NO HELP TO THE FARMER

J. J. HILL OPPOSES HANNA-PAYNE BUBSIDY BILL.

Address in Which He Sald Passage of the Bill Would Be a National Scandal.

J. J. Hill recently spoke before the State Agricultural Society of Minnesota on "Enlarged Markets," He was particularly outspoken in his opposition to the Hanna-Payne subsidy bill, now pending in congress for the second time. His address in full was as follows:

The question of a market is next in importance to the question of raising the modities we have to sell. Our country has been for 100 years essentially an agricultural country. Fully one-half of the property, of the capital invested in property, in the entire country is invested in agricultural property or pursuits, About one-half of the population of the country is following, directly or indirectly, the cultivation of the soil. We have ex-tended our fields, extended the areas from which are raised our agricultural products, until we have practically created a sup-ply that for a large portion of the time

e in excess of the demand. In the Northwest our principal crop is wheat. It has been wheat as far back as I can recall the first farming in the state. I don't know any reason why the farmers of Minnesota may not go on indefinitely raising wheat. They are now paying more attention to dairying and to live stock, and I think they are reaping the benefit. The benefit from dairying is not alone in the product of the dairy. The farmer gets back in the added fer-tility of the soil an equivalent of fully one-third of all the fodder consumed by

the animals fed. The population of this country doubles about every 30 years. An examination of the census reports shows this to be true, and there is no reason to expect that this is the fact, in 1930 we will have a population of from 150,000,000 to 160,000,000. They must all be occupied. They can't be like Artemus Ward's regiment—all brigadier-generals, Somebody must always work and always will work. If the population continues to increase in the ratio indi-cated, where are we to put them all, and what are they to do?

World's Wheat Consumption. The world consumes 2,300,000,000 bushels of wheat per annum. In 1897 the fig-ures gave a total of about 2,230,000,000, a shortage of about 70,000,000 bushels from the total ordinarily estimated as the required amount to feed the wheat-eating peoples of the earth. The wheat-enting les of the world are about one-third of the total population, and they eat an average of a barrel of flour in a year. In this country we eat about five and onehalf bushels per capita. In England It is about four and one-half bushels; in Frame and Germany It is less.

Now, M you will recall prior to 1897, many will remember that the price of wheat was very low, but that shortage of 70,000,000 in the entire world advanced the price from 15 to 20 cents per bushel. It is most extraordinary to me that so small an actual shortage should be followed by an advance on the entire product amounting to many times the value of the number of bushels of the shortage

during that year.
Our grain, and in fact our agricultural products generally including meat in its various forms—our cheese, I am sorry to say, hardly does us credit—but our meat and our grain find a market in Europe. Selectly to 10 per cent of our entire sales abroad goes to Great Britain. Great Britain produces enough wheat to furnish his own people bread for only 12 weeks cout of the E2. In Germany we are not quite so welcome. The agricultural representatives in the different parliamentary gatherings legislate against us. They find some excuse to keep our meat, or our butter, or our lard, or our grain from their markets. France also discriminates their markets. France also discriminates against us. The reason is that so large a portion of the French population is on the land-cultivates the soll-that the politician is anxious to take care

of that interest. The Forgotten Parmer.

country is expanding in population What has been done to expand our mar-kets? What intelligent work has been done since the Civil war-and that is as far back as most of us remember or need to go-to add to our foreign market? I have given the subject some attention and I am free to say that I have failed to find a single intelligent sentence written or spoken by any one, in an endeavor to improve our market for agricultural products. We have fostered many interests and have said that we must presurve our home market. Now our ex-ports of from and sicel during the past year have amounted to \$75,000,000, a little more than one-half the value of our wheat, but a small portion of our entire agricul-

The cheapest steel produced in Great britain is probably the steel of the Middiesborough district. A year ago, before the recent advances, it cast them about \$ 75 to produce a ton of Bessemer pig. In this country, taking the cheaply mined, cheaply handled Lake Superior ores of highest quality at the point where it is assembled with the West Virginia or Pennsylvania coke, the cost of as good a quality of Bessemer pig is about \$2.50 a ton less than in Great Britain. So that we are able to furnish them with pig and billets and to an extent with rails and plates and other manufactured steet. We are also shipping it to Italy and Austria and Germany. We can furnish the peo-ples of those countries with these prod-acts for less than they can produce it

With our great growth of population we must consider how the people must be employed so that they may be intelligent, prosperous and happy. The foundation of the country, of all its material good, depends more upon the agricultural class than upon all the others combined. The intelligence and particular of the The intelligence and patriotism of the country certainly lies to as large an extent
—if not larger—with the people on the
farms as with all others combined. The
nation has found whenever this has been
tested, whenever help was wanted to sustain the flag, that it has come from the fields, and I see no reason why it should

not always come from the fields. Rivals in the Field.

