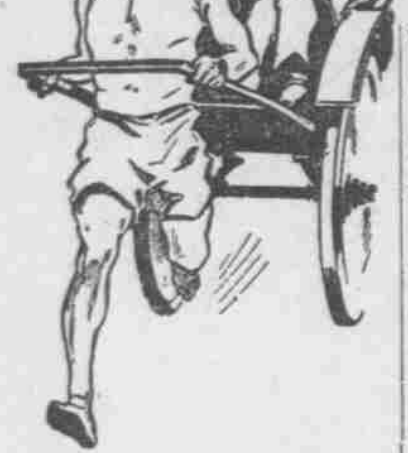


China in the Orient



(Copyright, 1900, by Frank G. Carpenter.)

SHANGHAI, Oct. 2.—I have just returned from a ride to Woosung, a dirty little town on the Yangtze, at the mouth of the Whampoa River. It is 10 miles below Shanghai, and the Chinese have now a railway connecting the two. This is practically the only railroad in operation in the Great Yangtze River Valley, a region which contains more than twice as many people as the whole United States, and surpasses in its industries any country in Asia. The Shanghai-Woosung line is the beginning of a line to Soochow, and thence to Chin Kiang and Nanking, forming a part of the great railway system which, sooner or later, will gridiron China. At present no building is going on, but the moment peace is settled the great railroad era of China will begin.

Shanghai will be the center of future railroad operations. It will be the terminus of many trunk lines. It is the New York of the empire. It has all the big banks and is the headquarters of the great financiers. Here Sheng, the Director of the Imperial Railroads, has his offices, and here, rather than at Peking, will be granted the concession by which hundreds of millions of foreign gold will be transformed into tracks of steel. There are already a dozen representatives of big syndicates here awaiting developments.

Among them are Russians, Germans, Italians, French, English and Americans. All are after concessions and some have already obtained concessions which they want extended. They hope that the powers will force the Chinese Government to guarantee the security of foreign capital, and that railroad concessions will be so granted hereafter that they can be built with foreign money and be controlled by foreigners. If this is done a stream of gold will flow from the money centers of Europe and the United States to Shanghai. It will spread out over the empire and will eventually make it one of the most profitable railroad countries of the world.

China's Present Railroads.
So far capital has been afraid of China. The concessions provide that the work shall be done by Chinese, the accounts audited by Chinese and the foreigners who are furnishing the money allowed to the background. As a result there has been much talk and little work. Our people imagine there are thousands of miles of railroads here. Indeed, more than 4000 miles have been planned and loose concessions granted for as much more. The route has been planned from New York to Salt Lake City. The roads already built would not make more than a double track between New York and Washington. They embrace about 50 miles of working lines with an addition of perhaps 300 miles ready for the rails.

Take a rough glance at the system as it now is. The most of it is in North China. Take your map and put your finger on Tien Tsin. You are now at the central station of the Tien Tsin-Peking-Shan Hai Kwan system. This is the oldest system of China. I inspected it, says General John W. Foster a few years ago. It includes the line which goes from Tien Tsin to Shan Hai Kwan, on the Gulf of Pe Chi Li, at the end of the great Chinese wall, and thence on around the Gulf to Kinkow. It has also the line from Tien Tsin to Peking, 90 miles long, and the little branch which runs down to the sea at the mouth of the Peiho, making altogether about 375 miles. Much of this road has been torn up during the war, but the track has been relaid, and by the time this letter is published the cars will be running.

Peking-Hankow System.
The Peking-Hankow system has from 100 to 120 miles either built or ready for the rails. The work is going on at both ends. About 80 miles have been built from the Loukou Bridge, just outside Peking, to Pao Ting Fu, the capital of Chi Li. This section is in operation; it is being extended northward, and from 10 to 50 miles are ready for the rails. Extension is being made to the coal and iron mines nearby, but the track altogether will not measure 100 miles.

