

A NEW RURAL NOVEL

Will Deal with Life in Indiana in Mexican War Time.

Booth Tarkington, Noted Hoosier Author, Is Now Putting Finishing Touches to It—About to Become a Benediction.

Booth Tarkington, of Indianapolis, the well-known author and playwright, is completing the concluding chapters of another Indiana novel.

The new book will make its appearance in time, the author's friends assert, to answer a double purpose. It will come not only at an opportune time for the publishers, but will not be amiss in assisting the author in furthering his political ambitions.

For Booth Tarkington, the author, expects to become Booth Tarkington, the politician.

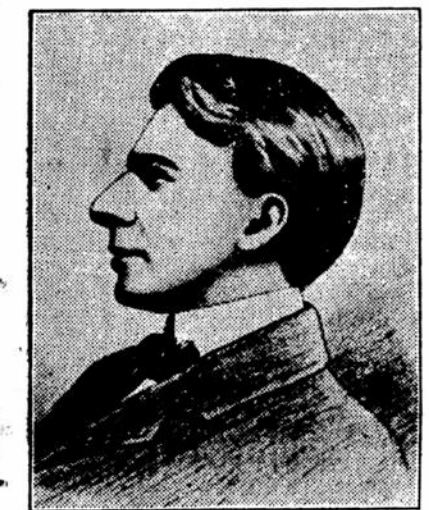
Then, in addition, there is a strong rumor going the rounds that Booth Tarkington, the bachelor, is about to become Booth Tarkington, the benedict. Mr. Tarkington, however, does not admit this assertion. He will not countenance the rumor. Neither does Mr. Tarkington's family, unless, in truth, the author's mother be excepted. She has been quoted as admitting that the author and the young woman whose name has been linked with that of Mr. Tarkington by the gossips like each other—nothing more.

Yet an intimate friend of the Indiana author said only a day or two ago: "Mr. Tarkington is working on the last novel he will write before he is married."

"However," as Mr. Tarkington, himself, says, "the rumor does not affect the novel now in hand."

As in his first success, says the Chicago American, the author will return to Indiana for the plot of his story. It will be laid in the city of Terre Haute, where, by the way, the author's father met, wooed and married the author's mother, and it will deal almost exclusively with bits of Indiana character. Mr. Tarkington considers it his most pretentious and most successful effort.

The book has not yet been named—the author insisting on one title, the



BOOTH TARKINGTON.
(Noted Indiana Author Soon to Become a Benediction.)

publishers suggesting another and the author's friends advancing a third. It will be a romance dealing with life in Indiana, in the vicinity of Terre Haute during the time of the Mexican war, and it will convey not a few of its incidents to the famous Catholic school near Terre Haute, "St. Marys of the Woods." The book, however, Mr. Tarkington insists, will not be classed as a historical romance. This he says in the face of anticipating critics who have endeavored to predict the character of the work.

The love story is delicately woven around the lives of a girl studying at the Catholic institution and a young man of the clear-brained, horny-handed class peculiar to the early period of Indiana's history.

Mr. Tarkington said: "I will doubtless hear more from my friend at Seattle now. Shortly after the production of 'The Gentleman from Indiana' friends of mine residing in Seattle, Wash., sent word to me that a certain resident of that city was parading under the name of Booth Tarkington, claiming to have written my book. He was buying copies right and left and sending them to his friends with a neat little picture of himself and a card saying that this was his first venture into literature and he wanted their criticism. My friends desired to know whether I would have them expose him or not. It seems that he also claimed that while he had written the book I was reaping the golden benefits in the shape of royalties. It did not take me long to decide what to do. I wrote them to encourage him in his 'pipe dream,' explaining at the same time that every copy he bought was putting that much more money in my pocket. I needed the money."

"This latest effort of mine is in some respects a more elaborate one than any of the others preceding. At least I have worked harder on it. Of course, I cannot say what success it will meet with—in fact, there are as yet several incomplete chapters."