If we are to continue turning out products we must find markets. As I have already said, we sell 50 or 70 per cent of the total to one country. If for any reason that country was not able to buy from us that country was not able to buy from usour people would very quickly realize the real situation they are in. Take the Argentina at times has been a sort of bugbear. The Argentina wheat has broken down the price of the American crop meurope. Australia has done the same thing occasionally. India was considered a few years ago our great competitor. thing occasionally. India was considered a few years ago our great competitor. But India is Just as likely to have a shortage and famine as to have a surplus. For a few years the Argentina crop has been a light one. This month they are harvesting a crop variously estimated at from 50,000,000 to 70,000,000 bushels. Australia was a costomer of ours to a limited extent inst year. This year she will have from 7,000,000 to 10,000,000 bushels to sell. Under these conditions we may find ourselves as we did in the latter part of 1836 and in 1897—against a low price of wheat, so low that it will not be profit-able to cultivate it. And when this is so this section suffers because so many people are interested in the soil and in this one

Where can we sell our crop? In Europe, we are met with hostlie legislation. We Newcastle. They have a surplus to sell.
If one-third of the people of the world only are wheat-eaters and the other twothirds live on rice or maize or rye, we must find our markets with people who are not now consumers of our crop. We must have more people to consume the stuff we produce. It is not an experiment. I believe that wherever wheaten flour has been introduced to any race, with the single exception of the black race, they are from that time on ready to consume it. Take our own American Indians. Once they abve had it, the Indi-ans want flour more than anything else,

one bushel per capita, it would take 450,-000,000 to supply China and Japan alone,

to say nothing of Straits Settlements and other countries having a large population. In the north and west paris of China

there is an excellent farming country with fine farmsteads and buildings. There

they can raise corn and wheat, but they are so far from the dense population on

the seacoast that it cannot be carried there. We may perhaps fear that Russia

with the Siberian railroad completed may enter into competition with us for the Asiatic wheat or flour trade. The trans-

portation question settles that. The average rate on the Russian state railroads is

1.8 cents per ton per mile. If the actual cost of operation amounted to but two-

thirds of this figure—1.2 cents per ton per mile—this rate applied to the distance from that part of Siberia where the wheat

is grown would give a transportation charge of \$4.20 per barrel on flour, while

from the South and to every other article we export, even to Iron and steel.

Vaunted Home Market.

go on and take some care of our agricul-

turni interests and not leave them where they are today-without one lota of as-

gone up and all the other articles of prime necessity on the prairie farm. Fuel has advanced. Everything made of iron has

advanced. But your crop has not advanced because it is sold in open competi-

noping against hope. You will not get a

as on the Great Lakes or the Atlantic

The grain is practically all bought by

three concerns, two of them located in Liverpool and also interested in the White Star line of steamers, so that they fur-

It acts as a damper—a wet blanket—on the entire market. The voyage around the Horn is four months long, and by the

time the first cargoes are reaching port

the last are leaving, so that it is all affoat at the same time. The buyer in

Europe knows what is affoat. Thus the manner in which the crop is handled breaks the market down more than twice

the same amount from Atlantic ports. There the buyer must send over and place his order in advance of shipment. With

the Pacific coast grain it must sell for what it will bring. The ship cannot be

In Competition With the World.

You can never get away from the prac-

Russia, the ryots of India or the Argen-tine farmers, most of whom went from Italy. You are in competition with them

on an even whippletree and you always will be so long as you have to sell out-

side your own country, and that your own country will over consume your en-

tire product no intelligent man will think, at least for half a century,

We may increase the wheat area. Berter cultiation—and there is room for it—

will increase the yield. More than a hun-

dred years ago, after the American Revo-lution, the people in Great Britain began

leaving the farms in such numbers that

Agricultural Society of Great Britain, which is giving premiums for particular-ly well-cultivated fields.

