# THE JAPANESE MUST GO

## Agitation on the Pacific Coast to Restrict Immigration.

## CRY "YELLOW PERIL"

**Number Has Increased From 86 in Census of 1880 to 35,000 at Present Time—No More Desirable as Neighbors Than Chinese—Japanese Intolerant of the Whites.**

The adoption by the California Legislature of a concurrent resolution opposing the further unrestricted immigration of the Japanese, and calling upon the national government for protection by treaty or otherwise, is the outcome of an agitation begun by the California press.

"The Japanese problem," says the "Chronicle," "is no longer to be ignored. It has been but lightly touched upon heretofore; now it is pressing upon California and upon the entire United States as heavily and contains as much of menace as the matter of Chinese immigration ever did, if, indeed, it is not more serious, socially, industrially, and from an international standpoint. It demands consideration. This article shows that since 1880, when the census noted a Japanese population in California of only 86, not less than 35,000 of the little brown men have come to this State and remained here. At the present day the number of Japanese in the United States is very conservatively estimated at 100,000. Immigration is increasing steadily, and, as in the case of the Chinese, it is the worst she has that Japan sends us. The Japanese is no more assimilable than the Chinese, and he is no less adaptable in learning quickly how to do the white man's work and how to get the job for himself by offering his labor for less than a white man can live on.

"Japan is intensely intolerant of the white man who visits her in any other capacity than that of the curio-buying traveler. Industrially she has neither room nor welcome for the foreign devil from this side of the Pacific. It would seem to be about time for us to take a leaf out of the Japanese code of self-protective patriotism."

"California has a population of a million and a half people. The population of all the Pacific coast States is, comparatively speaking, insignificant. We shall not be able at the present time to impose our beliefs about Japanese exclusion upon the people of the nation—eighty millions of them—who have been carefully educated to believe the Jap a charming little hero. We do not say this is discouragement of those who desire restriction of Japanese immigration. Far from it. Let them by no means halt in the work of arousing public sentiment. But, on the other hand, it is foolish not to recognize what the facts of the matter are. It is absurd to go into the fight blindly ignorant of the nature and extent of the pro-Japanese sentiment that is to be overcome.

"We all know that the ordinary Jap is a neat, clean, personally pleasing little fellow. We don't want to exclude him because he is immoral or because he sells his labor (since it is more convenient) through a contractor. The reason we must exclude him is in order to preserve intact our Occidental civilization. The Jap may be our moral superior. In manners he may excel us. His philosophy of life may be a better one than ours. Yet, since self-preservation is the first law of nature, we are impelled by that immutable law to preserve our inferior selves.

"It matters not if the Jap were an angel of light—if he could live cheaper and did not racially assimilate, he would have to go. As a matter of fact, the Jap, while personally far more pleasing that the Chinese, is tricky, dishonest, a liar, and unreliable, whereas the Chinese is usually honest, truthful, and dependable. But that has little to do with the case. What we must base all arguments upon is the great and eternal truth that two races, unassimilable, cannot occupy the same land together in peace.

"We have expressed the opinion that no exclusion law is possible. There is, however, a possible solution of the problem without it. It may very likely happen that the Japanese Government itself, cognizant of the growing agitation in this coast, and undesirous of sacrificing the friendship of America for the slight national advantage to be gained by unrestricted emigration, will put a check upon emigration of Japanese for a few years, at least, until the Japanese people recover fully from the drain of the present war and are in a position to take a strong attitude toward this country. Then, indeed, we shall have a problem."—New York Mail.

### Alphabet for all the World.

A movement is on foot for the calling of an international conference on the adoption of a universal phonetic alphabet. It is suggested that the Roman alphabet should serve as a basis, but that slight modifications be made in the forms of the letters, which would not interfere with their legibility to any one familiar with them in their present shapes, in order to indicate the precise sounds for which they stand. Such an alphabet it is maintained, would enable any one to pronounce correctly at a glace the words of a foreign language, because the spelling, apart from a few special sounds, would be the same as in his own language. There is said to be no language so hindered by its spelling as the English.—Youth's Companion.