"I have endeavored in my book, nameless as yet, to combine romance and character delineation. At the time of which I have written the farmers and townspeople were of such a character as to attract the most fastidious student. I have also endeavored not to become historical, and I think I have succeeded to a certain extent. The life of the story will rest in the hands of the people in a very short time."

American Coal for Germany.
The United States will supply Stettin, Germany, with 125,000 tons of steam coal under yearly contract.

HONOR FOR CHICAGOAN.

Robert S. McCormick, Envoy to Austria-Hungary, Soon to Be Made an Ambassador.

With the elevation of the legation of Austria-Hungary to an embassy Robert S. McCormick, the present minister of the United States to Austria-Hungary, will be raised to the rank of ambassador, will assume privileges never before granted to an American minister to that country and will have his salary raised from \$12,000 to \$17,000 a year.

Mr. McCormick is a Chicago man and before he was given his appointment as minister at Vienna he lived in that city many years. He has a large circle of friends in Chicago,



ROBERT S. MCCORMICK.
(Minister of the United States at Vienna, Austria.)

and a number of wealthy and distinguished relatives.

The staff of an ambassador is much the same as that of a legation, but there are more privileges and greater distinctions. An ambassador is called upon to do a great deal more entertaining than a minister, and is required to make a greater show of splendor and magnificence. The rank is much higher and the recognition is more courtly and official.

The elevation of the Austria-Hungarian legation to the United States to an embassy is an important diplomatic move on the part of Austria-Hungary and marks an important epoch in the relations of the two countries. The fact that there has never been an embassy is generally supposed to have been due to a coolness on the part of Austria-Hungary to the United States on account of a disturbance in this country in which a mob of Hungarians was roughly handled. The action of the Austria-Hungarian government in appointing its minister, Ladislaus Hengelmüller von Hengelvar, to the rank of an ambassador, is taken in this country as an indication that the government wishes all former breaches to be healed and a spirit of cordiality established.

Mr. McCormick is very popular in Vienna, and it is rumored that he has had more than a little to do with the recent action of the Austria-Hungarian government in elevating its legation to an embassy. The initiative in the matter was taken by Austria-Hungary's foreign minister, Count Goluchowski, and as it is the custom in diplomatic relations to always respond to such an elevation by a similar one in this country, Mr. McCormick will be made ambassador as soon as Mr. Hengelmüller is officially recognized as such in this country.

VASE FOR PRINCESS.

Rare Work of Art Presented to Princess Henry's Wife by the German Ladies of Chicago.

A handsome silver vase, two feet high, with a gold lining, was the present which the wives of the members of the Germania club of Chicago made to Princess Irene, wife of Prince Henry, through the courtesies of the prince while in that city. After it has been admired for a few days at the Germania club it will be packed up and



VASE FOR PRINCESS IRENE.
(Presented to Prince Henry's Wife by Chicago Ladies.)

sent to Berlin in time to reach there when the prince arrives, so that it can be given by him at once to the princess. The presentation was made during the reception at the Germania club immediately following the luncheon which the men of the club had given the prince. The vase has on one side a figure of Aurora in relief. She stands, or rather floats, in the rays of the rising sun, with ribbons streaming from her hands. Morning glories are the flowers which complete the decoration on that side of the vase. A rooster is the decoration on the opposite side. The present was not offered until after permission had been received from Prince Henry, and the cost was contributed by the women of the reception committee and others.

MINNESOTA NEWS.

Available for Forestry.

Gen. C. C. Andrews gives some interesting figures regarding lands in the state which can be successfully planted with trees. He says:

"There are in central and northern Minnesota, in scattered localities, 3,000,000 acres of land which is too hilly, too rocky or too sandy for agriculture, but on which pine forest, when in normal condition, will annually and perpetually yield 235 feet board measure per acre. This would be an annual crop for the whole 3,000,000 acres of 675,000,000 feet, which would now have the average net value, standing, of \$4 per 1,000 feet, or in all, \$2,800,000; a revenue equal to nearly 3 per cent on a capital of \$100,000,000, the value of the forest. The forest, besides many other indirect benefits, such as beauty of landscape, water supply and the like, would give employment to 50,000 workmen and support a population of a quarter of a million people."