You must excuse me if I digress from the question of markets to take a whack

a yield of 20 bushels to the acre if culti-vated properly. Oh, they say, that is spe-cial cultivation. I would make it general

cultivation. It wouldn't be necessary to cut as great an area. It would take less

labor. It requires about the same amount of labor to handle 10 acres yielding 10 bush-els to the acre as 10 acres yielding 20 bushels to the acre. It is a little heavier

to handle, but there are not so many steps. But coming back to the question of how to get the market. You can do nothing, can do very little. The price of trans-portation has come down, but the price of

wheat has come down with it. Compare the cost of carrying a ton of wheat to

Liverpool or Antwerp 20 years ago and now and you will find that the fall in the price of wheat from year to year is just about the difference in this rate. It has made wheat cheaper for the other follow.

He is not compelled to take your wheat

We must find new customers by enlarging our commercial relations, by expanding our markets. The country has always expanded and always will. If it is to go on and increase we must have some place,

some people, where we can get rid of the stuff we raise.

Legislation on Wrong Lines.

to the appointment of a commission to it

I notice that the senator from New Hampshire has introduced a bill looking

the Orient, with a view to extending our markets. The new senator from North Da-kota in the first 30 days of his service has

introduced a similar proposition. But both of them seem to me to wander wide of the mark. They want two members of the

from Argentine or anywhere else.

If the home market which we have

ranean sea and two oceans to cross in reaching these peoples. We have to cross but one ocean. Some of our friends say the Panama canal should be built. It might do us some good if we had any ships to use it. Of the carrying trade going to China in 1898 we carried three-fourths of one per cent. Yet we call ourselves a commercial actions. and will go further to get it-except pos-sibly firewater. The Asiatic rice-eaters are as fond of flour as the white race, and as ready to eat it if they can get it at a fair price. Wages and Freights. selves a commercial nation and are ambi-tious to be a maritime nation. The question may arise, how can people who work for wages of from 10 to 15 cents a day and have lived for centuries on just such wages how can they buy flour which must be carried across the Pacifi

There is a bill in congress to promote the building of an American merchant ma-tine. It gives a bonus to ships of American build according to the measurement of the ship, steam or salling vessel, for trips of 1900 miles or more and not more than 16 trips a year. It seems to me to fail short of what is desired, for it is not neces-If they did buy flour, instead of 4% bushels per capita at the rate of one bushel per capita, we in this country would have to go to eating corn pone. We simply couldn't sell it to them. Suppose we could let them have 150,000,000 sary to carry one ton of American prod-ucts. The payment is on the measurement of the ship and the distance out and back. bushels, which is a very large surplus-the average for 10 years has been about \$7,000,000 bushels. If we could sell them

sure, raises 30,000,000 bushels of grain, bu

the people whose interest is the greates

The European nations have the Mediter

Shipowner vs. Producer. I am entirely unable to see why the American people should pay a bonus on ships coming back from Germany or France carrying a cargo of champagne or kid gloves, or any other of the products of those countries, or the commerce of any other country to our own. Certainly they should not as long as wheat is 50 cents a bushel and has no assistance from any quarter.

Whatever bonus is to be paid I would apply it to the product of the American field and forest—and the mine if the American miner is disposed to kick up a fuss about it. But if they were able to sell at Mobile at \$7 a ion they needn't kick, now that they are getting \$18 or \$20 a ton: The product of your labor is selling no

higher than a year ago. The reason is plain. It is no more scarce; perhaps it is a little more pientiful. And there will be no relief until there are new peoples to consume. Make your product scarcer and

it should be carried from our Pacific ports to Yokohoma, Nagasaki, Kobe, Shanghai you make it higher.

There is another condition in this bill which is to be railroaded through. They and Hong Kong for 25 cents a hundred, 25 a ton, 50 cents a barrel. Russia is not in a position to compete with us at all, give for ships of 14 knots' speed a bonus on the measurement out and back, a boeven if the wheat and flour were carried for the naked cost of its transportation ous of I cent a ton for each 100 miles. ships of 21 knots they give 2.3 cents. It is a well-established fact the world over that to the government. What applies in this respect to our wheat applies to cotton the cheapest carriers are the low-speed vessels. Take the Lucana and the Cam-pania, with engines of 20,000 horse-power and a speed of 21 knots. Horse power of 7500 would drive them 14 knots-one-fourth the power and two-thirds the speed. It is the last knot that costs the money. A ship nursed for so long for our iron and steel adustries is of so much value, let us now with a speed of 21 knots, while its measured capacity may be 15,000 tons, couldn't possibly carry 3500 tons of your agricultural products. And still under that bill it would sistance from any point. A year ago you could buy nails for \$1.25 a keg; now they are \$2.25. You all know how lumber has get an average bonus out and back of

about \$1000 a day.

