

CHANCES FOR AMERICANS IN SIAM.

Frank G. Carpenter Tells About the Demand for Our Products in the Orient—How Money May Be Made in Teakwood Traffic—Bangkok in 1902—New Railroads and the Electric Lines—The New Canal System—Something as to Our Missionaries and Other Information About the Most Up-to-Date Country of the Far East.

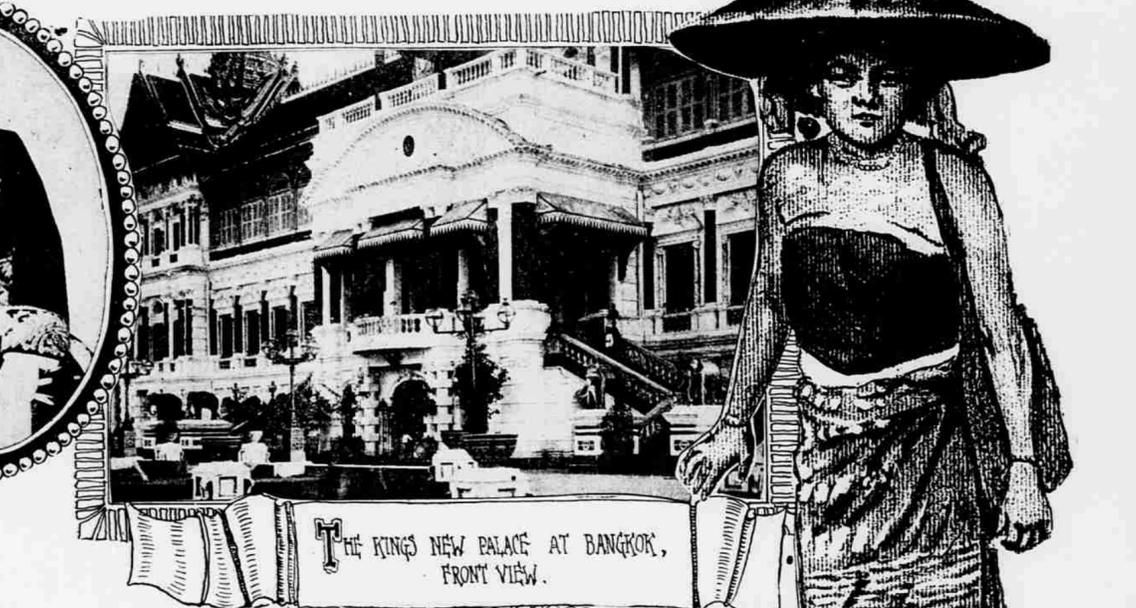
Special Correspondence of The Sunday Republic, Washington, May 16. For the first time in our history Siam has a legation at Washington accredited solely to the United States and England, who have spent most of his time in London and visited Washington only periodically to pay his respects to the President and attend to Siamese interests on this side of the ocean. Of late,

and it is doing a good business. This road began its construction in 1902, when his Majesty the King dug the first spadeful of earth and dumped out the earth in a wheelbarrow and put the earth into a wheelbarrow of ebony and silver. The spade was of a New England pattern and the wheelbarrow was of American design.

gated lands. It seems strange to speak of irrigation in a land as well watered as Siam, but there are large tracts that have been brought under cultivation in this way. The vast plain of Southern Siam, which has some of the richest soil in the world, has been opened up by canals. The greater part of it was a jungle until within the last



OUR NEW MINISTER FROM SIAM.



THE KING'S NEW PALACE AT BANGKOK, FRONT VIEW.

however, the King has been pushing his trade in every possible way, and has now established an Envoy Extraordinary and Minister Plenipotentiary at Washington. The new Minister has the title of Phya Akharaj Yaradharaj, and he has held the highest official positions at home. He has been associated with the imperial cabinet and has made a reputation for himself as a diplomat and statesman. The Minister is a native Siamese. He belongs to the nobility, and is a man of education and accomplishment. He does not speak English fluently, and my interview concerning the country was, at his request, carried through the secretary of the legation, Mr. Edward H. Loftus.

Our conversation opened with some kind expressions as to the friendly feeling which the King and his people have for Americans. Said Mr. Loftus: "His Majesty is anxious to further the trade of his country with yours. He has the friendliest of feelings toward Americans, and wishes even closer relations than those which now exist between the two people. The legation will do all it can to better the trade between the two countries, and I really think we have a market there which you people do not appreciate. Siam is one of the richest countries of the far East. It is bigger than France or Germany, and has a population of about 7,000,000. It is a country of many large cities, and one with which the English and Germans have a large trade. It is one which is equally open to the Americans, whom we hope will, from now on, rapidly increase their exports."

Siam Carries on Extensive Foreign Trade With England.

