

AN OPEN LETTER

TO THE PRESIDENT OF THE UNITED STATES,

BY

HINTON ROWAN HELPER.

On the Three Americas or Pan-American Intercommunication Railway, from Behring Straits to the Straits of Magellan—The First to Suggest the Siberian and the Cecil Rhodes African Railway—Mr. Helper Has Spent His Life in an Effort to Band with Steel the American Republics—Eloquent Tribute to Latin Americans by This Accomplished Scholar and Traveller.

The following communication which The Sunday Morning Globe has received from Mr. Hinton Rowan Helper, earnestly urging the early opening of railway intercommunication within and throughout all the republics of the three Americas, with a view of largely promoting their general welfare and advancement, will, doubtless, be read with interest by every true friend of the gigantic measure.

No. 519 Third Street, Northwest, Washington, D. C., Nov. 19, 1901. To His Excellency,

The Hon. Theodore Roosevelt, President of the U. S.:

DISTINGUISHED SIR: It was about fifteen years ago, as well as I remember, that, with a letter of introduction from our mutual friend, the Hon. William H. Robertson, ex-collector of the customs at New York, I had the honor of becoming personally acquainted with you at your home on Long Island. The special object of my call, at that time, was to speak with you on the subject of my projected international and intercontinental railway through the three Americas.

Yet it so happened that just then you were an eminently worthy and chivalrous bridegroom, only two weeks advanced amid the ecstatic joys of your honeymoon with the handsome and excellent lady who had blessed and honored you with her love and her confidence. Under the enchanting circumstances and conditions then prevailing all over the Roosevelt homestead, it was easy to perceive that the manly and estimable enraptured proprietor was but little concerned about the construction of new railways, whether long or short, local or distant, national or international, insular or intercontinental.

But those halcyon days, the festive companions of private life have passed, and other palmy and prosperous periods, the sturdy comrades of public duty have dawned upon us. Permit me now to repeat all that I would then have said, and more.

In most earnest and careful consideration of the obviously profound and laudable interest which as a statesman of remarkable foresight and superior intellect, you are now manifestly taking in all the colossal problems of improvement and advancement designed to promote the general welfare and betterment of our vast republics, and also in a spirit of fraternal regard, cheerfully pledging your hearty approval of every suggestion having for its object the amelioration and uplifting of every part and parcel of our Western Hemisphere, particularly in connection with the augmenting and positive and imperative demands for railway communication and intercommunication conjointly within and throughout the three Americas, looking eventually to uninterrupted and rapid travel and transportation between and within the five great continents of the earth, South America, North America, Asia, Europe, and Africa, I deem the present occasion especially appropriate for me to state to your excellency certain central and cogent and superlatively important facts.

On the 30th day of November, 1886, nearly thirty-five years ago, under peculiar circumstances already minutely and accurately detailed, time and again, I then being on the Atlantic Ocean, not far from the latitude of Rio de Janeiro in Brazil, in the course of my return to the United States from the headship of our Consulate at Buenos Ayres, in the Argentine Republic, I originated the idea of what, concisely indicative of its object, I have denominated the Three Americas Railway. The name Pan-American is equally expressive and befitting.

Ever since that time, I have, by day and by night, been so entirely occupied in my own humble way, with thoughts and desires and plans and purposes and efforts to consummate, or to facilitate the consummation of the said preeminently meritorious and matchless measure, that it has been impossible in a manner impossible for me to devote any time or attention whatever to any other vocation.

In the year 1878 I went to St. Louis, Mo., and there offered and paid \$5,000 for five of the ablest and most convincing essays that could be obtained in advocacy and advancement of the unparalleled proposition.

During an exceedingly discouraging period of considerably more than a decade, unable to accomplish anything at all with mere individuals, and, besides, after nearly four years of my first coming to Congress, in 1881 (always coming and always staying and always going, and always working with the indisputed and sweet privi-

age of paying all expenses, and never asking or receiving in the way of compensation so much as one dollar, or even one dime), that learned and legislative assembly, on the 7th day of July, 1884, having uniformly manifested a most provoking amplitude of patience and premeditation in the premises, passed, at my special and long-pursuing instance, a bill authorizing our government, as it is represented in our White House and in our Department of State, to dispatch to Latin-America a commercial commission, under instructions to ascertain and report the total value of the annual foreign commerce of all our American sister republic respectively.

