

FAIRING LANDS OF PHILIPPINES

Odd Features of Country Life Observed by Correspondent Carpenter—Indomitable "Joe" Wheeler.

(Copyright, 1900, by Frank G. Carpenter.) PANIQUE, Feb. 7, 1900.—I have been riding all day through one of the richest valleys of the island of Luzon. I have come with General Wheeler and his staff from Manila over the railroad to the little town of Panique, where the General now has his headquarters. We are 83 miles north of Manila and within 40 miles of the end of the railroad on the Gulf of Lingayen. This island reaches for 150 miles north of that point, and below Manila its tail extends out to the southeast a distance of at least 200 miles further. From this you may get some idea of the great size of Luzon. If a railroad were to be built from its southernmost point to the extreme north it would be longer than the distance between New York City and Pittsburg.

The biggest part of the island is north of Manila, where it is on the average over 100 miles wide, and longer than from New York to Washington. It has an area fully as great as that of the State of Ohio, and an enormous amount of good land. I have met during my stay in the Philippines a few men who were members of the Chinese who have returned from the extreme north to tell me the savages there showed them gold nuggets, and quilts of gold dust and coarse gold. They say the people wear metal plates of brass and gold, and the Chinese travel to the north and trade with them for the precious metal. I expect to make an expedition north before I return to the Philippines. I shall be able to give a fuller detail of its mineral resources.

Valley North of Manila. I wish I could show you the rich valley which extends all along both sides of the railroad from Manila to the Gulf of Lingayen. It is a vast flat rice field from 15 to 50 miles wide and more than 100 miles long. Here and there is a little patch of corn, and above that some few plantations of the green sugar cane, but the rest is all rice, rice, rice. There are few fences. I saw none except some about the rice fields. You can look over miles of level lands now gray with the harvest of rice, but where the vegetation is sprouting up through the cut-off stalks.

Near the railroad at least there is no irrigation. The fields are very small and each is surrounded by a little embankment of green wall to keep the water, but the water comes from the floods of the rainy season, when it rains for days and days, sometimes dropping a water column of several inches. I saw that the rainfall in parts of the valley is as much as eight feet in a year, so that if all the water were held in it would almost cover the head of the average Philippine mountain on the shoulders of one of his brothers. Now everything is comparatively dry.

The walls about the fields are usually about a foot high with stalks to feet tall and inches wide. They form the paths through the country as the water falls, and some of them are quite worn. Some parts of the valley have a slight slope and in such places the fields are irrigated, rising gently from one platform to another.

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A Human Threshing Machine. But what are they doing in that field over there? A woman, facing each other, are hanging on to a pole attached to bamboo stakes in the ground, and jumping up and own on the rice straw which lies under their feet. That is the human threshing machine of Luzon. They are tramping out with their weight the rice left in the straw. The crop is threshed when the grain is first cut. The little bundles are stacked up about the hut, or placed, with their heads downward, on the ground inside an inclosure to dry. When thoroughly ripe the heads of the stalks are put in a mortar made by hollowing out a block of hard wood, and men or women pound them with great wooden pestles, thus threshing the rice from the straw. The winnowing is done by the wind, the rice being thrown into the air again and caught in a net.

We look in vain for cows and horses in the fields of this valley. The ponies of Luzon are raised in open sections, and the only animals visible are the water buffaloes or carabou, and now and then an ugly black pig. The carabou are everywhere. They drag great wooden sleds through the rice fields, for the ground is so soft that no wagons are used there. You see them plowing, dragging rude one-handled plows like those of the Scriptures. They are ridden as well as driven. The man usually mount their backs, go home from the fields. You see them ridden by the children, and still stranger, every other buffalo you see in the fields has a bird on its back. There is a black

carabou now, with a great white crane roosting on him. Further on there is another, with a crow on his back. Each bird is pecking at its buffalo, but the buffalo understands it. He realizes that the birds are good fly-catchers, and that they live off the insects which are trying to live off him.

Dime of the Rice-Pounders. Speaking of threshing rice reminds me of an incident which created quite an excitement in General Wheeler's brigade some weeks ago. The pounding of the pestle in the rice mortar makes a boom, boom, boom, which in its irregularity sounds like the firing of musketry. The insurgents were supposed to be

very close to General Wheeler one day, when Captain E. M. Smith of the General's staff, thought he heard firing. It seemed to be about two miles off, and it came in irregular shots—boom! boom! boom! boomerly boom! He was standing by General Wheeler at the time, and asked: "General, do you hear that?"