In addition to the above are the little road to Woosung and the German roads back of Kiau Chou Bay. The Germans have about 50 miles of track ready for the rails, and they will have cars running before the end of the year. If all the tracks of all the railroads in China could be lifted up and dropped upon the United States they would not suffice to make a single line from New York to Cleveland. As to railroads on paper, China is full of them, and among the biggest is an American one. This is the scheme of the American China Development Company, which has a concession for a road from Canton to Hankow. Its concession is signed by the Emperor. It was granted through Wu Ting Fang, the Minister of the Interior, and the Chinese Government at Washington. The syndicate has already made a deposit of \$100,000, and has spent considerable money in surveying. It is claimed that the Vanderbilt, the Rockefellers, Levi P. Morton, the Carnegie Steel Company and others are in it. The road is to run in a straight line from Canton to Hankow, where it will connect with the road to Peking, making a trunk line through the richest and most populous part of China.

Canton has, perhaps, 2,000,000, and Hankow and the great cities about it have at least 2,000,000 people more. The provinces cut by the road have a population something like 10,000,000, and they are among the richest industrial provinces of the empire. There are big cities all along the line, and the road would probably pay from the start.

Would Cost \$20,000,000.
By the survey of Mr. William Barclay Parsons, the road with its branches will be about 900 miles long. It offers no great engineering difficulties, and Calvin Brice estimated that its cost would be in the neighborhood of \$20,000,000, or a little over

\$20,000 a mile. It is probable that it can be built for much less, for the road from Peking to Shan Hai Kwan has cost, I am told, only \$200 a mile, including its workshops and its rolling stock. The road to Woosung cost about the same, and the abundance and cheapness of the labor all along the line of the Canton-Hankow system should make its construction comparatively low.

The northern extension of this trunk line has been granted to the Belgian syndicate, but it is now supposed that the French and Russians have bought the Belgian out. The syndicate has an alleged capital of about \$25,000,000, of which \$15,000,000 was originally French and \$10,000,000 Belgian. There are also Chinese capitalists in it, but the foreigners have the control.

The Hankow-Peking Road, as stated, has been built as far as Pao Ting Fu. The cars are now running, and the traffic is such as to promise great profits. It is estimated that it will pay 30 per cent. The work of construction goes slowly at Hankow end of the line. Chang Chi Tung has much to do with this branch of it, and it was his original intention to build it entirely of rails made of Chinese iron, smelted with Chinese coal. The result was that he put up about 15 acres of car shops, including two enormous blast furnaces, at Hanyang, adjoining Hankow. He spent something like \$2,000,000 in such experiments, and then turned the road over to Sheng, Sheng is importing most of his materials from Europe.

I visited Chang Chi Tung's works not long ago. They were smelting iron with foreign coke, trying to make rails, and evidently not succeeding, for the rails now being used are imported from Belgium. Fifty miles of track will be laid with such rails within the next few months. There are now 3000 men there employed, and the work will be steadily pushed.

Sheng's Yankee Adviser.
The route of this Hankow-Peking Railroad was recently surveyed by Captain Watson W. Rich, a prominent American railroad engineer, who is now in the employ of the Chinese Government. He is the confidential technical foreign railroad adviser to Sheng, and has much influence here. He built the Sault Ste. Marie Road, and thence on around the Gulf to Kinkow. I chatted with him about the line from Hankow to Peking. Said he:

"The country through that part of China is flat, and our chief difficulty will be in bridging the waterways. The great plain of North China is cut up by streams and canals. You can go everywhere in boats, and the many waterways will necessitate bridges at frequent intervals. In fact, all told, the cost of railroad construction is quite as heavy as in the United States. It is the bridges that cost."

"One of our great troubles on the Han-

gchow-Peking line will be the Yellow River. This is a heavy flow, and it often changes its course. We have tried to plan the road so that it shall be outside the danger line. For this reason the route has been planned out in railroad, Burma, on the Bay of Bengal.

Chung King is 200 miles up the Yangtze, with steam communication to the Pacific. It will some day be a great railroad center, and we have vast quantities of freight will be shipped via the Yangtze and the Burmese Railroad. This same road will pass through the rich mineral provinces of Yunnan. Still further south a French line has been planned to run from Canton through the province of Kwang Si and on through Yunnan into Tong King.