"But have we not already a big business with your country?" I asked. "Nothing like so great as it should be," replied Mr. Loftus. "You need some machinery and hardware and a large number of bicycles. We buy some of your writing and printing paper, and a little stationery and some breadstuffs, tobacco and coal oil. The trade in 1900 was more than two and one-half times as great as it was in 1899. You have begun to touch its possibilities. You should sell all sorts of machinery and almost every kind of American notions. Siam is an agricultural country. It has also extensive areas of teak and other hardwoods, and American saws and axes should be in demand. Russia surpasses you in its shipment of coal oil, and as to all kinds of cotton goods, England and the United States are the chief markets. The foreign trade of Siam is with England, although the Germans are trying hard to introduce their manufactures. "Both Germans and English have business houses in Bangkok and other Siamese cities, and the Americans should establish similar institutions. Your manufacturers should send out their agents and business with the country direct, instead of selling through Hong-Kong and Singapore, as you now do."

"Along what lines could Americans make money in Siam," Mr. Loftus said. "There are many openings for capital allied to good business brains," was the reply. "The trade in teakwood is largely done by foreign syndicates. There is one English company far in the interior, which has a capital of \$10,000,000. It ships its timber to all parts of the world. There is no wood so good as teak for certain kinds of shipbuilding, for railroad ties and other things. The wood does not rot when in the water, and at the same time it is easy to handle. We have some of the largest teak forests of the world and our shipments of teak amount to thousands of tons annually. The teak is sold by weight and it brings about \$50 per ton. We have a forest department, administered by British officials, and so far about half the forest areas are being held in reserve."

Teak Forests Restricted to Siam, Burma and China.

"Tell me more about the teakwood forests," Mr. Loftus said. "Is not the same kind of timber found in the Philippines?" "I believe that the chief teak forests are restricted to Siam, Burma and Cochin China. I know they are planting out trees in Java, but such as grow there are not of the superior quality of our teak. It takes about sixty years to grow a tree so that it is large enough for lumber, and whether the trees could be grown in the Philippines or not I cannot tell. It is not right to speak of a teak forest. There are no woods which are all teak, but the trees are found scattered through the other woods. They are gotten out by means of elephants and the work is very expensive and very hard. The elephants are costly. They have to be trained to the work and they can work only a certain number of hours of the day and only a few days in the year."

"In what part of the country are the best forests?" I asked. "They are in the upper Provinces. The wood is cut and brought to the river and floated down to Bangkok, from where it is shipped to all parts of the world. The Government has certain taxes that have to be paid for felling and shipping, and, all together, the expenses are great. For this reason a large capital is required. Nevertheless, the business pays very well and fortunes have been made in it."

"At the same time the Crown Prince took the wheelbarrow and wheeled it about twenty-five yards along the line of the road and dumped out the earth. This was to show that the King and the court were thoroughly interested in the undertaking."

"Tell me something about Korat, the terminus of the road," said I. "Korat is a big city surrounded by rich plains. It is a great center of trade. It lies 155 miles from Bangkok and in the past about two weeks have been required for the trip between the two places. By the railroad it is made in ten hours. They are now extending the railroad on to the north, and it will eventually connect with Chienan, the great center of trade of Northern Siam. From there a line will eventually connect it with the Burmese railroads now being built toward China. I doubt not that in time the Chinese and Trans-Siberian systems will be connected, so that one may really go from Paris to Bangkok by rail."

"Another railroad is to be built from Bangkok westward down through the Malay peninsula to the Strait of Malacca. We have a road from Bangkok to Paknam, on the Menam River, and all together we are gradually becoming a railroad country."

"Where does Siam get its railroad materials?" "So far most of them have come from England," was the reply. "There is no reason why the United States should not supply its share. Our country is such that we need many bridges, and you Americans are now doing much in furnishing bridges for the world. I see no reason why you should not compete as to our locomotives and other rolling stock, and in even taking contracts for the construction of the roads."

"Twenty-Eight Electric Plants in Bangkok Alone." "Do you use much electricity in Siam?" "We have twenty-eight electric plants in Bangkok alone. We have one incandescent electric light plant which furnishes 15,000 lights. It originally belonged to the English Brush Company and is used for lighting the King's palace and for the use of the public. It was one time operated by an American engineer named Bennett and an American firm was later on sold to a Danish company, which now manages it. The most of its supplies were purchased from Europe, but some from America."

"The Danish company now owns the electric railroads. It has a tramway seven and one-half miles long in operation and a track of three and a half miles more is under construction. It advertises that it will supply electric power throughout the city and it expects to run a line of automobiles in connection with its street cars. In addition to this there are private plants the equipment of which is largely American. You can now reach almost any part of the city or suburbs by street cars."