A part of these 3,000,000 acres of waste land belongs to the United States, which would doubtless grant them to our state as soon as selected by the Geological Survey—which it can do without any new legislation. The other part belongs to private individuals from whom the state would have to buy the lands.

National Editorial Association.

Regarding the expense to the National Editorial Association at Hot Springs, Mr. Joseph Leicht announces that the trip from St. Louis to Hot Springs will be paid for in advertising and the fare per berth is \$3.00 with pass for return. Hotel rates \$2.50 per day, but cheaper accommodations can be secured. The business men of Hot Springs will do everything to make pleasant, and a trip to the Charleston Exposition may be taken. Anybody intending to go on this trip should report at once and send \$6.25 for himself and \$2.00 for his lady to Irving Todd of Hastings Gazette or Joseph Leicht of the Westlaker Herald, Winona.

Tobacco for the Woods.

The state board of control has under advisement a plan for manufacturing tobacco for the use of inmates of state institutions. Every quarter the state buys two tons of plug chewing tobacco and half a ton of smoking tobacco. It is furnished to inmates of the state prison, insane hospitals and asylums, and the school for the feeble-minded. The intention is to manufacture the tobacco at Stillwater for the use of all the institutions. If this can be done without paying the revenue tax, the board of control will undertake it. It is thought that the tax would not be imposed, as no tobacco will be sold, but the question is being investigated.

Horse Thieves.

Horse thieves are operating south of St. Paul, and some valuable horses have been stolen. Recently three good draft animals were taken from the barns of farmers in the vicinity of Rosemount and St. Paul Park and no trace of them has been found.

At Levi Butler's place, near St. Paul park, the thieves selected a fine Norman mare weighing 1,400 pounds from five other beasts, and took half of a double harness.

They went to T. E. Woodward's farm near by and appropriated a buggy, to which they hitched the animal and drove away. The theft occurred early in the night.

Milling.

The census statistics show that Minnesota easily holds the lead of all the states in the flour milling industry. New York—the Empire state—stands next in amount of capital invested, and is less than a million dollars behind Minnesota in this item; but is noticeable that in value of product Minnesota is nearly double, the figures being \$42,796,340 for New York, and \$83,877,709 for Minnesota.

Contract Let.

The state drainage commission let a contract for the construction of the Grand Marais drainage ditch in Polk county. The ditch is one-half mile long and connects the Grand Marais with the Red river. For some years the mouth of the Grand Marais has been choked with sand, and the water to a depth of six feet extends back for half a mile, and soon become stagnant and pest breeding.

Capitol Work.

The state capitol commission has advertised for bids for interior work on the new capitol, which will be opened at various times, as follows: Painting and ornamental iron work, May 6; woodwork, painting and glazing, June 3; hardware, July 1; interior stoves and marble work, Oct. 7. The total cost of these items will be several hundred thousand dollars.

News in Brief.

Peter Morton, of Winthrop, was thrown from his horse and five ribs and his shoulder fractured.

The first election at Scanlon resulted: Chairman, E. N. Rogers; trustees, William Dunlap, Joseph Dugay and T. G. Fasreen.

Rosa Brown, 6 years old, was fatally burned while playing near a pile of burning rubbish at Le Sueur.

Frank Willies and Louis Eder were candidates for alderman in North Mankato, on opposition tickets, and both received the same number of votes. To decide the tie, they engaged in a game of euchre. Willies won.

Near Le Sueur dogs killed ten sheep for the Cosgrove company.

The announcement of the filing of a \$2,000,000 trust deed running from the Duluth, Virginia & Rainy Lake road to the Minnesota Loan and Trust company is the final step in the making of arrangements for the construction of a railroad through to the international boundary.

THE NEWS IN BRIEF.

For the Week Ending March 24.

