



SAGO PALMS.

There are few countries which are content with simply sending a consul to this city. Great Britain, Germany, France, Russia and Italy have consuls-general, consuls, vice-consuls and chancellors, although the titles differ slightly in several instances. Several small far away countries are represented by Americans who are acquainted with the countries. Corea, Siam and Persia are examples. Hawaii was formerly represented in this way. Every South and Central American republic has from one to four consular representatives here, and most of them are kept busy.

The duties of a consul and his assistants and the services performed by the consulate are many and varied. They differ, too, with different countries. For instance, much of the business of the French, German and English consulates has to do with ships and shipping, while the Chinese and Japanese consulates have never cleared a ship since they were created. It is obvious that the countries having a large number of citizens resident in this city would have the busiest consulates. This fact makes the Italian consulate in lower Broadway resemble a barber shop, in that its patrons have to stand in a row and await a strenuous "Next!" from the clerks. The Japanese consul is chiefly interested in exports and imports, but supplies his government with much valuable information regarding developments in New-York along every line. Zadazuchi Uchida, who has been consul for four and a half years, has just returned to Japan to take a more important post. His successor will arrive in August. The consul-general of His Majesty the King of Spain, José de Navario y Lopez de Oyala, has been a busy man since his arrival in the city, at the close of the war. His chief aim has been to build up the shattered commercial relations between the two countries.

Most of the consulates are in office buildings in lower Broadway or in nearby streets, such as State, Whitehall, Worth, William and Wall sts. The Swiss consulate is the only one situated uptown, the office being at No. 48 West Seventy-first-st. China is the only government that maintains a consular residence in this city. It is at No. 280 West Seventy-first-st., and there Chow Tsz Chi entertains all Chinese visitors of prominence. Two nephews of Li Hung Chang were the last visitors of prominence to accept the hospitality of the consulate.

KANSAS A KINGDOM OF WHEAT.

THIS YEAR'S CROP WILL REACH NINETY MILLION BUSHELS.

Wichita, Kan., June 26.—The farmers of the Kansas wheat belt are getting ready to thrash their vast wheat crop of this year. It is estimated that the crop will reach the ninety million bushel mark, which is ten million bushels short of the predictions at the earlier part of the season. Even as it is, the crop is the best ever raised in the Sunflower State, last year reaching only seventy-six million bushels, and the year before fifty million bushels. This year more than five million acres of land were sown in wheat and fifteen thousand extra men were imported to assist in harvesting the vast acreage. The income from this crop of wheat will be more than \$50,000,000, or \$500 to every farmer in the State. The wheat raised if placed on a single railway track reaching from Wichita to New-York would fill every car thereon.

Next year even more land in Kansas will be planted in wheat. It has come to pass that Kansas is the kingdom of wheat. Already the State leads all others in the production of this cereal. Land that was a few years ago given over to sunflower patches is now being turned into glowing fields of yellow grain. The cause of this abundance of grain is that there is more rainfall in Kansas than in former years. This is caused, it is said by the weather men, by the fact that more trees are being planted, and from a vast prairie the State is rapidly becoming well clothed with forests.

boat and the prosaic, old fashioned canal boat. The canal boat carries coal and grain, while the ice boat carries ice. They have everything else in common—blunt noses, flat bottoms, bulging sides, a little cabin at the stern and a general effect much like a big, long box. There was a time when ice boats were expensive affairs, with a large deck house and padded sides, which were supposed to prevent melting. This style of craft was abandoned on account of the cost.

The summer ice boats never come down the Hudson alone. They have company of half a dozen others of their kind, and are shown the way by fussy little tugs. There are at least thirty landing places for ice boats on the East River and North River fronts. At each landing place is a long platform, known to the trade as an ice bridge. It is just the height of the heavy ice wagons. The bluish white chunks are lifted from the boats by steam or horse power and slid from the ice bridge into the wagons.

At 3 o'clock in the morning the first ice wagons back up to the ice bridge, receive their heavy loads, and go thundering away over the cobblestones to supply the larger customers. At 6 o'clock the bulk of the wagons appear, and with much noise receive the loads, which will be chopped into small pieces and delivered to the retail customers. The wagons return at intervals throughout the morning and afternoon. If the weather is particularly hot, some of them will not be through until 10 o'clock at night. If the weather is cool, the iceman's day may end at 3 o'clock in the afternoon.

For the next three months the icemen will be among the hardest worked individuals in the city. They are a living contradiction to the old saying, "Isn't it nice to be an iceman?" That may have been intended for the stockholders, who receive the profits; but for the men who deliver the ice—the real icemen—never! They are poorly paid, too. Two men are assigned to every wagon, the driver getting \$14 a week and the helper \$9. They have no labor union, and the nine hour law does not apply in their case. They get no pay for overtime. If the day is

fourteen hours long they have to grin and bear it; if only eight, they get the advantage.

New-York uses a great deal of artificial ice every summer. There are thirty icemaking plants in operation in this city, having a daily output of from fifty to six hundred tons each. This ice enters to a certain extent into competition with natural ice, and is used for all purposes. "Will artificial ice ever supplant the natural product?" is a question which the stockholders in ice companies have asked many times. Their managers comfort them in this strain:

"Artificial ice is made in cans and frozen from all sides. The action of the frost concentrates the impurities in the centre of the cake, and in many cases makes that portion of the cake worthless. Natural ice freezes from one side and in one direction. Most of the impurities are forced out of the cake altogether. There is no need of worry, for your dividends are sure for a long time to come."