"Yes, sir," replied the General; "it sounds like the firing of the rice-pounders. It was when the regiment was new to the Philippines. The soldiers had been placed there on guard, when they saw what they thought were signals, flashing here and there through the darkness. They shot at them, only to learn afterward that they had been fighting the fireflies. It is said that General Abert sent to the men orders for them to forward him a list of the casualties.

Only Railroad in Philippines. The railroad which goes through this valley is the only railway of the Philippines. It is now in bad condition, having been torn up again and again by the insurgents. Many of the stations are in ruins, and there are eight locomotives lying near Banban in one of the rivers which cross the track. You see the remains of intrenchments at every few miles, and in some places the fortifications thrown up by our soldiers, behind which they lay and shot at the enemy.

The railroad belongs to an English syndicate, which will undoubtedly attempt to make the Americans pay heavily for the use of the road. It is a question whether anything should be paid, for the road, I am told, was operated by Filipinos, and the Filipino employees of the company were the ones who did the most damage to the railroad. Its depots and rolling stock.

The railroad is 120 miles long. It goes through a country as flat as a floor, and its construction must have been comparatively easy and cheap. It has 36-pound rails, and is built on a bed of crushed stones from England. The cars have been repainted and labeled with the brand of the United States Government. The capital was 50 cents less than \$3,000,000, but the road is now bonded up to the neck, and what will be done with it when peace permanently comes is not known. It should be a very valuable property, for it runs through one of the richest parts of the island, and must have in the neighborhood of 500 square miles of rice and

Spanish are enough to enable one to trade anywhere. The common people are not travelers. The ordinary man does not know anything about the country 10 or 15 miles beyond him. Not long ago a priest was asked if there were not some men in his village who could guide one of the regiments over the mountains. He replied that he supposed there was not a man in the town who had ever been in the mountains. Only the fittest of the Filipinos of Northern Luzon have ever visited Manila, and, as a rule, the average man seldom goes five miles away from home.

Outside the savage regions, the houses of the people are much the same everywhere. Every village has a plaza or open space in the center, with the church, the government offices and some of the best houses facing it. Back of this, often running for miles into the country, the roads are lined with thatched huts, made of poles of bamboo and having walls of woven bamboo and roofs of ripe palm. These huts are usually from three to six feet above the ground in order to be out of the way of the water during the rainy season.

MADE A GRASS COAT. They are so high up that the water buffaloes and other livestock of the owner can be stabled under the hut.