Peter Laverdure, aged 111 years, died at Great Falls, Mont.

Cambridge defeated Oxford in the fiftieth annual boat race on the Thames.

John Henry Peavy, a negro, was hanged at Vienna, Ga., for the murder of Jesse James.

Achilles L., known as king of Patagonia, died in Paris, leaving his throne to an unknown.

The state institution for the deaf and dumb at Jackson, Miss., has been destroyed by fire.

A London paper predicts civil war in Ireland as a result of the United Irish league agitation.

W. J. Bryan celebrated his forty-second birthday by moving to his farm near Lincoln, Neb.

The senate Philippine committee has decided upon a distinct coinage system for the islands.

A jury declared Stewart Rice not guilty of the murder of Banker Richardson at St. Joseph, Mo.

The special session of the Colorado legislature adjourned after the passage of the revenue bill.

Republicans of the Ninth Indiana district have renominated Charles B. Landis for congress.

James Hatfield, of the famous Kentucky family of feudists, was killed in a fight at Jersey City, N. J.

Green W. Pritchard was killed and John Below, a farmer, fatally wounded in a duel at Corydon, Ky.

The Virginia constitutional convention has practically agreed upon a plan to disfranchise negroes.

Two little children of John Bergue, of Mound Lake, Minn., fell through the ice and were drowned.

Thomas E. Burns, an old-time famous ball player, died suddenly of heart disease at Jersey City, N. J.

The civil tribunal at Paris has approved the cession of the Panama canal property to the United States.

The Missouri supreme court rendered a decision upholding the right of labor men to enforce the boycott.

Fishery motors were killed by Russian troops in an attempt to release imprisoned strike leaders at Batoum.

George Carter (colored) was hanged at Moundsville, W. Va., for the murder of Virginia Whistler, also colored.

An avalanche overwhelmed a Japanese railway, crushing the building and starting a fire, and 300 lives were lost.

Four negroes were killed and one fatally beaten by white men at Madrid, Spain, for stealing chickens.

Santos-Dumont will visit St. Louis to select a fair site for a balloon shed in connection with the airship contests.

John Woodward, the negro murderer of Leonard Calvit, a white planter, was lynched by a mob at Vidalia, La.

Mrs. Betsy Bailey, an aged woman of Maquoketa, Ia., was burned to death, her clothing catching fire from a stove.

The large Hamilton was wrecked off Newport News and Capt. Shoemaker and his crew of four men were drowned.

Congressman Henry Gibson, of the Second Tennessee district, was renominated for his fifth term by the republicans.

Judge Russell Smith Taft, aged 65 years, chief justice of the supreme court of Vermont, died at his home in Burlington.

Jerome Magee, of the University of Chicago track team, went 11 feet 5 inches in a pole vault, breaking the indoor record.

Two persons were killed, ten hurt, and much mail was lost in a wreck on the Southern railway near Charlottesville, Va.

German manufactures may be excluded from the United States in retaliation for the exclusion of American meats by Germany.

The world's sugar production in 1900, according to a treasury bulletin, was 8,800,000 tons. Beets furnished 67 per cent of the supply.

Justice Mayer, of New York, set free Miss Florence Burns, saying there was no evidence connecting her with the death of Walter Brooks.

Prince Adalbert, third son of Emperor William of Germany, is to visit the United States in April as a cadet aboard the training ship Charlotte.

Five hundred German, Austrian and Russian emigrants disappointed with conditions in the United States, have returned to their former homes.

Navigation on the great lakes will open April 1, upon which date insurance on hulls and cargoes is obtainable, the earliest of any season on record.

Stanislas La Croix, who murdered his wife and an old man named Thompson, who was endeavoring to protect her, was hanged at Hull, Quebec.

A strike of 35,000 miners in Virginia and West Virginia is expected if operators refuse the request of the national officers of the miners for a conference.

The weekly trade review notes numerous evidences of further improvements in markets, with vigorous domestic demand and gain in foreign business.