At that particular time, the immense annual trade thus contemplated aggregated, as was later and officially reported, upward of \$850,000,000; though, firmly resolved on my own part to be on the safe side, the side of exact truth and fairness, so that no Senator or Representative might ever afterward be warranted in declaring that I had, to any extent whatever, overstated the facts, I, acting solely on my own responsibility, formally and in writing, as now duly filed among our Congressional archives, having stated the amount at only \$721,000,000, yet with very positive verbal assurances that the amount in reality would be found to be very much more; at least fifty millions more, as I stoutly contended.

The officially discovered and warmly welcome excess over my own well-guarded statement, establishing and keeping me in high standing with Congress, and greatly strengthening my plea for closer and more extensive commercial relations with Latin-America, by means of an international and intercontinental railway, was at that time, as has since been plainly and authoritatively reported, by the commission itself, \$129,000,000. That difference, that numeration, was and is the largest balance that has ever been placed to my credit; and, as far as I am able to perceive, there is not now any probability that I shall ever again be the recipient of such an ample and gratifying windfall, of nine figure dollars accredited to myself, but nowhere either visible or tangible.

Senator Windom was then chairman of the Senate Committee on Foreign Relations. Senator Morgan and Senator Edmunds were also members of the said committee. Senators Cockrell and Gorman and Allison were equally able and exemplary members of other committees, and they were likewise quite friendly toward the gigantic enterprise, even prior to the favorable report of the Foreign Relations Committee. At one time, however, during the pendency of my proposition, Senator Windom, who was far more conversant with home interests than with conditions abroad, gave rather unreserved expression on his crude opinion that the annual value of all the foreign commerce of Latin America would, when well brought to light, fall short of \$400,000,000, less than one-half of the subsequently and officially ascertained sum.

Yet, in due course afterward, he and other members of the committee, who at first erroneously thought much the same as he himself thought, frankly admitted to me that thorough investigation had convinced them that they were, in the earlier stages of my meeting with them, less familiar than I was with affairs commercial in Central and South America.

Including exports and imports, the full value of the foreign commerce of all the republics of Latin America, is today not less than \$1,000,000,000; of which, to our previous disadvantage and shame, closely bordering on disgrace, in still supinely permitting Europe to monopolize the lion's share, we are, even yet, apparently content, weakly and timorously and discreditably content, to secure only a lamblike and meager and almost contemptible fraction.

From the very first it has been and is now, far more ardently than ever before, my object to acquire (because geographically and politically and socially and otherwise it belongs to us) the bulk of that vast and rapidly augmenting business. If we are really and truly the fullfledged and far-sighted and patriotic Americans that we claim to be, instead of continuing to yield to Europe eight-tenths of the foreign commerce of Latin America, we shall soon, reversing the figures, secure for ourselves the said eight-tenths, and by way of skillful and prudent and proper proceedings in our own legitimate interests, leave Europe, with our spine-injected wishes, to such comfort and satisfaction as she may be able to find with the rather ditto two-tenths which, through our own indifference and folly, or lack of intelligent energy, is now slowly and reluctantly coming to us.

Vastly more honorable and profitable will it be for us to seek close

companionship and friendly relations with the clear-headed and large-hearted and wholesouled people of Central and South America, than with the conceited and crafty and corrupt inhabitants of the islands of the Pacific; the former being, so to speak, pure-blooded and sharply-formed horses of Arabian stock; and the latter a mere motley and mischeivous horde of lopeared and lean-shanked and ludicrous rabbits of Australian descent and degeneration.

Nevertheless, we have justly acquired and should wisely retain and govern all the islands we have taken in both the Atlantic Ocean and the Pacific deep; and, in clear view of coming events in connection with a sort of temporary and uncommercial resistance to manifest destiny, we have reprehensibly overlooked and condoned many humiliating and galling provocations, and have, up to the present time, culpably refrained from taking a sufficient number, or an adequate area, of insular possessions in either of those widely separated sections of our globe.

Several years after the publication of my duodecimo entitled "The Three Americas Railway," I received from the Hon. William M. Everts, of the city of New York, an uncommonly interesting letter, inquiring why it might not be practicable and prudent to extend my already incomparable measure into and through two of the other vast continents, Asia and Europe, by way of Behring Strait.

Soon afterward, Prof. W. H. C. Bartlett, of the Engineering Department of West Point, very pleasantly and pointedly plied me with written inquiries as to whether, when arriving at Jerusalem, in Syria, according to Mr. Evert's proposed itinerary, it would not be feasible and proper to go around the southeastern shore of the Mediterranean Sea to Cairo, in Egypt, and from Cairo up along the Nile, passing through ancient Thebes and Assuan, on the right bank, to a point opposite to Ipsambul on the left bank; thence over into Darfour, an extensive region of Central Africa, and then southward to the Cape of Good Hope.

