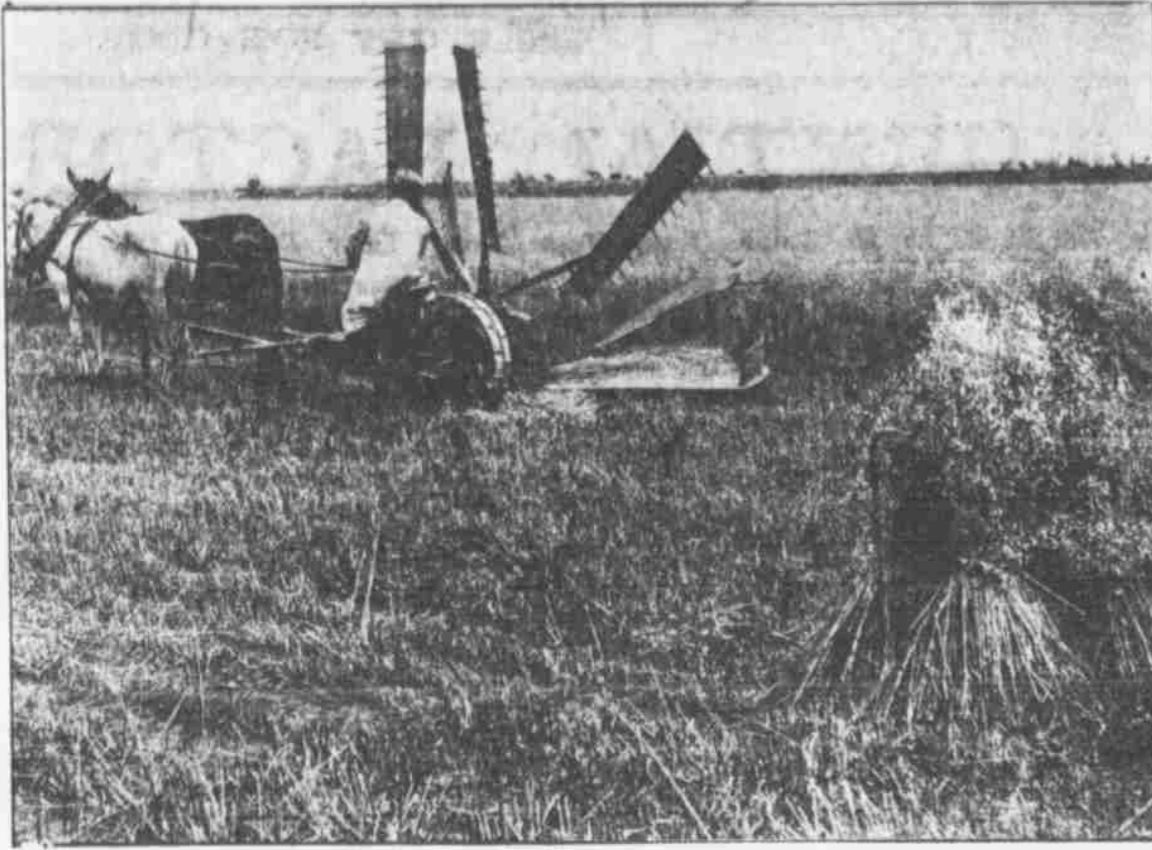


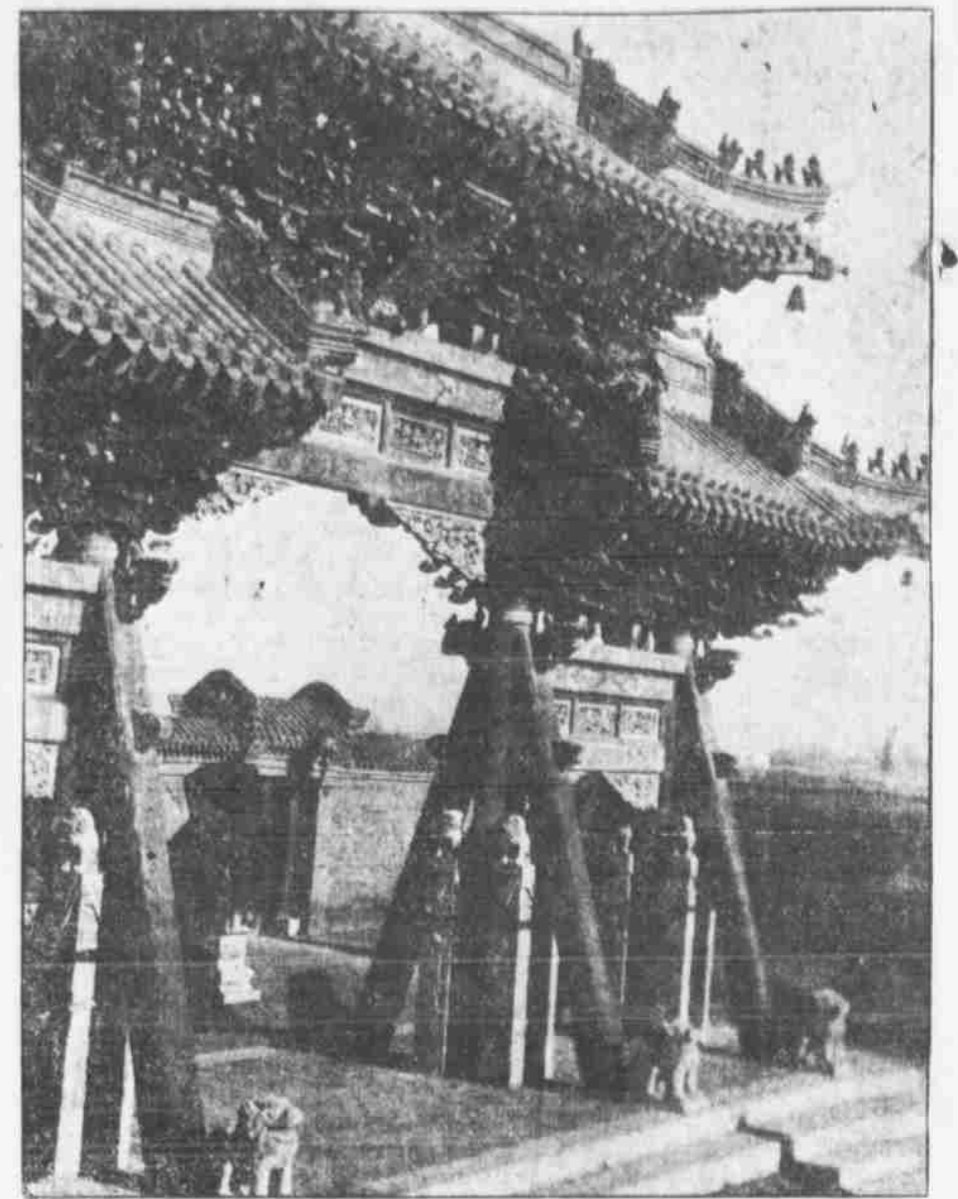
Manchurian Trade Door Open To American Manufacturers of Staples



OLD-FASHIONED AMERICAN REAPER AT WORK IN A MANCHURIAN FIELD.



ON THE SOUTH MANCHURIAN RAILROAD THE RAILS AND THE CARS ARE AMERICAN.



ENTRANCE TO THE AMERICAN CONSULATE AT MUKDEN.

(Copyright, 1909, by Frank G. Carpenter.)

HAN-HAI-KWAN, 1909. (Special Correspondence of The Bee.)

Has Uncle Sam an open door to Manchuria?

I have asked this question of our American consuls at every opportunity during my trip through the country, and the answers are that he has. The Japanese have tried to push their trade in every possible way, and they are doing some things contrary to the best business ethics. Nevertheless there is no discrimination as to the admission of goods. The Chinese are allowed to buy and sell as they please, and if there are railroad rebates for Japanese goods they have been so far kept secret. I understand that the Japanese cotton exporters have recently adopted a lottery scheme for the sale of their shettings. In every 500 many packages of goods they are putting notes for small sums of money which will be cashed on demand, with a view to inducing the Manchurian merchants to buy the goods on the strength of these prizes. This has also been done in Shanghai. It is being denounced by the chambers of commerce. Another questionable transaction is the shipping in of American flour under Japanese trade marks, and in packages made in Japan. The flour is brought across the Pacific to Yokohama; it is there repacked and shipped to the north and sold as Japanese. The trade marks are the same as those to be adopted by a new flouring mill which the Japanese are constructing on the railroad north of Mukden; our flour is thus being used to build up a trade for that mill. The Manchus and Chinese are noted for their faith in trade marks. If they find an article all right they will stick to it, and the trade mark does much to sell the goods. For this reason there are old store signs in China which bring a hundred and some times a thousand dollars apiece.