## PHONE ON STEAMSHIPS.

**Lookout Will Convey Warning Over Wire Instead of Shouting.**

When the lookout in the crow's nest of the ocean liner of the future sights an object, in lieu of shouting he will open a copper telephone box, and say to the skipper through a transmitter: "There's a steamer's smoke ahead, sir. Two miles off the port bow. Four miles away.'

James H. Hill's new steamship Dakota, the largest vessel ever built in America, and a replica of the Minnesota, now engaged in trans-Pacific commerce, is equipped with two distinct systems of telephones, connected with which are the newest wrinkles in both general and marine telephony.

Telephoning at sea has never been a success on account of vibration of the vessel, noise of machinery, the roar of the wind, and the admission of moisture to the parts.

On board the Dakota one system is an exchange, with instruments in all the staterooms, women's saloon, smoke room, stewart's department and executive officers' cabins.

The telephone girl will be in the stern. At command of her deft hand will be 150 stations. If a passenger wishes a steward he pushes a button. On the switchboard drops a target, disclosing the cabin number. When "Central" inserts the plug she looks for a red lamp. If the red light does not glow she knows that only a steward is wanted.

If a passenger desires to talk the receiver is raised from the hook, the tiny electric lamp associated with the plug reddens and the girl knows that conversation is called for. Any number of passengers can talk together, conducting from as many different parts of the ship a general conversation. When the Dakota reaches her pier a line is run aboard, enabling passengers and crew to call up their friends ashore, or vice versa.

The second system is the "intercommunicating." The officers using this do their own switching. It will largely supplant the gong and jingle systems and the marine telegraph. It extends between the navigating and engine-room stations.

The stations are the bridge, the after bridge, crow's nest, port and starboard engine spaces, wheel-house, chief engineer's room, chief electrician's room, central electric lighting station and the dynamo shelf.

The six exposed stations have waterproof instruments. The holding case is of copper. The talking and listening part are connected, says the American Syren and Shipping, so that all the officer, or sailor has to do is to put the receiver to his ear.

To pass a hook up and down would admit dampness or water.

Over the earpiece is placed a rubber cushion to shut out the throb of the engines. In signals requiring the shutting of water-tight doors, engine control, communications from lookouts and delivery and receipt of messages, the intercommunicating telephone is expected to be of superior utility.

A mechanical arrangement of the parts is designed to do away with the objectionable feature of vibration, which on ships has been the great bugbear in marine telephoning.—New York Mail.

### Raw Opium From the Poppy.

The preparation of "raw" opium in North India is, according to the Tropical Agriculturalist, carried out as follows:

In February, as a rule, the juice is gathered, the poppy plant being then in full flower and of a height of three or four feet, each stem having from two to five capsules of the size of a duck's egg. Before the capsules are pierced the fallen petals of the flowers are carefully gathered and sorted according to condition, in three grades, and then are heated over a slow fire and formed into thin cakes, to be used for the covering of the drug when collected.

The piercing of the pods requires great skill, and upon it largely depends the yield. The opium farmer and his assistants each carry a small lancelike tool, which has three or four short, sharp prongs, and with this a half dozen perpendicular cuts are made, in each capsule or seed pod of the poppy. The juice begins to flow at once, but quickly congeals. The day after the thickened juice is carefully gathered, being scraped off with a small iron trowel, and the mass thus gathered is put into an earthen vessel and kept carefully stirred for a month of more, great care being taken to have it well aired, but not exposed to the sun.

The material is now examined by expert testers, who determine its grade or quality, and then the whole is put into a large box, where it is worked very much in the same fashion as baker's dough, to give it the required consistency. The opium is now made into balls for export. The natives wade about in the large vats containing the paste like drug and hand it out to hundreds of ball makers sitting around the room. Every man has a spherical brass cup, lined with poppy flower petals, before him. Into this is pressed the regulation quantity of opium. From this brass cup when properly pressed, the opium ball is transferred to another man, who gives it a coating of clay. This gives the drug, when ready for shipment, the appearance of a fair sized cannon ball.