These letters from Mr. Everts and Professor Bartlett were widely published throughout the United States and Great Britain, six years at least before anything was ever heard from Mr. Cecil Rhodes, of South Africa, in relation to his (wisely and far-sightedly) proposed railway from Cairo to the Cape.

I have many reasons for believing it quite probable, if not absolutely certain, that Mr. Rhodes first imbibed his highly commendable views and ambitions in this regard from the correspondence thus indicated, and also from openly-published correspondence, of very considerable length, that was carried on, from 1881 to 1886, between Sir Bedford Plim, of London, and myself in behalf of my own superior measure through the three Americas.

In reply to all those (not unwell-)propositions, reaching far out from at least two of the three Americas into Europe and Asia and Africa, to the salutary end that civilization and peace and prosperity and progress may be extended and strengthened and enriched and perpetuated by a well-equipped line of railway running all the way through the five great continents, I could then give only one answer; and my answer now is still the same, namely, that I was and am personally overworked and overburdened and much too busy to engage myself with any thoughts or any efforts whatever, except those actually existing, or yet to exist, between the extreme limits of northwestern Alaska and southeastern Patagonia.

Whatever of fairness and prestige may be due to America, in this almost world-encircling scheme of quick travel and transportation, should be manfully maintained and to three-Americans as I unyieldingly contend, should be ascribed the complete conception of the measure and its open promulgation to the world; namely (here designating the number or proportion of continents to each), the writer of this communication, two-fifths, South America and North America; Secretary Everts, two-fifths, Asia and Europe; and Professor Bartlett, one-fifth, Africa.

Here, I may fitly and truly, state, as official records will show, that, several years prior to the time when Mr. Everts and Professor Bartlett were pleased to urge the extension into Asia and Europe and Africa of my projected intercontinental railway through the three Americas, I wrote, in 1882, to our Secretary of State at that time, Mr. Frelinghuysen, and had two in reviews with the Hon. Karl de Struve, the Russian minister then in Washington, suggesting to them that, in consideration of the fact, as I claimed and still claim it to be a fact, that my stupendous proposition will be duly and fully accepted and consummated, it would probably prove to be of extraordinary advantage to Russia to build, at her earliest convenience, a first-class railroad through Siberia, in order to effect speedy and opportune connection of her own great systems of travel and transportation with the contemplated and magnificent Throughfare of Nations, which would undoubtedly soon seek the safest and best possible passage over or under and beyond Behring Strait.

How promptly and admirably Russia has acted on that suggestion, or on her happy impulse and volition, is plainly visible in the unexcelled energy, capacity, definiteness of purpose, wisdom of procedure, power of execution and splendor of achievement, which she has, within the last few years, so nobly and so grandly evinced in her nature-conquering triumphs over the formidable and almost appalling obstacles of both her European and her Asiatic possessions. The last rail between Moscow and Vladivostok was laid on Monday, the 4th instant.

Since the United States, nearly half a century ago, set to the world ever-memorable and ameliorating examples of the largely increased and constantly increasing benefits of longlines and broadways of commerce, such as we now have in our Atlantic and Pacific railways, and likewise in shorter railroads leading from our great lakes to the Gulf of Mexico, the republic no empire nor kingdom under the sun has equaled our rate of accretive and

auspicious Russia in evolving material and masterly enterprises and internal improvements of manifestly incalculable and never-ending value.

Within a very brief period exceeding the next three years, my present plans succeeding, I shall probably publish in detail, with attendant and authentic vouchers, what may not inappropriately be designated a history (up to that time) of my projected Three Americas Railway, along longitudinal lines; and in close connection therewith, I shall also have something to say, more in fact, than certain persons, not yet perfectly sanctified, may be delighted to read or hear, as regards the primary intimations and movements which are now irresistibly leading the most prudent and progressive denizens of our rather diminutive planet to perceive the fast approaching indispensability of even a five continents railway, covering the entire distance between Cape Horn and the Cape of Good Hope.