American Flour in Manchuria.

American flour is popular here, but it will be long before a great market can be created. There are about sixteen million people in Manchuria, but the majority of them are too poor to eat wheat or rice. They live upon sorghum seed and other varieties of millet, and wheat is not one of the regular grains sold in the market. Prof. E. C. Parker, one of our agricultural experts, who has just been traveling over northern Manchuria, tells me that the farmers raise wheat here and there, but only enough for their own consumption. If they have a surplus they will load a half ton upon a Chinese cart and carry it to the mill. It usually takes them several days to get to the nearest one, and the wheat barely pays the freight.

At present some wheat is raised about Harbin, but the business of the mills there is falling off, and it cannot go on profitably with their present capitalization. Prof. Parker says that the flour business of Harbin is in a bad way. It had a mushroom growth through the war, when the mills were running day and night to supply the Russian army, and got big prices for all they could grind. They were backed by the government and were operated at enormous cost. There were twelve of them, all equipped with the finest of modern machinery, much of which came from America. They then ground something like sixteen thousand barrels per day and had no trouble in disposing of their product. As a result the stock went sky high and the Siberian Jews who owned the mills sold out at a big profit. Since then the demand for flour has declined, seven of the mills have stopped working, and the five now in operation are producing altogether less than one thousand barrels per day. The mills, which are heavily mortgaged, have now gone into the hands of the Russo-Chinese bank, which is not able to manage them at a profit under the present conditions. A thorough reorganization will have to be made before they can compete with our flour.

Manchurian Wheat Lands.

In the meantime the Japanese will soon have a new mill at Tieling, and they will build other mills along their railroad. The grain possibilities are enormous; and, as the country develops, Manchuria is bound to raise all the flour she can use, and a great deal for export to China. As it is now, the valley of the Liao river exports \$18,000,000 worth of food products per year. The country drained by that river is about as big as the state of Missouri, and almost every acre can be cultivated. Along the railroad between Mukden and Dalian there are farms of wheat and millet, but the soil will raise wheat.

The Sungari river, the Mississippi of northern Manchuria, drains a district twice as large as the Liao watershed, and the piece of it is adapted to wheat. Three varieties are already grown in a small way, and the production in the best districts is about thirty bushels per acre. The grain is sown in April and harvested in September and October. It is tied up in bundles and stacked near the village. The grain is threshed upon a threshing floor with some rollers which are pulled by donkeys led by children. It is winnowed in the wind and then ground into flour upon rice native mills. Of late considerable flour has been taken to Harbin, and as the new mills are built the area of production will rapidly increase. Twelve steam mills have recently been erected across the frontier in Siberia, and other mills

are springing up along the Trans-Siberian road.

Russians Flooding Siberia.

The rapid settlement of Siberia is one of the striking features of the eastern situation. That country has tens of millions of acres of wheat lands, and it will eventually feed a great part of the world. Travelers say that the lands along the railroad are being rapidly settled, and that there will soon be a populous country above Manchuria.

The Chinese agent of our Equitable Life insurance company, who has just returned from a trip over the Trans-Siberian system, says that the Russian government is putting 10,000 emigrants a day into those regions. He says that he saw long trains coming day after day, filled with immigrants. Some of the engines hauled twenty cars, and each car had double decks above the main floor, so that three tiers of passengers were carried.