The Hawaiian interests are said to have secured control of the Rock Island railroad through purchase of the Moore and the Leeds and Reid holdings.

Battle-scarred and depleted in ranks, the first and third battalions of the Twentieth regiment arrived at Fort Sheridan after their year's campaign in the Philippines.

Jose Mansfield, who was the cause of the famous Stokes-Fisk tragedy in New York 30 years ago, has disappeared from her home in Paris. She may be in this country.

Commodore Howells, of the navy, has perfected a method of transforming soft coal into a smokeless product. The coal is reduced to powder and made into bricks.

THE MARKETS.

| | New York, March 21. |
|-------------------------|---------------------|
| LIVE STOCK—Steers | \$6 10 @ 7 10 |
| Hogs | 4 70 @ 5 10 |
| Sheep | 4 00 @ 5 15 |
| WHEAT—Winter Straights | 3 75 @ 3 80 |
| WHEAT—May | 73 1/2 @ 73 3/4 |
| CORN—May | 63 1/2 @ 63 3/4 |
| OATS—May | 51 1/2 @ 51 3/4 |
| RYE—No. 2 | 63 1/2 @ 63 3/4 |
| BUTTER—Creamery | 22 @ 22 1/2 |
| CHEESE | 18 @ 18 1/2 |
| EGGS | 16 @ 16 1/2 |
| CATTLE—Prime Beefsteers | 7 00 @ 7 35 |
| Texas Steers | 4 50 @ 6 30 |
| Common to Rough | 4 40 @ 5 20 |
| Packers | 4 40 @ 5 40 |
| HOGS—Light | 6 05 @ 6 45 |
| Heavy Mixed | 6 25 @ 6 50 |
| SHEEP | 4 25 @ 6 65 |
| BUTTER—Creamery | 20 @ 20 1/2 |
| Dairy | 20 1/2 @ 20 3/4 |
| EGGS | 14 @ 14 1/2 |
| POTATOES—(per bu.) | 85 @ 85 |
| MESS PORK—May | 15 50 @ 15 75 |
| LARD—May | 9 45 @ 9 50 |
| GRAIN—Wheat, May | 73 1/2 @ 73 3/4 |
| Corn, May | 63 1/2 @ 63 3/4 |
| Oats, May | 51 1/2 @ 51 3/4 |
| Rye, No. 2 Cash | 63 1/2 @ 63 3/4 |
| Barley, Fair to Good | 62 @ 64 1/2 |
| MILWAUKEE | |
| GRAIN—Wheat, May | 72 @ 72 1/2 |
| Oats, No. 2 White | 44 @ 44 1/2 |
| Rye, No. 1 | 54 1/2 @ 55 |
| Barley, No. 2 | 60 @ 60 1/2 |
| KANSAS CITY | |
| GRAIN—Wheat, May | 68 @ 68 1/2 |
| Corn, May | 58 @ 58 1/2 |
| Oats, No. 2 White | 45 1/2 @ 46 |
| Rye, No. 2 | 60 @ 60 1/2 |
| ST. LOUIS | |
| CATTLE—Beef Steers | 5 00 @ 6 75 |
| Texas Steers | 4 50 @ 6 30 |
| HOGS—Packers | 6 20 @ 6 40 |
| Butchers | 6 25 @ 6 50 |
| SHEEP—Natives | 4 50 @ 5 50 |
| OMAHA | |
| CATTLE—Native Steers | 4 50 @ 6 00 |
| Cows and Heifers | 3 50 @ 5 50 |
| Butchers' Feeds | 6 00 @ 6 25 |
| HOGS—Mixed | 6 20 @ 6 30 |

THE TRADE OF THE ORIENT.

And What It Means for Minnesota and the Whole Northwest.

Mr. J. J. Hill was recently reported by the New York Journal of Commerce as having said that the two mammoth ships he had ordered for the Asiatic trade would be operated in successful competition with foreign ships in spite of the higher wages paid to American seamen if our navigation laws permitted a better education and control of crews. The reason for this confidence is plain. It is because the main stream of the commerce of the world—the simple principle that the bigger the ship the less the cost of hauling it per ton per mile. He has made his ships bigger than any now afloat in the expectation that they will carry full cargoes and that it will cost but little more to operate them than smaller ships carrying a fraction of the tonnage.