Fate seems to have decreed that we should chastise and correct our mother-country, Great Britain, before we could ever find it in our hearts to love her so unfeignedly as we love her today. Just so with all the commonwealths of Spanish America every one of them had to fight Spain valiantly and persistently for freedom and for independence. Nevertheless, really great and truly good were the European mothers of both the Anglo-Americans and the Spanish-Americans; and because of all of our cisatlantic peoples much prefer, and rightly prefer to belong only to ourselves, there is yet no sound reason why we should not look back with sincere affection and gentle treatment toward all our transatlantic kinsman and kinswoman who so considerately and so kindly rocked our cradles and otherwise nursed and nourished us in the earliest days of our infancy.

A brief retrospect of Spain and Spanish affairs may here be fitly indulged. Well can Spain afford to boast and be proud of her glittering galaxy of great men; her far-seeing and dauntless discoverers of vast continents and outstretched islands; her heroes, statesmen, orators, diplomatists, poets, painters, and her other highly illustrious sons, both at home and abroad.

Veritable marvels of genius in their respective vocations, and ever-glorious exemplars withal, were Columbus, Cervantes, Calderon, Lopez de Vega, Alfonso the Wise, Dias, Yriarte, Mendoza, Gonzalez, Melendez, Quevedo, Quintana, Herrera, Solis, Zorrilla, and Castelar.

These and innumerable other great men of the Iberian Peninsula, speaking and writing one of the most rational and elegant languages that has ever been evolved from the intellects and tongues of any portion of mankind, deserves to be regarded with glowing and imperishable esteem, not only by their lineal descendants in Europe, but also by all kindred peoples and other enlightened nations throughout the world.

Nor are the Latin Americas, in any respect, less worthy of special honor than the very bravest and noblest of their ancestry in transatlantic lands. Of all that is here said, I well know the perfect truth. Six times have I been to South America and returned to the United States; four times to Central America and back home; twice have crossed the Andes, going, on both occasions, from the wide Atlantic to the almost immeasurable Pacific; once to Mexico; once to Spain, and once to Portugal; yet always, when traveling on the soil of either South or Central America, whether in low valleys or upon the dizzy heights of sky-kissing mountains, or still amid the intermediate altitude of elevated plains, I was cordially saluted and hospitably entertained; particularly by the wholly white inhabitants of those far-distant regions, where I was treated with tranquil and pleasing respect, with true politeness, and with warm welcome.

Better or more kindly-natured peoples than the molders and leaders of society and public opinion in Mexico and Central and South America I have never seen; and I here venture the unequivocal declaration that, in my candid judgment, the world does not contain more able and more honorable and more estimable and more accomplished, more brightly and more amiably and more lovable children, than, in proportion to their numbers, may be met, and invariably happily met, among the white-faced and blue-blooded and big-brained and right-minded Latin Americans, from Mexico to Argentina, inclusive.

Not even in urbane and genial and refined France, where on two occasions in different years, I have, for weeks together basked in the bliss of her well-ordered and almost perfect civilization, have I ever come in contact with more charming affability and courtesy, or more genial grace of manner and action, than may everywhere be encountered and enjoyed among the Latin Americans who have been enriched and blessed with the endowment of pure Spanish descent.

Yet, besides the really select and unsurpassed sort of Latin Americans of whom I have here spoken, and whose numbers, thank heaven, are rapidly increasing, there are other Americans, aboriginal and imported, or the stolid and squalid issues of imported stock, whose minds and morals and methods and manners are but too fixed far from any respectable standard of either excellence or even moderate merit.

The ill-conditioned and unconscionable person who, in this connection, are so plainly incurring a severe but just castigation, are the off-color riff-raff, the blacks, the browns, the yellows, the mullatos, the mestizos, the mongrels, and other hybrid and motley miscreants, of many ominous shades of discoloration and disrepute and dissipation and disadvantage and disorder and disaster; indolent, ignorant, incongruous, unpatrician, perfidious, seditious, turbulent, revolutionary, brutelike and bloodthirsty.

A proper application of the true principles and purposes of the rather infantile but potential and kindred sciences of Ethnology and Anthropology through out the immense domains of the portentous and superfluous of unmanly, so-called men, above portrayed, will soon diminish, and eventually ex-

tripate, the formidably foreboding evil against which I am thus definitely and indelibly registering this fervid and well-founded complaint.

Every word thus uttered on the racial question is quite in harmony with what I wrote and published, forty-four years ago, in my anti-slavery and pro-Aryan book, entitled "The Impending Crisis of the South"; which, after a long period of careful investigation and conscientious cogitation, I deliberately placed before the public as a preliminary and prerequisite step toward the ultimate attainment of a grandly ameliorated and all-white American. On the solid and firm and broad bases of that book I stand immovably; nor am I in the least apprehensive of ever suffering a downfall therefrom.