The Russians have their fingers in nearly everything that is going on in China. They have their steamers on the Yangtze, and they own large tea factories at Han Kow, which is as far inland as Peking is distant from New York. They are

superstitious that destroyed China's first railroad. This road ran from Shanghai to Woosung, over much the same line that I traveled yesterday. It was built by the English, started as a tramway, and then operated with small engines. The road was costing money, but the Chinese thereabout attributed all their misfortunes to it, and they wanted to get rid of it. They bought the railroad at a high price and then paid a man \$100 to throw himself in front of an engine and be killed by it. The \$100 went to his family. The killing created a sensation, and the owners of the road ordered that it be removed. They took its rolling stock, rails and machinery over to Formosa and dumped them on the shores.

Other big railroad schemes are those of the Peking syndicate, Jardine-Matheson & Company, the British Chinese Corporation, the Anglo-Chinese Railway Company and others. The Peking syndicate has an enormous coal concession in Shan Si. It has probably the richest coal field of the world to develop, and there is a second company connected with it which claims to have \$5,000,000 capital as an operating fund. This syndicate proposes to build about 250 miles of railway to connect its coal beds with the Yangtze system, and it will need other lines.

Jardine-Matheson & Company is one of the oldest and richest of the commercial establishments of China. It has steamers, wharves and big establishments at almost every port. It controls millions, and it is ready for anything that turns up. It built the first railroad in China and I believe it is largely interested in the Woo Sung line. It now has a concession for a road from Shanghai, via Hang Chow and Chin Kiang, to Nanking. This road will be about 180 miles long and it will have an extension to connect it with the Hankow-Peking road, and through it to the largest silk district of China and will probably be very profitable.

The British Chinese Corporation has a concession for a road from Soe Chow via Hang Chow to Ning Po. This would also tap the silk regions and give them a railroad outlet to the sea.

Another company proposes a road from Shanghai to Ning Po. This is an Anglo-Chinese railway company which is said to have a concession for a road from Canton to Cheng Tu, in Southwestern China, and another to connect the Burmese system with Chung King, on the Yangtze. This last railroad will be very profitable, as it will probably form the tea route for much of the crop of Central

China. It is desirable to get the tea very quickly to the market, and this is the long journey from Shanghai round through the Straits of Malacca would be cut off and the tea would be shipped direct from Shanghai, via Rangoon, Burma, on the Bay of Bengal.

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to own a large amount of stock in the Peking-Hankow system, and they have a concession for 140 miles of railroad from Tien Tsin to the capital of Shan Si, to Chen Ting Fu, in Chi Li. This will probably be a great coal railroad, and it may be that the Russians are planning it in order to bring the Shan Si coal mines into connection with their Manchurian railroads. The concession belongs to the Russo-Chinese Bank.

The Russians are steadily pushing their railroad northward from Port Arthur, and it will soon connect with the Trans-Siberian road. The road is being well built. It is of a five-foot gauge. The most of its rolling stock, rails and ties come from the United States, and more will be taken in the future. Aside from the natural dislike the Russians have for the English, they find the American railroad material equally good, if not better. They get it in a much shorter time, and the result is they are ordering it by shiploads.

The prospective development promises

Company to construct roads from Kiau Chou Bay to the coal mines. These roads will be about 200 miles long and will unite with the trunk lines from Shanghai to Tien Tsin by way of Chin Kiang. The roads are to be of standard gauge, and it is provided that all their materials, including iron ties and steel bridges, are to come from Germany. The syndicate has a capital of about \$1,000,000. It has already laid 30 miles of its roadbed and the trucks will be put down at once.

FRANK G. CARPENTER.

IT WAS ALL WASTED.
Misdirected Ingenuity of Ye Why Passenger Agent.