The people are being exported by villages, and the old and young are crowded together, the children and grown-ups being packed in like sardines. This man counted the trains and their passengers, and it is his estimate that the number now coming in cannot be less than 10,000 per day. From other authorities I have like information, and a statement was recently published that as many as 500,000 souls were settled in Siberia last year. This migration is not a new one. It began at the close of the Japanese war. It amounted to 60,000 in 1905 and averaged that for several years preceding. In 1907 it was 150,000 and in 1907 400,000, while last year it was half as large as our immigration from all the world during that year. This movement of the Russian people means a new industrial empire in Siberia. It means the development of a wheat belt greater than that of Canada, and also the creation of a Russian peril which may some day cast the yellow peril into the shade. The Russians are moving as villages, and not as individuals. They

are a much rougher element than the soldiers of the Japanese army. The streets fairly swarmed with peddlers, and almost as much business is done on the sidewalks as in the stores themselves. The Manchurian Chinese chase the dollar even more ardently than his Japanese brother. He trades on a closer margin and beats him in nine cases out of ten.

Building the Chinese.

I hear considerable criticism of the Japanese methods employed in Manchuria. The natives claim that the Japanese are exploiting them and that they are squeezed at every turn. One instance of this was as to the electric lighting of Mukden. The railway station is four miles from the city and the city itself has its electric light plant erected by the capital of the Manchurian Chinese. The Japanese Railway company has an electric plant at the depot and, according to its agreement, it cannot extend its wires beyond its own concession nor supply the current to the general public. Nevertheless the Japanese recently began to erect poles all the way to Mukden. It was pushing its wires right into the town when the Chinese objected. After a great deal of discussion the work was stopped, but the Japanese insisted that the Chinese pay them something like \$100,000 for what they had done or for erecting less than three miles of poles. The Chinese had to submit.

During the military occupation of Mukden a large number of Japanese swarmed into the city and took possession of any houses they found vacant, and in some cases they drove out the Chinese tenants. Some agreed to pay rent, and at the close of the occupation of the city refused to do so. Many forced the owners to pay them to move, and, among others, the German consul had to pay \$500 to get the occupants of a Lama temple to vacate in order that the building might be used for the consulate. Some such proper-

ties are still held by the Japanese, who refuse to pay either rent or taxes, and, so far, the owners have been unable to oust them. Such abuses may be among the necessities of war, but it would seem that it is now time for the Japanese government to correct them.

Railroads and Telegraphs

The Chinese say that the Japanese are monopolizing their telegraph business. During the war they constructed military lines in every direction. They connected all the important cities and villages, and when peace was declared they had inclosed southern Manchuria in a network of wires which was controlled by the Japanese government. The Chinese claim that as the war is now over all lines except those necessary for the railroads should be done away with. To this Japan has at last agreed, but it insists that China pay \$25,000 for the lines, and at the same time a Japanese telegraph messenger shall be in each of the city offices in order to be able to telegraph in Japanese. This makes the Chinese pay for the lines, and at the same time practically keeps them in the hands of the Japanese.

Another story of Japanese encroachment is told in connection with the railroad proposed from the South Manchurian line to Kirin. The latter is a city of about 100,000 situated on the Sungari river about

eighty miles from the Daini-Harbin railroad. A line of railway connecting the two would be valuable. There is already an enormous trade, but the goods go in carts and the freight trade is something like \$15 a ton.

The Chinese proposed to build that road and had their civil engineers go over the line, and by their report it would cost \$4,000,000 to build. They were ready to begin work when the Japanese blocked the construction by means of their objection to the Fukuman road, saying they would release that objection if they were given a half interest in the road to Kirin. The Japanese sent their engineers over the road and from them got a report that it would cost \$9,000,000 to build it. This was more than double the estimate of the Chinese engineers, and as it was a part of the agreement that most of the money was to be borrowed from Japan, if it had gone through the Japanese would have secured a loan of over \$4,000,000 and would have had the most of the money above the cost of construction as per the Chinese estimate. The figures of the Chinese engineers had, however, been forwarded to Peking, and the officials there insisted on the estimate being cut down until they approximated \$4,000,000. It has been decided to build the road on these estimates, and the Japanese will have a share in the control until the money is paid. In the meantime the Fukuman road will be built.

American Goods in Manchuria.

The time has come when the United States should push its trade in Manchuria. The people are just beginning to know foreign goods and buy them, and from now on there will be a great increase in the native consumption. All sorts of farming implements will be needed for the development of this great agricultural empire, and our plows should be in great demand. The Germans are already selling cheap imitations of American tools around Harbin. They get \$25 for a plow, which could be easily landed on the ground and sold at a profit of \$10 or \$12.

