just what he is doing. Here are some of the questions which will be put to him:
 "Where are you going? How long will it take you to reach Panama? What will you do when you arrive there? What kind of work can you do? What wages will you get? Can you leave money in China for your family? How much will you leave? How many hours a day will you work at Panama? How many days per week? Do you go for your own free will? etc., etc.
 If the Chinese coolie answers these questions so that the government official knows that he understands his contract, and will be passed on into the gang and registered for embarkation, but before he will be allowed to go the official will say: "Now if there is any coolie here who regrets having come, let him step to the front. Any man who does not wish to go to Panama is still at perfect liberty to go home, if he so chooses, and there will be no punishment for him and no money to pay for having changed his mind. The only requirement is that he leave this port within twenty-four hours."
 Tagged with Lead Disks. At the final inspection each Chinese will receive a lead disk stamped with the number of his identification card and contract. This he will carry with him to Panama, and it will be probably used by him from day to day in collecting his wages. Before he goes on board ship, however, he will have to pass a final medical examination. For this several hundred coolies will be brought into a large hall at a time, and

each must then be clad only in a piece of string and his paper tag. The men will be taken one by one into an adjoining room to be examined by the doctors and Chinese clerks, who will see whether their physical appearance corresponds with their identification tags. If they are found correct the men will pass on into a third room, where there is a tank of warm water, in which he must wash off the last dust of China from his body. He will then go on into a dressing room to put on new, clean clothes and perhaps a uniform furnished by the contractors of the Panama canal. It is here that the coolie changes his paper tag for a lead disk, and here he gets his first payment of a month's wages—perhaps in advance—so that he may settle his last bills in China before saying good-bye to his family and going on board.
 The Chinese coolies who have gone to Africa are getting from 27 to 62 cents a

day and food, and it is hardly probable that those who come to Panama will be paid less than \$1 per day, although they will probably feed themselves. They will get more and more as the work goes on; for, as I shall show farther on in this letter, they understand union methods and will be able to raise their wages to the highest notch.
 A dollar a day, however, is a big thing for a coolie fresh from China. It is ten times as much as he could make at home. If our common laborer, who is now receiving \$1.50 or \$2 a day, had a similar increase he would be getting from \$15 to \$20 a day. While I was at the city of Fuchow, in China, some time ago, I was told that the daily wages of masons were 18 cents and that the best carpenters received 20 cents. Skilled Chinese masons and carpenters on the Panama canal will eventually get from ten to fifteen times these sums, and then be not half as well

paid for their ten hours' work as our eight-hour men who do similar business here.
 Women tea pickers in China get something like 2 cents a day, and those engaged in making grass cloth, a beautiful goods much like silk, receive about 3 cents from daylight to dark. An old missionary told me that he could get ten men to work a whole day for him for a dollar, and out of that sum 10 per cent would be given to the man who did the hiring. In some parts of China ordinary field hands get 2 or 4 cents a day with food, and skilled workmen less than 10 cents. This is, of course, in the interior, where wages have not been affected by the modern progress movements.
 Professional men are paid similarly low wages. In almost any Chinese city you can get thirty theater actors to play forty-eight hours for 30 simoleons, and in the backwoods of China a doctor will charge

you 20 cents a visit and think himself well paid.
 In the factories wages are very low. There are about 30,000 silk hands in the mills at Shang Hai, and among them are children who work for 3 cents a day and women weavers who get 5 cents. I went through a large factory employing hundreds of females, and the highest paid woman in the whole establishment got 20 cents for a thirteen-hour day. I also went through the cotton mills which are now springing up in various parts of China and asked as to the wages. The factory girls at Shang Hai were then receiving on the average about 15 cents of our money a day and the poorer hands did not get more than 6 cents. The hours were from 6 until 6, with thirty minutes at noon for luncheon. These girls were about the best paid in that part of China, and they thought themselves lucky to get the job.

all those employed in the city of Nanking struck on account of the unjust arrest of one of their members. They refused to carry out the sloop, and at the end of three days the city stank to such a degree that the people rose and insisted that their demands be granted.
 China has "beggars' unions," barbers' unions and unions of all sorts of factory men. The barbers' union once declared a strike which reached most parts of the empire, and for a time the two hundred odd million men and boys in China went about with their heads looking like black shoe brushes. It is not difficult to shave one's face, but to shave one's head is almost impossible, and the hair of the Chinese grew into bristles on the strike of the barbers. I believe the strike was for a demand that barbers' sons might be admitted to the official examinations, and I understand that it succeeded.



CHINESE PACKERS AT WORK—THESE MEN GET 10 CENTS A DAY.

Chinese Unions at Panama. The coolies will probably organize their own unions at Panama, and that soon after their arrival. There is no country of the world more honeycombed with trade unions than China, and when they go abroad they will carry their union rules with them. This is the case with the Chinese in the Philippines, at Singapore, in Hawaii and in almost every foreign settlement, and is bound to be so at Panama. The labor unions in China are almost as important as are our unions here. During my stay in Tientsin some years ago Li Hung Chang was the victor of Pechill, and as such he was interested in bringing the Shanghai-wan railroad into Tientsin. He was able to get it only to the banks of the Peiho river opposite that city. He started to build a bridge, when the boatmen's union objected, and he had to put his station on the other side. The boatmen are among the lowest of the Chinese coolies, and Li Hung Chang was the strongest official the celestial empire has ever had; but Li did not dare to antagonize the boatmen.
 Another strong union is that of the wheelbarrow men. They do the freighting of the empire, carting goods and passengers on rude barrows, pushed by hand. There are 50,000 such men in Shanghai, and when they struck not long ago against an increase of hours there was as much distress in that city as there was in Chicago at the time of the teamsters' strike.
 Another strong union is that of the slop carriers, the men who bring the dishwater and other offensive stuff out of the houses and carry it away to be saved for manure. There are no sewers or modern conveniences in most Chinese cities, and these men form one of the most important parts of the laboring element. Not long ago

How Chinese Fight Capitalists. Our first 1,500 Chinese can probably be controlled without much trouble at Panama, but if their number is doubled and quadrupled, as may be the case when the canal is in full swing, a serious strike might cause considerable trouble and even danger of life. There was a strike at Shanghai some years ago against a magistrate there, during which the strikers took possession of the unjust official and "hit off his ears, and at Suchow there is a record of a strike against an employer who took on more apprentices in rushing an order of gold leaf for the emperor's palace, in which the employees killed the offending capitalist. In this case they hit him to death, each man being forced to take a chew and show that his lips and teeth were bloody before he was permitted to go home from the factory. There were so many men engaged in the hitting that only the stonemasons were punished.
 The Chinese unions regulate the number of apprentices. In some cases they fix the hours of work—as, for instance, silk weavers are not allowed to work after 3 o'clock in the evening. The ordinary hours, however, are long, and if the work of Panama is to be paid for by the hour there will be no trouble in getting the Chinese to put in at least ten hours per day.
What Coolies Will Do on Canal. The general idea is that the coolies will be required only for the dirty work on the canal; that they will shovel dirt and be mere diggers of earth and hewers of wood or drawers of water. This will be so at the start, but they will rapidly

(Continued on Page Seven.)