Now, if the bonus was paid on outgoing commodities, products raised in our country, certified out under a customs certifi-cate and certified into a foreign country under a consular certificate, we could af-ford to pay for what had found a new market. It is unfair to pay for a tonnage we could not use.

tion with the product of the world. And until wa get other peoples to eat wheat it will not advance, and you will go on Speed Doesn't Signify. high price for your wheat until wheat is made scarce. The figures I have already It cuts no figure with the farmer ho many ships cross the Atlantic at a speed made scarce. The ngures I have already given you flustrate it perfectly. A shortage of only 70,000,000 bushels in one year's crop raised the price of the whole many times the value of the shortage.

If we could increase our export to the Orient by 50,000,000 bushels and reduce the country of the Surgery 1000,000 bushels. The country of the Surgery 1000,000 bushels. of 21 knots. It is unfair to the farmer and yet it is proposed in the interest of the farmer. He is asking for bread and it is giving him a stone. If your products were carried across the Atlantic for nothwere carried across the Atlantic for noth-ing, it would only break down the market still more for the benefit of the buyer. If this bill passes—and it may be made the business of a party to pass it—I hope not—It will prove the worst delusion and smare ever offered. The money can all be absorbed by 15 or 20 Atlantic greyhounds. The next time I ask you to consider the extension of your markets by providing means to carry your products to market-and I expect to keep at it until something s accomplished—you will say that it has been tried and failed. It will not be tried under the present bill. It will pay on the measurement of the ship. The ship may never carry a pound of your products and yet draw a bonus for its full measured canish their own shipping. It is sent to England and sold for what it will bring.

You care nothing about the size of the hip but you do care about its carrying your products to some new people who will use them. If this measure is to be urged to sasist the agricultural interests, let it be out in form where the aid cannot be frittered away. There is little time. The fate of the bill will probably be determined in the next 30 days.

mined in the next 30 days,

I am not seeking to build ships, but
somebody will. Whoever does will build
because he sees an opportunity to make a
reasonable return on his investment. The eason we can compete with other nations s because we have greater facility in using human intelligence, while the other nations use simply human energy. Fifty delayed and the grain cannot be stored in or 60 years ago we had more than our share of the world's carrying trade. To-day, the cheapest transportation in the tical proposition that you are in competi-tion with every wheatraiser in every country, the peasants on the steppes of world is on the Great Lakes. It now as-tonishes Europe, but the end is not yet. It can be done for even less.

Riddance of the Surplus. But if we could carry grain at these rates from the Pacific coast to China and Japan we wouldn't ship one bushel of wheat from the Pacific slope to Europe. And with a chance to bring every oar back loaded with Pacific slope lumber— unless we were forbidden by law to load our empty cars-you know we sometimes are-we could carry millions and millions of bushels from Minnesota and the Datotas. You know empty cars one way means double mileage. It would not only help you here by tak-

ing the Pacific coast wheat out of compe a royal commission was appointed to de-vise means to keep the people on the land. That was the foundation of the Royal tition, but it would carry away at times a part of your own crop. Either I know absolutely nothing or I know absolutely that you would be greatly benefited. Why we have carried right through here hun-dreds of thousands of bales of cotton from Texas to Puget sourd. Our ships did carry some wheat, 257,000 tons I think, about 12,000,000 bushels, last year. The en-tire crop might have gone if there had been ships to carry it. at the farmers. They certainly ought to do better for themselves. In England they have raised their average yield from 10 to 12 bushels 100 years ago to 22 to 26 bushels. Every intelligent farmer knows that under fair conditions he is entitled to

But if we are to pay \$9,000,000 a year in subsidies and three-fourths of it is to go to fast shipe on the Atlantic ocean, it will bring you no benefit. Let us take our products to markets where they cannot supply themselves as well from other

Take it up with your representatives.

f have talked with your representatives and those from neighboring states, and I know they are anxious to do the right thing. But the trouble is they haven't yet heard from you-from the people. It will do them good to let them know that you are back of them and will support them

In opposing what will be a national scan-dal and disgrace upon the country.