The division passenger agent had passed through a weary day and was tired. It seemed to him everybody thought he was under obligations to them. Dosses of



ON THE TIEN Tsin-SHAN HAI KWAN RAILWAY, CHINA.
(Correspondent Carpenter with camera; General John W. Foster in background.)

to open up an enormous market for the railroad material. The American China Development Company, in case it carries out its concession, will bring all its materials from the United States, and this alone will require imports to the amount of \$20,000,000. The Tien Tsin-Shan Hai Kwan road is now using quite a lot of American machinery. It has Baldwin engines, and in its works it makes modern cars and trucks furnished by the Pennsylvania Railroad Company.

The Tien Tsin-Peking Company is now using Westinghouse air brakes and electric couplers, which cost, laid down here,

persons had applied to his office daily for favors ever since it had been opened, but it seemed as if the record had been broken on this day when he was vexed from the heat and longed for his flat on the North Side, from the windows of which he could catch the breezes off the lake and could hear the cool and refreshing waters beat gently against the frowning piers. He was just on the eve of closing his desk when the office boy handed him an envelope.

Impatiently he tore it open and read its contents. The letter contained a request from a friend of his in the South that he get for the bearer a pass to Boston. Now, Boston was not on his line, and he knew the officials of the road that went there, but slightly still, the writer was a friend who had shown him many favors. It wouldn't do to slight the man he had sent with the letter. He told the boy to mail for him a letter to the South, and he took the man by the hand, and after shaking it as cordially as his temper would permit, asked him to be seated.

"From my old friend, Bill Stalton, eh? Now, there isn't anything I could do for Bill I wouldn't run to do. Going to Boston? Well, I think we can fix that all right."

Picking up the telephone receiver he called loudly for Main 856. Of course, there was no such number in the directory, but the Southerners didn't know that.

"Yes, yes; Main 856. Hurry up, please." (The operator: "Who do you want? Get your book and look at it.") "Yes, yes, this is Mr. Blewett, of the Duluth Central. Tell Mr. Bowers, the general passenger agent of the Boston Air Line, to come to the phone." The operator: "Say, what's the matter with you? Who do you want?" "This you, Mr. Bowers? This is Blewett, of the Duluth Central. Say, I have a particular friend who wishes to go to Boston over your line; and you would accommodate me greatly if you would send a pass for him over by your boy. Hey? Yes. Great friend. No; he isn't a railroad man just now, but he is O. K. Why, sure, I'll stand for it. O. I know all about what the traffic association would say, but forget 'em and hurry along with it." (The operator: "Say, crazy man! What do you think you are doing?")

"No, no, Mr. Bowers. Well, I am not trying to tell you how you should run your business; but I will say this: If you refuse me this slight favor I will guarantee that you get no more business from our line if I can help it. And don't you get impatient about it, either. What's that you said?" (The operator: "Say, little boy, I am going to tell Miss Lucy Gaston about you. Better get a new brand.") "Well, I'll tell you this, Mr. Bowers. I have heard that you were a ruffian, now I know it."

Then he picked the receiver back in its place. Turning to his caller, he said: "I am greatly mortified. I would have bet that he would have sent it without a murmur—the unaccommodating whelp!"

The stranger, placing his hand to his

ear, said: "Sir? You will have to speak louder. I am almost deaf."—Chicago Tribune.

"Tommy," said his gentle-faced grandmother, "you're a regular little glutton. How can you eat so much?"

"Don't know, granny. I s'pose it's just good luck."—Exchanges.

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PHILIPPINE MAIL SERVICE

REPORT OF F. W. VAILLE, DIRECTOR OF POSTS AT MANILA.

How the United States Overcame Many Difficulties Which Were Presented—Recommendations.

WASHINGTON, Nov. 13.—One of the most interesting reports that have been submitted to the Postmaster-General is that of Mr. F. W. Vaillie, formerly of the Portland postoffice, now Director-General of Posts at Manila. It is very evident from the report that while comparatively satisfactory progress has been made with the postal service throughout the Philippine Islands, the standard of efficiency is not what it should be, and what Mr. Vaillie has been striving to make it. However, he has given the service a good start, and his successor, if he follows out the lines already laid down, will find his task a comparatively easy one. A brief summary of this report has heretofore been printed, but many of the interesting details were necessarily omitted. The following extracts may prove of further interest.

