

AMERICA IN MID-PACIFIC

GLOBE-TROTTER CARPENTER ARRIVES AT HONOLULU.

Wonderful Prosperity in Uncle Sam's Hawaiian Possessions—Our Growing Trade With the Orient.

(Copyright, 1900, by Frank G. Carpenter.) HONOLULU, Jan. 3, 1900.—At the crossroads of the Pacific, 2,000 miles from San Francisco, 3,000 miles from Japan, about 4,000 miles from Australia, and an almost equal distance from our new possessions in the Philippine Islands, I begin this series of letters for my American readers. I am in the United States of the Eastern Pacific. The American flag floats from the palace which was not long ago occupied by King Kalakaua, and in which sits the president of the republic of Hawaii, ready at any moment to give place to the new government as soon as the exact form has been determined by congress. I am in the city of Honolulu, the capital of the islands, one of the most beautiful cities of its size on the globe. Its wide avenues are lined with palm-shaded gardens, fenced with hedges of oleanders and other beautiful flowers. Its velvety lawns are at their greenest now, in the heart of midwinter, and the soft ocean air of the semitropics are ever washing it clean. Behind me rises the Punch Bowl, an extinct crater, large enough to hold the drink of all the gods of all the nations, and not far below it are the vast plantations on which is annually raised enough sugar to sweeten the punch of all humanity.

Circling the Pacific. But before I write more about Honolulu as I see it in passing, let me give you the outline of the tour which I am making in the interests of The Oregonian. It will comprise more than 25,000 miles of out-of-the-way travel through the continents and islands of the Pacific ocean, including Japan, China, Malacca, the Dutch East Indies, the Philippines, Australia, New Zealand, the Samoas and the Fijis. It will be a circle of the Pacific, ending after another visit to the Sandwich Islands, where it began. I shall spend some months in each of the above-mentioned countries, describing the present conditions, investigating the chances for American trade and investment, and endeavoring to show the wonderful changes which are going on in the far East.

The Philippines. My first field of work will be the Philippine Islands. I shall leave tomorrow for Japan, where I remain long enough to prepare a couple of letters, and then push on rapidly via Shanghai and Hong Kong, in Manila, so that I can be there a month from today.

Cost of Crossing the Pacific. As to sailing rates, they are about the same on the different lines. The passage to Honolulu from San Francisco is \$25 for the first cabin, \$35 for the intermediate and \$5 for the steerage. The rates to Yokohama are \$200 first cabin, \$100 intermediate and \$25 steerage, and to Hong Kong or Shanghai \$250 first cabin, \$150 intermediate and \$50 steerage. To Manila the first cabin rate is \$250. The steerage rates are especially profitable. The accommodations are only fitted for Chinese, but there are from 500 to 1,000 of these on nearly every ship. We are carrying on the China 600, which at \$100 each makes a cash receipt of \$60,000 for this class alone.

Northern Lines Moving. The Great Northern, the president and moving spirit of which is James J. Hill of St. Paul, is said to have four 10,000-ton steamers under construction to add to the line already plying between Seattle and Japan and China, and the Northern Pacific expects to add large ships to its line soon sailing in connection with its line from Tacoma to the Orient. Claus Spreckels is building three large steamers to run from San Diego to Hilo, in the Sandwich Islands, and thence to Japan and China. It already has a line of cargo boats, but these new steamers are to be fitted for passengers and freight and are to be up to date in every respect.

being given up at the last moment. I was told that six other passengers were waiting for berths, and that the only safe way now is to engage your cabin weeks in advance.

Among the whites, the Americans predominated, although all the whites were apparently of the better classes and well off.

Good-looking men they were, and nearly all young. Many wore Panama hats and suits of white duck. Many were without vests, their pantaloons unbuttoned by wide silk sashes or gurgous belts, and not a few wore Indian silk papiers or sarong or sarong trousers.

I find that every store has employees who speak all of these languages, although the chief business of the larger stores is done in English. The goods are largely American, and the show windows of the biggest establishments are as tastefully dressed as those of the United States. Everything that you can buy in any town of 100,000 people in the United States is sold here.

There are four sailing lines in the islands, and the postoffice has a savings bank connected with it, which has done a great deal of good. It will, I suppose, be discontinued as soon as the new government is supplied by congress.

Man Behind the Shears. If editors who "do exchange" throughout this mighty land should agree to make me to form a trust, you understand, pray, listen while I tell you. The end of loss of men would be at breakfast-time, and then at night again.

Peik's Great Library. The great libraries of Peik contain volumes of books numbered by the hundreds of thousands. In the archives of the government are still to be found the ancient predions of clipped maps and great accuracy, together with various antiquaries, which show a fair knowledge of that interesting science.

Sympathy may help a wounded heart but it won't heal a wounded limb. That fact is so obvious that you wonder why any one can offer "sympathy" as the chief feature of treatment for the delicate diseases of women.

White Collar Line. Columbia River & Puget Sound Navigation Company. PORTLAND AND ASTORIA. STEAMSHIP "CITY OF SEATTLE" will leave Seattle January 18, and every 10 days thereafter for Vancouver, Ketchikan, Juneau, Sitka, Skagway, making 400 miles in 10 days.

Chinese and Japanese. "Is there much room for the poor immigrant here, Mr. President?" I asked. "Not a great deal," was the reply, "although there are some places for the proper men. None should come without some capital, but with a few thousand dollars there are opportunities for the right man."

left, and the tendency will be, I hope, to divide up the large plantations so that the crops may be raised by many small farmers.

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