Nor should the transcendently important matter here mentioned fail to receive the constant and intense attention of every zealous and patriotic citizen of the United States.

If it be, as it certainly ought to be, the laudable and beneficial ambition and determination of our people to develop and perpetuate our already great republic into the very acme of superexcellence nationally, the predominant and peace-preserving and plenty-promoting and most prudent and progressive power in the world (not with any design or desire whatever to weaken or otherwise belittle or injure any other deserving nation, but with good will and sincere friendship toward the whole family of industrious and civilized and advancing commonwealths), then it behooves us all to maintain, with the most untiring sedulousness and vigilance, the full integrity of our manhood, physical, intellectual and ethical, as we have inherited it from the very whitest and ablest and best of our immortal and far-famed forefathers.

Holding in forethoughtful consideration the pressing importance of a speedy and peaceful and permanent adjustment of all our race differences, both at home and abroad, if such an adjustment be possible, or the inevitable and sanguinary conflict that will but too precipitately follow the failure of such equitable and amicable endeavors, it would probably be eminently prudent for our Federal government, or for our state governments, respectively, to establish at once in the postoffice or in the office of the clerk of the county court, in the capital of every county in the United States, at an average cost not exceeding \$200 an Ethnological Library of the (comparatively few) really able and exhaustive works on the subject; so that our god people, north, south, east and west, desiring to think aright and act equitably, might find it convenient to inform themselves, during their intervals of leisure, of a peculiarly weighty and beneficent truth, first wisely and subsequently announced, long ago, by the purest poet pope, but even yet only here and there and imperfectly heeded, that the proper study of mankind is man.

Again to the Rio Grande, dividing us from Mexico and from the countries there below. As regards the judicious and successful administration of public affairs, especially in all matters of municipal and supreme control, the Latin Americans of today, greatly to their honor, are beginning to manifest perfect devotion and fidelity to the purest principles of republican institutions. Gratifying evidences of their thoughtful and purposeful progress along the lines of civil liberty and self-government are everywhere visible throughout brave Mexico and fair Argentina; one at the extreme north, and the other at the extreme south, of Spanish America; each being, at this time, among the best governed and most peaceful and prosperous and progressive nations on the face of the earth.

Intermediately between these two widely separated democracies, a large and joyful majority of their thirteen sister republics, all of Latin brain and blood and bone, are also wisely and felicitously training themselves in the right direction; and, serenely comfortable to contemplate, not one of them is in any measure unmindful of the magnetic and masculine merits of the Monroe doctrine.

Distinctly remembering, Mr. President, with high esteem and admiration, the noteworthy ability and probity which you have already and uniformly displayed in many public and important positions outside of the White House, and entertaining full confidence that, in the main, your wisdom and your patriotism, as likewise your eager outlook and solicitude for the general welfare, are all that can be reasonably expected of the chief magistrate of our exceptionally extensive and expansive and preponderant republic, I here exercise the happy liberty of predicting that the winding up and close of your administration, whether in 1905, in 1909, or even later, will present brilliant and redundant evidences of the singular success with which your excellency and your obviously well-qualified and discreet companions of the cabinet have, in the executive branch of our government, managed the affairs, both foreign and domestic, of our mighty and magnificent commonwealth.

Meanwhile I feel impelled by a sense of solemn duty, to urge upon the attention of your excellency the transcendent value and importance of my projected international and intercontinental railway through the three Americas, not merely as a measure of the utmost and truly indescribable interest for the United States, but also as a matter of equal and incalculable concern for the upbuilding and betterment of every one of our kindred and free and independent sister democracies of Latin America, from the northern boundary of Mexico all the way southward to Argentina and Chile and Cape Horn.

In ardent and vigorous behalf of this matchless measure, a paragraph of appropriate words from your excellency to our Congress, is thus respectfully suggested and renewed.

Here also, if you please, a few expressions in regard to another extraordinarily uncommon and colossal and meritorious undertaking, intended to facilitate the maritime commerce of all nations, and, at the same time, to promote the material development and well-being of a long but narrow strip

or section of our New World, a ship canal across the isthmus of Tehuantepec, or Nicaragua, or Panama, which, in any case or event, should be an exclusively American canal, regardless of all impertinent threats of intermeddling or intervention on the part of any European or other old-world power.