RIDING A BULL IN GUAM.

Washington dispatch to Philadelphia Ledger.

The official report of the Governor of Guam announces the interesting and novel fact that that official, when he goes abroad on his tours of inspection, rides in state, not on a horse, but on a bull. The Governor of Guam is Captain Seaton Schroeder, one of the best known officers in the navy, and a most popular society man. His face and figure are most familiar in the recollection of Washington society people as leading in dancing events, and it is a sharp jog on their fancy to imagine him astride a bull while performing his official duties. Nevertheless, Captain Schroeder reports that he has ridden all over the island looking over the abominably muddy roads, inquiring into the condition of the natives and the administration of the little amount of government necessary to make everybody comfortable and happy. The people are recovering from the effects of the cyclone, and will soon have crops from which to derive a living. The gift of thirty sacks of seed sweet potatoes from Hawaii is mentioned in the report with special thanks. No attempt has been made to rebuild the town of Pago Pago, which the storm destroyed. The inhabitants seem to think it wiser to build a new town than to clean up the old one.

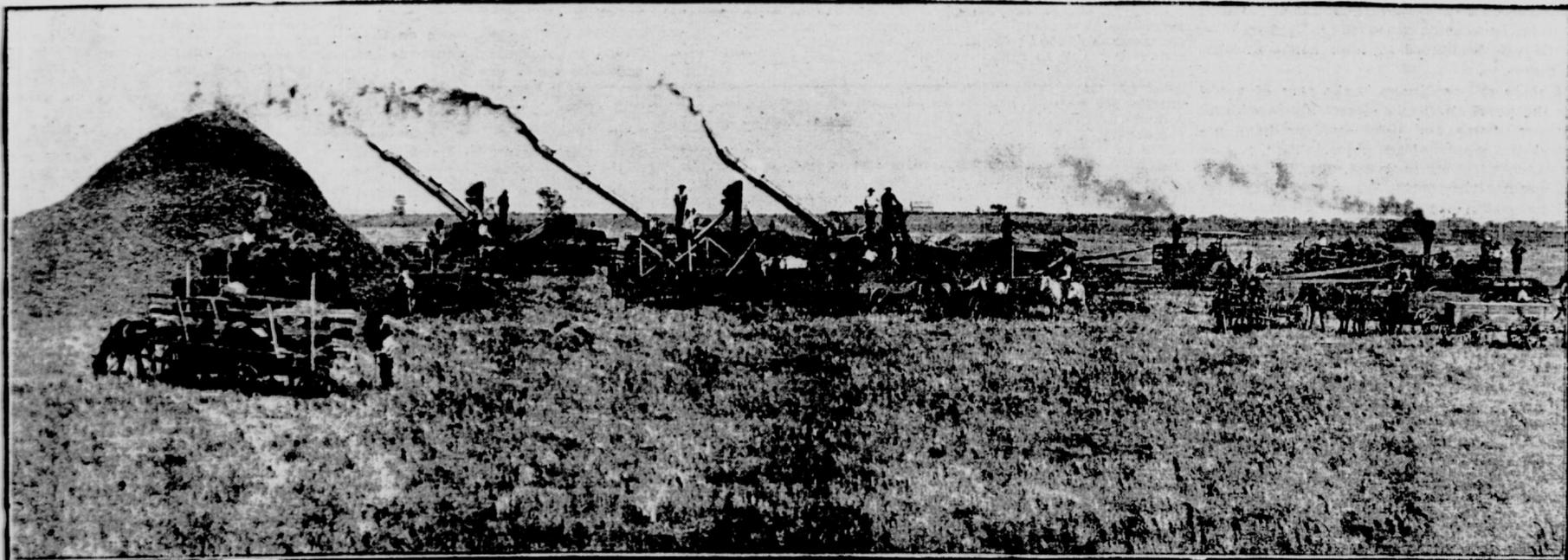
CONSULS IN NEW-YORK.

THE LOCAL REPRESENTATIVES OF OTHER NATIONS AND THEIR DUTIES.

"The post of consul-general at New-York is the most desired in the entire consular service of my government," said a genial foreigner who is now consul-general at this port. "To nearly all South Americans in the consular service this city appears in the same light. A consul who makes a successful record in New-York generally steps into something mighty fine on his return home."

If the consuls like New-York the city has no reason to be dissatisfied with the consuls, at least with the number of them, for there are more countries represented here than at any other port in the United States. There are forty-one or forty-two consuls in all—twenty-three sent out by republics and eighteen by monarchies. The Orange Free State representative has not yet made up his mind as to whether his duties are ended. The Transvaal is one of the few republics which have not a regular representative at this port.

One hears little about New-York consuls, as compared to the foreign ministers at Washington. Yet the consul-generals rank closely after their superiors at Washington in the importance of the duties they perform for their governments, and they are often called to the capital to consult on important affairs. For the most part they will seldom speak about public questions, leaving that delicate duty to the Washington representative. While the legations at Peking were besieged by the Boxers a score of reporters called at the Chinese consulate every day. Every known pretext was used to gain audience with Consul Chow Tsz Chi, but it would have been as easy to see the old Empress Dowager. At the beginning of the trouble he announced that he would say absolutely nothing on the Chinese question, and the only phrase he ever uttered in the presence of reporters was, "I have nothing to say."



THRASHERS AT WORK IN A KANSAS WHEAT FIELD.