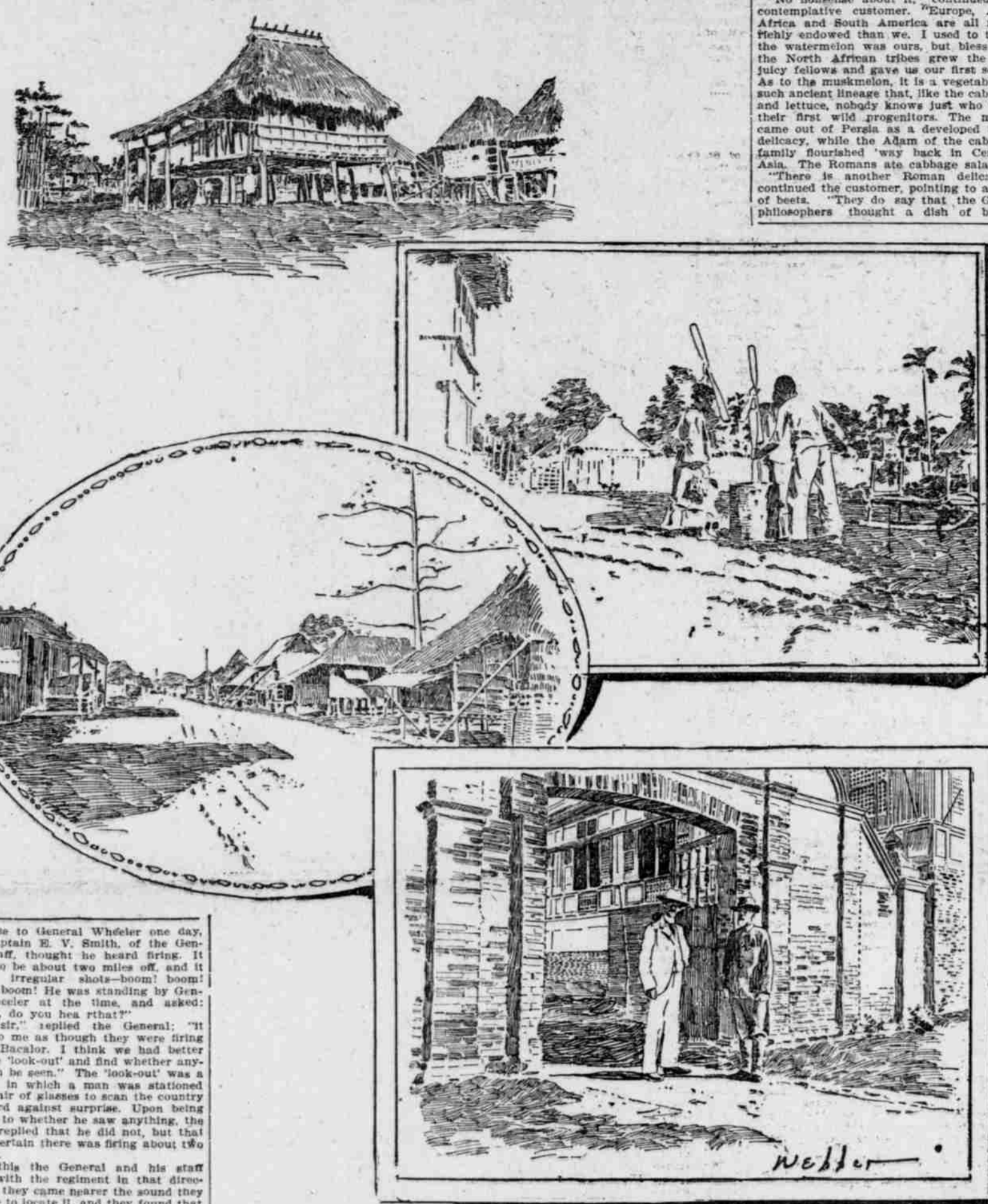
This often forms a shelter for the farming tools, carts and sleds. The houses of the better class have a first story of stone and a second story of wood. There is no plaster in any of the houses. The walls are of boards and the windows, which are very large, usually consist of a lattice work, filled with thin oyster shells. The best houses of the country towns, as well as Manila, use the ground floor for the stable, and the lady or gentleman who goes out to call on a rich Filipino friend has often to walk carefully by the horses in order not to soil his or her dress.

I do not know how the country stores look in times of peace. Just now they are very, very small. I should think \$50 would buy all the dry goods in Panique and leave considerable over. The store is a small hut open to the street, the goods being spread out on the floor for sale. The merchant is usually a woman, who squats down among the goods as she waits for her customers.

I have spent some time with General Wheeler at his headquarters in the field. His vitality is wonderful. He is as active at 63 as he was when he was at the head of the cavalry forces of the Confederacy, now more than 35 years ago. He spends a part of each day in the saddle, and has been in active service ever since he came here. He has been in 14 different engagements, and has done remarkable services in his dashing military way. At Panique he was charged over the enemy's breastworks and took the town, driving the insurgents into the mountains. He was in the thick of the best of Aneguitos in November, and at Banban his troops were

under fire directly in front of the enemy's fortifications. He was in a number of skirmishes, and it was a great regret to him that he was not given General Lawton's command in the south after that hero was killed.

SCENES IN THE PHILIPPINES.



A Country House. Rice Pounders. Panique, Luzon—Typical Tagalog Village. General "Joe" Wheeler and Correspondent Carpenter.

hours, and came out of it without being especially fatigued. At another time he had charge of the provisions for General MacArthur's division. It was very important that some 3,000 rations be moved across one of the principal rivers. These rations weighed about 12,000 pounds. The soldiers needed to cross, immediately, and there was no bridge or boats to get them across the river. When the General arrived at the stream he found that the soldiers had built a raft which would carry only about 200 pounds at a time. He saw that with such means the train would be delayed for days, so he decided to build a pontoon bridge.

The only wood on the other side of the river, but he took 20 men with him, and, stripped to their skins, they swam the river, with their axes, and cut the bamboo necessary to make the bridge. Notwithstanding that he was several hours without clothes, he says he experienced no evil results from this action. His work resulted in the rations being carried across that river in less than four hours.

Clad in Vivid Green, a San Quentin Convict Attempts Escape. Green Casey, a convict at San Quentin, has won, says the San Francisco Call, the admiration of his fellow-convicts, for the novel contrivance he invented in order to make his escape from the prison some time ago.