"It has been the endeavor," says Mr. Vaillie, "to have each postoffice in charge of an American clerk, except at such points as mail order and the military service could assume charge of the mails, but this was only practicable at stations where the number of troops ran up into the hundreds. There are now about 400 Army posts throughout the Philippines, and it has been impossible to employ natives in the postal service, because they had no knowledge of the English language, nor they any conception of the duties of the service. Reliable American clerks could not be secured for less than \$1400. At this rate the cost of the offices would not begin to be met by the postal revenue. In case a post is made up of but a few companies, the mail is turned over to the mail order. Postmasters at such places would be occupied but a few minutes each day, and would be an expensive luxury to the service at the price demanded."

"I consider it very improper to bring a lot of clerks from the States for employment at posts where their duties would not really take more than a few minutes of their time each day, but I rather think the Adjutant of every Army post should take charge of the mails, and would be practically the mails of the post, as the correspondence of the natives is practically all in Spanish. Such a plan as this was approved by General Otis, and in command, and now meets with the hearty approval of his successor, General MacArthur."

"There are at the present time 11 offices in the islands, in charge of Americans. Of these are money-order offices. In addition to the regular postoffices, there are 21 offices in charge of Army officers, and 21 offices in charge of regular postoffice employees. The system of military postoffices has worked very satisfactorily. The revenues received from such offices are \$1175, and the cost of expense to the Department. Had these 21 offices been placed in charge of regular postoffice employees, the cost for salaries alone would have been \$1300."

Spanish Wars Tried.

"There has been tried in some of the provinces a revival of the system of service maintained under the Spanish regime, for the native mails only. Under this system it was the duty of the native President of each town to attend to the mails for all the towns in his district, and compensation. It was made the duty of each town to provide regular carriers to adjoining towns, these carriers to work for the postal service, and to receive compensation. This system was tried in several towns, but it was found that it was not practical to maintain it, and it was abandoned by the central government, or by the Postoffice Department."

"The Spanish practice of sending the mails by steamship has been temporarily extended. Much of this service is now supplied by merchantmen engaged in the inter-island traffic. Under the Spanish regime, the mails were carried by great steamship routes, but all other steamers had to carry mails when asked, and were offered as part compensation the privilege of carrying passengers. The Philippine Commission expects to establish a few lines regularly, and provide for payment to other steamers when mails are carried. The old Spanish practice of sending the mails by steamship has been temporarily extended. Much of this service is now supplied by merchantmen engaged in the inter-island traffic. Under the Spanish regime, the mails were carried by great steamship routes, but all other steamers had to carry mails when asked, and were offered as part compensation the privilege of carrying passengers. The Philippine Commission expects to establish a few lines regularly, and provide for payment to other steamers when mails are carried. The old Spanish practice of sending the mails by steamship has been temporarily extended."

"It has not been deemed advisable to send stamps of special design for use in the Philippines. There are reasons for considering it advisable to continue for some time at least the use of the present surcharged stamps of the United States."

"The Philippines have made little progress in acquiring a knowledge of English, and I have to this day been disappointed in my purpose of using them in handling the outgoing mails to the States and distributing the Army mails. It is hoped that a few bright Filipinos will be knowledgeable of English, and be used as American mails, as this will decrease the number of American employees. Where Filipinos have been employed at minor tasks they have proven efficient and reliable. The railway mail service has been maintained throughout the year on the only line of railway in the Philippine service, being extended as our troops advanced. Two postal cars have been placed in the master's Department are now in use in this service."

"There is a pressing necessity for new postoffice quarters at Manila, as the building at present occupied does not afford floor space needed for the proper handling of the very heavy mails from the States. While the largest mail ever received here is on time under the Spanish regime consisted of 302 bags, we have received as many as 564 bags in one mail. The present office is rented at \$60 a month."