I claim it would be a national scandal and disgrace if, under the guise of helping the agricultural industry of the country. bonus of perhaps \$450,000 a year is grant ed to a lot of fast Atlantic passenger boats on which people may go abroad to spend the money they make here. If we are ever to get so prosperous—and so fool-ish—as to do that, first let us raise the price of wheat above 50 cents a bushel

SMITH'S DANDRUFF POMADE Has yet to find the first case in which it

failed to do all that is claimed for it, and is the best preparation for dandruff, itching scalp and falling hair, and will make hair grow. Price 50c, at all druggists. A book published in Japan 1000 years ago notes that at that time good silk was already produced in 26 provinces of that

of them seem to me to wander wide of the mark. They want two members of the tain parts of the interior of South Africa, commission from the Pacific slope, two as also are coccanuts and eggs.

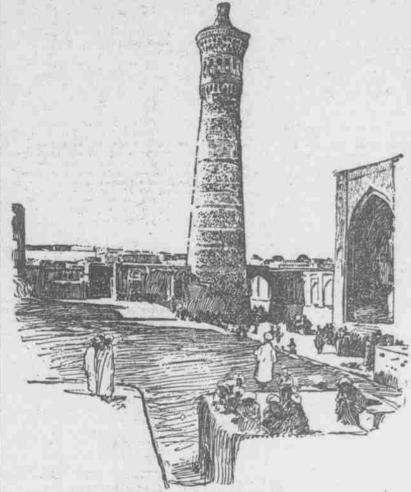
the Middle West. The Pacific coast, to be

and who will derive the greatest benefit are the people of the Middl West. VISIT TO THE ANCIENT CITY OF Suppose the trade with these people to BOKHARA. amount to one copper cent per capita for each day in the year. That would amount

with China alone to \$4,000,000 z day—nearly \$1,500,000,000 a year. We couldn't begin to furnish it to them. We haven't the sur-Cruelty, Filth and Fanatical Mohammedanism Distinguishes It-Its Mosques Kept Sacred.

> BOKHARA, July 27,-Abdul Hamid Beg and I got into a Russian phaeton drawn by a pair of little Bokhariet horses and driven by a Partar groom of the embassy, state of the partar groom of the embassy, in the for a trip to the ancient forbidden city of labor of being resentful is so much was an extremely hot day effort. Be that as it may camela, donand the road offered little shade, for the keys and men in throngs were elbowed to one side, pushed into courtyards, and howards, and interrupted in their own after the partar grankly. streets. Before we were fairly out of fairs to let us pass. Some were frankly the Russian town we drove past the uncurious, and others were dignifiedly indiffunished palace of the emir. Abdul ferent, but no one was annoying. The glanced at it as scornfully as did the chief evidence of the strict observar

tinually to clear the way ahead, while anism seem to have been distinguished Abdul leaned back in the cushions looking bored, and I leaned forward, glad that more speed was difficult. Usually it is impossible to require the drivers to go slowly through the most interesting sights. Much to my surprise, I saw no sign of resentment of the inconvenience we caused. Other travelers have written of the sour looks and the surly remarks offered them in Bokhara by the fanatical Moslem people of the city, but nothing of the sort came under my observation. It may be that Abdul's position as dragoman of the Russian embassy had something to do with the exemption, but I do not think so. It seemed rather as if the Bokhariots have found that the few foreigners who come do them no harm and have no de-



THE GREAT MINARET OF KALIAN.

approval from no one.