When well prepared in this manner, opium will keep its properties for fifteen years or more. Before it can be used, the opium balls have to be broken up and further treated.

The religious revival in Carnarvon, Wales, has resulted in its prohibiting the landing of Sunday excursionists from Liverpool upon its piers.

# AMERICA'S FAST TRAINS

## Hold the Record Against Those of Any Other Country.

## NO CHAMPION IN FRANCE

**Great Weight of Cars and Engines Facilitate High Speed—Fastest Trains in America Run Between Camden and Atlantic City—Time Lost by Grade Crossings.**

Shortening the time of running on the Zossen Road in Germany so that the regular schedule makes it necessary for the trains to maintain a speed of sixty-two miles an hour, or twelve miles an hour more than the previous speed, has again raised the question as to what countries have the fastest service. For years the railroad men of Germany, France, England, and the United States have laid claim to the champion speed transit ,the controversy narrowing down to the American and German fliers. W. A. Schulze, in a compilation of statistics, would make it appear that the fast service in Germany is considerably superior to that of the roads in the United States, while George G. Tunell, the champion of the American trains, asserts that Mr. Schulze arrived without warrant at the astonishing conclusion that the trains of Germany average better in point of speed than those of any other country.

There is no champion for France, which for some time held the record-breaking train of the world, and even Great Britain is not represented by any one to uphold her claims, as was done some years ago.

"One thing, and a very important factor not generally recognized in disputes about the fastest trains, is that the Americans are seriously hampered by the necessary slowing up at grade crossings and that our people do not observe or have laws saving them from danger and giving the trains the right of the road. Abroad if a man walks on the railroad track he is arrested and heavily punished. Here if he walks on the tracks the railroads have to pay for his supposed value. Even with these handicaps we still beat them.

"The Empire State Express of the New York Central and Hudson River Railroad has been in service since Oct. 26, 1891. It makes the run from New York to Buffalo, 440 miles, in 8 hours and 15 minutes. The average speed, including four stops, two of them being made with a change of engines and with twenty-eight slowdowns for crossings, is 49.303 miles an hour. In certain places the speed is terrific.

"One reason why these remarkable speeds can be made with safety is because of the great weight of the engines and the cars. It is interesting to note the difference with the fliers on the other side. On our train the weight of the cars is 227 tons, locomotive 150 tons, the total being 427 tons. The average number of passengers carried each day is 400.

"Of the fast ones abroad the Southern Express leaving Paris by way of the Orleans Railway for Bayonne makes the distance of 488.01 miles in the running time of 9 hours and 54 minutes, the average speed being 49.303 miles an hour. The weight of the cars is but 110 tons. This is the principal train between France and Spain, and on an ordinary trip does not carry over forty passengers. This Southern express was for a while the fastest train in the world. At that time it completed its run in a little less than 8 hours, the average speed, involving stops, being 54 miles an hour. About two years ago, this express, owing to the lightness of the cars, met with a fearful accident, and the time was reduced for safety to the figures I have given. Similar accidents on English roads caused slower time.

"The East Coast Express of the Great Northern and Northwestern Railways running from London to Edinburg, a distance of 393½ miles, makes the journey in 7 hours and 45 minutes, the average speed per hour being 50.77 miles.

"The West Coast Express, via the London and Northwestern and the Caledonian Railways, runs from London to Glasgow, a distance of 401½ miles in eight hours, at an average speed of 50.18 miles an hour.

"In England one of the fastest engines is known as La France. She was built in France for the Great Western and has a record of 84.9 miles an hour on the dead level, without any aid from gravitation, while drawing a 120-ton train, but her long-distance pulls do not equal some of the special speed trains. Yes, Sir, the fastest trains in the world are run over the American roads.