Letter-Carrier Service an Eyecore.

"The letter-carrier service in Manila is an eyecore and abomination from the American standpoint, and must continue so until native carriers can be secured who know enough of English to read intelligently English addresses, and to distinguish one white man from another. American carriers are not justified for mails that arrive only three or four times a month. The present native carriers are thoroughly honest, but intensely ignorant."

"The money-order business is still conducted in the name of the San Francisco office, but a change is deemed advisable, so that the money-order business can be made a branch of the Philippine service, with outlying offices considered as branches of the Manila money-order office. During the year 1900, the revenue from money-order business was \$2672. There has been an increase over the past year, owing to the use of the Postal Department as a bank of deposit, the amount of funds so deposited in the Manila office alone amounting to more than \$50,000. During the year there was remitted to San Francisco on account of money-order service, \$164,213."

"The revenues of the Department from all sources since the service was made independent on May 1, 1899, have been \$117,548. The expenditures for salaries and other expenses have been \$58,132, leaving a surplus of \$59,416."

"The salaries paid are as low as is possible to place them to secure the class of men needed. They are not sufficiently high to prevent good men from resigning and returning to their positions in the States at less salaries. The highest salary paid is \$4000 a year, and the lowest \$1000. It would appear from the States standpoint as ample, the conditions here are such that I shall ask to be recalled to my position in the States, unless it shall be increased. (It should be added here that Mr. Vaillie's recall was ordered some weeks after his report was written.) The difference in salary, after deducting the

absolutely necessary expenses incidental to maintaining a carriage for the transaction of official business, is not sufficient to make up for all that is lost. The assistant Director-General of Posts receives \$2500, and this is altogether too small for a man of family. The Superintendent of Manila, who has charge of the distribution and dispatch of the Army mails, in addition to the delivery and mailing divisions of the Manila postoffice, and a tried man of exceptional energy, received \$1800 up to July 1, at which time his salary was raised to \$2200. The cashier who handles all the funds of the department receives \$1200, while the salaries of the Postoffice Inspector, and four Postmasters at outside offices, are \$1300; other salaries of American employees range from \$1000 to \$1500.

"On account of the increase in the work of the general department, it is absolutely necessary to be relieved of some of my duties, and appointed my assistant as Postmaster at Manila, fixing the salary at the rate of \$2200. There is no question but that higher salary should be paid him. There are 60 American and 25 native employees in the Manila office."

"About 40 per cent of the letters dispatched are paid for by the States. Stamps, bought in the States, or else were sent without postage being prepaid, the postage being collected in the States, when the letters are actually received. This means a loss to the revenue at Manila of \$20,000 a year. Many papers sent through the mails were underpaid, which also caused a loss."

About Civil-Service Examinations.

"The time is not yet ripe for civil-service examinations for appointment to the postal service here. It is expected that such examinations will be held for natives as soon as there shall be any number of them qualified by knowledge of English to hold such positions."

"American clerks sent from the States should be young men of good family, fitted by experience in different branches of the postoffice work in the States to perform their duties here without preliminary instruction. The salaries of the clerks should be fixed at the date of arrival in the Philippines, and should cease with the date of last service, the Government furnishing transportation and paying actual board expenses from San Francisco on transport, and paying such expenses returning in case of two years' satisfactory service. In case of men transferred from other posts, the Government should not begin until arrival here, and should cease with final service here, excepting in case of two years' satisfactory service."

"It has now been demonstrated that the climate of the Philippines is not so unhealthy as it is commonly supposed to be. A man in a position of trust, and not being exposed to hardships, can, by exercise of ordinary precautions, preserve his health here as well as in the States. No man should be sent out to accept a two years' assignment, and who does not expect to remain here at least that length of time. Such conditions are necessary to secure the class of desirable men needed in this service, and to do away with the idea held by a few that an appointment to this service does not involve the worst work of a man's life. For service here, who is not to accept a vacation of several months from active service in the States. The service here demands the very best young blood we can put into it, in order to secure the best results in educating the Filipino people for self-government."