The nine-mile drive to the city was dusty and hot, but never dull. Gardens and grain fields lined the road on either side, with here and there the mud walls which surrounded an attractive place hidden doorways and faced the wall till we had among mulberry and fruit trees. It does passed. not do to look down upon a dwelling in this country because it is made of mud and stands but one story high, with a flat roof. It may be the home of a Bokharlot plutocrat, with furnishings of silk hangings and rare carpets that would make though we passed a few of the Bokharfot arbas, those peculiar carts with wheels always as tall as a man's head and some-Imes as much as ten feet in height. They have their advantages, though' lightness is not one of them, for Bokhariot history relates that the army of the emir once crossed the Oxus dry-shod during a march against Khiva on a bridge made of these carts. They are certainly more mobile than pontoons. Sometimes there would be half a dozen women bundled into the cart, while the horse which drew it was bestrode by the big Bokharlot who, according to Abdul, was the husbard of them all, this being the manner of giving the family an outlag. The men of the Bokharlot familles were dressed in the gayest of striped and figured silks, while their women were bundled into black and gray robes utterly shapeless and deftly calculated to conceal every possible charm of person. Many of these family parties were riding home on the backs of their donkeys instead of Many driving. In that case the husbands rode over the shoulders of the patient little beasts, which were harely tall enough to keep the feet of a full-grown man from dragging on the ground, walle the wives, sometimes two of them, were perched be-hind, clinging as best they could.

Russian officers with whom I had made my first call. Evidently the palace gains approval from no one.

The nine-mile drive to the city was dusty velled with the peculiar fabric of horsehair used for the purpose, but they turned their faces away when we met squarely, or whenever it was possible withdrew into

The historical remains and ruins of Rokhara do not begin to compare with those of Samarkand as a whole, though there are some notable ones that are worthy of the highest admiration. The oldest of these is the palace of the khan, which is said to have been built by the Persian king Alphut get a glimpse of them. The road was busy with the traffic that drifts in and out of the city, caravans of camels plodding along with the utmost dignity and never glancing to right or left, and caravans of donkeys, too—though that does not seem just the right word—under the guidance of picturesque donkey boys, who huddled them to one side of the road in order to let us of Bokhara, which was made by Glovanni to responsibility and the right word—under the guidance of picturesque donkey boys, who huddled them to one side of the road in order to let us of Bokhara, which was made by Glovanni to responsibility and duty." is the palace of the khan, which is said to have been built by the Persian king Alp-Orlandi, an Italian slave, who was put to death by the late emir in 1861 because he would not change his religion.

The reghistan, or great square of Hokhara, is the center of interest and ac-tivity, according to the custom in the other cities of central Asia, and the en-trance to the palace and citadel is here. The most noticeable edifice facing the square, however, and the most famous, is the minaret of Kallan. This is the chief feature of the principal mosque of Bok-hara, the Mesjid-i-Kalian, which was built by Tamerlane. This mosque, with its dome about 100 feet in height, is not as large as some of the ruined ones in Sam-arkand, but the minaret is by all means the most splendid in central Asia. It is taller, larger and more elaborate in its architecture than any of the many in Samarkand, and for some reason remains in almost perfect condition, while all the works of Tameriane in the city which was ruin. The minaret of Kallan is more than 200 feet in height. It is faced with glazed tiles of white and blue, placed in curiou

because it was for many years the Bok-harlot place of execution. The poor wretches sentenced to death were taken Eleven gateways give access to the city to the top of the tower and thence hurled

time. The three methods of capital pur shment in vogue until the Russians used their influence to discourage them were throwing the criminal from the highest minaret, cutting his throat in the reghi stan and handing him over to the rela-tives and servants of his victim to be tortured to death. Mr. Dobson relates a notable instance of the latter sort. The murderer of one of the ministers of the over for yengeance of this kind. wretch had his eyelids cut off, his limbs broken and hacked away, and when the relatives and mentals of the murdered minister had done their work the muti lated body was fied to the tall of a donkey and dragged through the streets, to be thrown to the dogs outside. At that time the Russian embassy was located in the city, and many who knew the circumstances cust severe blame upon the diplomatic resident for seeming to countenance such an atroclous system of execution. If Russia's representative, they said, had no immediate power to prevent such a savage kind of punishment he should have quitted the town with all his staff during its infliction, by way of showing his decided disapproval. Even to this day the emir employs several Hardly less cruel than the executions themselves are the forms of imprisonment practiced on the unfortunates who com-

themselves are the forms of imprisonment practiced on the unfortunates who commit crime in Bokhara. The prison is a veritable chamber of horrors, dark, crowded and filthy. Chains and torture are an accommunity of the confinement. an accompaniment of the confinem and virtual starvation as well, for the prisoners are allowed only one thin cake of bread daily as their ration. To supplement this commissary, at no expense to the emir, two prisoners are permit-ted to stand in the street, chained together, begging food and alms from the charitable. What they gather in alms may be divided among those confined in the jail, who take turns performing the

In the center of the dark cell of this jall is the slab which covers the entrance to the dungeon made notorious by the ortures of Captain Copolly and Colonel Stoddart. It is said to be sealed and closed forever, in deference to the demands of the Russians. When the late emir died the cell containd 110 prisoners, one of whom told the Russian agent when they were released that no inmate had been known to survive confinement there for more than three years.
TRUMBULL WHITE.