"Give me some idea of Bangkok," Mr. Loftus said. "Our people think the town is made up of houses floating on the water. "That is so only to a limited extent," was the reply. "The city lies on the Menam River, extending for miles up and down both sides of it. There is a large boat population and perhaps 20,000 people who actually live in houses anchored to posts in the river so that they rise and fall with the tide. Many of these houses are of large size. They are built upon rafts and are very comfortable homes. They constitute, however, but a small part of Bangkok. The palaces of the King are of great extent and in many respects are as fine as the great buildings of Europe."



HIS MAJESTY KING CHULALONGKORN

fully studied, and expert engineers will make plans by which these lands can be developed and brought under cultivation."

"Such public improvements will need a vast deal of money, will they not? I suppose Siam has a large public debt already?" "It has as little as I know," replied the Siamese secretary. "It has, on the contrary, a cash surplus of about 25,000,000 taels, including a million dollars which was lately invested in British consols. Our Government is one of the few in the world which are not in debt. The revenues more than meet the expenses, and the country is increasing its riches from year to year."

Siam Is Practically a Free-Trade Country.

"Where does the revenue come from?" "From the usual taxes and licenses," re-

plied Mr. Loftus. "We have our internal revenue taxes, a capitation tax and a very low customs tax. We charge only 3 per cent on imports, so you will see that Siam is practically a free-trade country, and your people can ship there with as little restriction as to any part of the world. The tax fixed by the foreign Powers for China is higher, and in Japan and other Eastern countries it is many times as great. Our people welcome imports, and they will welcome American travelers. Instead of fighting your way from place to place, through a riotous population, as in China, come to us and you will be courteously received and made at home."

"How about our missionaries?" said I. "Your country is a Buddhist country. Does it tolerate Christianity?" "Yes," was the reply. "Siam tolerates all religions. The American missionaries are much liked, and they are allowed to go where they please and to teach what they please. They have schools in the different cities, and they do much good."

"As to Buddhism, that is the prevailing religion. We have thousands of priests and thousands of temples. Many of the priests are teachers, and they have their schools scattered here and there over the country. We are doing much in education. The Government established a normal college in 1902. We have boarding schools in Bangkok for the sons and daughters of Princes and nobles. These have English teachers, and we have other schools with thousands of students, in which English is taught. There is an educational department in Bangkok, and we have a competitive examination every year, open to all Siamese, which gives scholarships for study abroad."

FRANK G. CARPENTER.

TALENTED INDIAN GIRL PUBLISHES A MAGAZINE

Miss Ora Eddleman (Tucketa) Attended College and Then Began the Publication of a Monthly—She Does All the Work, With the Exception of the Mechanical Part, and Even That Is Under Her Direction.



MISS ORA V. EDDLEMAN "TUCKETA" (Last Bird), Cherokee.

Special Correspondence of The Sunday Republic, Carthage, Mo., May 17. Twin Territories, a monthly magazine published at Muskegon, L. T., is the only magazine in the world that is entitled to the distinction of being edited and published by an Indian—and an Indian girl, at that. The editor and publisher is a Cherokee Indian by birth, and is best known in the literary world as Tucketa, her Indian name. To her friends and to the readers of her magazine she is known as Miss Ora V. Eddleman. Like many other ambitious Indian girls, she secured a good education. Then she became a frequent contributor to magazines. Some four years ago she published the initial number of the Twin Territories. The intention was to print items of interest to residents of the Indian and Oklahoma Territories. Being unexperienced, slow progress was made at first. The magazine was finally sold to a Fort Smith firm just as it was beginning to prove profitable. It was ground again, and last summer it once more became Miss Eddleman's property. Her former experience enabled her to formulate plans whereby the magazine could be placed on a paying basis. While the original plan of publishing matter pertaining to the two Territories has not been lost sight of, the field has been broadened until the publication could now be properly classed as an Indian magazine. One of the most important features is the publication of Indian lore and legends. In appearance Miss Eddleman shows no more resemblance to the race to which she belongs than do many who have no Indian blood in their veins. She is of medium height and rather slender. Her hair and eyes are those of the Cherokee Indian, while her complexion, with the exception of an olive tinge, is as fair as that of her white sisters. That she is capable of looking after the business affairs is attested by the success with which she is meeting. She is the advertising manager of her magazine. In fact, she does all the work with the exception of the mechanical part, and even that is under her direction. Her typewriter and other modern office conveniences are evidences of her business acumen.

REYNOLDS'S LOST PICTURES ARE WORTH MILLIONS.