"Let us see how the service between Chicago and Milwaukee, which Mr. Schulze deems unworthy of notice, compares with the service in Germany, in point both of speed and of distance. Of all the German trains that find a place in Mr. Schulze's comparisons of German and American trains, only one, that from Wittenberge to Hamburg, shows a speed greater than 79,1 kilometers per hour, the speed of the fastest train between Chicago and Milwaukee."—New York Times.

### Real "City of Homes."

Philadelphia is well named the "City of Homes." Last year nearly 6,000 new houses averaging less than $2,000 in cost were built. That city has nearly 290,000 dwellings, an average of about one dwelling for every five persons.

The United States contains 3,000,000 mules. The other kickers number about 74,318,291.

## AN ICELESS ICE BOX.

**Colder, Cleaner, Cheaper and More Convenient Than Ice.**

The iceless refrigerator, which is the very latest refinement of the electrical industry, threatens to dethrone the ice man so effectually that it may be but a short time before his shining morning face will no longer be seen at the back door. The iceless refrigerator has been perfected for the purposes of the butcher, storekeeper, soda water fountain and the larger household, and it has a great variety of redeeming features to recommend it. It is colder than ice, cleaner than ice, cheaper than ice and more convenient than ice. Those who have made use of the new apparatus say that any one of these advantages is sufficient to warrant its introduction, but in the aggregate they are simply overwhelming.

In a few words, this improvement consists of a complete cold storage plant in miniature, tucked away within the confines of a refrigerator of ordinary size. This does not mean the small ice box at present, but it is only a matter of a short time before this will be arrived at. The motor, compressor and other necesary apparatus are disposed of in a compartment at one end of the box. The space usually taken up by the ice is occupied by a tank of brine, by means of which the atmosphere of the interior is cooled. The motor operating the cooling plant is in action only a portion of the time, during which period the brine becomes so chilled that it is entirely sufficient to maintain a proper temperature for some considerable additional period of time.

For instance, in the equipment which was experimentally installed in a grocery store for the purpose of ascertaining how it met the conditions of the establishment in actual use, the motor is run only during the eight hours of business. Although the refrigerator is being constantly visited by the employed during that time, the temperature is always several degrees lower than has ever been obtained with the use of ice.. This has been demonstrated by actual tests. The same tests have also shown that the operative costs are lower than the ice bill and the sanitary condition of the interior is far superior to that of former times when it was charged daily with blocks of ice, but apart from all of these, the grocery man says he is more than repaid in his emancipation from the bother and confusion of the iceman's daily visit to his store. A soda water fountain cooled by much the same apparatus has demonstrated the economy and cleanliness of electric refrigeration for this purpose.

While the principal is not a new one there have always been obstacles which seemed insurmountable in the way of the small isolated refrigeration plant. But these have now been successfully overcome. — Brooklyn Eagle.

### "The Bushido" in Japan.

"The Bushido" means "the mortal doctrines of the Samurai," and they are obeyed by all the statesmen, soldiers and scholars of the present time with as much holy respect as the Christian's reverence for the Bible and its teachings. In Japan Buddhism is the popular religion, but Buddhist teachings are not respected by educated men or soldiers. In fact, most of them are atheists or agnostics, who do not believe in any religion but the doctrines of "the Bushido."

"The Bushido," for instance, teaches a man or woman to have the courage to perform hara-kiri if he or she commits any serious offense. The spirit of this doctrine is that the offender should kill himself instead of waiting to be executed by the law, which latter is considered in Japan as one of the most cowardly things. "The Bushido" also teaches that the life of a Japanese is a gift of the holy Mikado, and if the country need the lives of her people they should be given gladly, for that is only to return to the Mikado what they have received from him.

To die on the battlefield is the only key for a Japanese to find his way to his Shinto heaven, and the soldiers who were not killed on the battlefield are considered unfortunate. It is maintained in Japan that if a man gives you a favor or money, or pleasure, you should return it with more than what was given to you.—Hdyesaburo Ohashi in Leslie's Weekly.