MAHAN ON THE PHILIPPINES

Our Naval Authority Has No Sympa thy With Policy of Shirking.

Chicago Times-Herald. Chicago Times-Heraid.

Captain Alfred T. Mahan has an article
in The Independent which sums up the
arguments for the retention of the Philippines in a way to confuse the anti-expandoniets. First, he says, "as regards the civilized nations of the world, the United States holds the Philippines by the unim-peachable title of successful war, con-firmed by subsequent treaty with the

previous unimpeached possessor."

Now in this connection it is a note-worthy fact that no foreign power has ever raised a word of remonstrance against our claim upon the islands. Apparently the thought of doing such a thing has never crossed their minds. They have considered the Philippines to be as completely under the sovereignty of this country as any state in the Union. In their opinion the rebels are rebels, nothing more, and they feel that it would be highly impertinent to offer to mediate between

se and Aguinaldo's followers. Secondly, Captain Mahan says, as regards the inhabitants of the islands, the

one of responsibility and duty."

Everyone must admit that the technical possession, the political rule which passed to us from Spain, does give us some sort of relation to the islands which is different from that of other nations or from the ne that we sustained toward them before the war. This relation compels us to evince some concern for their future. It mplies both a responsibility and a duty, devolves the problem of their government upon us, and certainly forbids us to aban-don the inhabitants to the game of cut-

ling one another's throats.

With all the talk we hear about govern ment by the consent of the governed we know, and Europeans know, that the al-ternatives now are centrol by the United States or anarchy, and that if the former were withdrawn the latter would continue until some other foreign power intervened and established its authority Phough the policy of the anti-expansion ists is supported with many high-flown phrases, it is in fact no policy at all, but a contemptible shirking of a plain obli-

U. S. Grant Club Smoker.

gation.

The entertainment committee is pre-paring an excellent programme for the J. S. Grant Club smoker, which will take blace tomorrow evening in Gruner's hall, East Seventh and Stephens streets. The hall may be reached from the City & Suburban railway, at the corner of East Seventh and East Harrison streets, and from the Oregon City line at Hawthorne avenue and East Seventh, the hall being five blocks south. The invitation to all republicans is general, and a large attendance is expected. One of the features of the evening will be the matter of registration and the need of getting every republican in the eighth ward to go at once and register. At this meeting a committee on registration will be ap-pointed. There will be one or more addreases on that subject. While the programme is not completed, there will be short talks by T. C. Deviln, R. E. Sewall, Councilman George Cameron, General Summers, Waldemar Seton and others. The Southern Pacific brass band has been averaged to discourage and the southern Pacific brass band has been engaged to discourse music.

The Society of German Composers as-serts that about 150,000 persons in Ger-many earn their living in connection with

characteristics of Bokhara for a long GAIN IN ISLAND COMMERCE OUR TRADE INCREASE WITH LANDS OF THE PACIFIC.

Dutch East Indies Supply One-Third the Sugar We Import-New Field. for Our Exports.

WASHINGTON, Feb. 7 .- American commerce with the islands and countries of the Pacific shows a greater gain in the year 1898 than that with any other part of the world. Our total exports increased \$20,000,000, and our exports to Asia and Oceanica alone increased over \$10,000,000; our total imports increased \$164,000,000, and \$48,000,000 of this increase was from Asia and Oceanica. Exports to Asia and Oceanica increased 27 per cent, while imports from that part of the world inof this increase of \$20,000,000 in exports

to Asia and Oceanica, over \$5,000,000 went to British Australasia, \$4,000,000 to the Hawallan islands, \$4,000,000 to China, and the remainder distributed to the various countries and islands of that part of the Western Pacific, while of the in