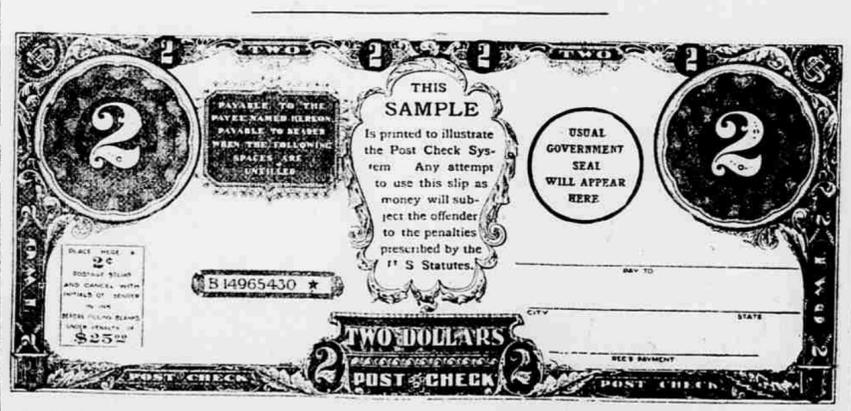
"GIRL AND DOG," a Famous Reynolds Painting.

"The present writer and Mr. W. V. Cronin have for the last thirty or forty years been searching for information concerning Sir Joshua Reynolds's works, yet there still remain more than 1,000 portraits for which sittings or payments are recorded, the present whereabouts of which are unknown." So wrote Mr. Alernon Graves, an acknowledged authority on the subject, in the Connoisseur, and from further remarks he makes it in the same work, it appears that many of these precious pictures are probably lying unrecognized in old country houses or secondhand shops. Their present owners most likely are ignorant as to their value, and do not know who painted them, but thousands of pounds are awaiting the man lucky enough to find even one of the most famous of these portraits. Among the 1,000 are portraits of the Duke of Clarence, the Duke of Wellington's mother, the Duke of Beaufort, John Wesley and George Washington, and any one of these, if discovered, would fetch a fabulous price.

HARD TO GET A START IN LIFE.

WRITTEN FOR THE SUNDAY REPUBLIC. The old story of the merchant who advertised for a young man, and, as a test of character, offered each applicant a bundle, knotted with twine to open, and selected the youth for the vacant position who did not cut the string, but patiently labored over the knots until they were untied—that was good in the old days. Now, the merchant would say to himself: "The position is worth a dollar a day, or ten cents an hour for ten hours' work. If that young man wastes fifteen minutes' time, worth two and a half cents, trying to save a piece of twine worth one-eighth of a cent, he is no good to me." "Billy," Rice, negro minstrel, used to tell the story of a man who picked up a pin as he was leaving the office of a great merchant, after an unsuccessful quest for work. The merchant, seeing the man's action from the window, called him back and gave him employment, which kindness he repaid by becoming owner of the entire business in an incredibly short time. "Billy" used to end his story by saying that he tried that scheme once, when he was looking for work, dropping a pin carefully on the floor as he entered. He states his wants to the proprietor, who not only had no employment to offer him, but remarked to his partner as Rice picked up the pin: "Say, if that fellow's so small as to steal a pin off the floor, how much do you think he'd leave in my till?" Undertaker: "You say you want a coffin ten feet long?" Customer: "Yes. It's for poor old Comrade. He said he wanted to be buried in a natural position, so we will have to put his arm above his head."

POST CHECK LAW WOULD PERMIT CHANGE OF MONEY INTO A CHECK.



All \$1.00, \$2.00 and \$5.00 bills hereafter issued by the Government to contain blank spaces to permit a change of money into a check, was the gist of a bill before Congress. This rude sketch serves to convey the idea.

WRITTEN FOR THE SUNDAY REPUBLIC. The Post Check Currency Bureau of Washington, D. C., is an organization that is promoting a movement to secure postal currency. Such money would, it is believed, facilitate the transaction of business by mail. There is no private gain in the matter, and all expenses are met by the voluntary contribution of the originator of the post check currency.

and conference of some of the greatest and most interesting objects in nature. "We owe much to the poet," said the little Star, "because he has given us permission to do many of the things that we delight in. If he had not given permission that would we do? To me he said, 'Tinkle, twinkle, little star, and I have been twinkling ever since.' "That's right," answered the Sun, "and think how glad I am and how thankful the earth should be that Shakespeare said, 'Arise, fair sun.' "But where would I be, and what would old earth do?" asked the Spring. "If Thomson had not said, 'Come, gentle spring?'" "And think," said the Ocean, "how quiet and flat I would be if Byron had not written, 'Roll on, thou dark and deep blue ocean, roll!'" "And," chimed in the Eagle, "when Tennyson said, 'Blow, bugle, blow,' what a grand chance he gave to my voice." "Talking about blowing," said the Winter Wind, "what an opportunity Shakespeare gave me when he entered the order, 'Blow, blow, thou winter wind!'" Moral—Nature owes much of her liberty to the poet.

Liberty of the Poet. Once upon a time there was a meeting