Operator and Postmaster.

"With the close of Army operations here the telegraph lines will be turned over to the civil government. It has been demonstrated that the revenue from the sale of stamps in any except the largest cities after American withdrawal, will not suffice for a living salary for the Postmaster. Toils for telegraph service will be too small to support operators. It will therefore be advisable to have the telegraph operators act as Postmasters in all but the largest towns, the two departments combining and paying a proper salary. This does not necessarily involve the consolidation of the telegraph and postoffice under one management."

"I think the end of the next fiscal year will find an excess of expenditures over receipts. We this year reached the limit so far as receipts go, and cannot expect the revenues of the service to be much greater for many years to come. It will be possible, I think, to spend importing many American clerks, except to take the place of clerks returning, but the payroll of the clerks now here is a severe drain upon the revenues. The Philippine Commission proposes to open night schools for teaching English to adults, and it is my hope that these schools will soon bring to light bright young Filipinos who can be placed in subordinate positions and do away with a number of Americans. While the payroll will thus be decreased, it will become necessary to incur a very considerable expense in contracting for mail service, however, and the letting of a very few contracts will insure a deficit."

"The year have been lightened and made endurable by the hearty co-operation and the whole-souled encouragement extended by the military Governors, and each and every member of their staffs."

An Idyl.

Sitting at her window sewing, Little thinking, little knowing, That a man in a dark street, In the pretty picture that is growing In his heart of her there sewing.

—W. J. L., in Detroit Free Press.

absolutely necessary expenses incidental to maintaining a carriage for the transaction of official business, is not sufficient to make up for all that is lost. The assistant Director-General of Posts receives \$2500, and this is altogether too small for a man of family. The Superintendent of Manila, who has charge of the distribution and dispatch of the Army mails, in addition to the delivery and mailing divisions of the Manila postoffice, and a tried man of exceptional energy, received \$1800 up to July 1, at which time his salary was raised to \$2200. The cashier who handles all the funds of the department receives \$1200, while the salaries of the Postoffice Inspector, and four Postmasters at outside offices, are \$1300; other salaries of American employees range from \$1000 to \$1500.

"On account of the increase in the work of the general department, it is absolutely necessary to be relieved of some of my duties, and appointed my assistant as Postmaster at Manila, fixing the salary at the rate of \$2200. There is no question but that higher salary should be paid him. There are 60 American and 25 native employees in the Manila office."

"About 40 per cent of the letters dispatched are paid for by the States. Stamps, bought in the States, or else were sent without postage being prepaid, the postage being collected in the States, when the letters are actually received. This means a loss to the revenue at Manila of \$20,000 a year. Many papers sent through the mails were underpaid, which also caused a loss."

About Civil-Service Examinations.

"The time is not yet ripe for civil-service examinations for appointment to the postal service here. It is expected that such examinations will be held for natives as soon as there shall be any number of them qualified by knowledge of English to hold such positions."

"American clerks sent from the States should be young men of good family, fitted by experience in different branches of the postoffice work in the States to perform their duties here without preliminary instruction. The salaries of the clerks should be fixed at the date of arrival in the Philippines, and should cease with the date of last service, the Government furnishing transportation and paying actual board expenses from San Francisco on transport, and paying such expenses returning in case of two years' satisfactory service. In case of men transferred from other posts, the Government should not begin until arrival here, and should cease with final service here, excepting in case of two years' satisfactory service."

"It has now been demonstrated that the climate of the Philippines is not so unhealthy as it is commonly supposed to be. A man in a position of trust, and not being exposed to hardships, can, by exercise of ordinary precautions, preserve his health here as well as in the States. No man should be sent out to accept a two years' assignment, and who does not expect to remain here at least that length of time. Such conditions are necessary to secure the class of desirable men needed in this service, and to do away with the idea held by a few that an appointment to this service does not involve the worst work of a man's life. For service here, who is not to accept a vacation of several months from active service in the States. The service here demands the very best young blood we can put into it, in order to secure the best results in educating the Filipino people for self-government."