These ships will carry cargoes at much lower freight rates than have heretofore prevailed, and are, therefore, the pioneers in the development of the Asiatic trade which will eventually require a large fleet of similar ships. But to fill even these for regular trips will require the two great transcontinental railroads to be loaded of a much larger volume of exports to Asia than has heretofore been offered. The traffic of the Northern alone would not suffice to sustain them. These ships are a constituent part of the arrangements whereby the Great Northern, the Northern Pacific and the Burlington systems are to be operated in harmony, and subsidiary to the same general end. The momentous significance of these arrangements can only be appreciated when it is understood that their purpose is to make these two great transcontinental railroads the chief highway of the commerce of this country and of the world with Asia. To carry out in the whole detail of intercontinental traffic the same principle of concentration which Mr. Hill applies to his carloads and his ships' cargoes, so as to increase the volume by concentration on this Northern route as to reduce its cost by land and sea, and thus follow the line of least resistance—turn into this cheaper channel on the shorter lines of latitude the main stream of the commerce of the world. The full car load is thus the unit of power in a gigantic scheme of commercial concentration which will result in a more abundant flood of commercial and industrial energy into the six states which it has been recently sought to array against it.

The lawyers and politicians who have been fretting and fuming about the supposed effects of the so-called merger on local freight rates have been oblivious to the grandeur and potential beneficence of the economic forces called into play by this scheme, and which will insure a much greater reduction of local and transcontinental freight rates as a necessary consequence of an immensely increased volume of traffic than would otherwise be possible.

Our local statesmen are not to be blamed for the narrow local view they have taken of this question, or for their inability to take in the broad horizon of its world-wide relations. For but few of them have not studied the enormous trade with the Orient which lies within the grasp of American enterprise, but which we have done better, but the major part of our commercial power we have heretofore permitted other nations, and chiefly Great Britain, to appropriate. For the seven years ending with and inclusive of 1898 not an American steamship entered a Philippine port. Since the treaty of peace we have done better, but the major part of that traffic is still borne in English vessels. In the fifty-two years from 1848 to 1900 inclusive the United States lost in their traffic with the Philippines over \$275,000,000 in trade balances against us, or enough to have paid all the expenses of the Spanish war. And this does not take into account the Philippine goods carried to English or German ports and transhipped to this country. Two years ago the United States has heretofore paid out over the counters of London, Berlin and Paris over a billion dollars in trade balances against us. If this amount of money had been saved to the American people it would have bought out the steamship lines and the Northern Securities company at their capitalized figures. In the ten years ending June 30, 1900, we have lost \$20,000,000 in trade balances against us, exclusive of the trade of Hongkong, which is a warehouse for all China, under British auspices, and our ships have not carried one cent of the foreign trade of China or of the port of Hongkong. The latest accessible tables of the treasury department show that of our imports from Asia in 1899, \$14,000,000 came by way of the Atlantic ports and only \$2,000,000 from the Pacific ports. Of our exports, \$23,000,000 went from Atlantic ports and only \$18,700,000 by way of Pacific coast ports, which means that the Spanish trade alone, exclusive of the trade of Hongkong, which is a warehouse for all China, under British auspices, and our ships have not carried one cent of the foreign trade of China or of the port of Hongkong. The latest accessible tables of the treasury department show that of our imports from Asia in 1899, \$14,000,000 came by way of the Atlantic ports and only \$2,000,000 from the Pacific ports. Of our exports, \$23,000,000 went from Atlantic ports and only \$18,700,000 by way of Pacific coast ports, which means that the Spanish trade alone, exclusive of the trade of Hongkong, which is a warehouse for all China, under British auspices, and our ships have not carried one cent of the foreign trade of China or of the port of Hongkong. 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