Of the increase in exports, the large proportion was in cotton, cotton goods, machinery and other manufactures of iron and steel. The increase in our exports to China was largely in manufactures of cotton, and that to the Ha-walian islands and Australia, manufactures of all kinds, the large proportion however, being machinery and general manufactures of Iron and steel. Of the increase of \$48,000,000 in imports from the countries of the Pacific, raw silk, tin, fibers and sugar were the most important items. From Japan the importations of raw silk increased \$5,000,000, and there was also a considerable increase in matting. From the great tin mines of the Straits Settlements there was an increase of \$5,000,000 worth of pig tin for use in manufacturing tin plates, and from British East Indies there was an increase in jute and jute bagging and other productions of this character. From China there was an increase of over \$5,000,000 in raw silk for use in manufacturing. From the Philippines, an increase in hemp and other articles, and from the Hawaiian blands a small increase in sugar; while the most important and suggestive id-crease from the Pacific countries is that of sugar from the East Indica, chiefy the Dutch East Indica, which amounted in the year just ended to 1,685,460,570 pounds, against \$80,657,794 pounds in 1888 and 585,225,705 pounds in 1887, the value of the sugar imported from the East Indies in 1899 being \$30,650,480, against \$16,020,641 in

1898, and \$9,909,194 in 1897. This rapid increase of our imports fr the Dutch East Indies suggests a new field for our exportations which have been to that particular spot very light up to the present time. The French consul at Ba-tavia, Java, in a report which has just reached the treasury bureau of statistics, suggests that the Dutch East Indies offer an especially fertile field for those desiring to make sales of agricultural machin-ery and implements which at present, be says, are of an extremely primitive charac ter in those islands. Most of the implements used in small farming come from Germany and England and are in many particulars unsatisfactory; the handles of the sickles are not properly fastened to the blade, while agricultural machinery, prop-erly so-called, including machinery for planting, reaping, binding and threshing, are practically unknown. Even sugar-cane plantations have as yet made little prog-ress in the adoption of modern machinery. The difficulties which have been encountered in attempts to introduce agricultural manual labor; second, the climatic conditions under which articles of iron and steel grow rusty and unfit for use in a short time, if exposed to the open air, and, third, the fact that the white ant desirons nearly all kinds of wood except teak which is therefore necessarily used in the construction of machinery for use in the Islands. The fact, however, that there are in Java and Sumatra 250 sugar factories which supply one-third gar imported into the United States, and that the total imports of the Dutch East Indies average \$68,000,000, and our own ex-ports to them less than \$2,000,000 annually, while our imports from them in 1889 were ver \$22,000,000, suggests valuable and im-ortant trade possibilities in that direction, f properly cultivated.

In parts of India, cakes of tea, and in China of slik pass as currency. Oxen still form the circulating medium among many of the Zulus and Kaffles.

No flags but Turkish are to be seen in

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OVER THE ROOFS OF THE HOUSES OF BOKHARA.

of Bokhara through the buttressed and to the flagstones in the great square be-crenellated walls. These walls, built of low. Until 10 years ago no European ever brick and plastered with mud, are some- had been permitted to ascend this mincrenellated walls. brick and plastered with mud, are some-thing more than eight miles in circumthe evening prayers by the watchmen of the gates, who live in holes in the walls, and after that hour no one is permitted to enter or leave the city. In fact, from that within the city, watchmen patrolling all night with clattering rattles to enforce the law. When morning prayers are said at sunrise the gates are opened again and the busy traffic of the city is resumed.

No Annoyance to Foreigners.

thing more than eight miles in circumference, ten feet thick at the base and of the Russian officials at the embassy.

Since that time, however, a few asthe first wall was built more than 1900
years ago, in the year 800, but the present wall dates only from the reconstruction of the city after it was raxed by
Chinghis Khan in the early part of the
18th century. These gates are closed after
the evening prayers by the watchmen of
the gates who kind the large and when he did not all his
blandishments had any effect on the stblandishments had any effect on the atdreadful tales about the eminence of the applicant, for they were more than respeciful in the deference they showed, but it was all of no use. Admission to several of the more notable and pretentions mosques was refused with equal politic ness and equal emphasis, so altogether the city maintained its reputation as the stronghold of Islam. It is claimed, how-ever, that in deference to the sentiments We passed into the city through one of of the Russians, who were distressed by these gates, to find that our progress was the shocking sights, criminals are no no longer at the will of our driver. The longer cast to their death from the sumnarrow streets stand as they have stood mit of Kallan, but are executed in some tor many centuries—crooked, confined, less public fashion, rough. The Tartar driver shouted con
Cruelty, filth and fanatical Mohammed-