Frequently has the question been asked, as to which of the two gigantic enterprises, the projected intercontinental railway, or the proposed inter-oceanic canal, will probably prove to be of the greater worth and advantage. As intelligently, or somewhat less intelligently, might the question be propounded, which is the longer and the broader and the more largely and incessantly beneficial to the world, the Mississippi river of a continent, or the mere cow creek of a county?

While both the road and the canal are eminently worthy of our favorable consideration and our immediate and most efficacious endeavors, and in a manner absolutely indispensable to the general greatness and grandeur of our wealth-creating and splendor-fostering family of American republics, yet I can but regard the road, in its entirety, for America and Americans, as at least a thousand times more worthy and more important.

Lack of space and insufficiency of time alone prevent me from here assigning the numerous and various reasons, all sound and incontestable, which completely fortify and sustain me in the impregnable position thus rightfully assumed.

Robust and well-regulated thoughts and actions in the glorious days of Anglo-Saxon and Anglo-American achievements of strikingly utilitarian and expedient and stupendous undertakings, are always in close alliance with Shakespearian and Baconian and Jeffersonian and Emersonian wisdom, as likewise with the standard ways of wisdom of the whole world, on the right hand; while measurably imprudent and dashing departures from ordinary methods are but too often characteristic of the aberrant genius of Poe, or the unwary yet (more for public advantage than for private gain) wholesome indiscretions of Scuyler Colfax and Oakes Ames, on the left hand; the undisciplined impulses and manoeuvres of these last-named gentlemen being, by way of contrast and cleverness of expression and practice, of much inferior profundity and virtue and honor, and therefore far less praiseworthy within the comely scope of brilliant and beneficial careers historical.

In what is meant to be perfectly respectful and highly complimentary allusion to your excellency, it may, I think, be fitly remarked that an elderly head on youthful shoulders is (as the said head well knows) never too old to learn. Although I have no expectation of ever hearing of your excellency's beatification as a worshipful saint this side of heaven, yet barring occasional and comparatively immaterial fantasies and slight irregularities of procedure, my faith is full and strong and steadfast in your large-brained capacity, your comprehensive foresight, your energy, your vigilance, your intrepidity, your Americanism, and your salutary and straightforward statesmanship.

On the 30th ultimo, in the city of Mexico, where, auspiciously for the strengthening of friendly ties, and the extension of closer commercial relations between the United States and all the republics of Latin America, the Pan-American conference is now in session, the momentously important matter here specially mentioned, the proposed international and intercontinental railway through the three Americas, was referred to a committee of nine learned and able and distinguished delegates, who will doubtless, in due time, in the very nature and fitness of things, endorse and urge the measure with a liberal share of the superior wisdom and patriotism which are now so conspicuously and permanently characteristic of American statesmanship; whether in North America, in Central America, or in South America.

The intercontinental and unequalled railway thus indicated will run the entire distance from Behring Strait to the Straits of Magellan; and according to nature's requirements of construction, it will attain a total length of about 12,000 miles.

The entire weight of the elaborate and official and sustaining literature, now in our National Library, on Capitol Hill, and partly in other leading libraries throughout the United States, on the pre-eminently superior subject of the projected international and intercontinental railway through the three Americas, is upward of forty pounds avoirdupois; and to this ponderous mass of priceless matter additional documents of a kindred nature, are constantly undergoing careful and prudent preparation. With the most essential features of these bulky and instructive volumes, your excellency will, I trust, find sufficient time to become adequately familiar.

Though of a different nature, this widespread and commercial and patriotic and civilizing work, as a whole, will be for the United States approximately as great and grand as was the Louisiana Purchase; while the aggregate of value and exaltation for all the other American republics will even surpass that aggrandizing and magnificent achievement by Jefferson and Livingston and Monroe, at Paris, in marvelously successful diplomacy and treaty there, nearly one hundred years ago, with Marbois and Talleyrand and Napoleon.

I have the honor to be, With great respect, Your Excellency's obedient servant, HINTON ROWAN HELPER.

Capital Invested in Clay.

A preliminary census report on clay products in the United States shows a total capital of \$147,913,323 invested in the industry in 1890, an increase of 36 per cent. since 1890.

The number of establishments is 442, a decrease of almost 2 per cent. The returns show 105,518 wage earners, with total wages of \$39,534,070. The value of products is \$95,443,842, an increase of 6 per cent. The cost of materials, \$22,903,184, shows an increase of over 25 per cent. for the decade.