Casey was a kind of trusty around the prison grounds, and while working in the vicinity of the prison, he took it into his head to escape. He knew that the guard would be on the green grass, and he strolled around in the green grass, an idea struck him that, if he could imitate the grass by some means, he could elude the watchful sentries and make good his escape.

Through convict friends he procured some pieces of burlap, and with the aid of some rope made them into a long coat, that would cover him completely when lying on the grass. He then secured some wheat from the prison stable, and sowed it one the first layer of his coat. He cast it down carefully at one end of the prison grounds, and watered it daily. In a few weeks the grass grew up through the sack coat, and before a great while the wheat had transformed into a grass lawn.

He was now ready to carry out his plans, and patiently waited an opportunity. At last he succeeded in getting his new contrivance across to the northwest of the prison, and in a few minutes was under his grassy coat. Slowly he crept along, but his progress was too rapid and very soon he heard

beets, served up with salt and oil, a great aid to mental exercise. For my part, though, I don't know a vegetable that should be prouder of its family history than the radish. Radishes come from China, but a scientific journal the other day announced the discovery, from a translation of Egyptian hieroglyphics, that Pharaoh had his pyramid builders on radishes. He even went so far as to spend 1000 silver talents in order to realize his manias with the crisp and spicy root. Again, if you read the Old Testament the announcement that in Egypt the children of Israel ate melons, beets, onions and garlic.

"Besides the melons and peaches and geraniums," continued the garrulous customer, "for all of which we have to thank productive Persia, water comes from her valleys and brooks, and she taught the world how to grow and head lettuce. However, the Roman gourmands who adopted both these salad green peeps and stringed beans that their gardeners found growing in France and South Germany, and cucumbers were popular.

"To Arab's honor is due for the burr artichoke. They ate it for liver difficulty. Rhubarb, they say, was never known until the 15th century, when the Russians found it on the banks of the Volga, and if you will believe it, the only European people that appreciate the vegetable as we do are the Turks. North Africa first produced this fruit. However, the potato had to make a desperate struggle for popularity, and for nearly a century after it was imported and grown in Europe nobody could be persuaded to touch it."

Ballad of Lost Love. The fair Anita has gone away, "She is mad with her lover," the wise ones say. And never that lover she will recall, Though his tears like rain in summer fall. "He'll die for loving," so the wise ones say, "But Anita in great regard for her dear Craze she was, and her proud heart years ago for the lilted lover who weeps for her— So long her love still has worshipped! Not, you're old her summer love, but never! Not, you're old her summer love, but never! Not, you're old her summer love, but never! Not, you're old her summer love, but never!

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OCEAN AND RIVER SCHEDULE. OCEAN DIVISION—Steamships call from Astoria: Columbia sails Saturday, March 25; Tuesday, March 28; Friday, March 31; Monday, April 3; Thursday, April 6. California sails Thursday, March 23; Sunday, March 27; Wednesday, March 30; Saturday, March 31; Friday, April 1; Monday, April 4; Thursday, April 7. Columbia sails Friday, March 24; Monday, March 27; Thursday, March 30; Sunday, April 2.

YAMHILL RIVER ROUTE. PORTLAND AND DAYTON, OH. Steamer Elmore, for Dayton and way points, leaves Portland Tuesdays, Thursdays and Saturdays at 6:00 A. M. Returning, leaves Dayton for Portland and way points Mondays, Wednesdays and Fridays at 6:00 A. M. Steamer Marlow, for Salem, Independence and way points, leaves Portland Mondays, Wednesdays and Fridays at 6:00 A. M. Returning, leaves Independence, Salem and way points Tuesdays, Thursdays and Saturdays at 5:30 A. M.

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Leave	Depot Fifth and I Streets	Arrive
9:00 P. M.	OVERLAND EXPRESS TRAINS for Tacoma, Roseburg, Ashland, Klamath Falls, Los Angeles, San Francisco, Reno, Omaha and the East	9:15 A. M.
8:30 A. M.	At Woodburn daily except Sunday, morning train for Mt. Angel, 8:45 A. M.; for Cannon Beach, 9:15 A. M.; for Astoria, 9:30 A. M.; for Seaside, 9:45 A. M.	7:00 P. M.
17:30 A. M.	Ocean passenger	10:00 P. M.
18:00 P. M.	Shoreline passenger	11:35 A. M.

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