As the wheat lands are developed reapers will be needed, and for the large government farms threshers and steam engines. A British firm recently sold four large Howard steam plows, shipping them north from Newchwang; the cost of agriculture at Mukden has on its experimental farm American reapers, harrows, harvesters and plows.

A large part of the flour-milling machinery already in use is of American make, and the rolling stock of most of the railways is American. The south Manchurian railroad was reconstructed the Japanese gave us one order which amounted to about 60,000 tons. It was for steel rails and bridging material. At the same time over 2,000 of our freight cars, 200 locomotives and something like 200 other cars were imported.

The new Pullmans, which are now being used on the southern end of the Trans-Siberian railroad are by far the finest sleeping cars of all Asia, and there will be a demand for similar material on the new roads which will soon be constructed. One of these will be the line to Kirin, and another, the rebuilding of the military road which now goes from Mukden to the Yalu river and connects with the Korean system at Antung.

The latter road will undoubtedly pay well, but it will necessitate a bridge across the Yalu, which will probably be made of American materials. The present road is a narrow gauge less than a yard wide, which carries little cars eight feet in length. There are no passenger accommodations whatever, and the freight rates prohibit any large traffic. When this new road has been constructed, the greater part of the travel over the Trans-Siberian to Japan will pass over it, and one will be able to go from Paris to Tokio by rail, with the exception of one night on the ferry from Fusan to Mogi.

American Cotton and Tobacco.

Today our chief exports to Manchuria, outside of railway materials, are cotton, kerosene and tobacco. The Manchurians use about \$5,000,000 worth of cotton stockings every year, and the greater part of these come from the United States. The Japanese, Germans and English are studying the market, but so far we have the lead.

As to tobacco, the American tobacco trust has branches at all the important points along the railroad, and it has just erected a big factory at Mukden, which will make cigarettes and cigars for the Manchurian market. The building covers, perhaps, a quarter of an acre. It is three stories in height, and it runs with American tobacco-making machinery. I understand that experiments in native and American tobaccos will be attempted, and also that farms will be opened up where American seed will be used. Our experts claim that the soil here is as good as that of Virginia for tobacco raising.

FRANK G. CARPENTER.

Harriman's Right Hand Man

IN THE immense Harriman system of railroads, of which Mr. Harriman is the supreme head, the commanding general, so to speak, there are half a dozen staff officers, and one of the most important of these is Mr. Julius Kruttschnitt of Chicago. His title in the Harriman railroad army is director of maintenance and operation, which means that he has full charge as chief executive in spending on the upkeep of right-of-way whatever appropriation is set aside by Mr. Harriman for that purpose. An idea of the vast sums that he is called upon to disburse where each dollar will bring its fullest value, says the Bookkeeper, may be gained from the fact that he is responsible for the maintenance in standard condition of 18,000 miles of rail lines. Besides that, his direction of maintenance and operation extends to the steamship lines on both the Atlantic and the Pacific oceans, which travel routes that cover 50,000 miles. As Mr. Kruttschnitt said recently in talking of the system, a man may travel from New York to Hongkong, a distance of 8,902 miles, without stepping off the Harriman rail or water lines, and he may return by a different route for almost the entire journey on the same system.

Mr. Kruttschnitt's success is notable, in a sense, because it is proof that a man may leave the professor's chair and take up the practical application of theories with strikingly brilliant results. He came to his work with a most thorough training, for after graduating from the engineering school of Washington and Lee university, with the class of 1873, when he was only 23 years old, his scholarly standing was so high that he was at once given the position of assistant to Colonel William Allen, the principal of the MacDonough school near Baltimore. Mr. Kruttschnitt taught there for five years, when he accepted the position of resident engineer in charge of the construction work of the Louisiana & Texas railroad. Thus he went into railroading "at the top" and he has stayed there ever since with the distinction that the scope of affairs under his direction has broadened with the years. After the Louisiana & Texas was built he became roadmaster, and, later, chief engineer, which was the position he held when he left that company in 1885 to become assistant general manager of all the Southern Pacific company's lines east of El Paso, Tex. Within four years he was raised to the position of general manager of all the Southern Pacific lines from coast to coast. His career with the Harriman system has ever been one of constantly increasing responsibility. He was chosen fourth vice president of the Southern Pacific in 1906, a position which he still holds, besides being director of maintenance and operation for the Union Pacific, the Oregon Short Line, the Oregon Railroad and Navigation company and the Southern Pacific.

Banner Hail Storm in Adams County

EARLY in August the vicinity of Prosser, Adams county, Nebraska was visited by a hail storm that for severity was probably the first in Nebraska for a long time. The storm came on late Friday night and did tremendous damage in that locality. Corn was pounded into the ground over a wide area, and all vegetation destroyed utterly.

So severe was the storm that limbs were stripped from trees and the bark on the west and north sides of many was pounded off. The hail lay deep on the ground the next day, as will be seen by the pictures taken many hours after the storm. It is reported that one farmer made ice cream for his family dinner on Sunday, using hail stones that fell Friday night for ice.

MAN WALKING THROUGH THREE INCHES OF HAIL NINE HOURS AFTER THE STORM.



HAIL LODGED BETWEEN THESE BUILDINGS TO THE DEPTH OF SIX INCHES. THE STORM WAS TAKEN TEN HOURS AFTER THE STORM.

Laying First Brick on New Court House



COUNTY COMMISSIONERS TRAINOR, BEDFORD, PICKARD AND BRUNING ACT AS MASONS AT THE CEREMONY ON WEDNESDAY, AUGUST 18.

In the Wilds of Asia

DISCOVERIES of colossal statues of Buddha, carved in living rock, dictionaries of unknown tongues, ancient inscriptions and the true course of the Hoang-Ho river for several hundred miles were some of the results of the French expedition under Commander d'Olone which returned to civilization recently after a two-year journey through northeast Tibet and darkest China. The expedition started at Hanoi, near the coast, and skirted to Peking through a territory practically unknown, inhabited by wild Tibetan warriors and benighted Mongols, who are quite beyond the reach of Standard Oil and who are lucky to get the news that China has a new emperor five or six years after the event.

Limited as they are in their mental outlook through the lack of newspapers and a tarsi free delivery, the Tibetan fighters showed a degree of intelligence when they refrained from mauling their hapless spears and lances, with the high-power rifles of the French invaders, on only one occasion a mob of villagers was foolish enough to attack Lieutenant Lepage with stones. The lieutenant's rescuer, M. Boyve, will receive a medal for military valor. It is not stated what the mob received, but probably the next census will report a deficit of lambs and warriors.

It was a pathetic discovery, made in a high wind, that many of the Tibetan cavaliers had as trousers beneath their Mother Hubbard uniforms, which slipped

the flanks of their scrawny mounts. From this trouperless condition the ethnographic expert of the expedition deduced that the native quartermaster's department was in a sad state of graft. When the cool winds from the snowy summits of the Himalayas agitate the Mother Hubbards of the Tibetan army the glory of military fades and the shivering soldiers paraphrase General Sherman's remark about war being hell.

The expedition took 3,000 photographs, including military scenes; made 300 surveys, collected twenty-one vocabularies and made many impressions of ancient rock inscriptions. The Hoang-Ho, or Yellow river, was plotted on the map in its right place, ninety kilometers east of its old position. Maybe the old map was correct, for it is a well known habit of Chinese rivers to play hide-and-seek with cartographers. If the Hudson was like the Hoang-Ho, a New Yorker starting for Albany on the boat might find himself arriving at Chicago.

The prodigious rock sculptures of Buddha encountered in many places astonished the explorers. One of the most gigantic statues of the Hindu deity was found in the Himalayas in the province of Sze-Chuen. It rivalled the creations of ancient Egypt, and must have been carved many centuries ago, judging by the erosion of the elements. All around this statue are holes in the rock leading to subterranean temples or chapels, which are decorated with religious carvings. At Yung-King a sort of Buddhist Pantheon chiseled in rock was found. The inscriptions date from the dynasty of the Emperors Wei, in the fifth century of the present era.—New York Tribune.