### Flour Bleached by Electricity.

At least one patent—and there may be others—has been granted in this country to a process for bleaching flour by electricity. The process depends on the bleaching action of the gases produced by sending an electric current through the air or water. A French chemist has examined a sample of an electrically bleached flour to see if the composition had been changed in the process; no mention is made of the source of the flour or of where it was bleached. He reports that the sample is undoubtedly whiter than the unbleached flour, but that it has a less pleasant taste and odor. The general composition is scarcely altered; there is a slight development of acid and a change in the character of fats, a change in the direction of rancidity. It is shown, therefore, that the food value of the flour is not changed by bleaching, but that the product has the odor and taste of an old and somewhat stale article. Since the whiteness of flour is a purely aesthetic matter, it certainly seems questionable whether it is worth while to please the eye at the expense of the palate.

This business of taxing bachelors is not strictly new. Many of them have been conscious of a considerable tax for some years.

# JOURNALISM IN WAR TIMES

## When Balls are Flying Thickest Columns are Brightest.

## A SCARCITY OF PAPER

**American Civil War Especially Rich in Journalistic Enterprise—During Franco-Prussian War Besieged Towns Kept Their Presses Merrily Going.**

Theer are few things more eloquent of the dauntless spirit of the Russians of Port Arthur than the fact that through all the horrors and sufferings of the siege they not only contrived to publish their newspaper, but to make its columns brighter than in days of peace.

This is in splendid keeping with the traditions of war and sieges; for, although circled by death, somehow or other the buoyancy and vitality of the press suffer no diminution. Why, even when Lucknow, defended by a handful of troops, was almost at its last gasp and expecting all the indescribable horrors of capture every hour, it kept its newspaper going, although it was no larger than a sheet of notepaper, and every line had to be written laboriously by hand, principally by the brave wife of the chaplain.

Again, when Kandahar was besieged by the fierce Afghans the garrison, amid all its anxieties and dangers, found time to produce a newspaper—only a small single sheet, it is true, but well and brightly edited—which did well in keeping up the spirits of our gallant soldiers. It was a beautifully lithographed sheet, full of information, from the list of services in camp and fort to the "latest intelligence" of doings in Europe.

During the Franco-Prussian war every besieged town kept its presses merrily going, though the shells were shrieking around the editorial offices and occasionally bursting uncomfortably near the editorial chair.

Paris, Metz, Sedan and other beleaguered towns had their special siege journals, and when the supply of paper ran short, paper of all descriptions was enlisted in their service. Packing paper, paper used for wrapping groceries in, wall paper—papers of all colors and kinds were utilized, and one journal actually made its appearance printed on wash leather. And while the presses of the besieged Parisians were thus kept busy, the Germans outside their walls were no less enthusiastic. In the German army were many clever young artists, who volunteered their services, with the result that the papers were full of beautiful and often most diverting pictures.

The American Civil War was especially rich in journalistic enterprise—in fact, the newspaper seems to have flourished most where the bullets and cannon balls were thickest. In America, as in France, the oddest materials were used in producing the papers. During the siege of Richmond sheets and tablecloths were cut up and fed the printing presses; one enterprising journal which appeared in the useful form of handkerchiefs contained a spirited address to the "Women of the South," in which this bloodthirsty passage occurs: "If each handkerchief were boundless as the globe's expanse, it would not serve to stanch the Federal mud-blood yet to be shed." In fact, most of these journals of the American Civil War breathed a similar spirit of vindictiveness.

During the siege of Charleston the "Blockade Number of the Charleston Caurier," which consisted of sheets of canvas fastened at one corner by red ribbon, had on its front page the figure of a sheeted skeleton holding a scythe and pointing with fleshless hand to the words, "War to the Death."

Happily all war journals are not of the grewsome, sanguinary type; in fact, their usual tone is one of the cheeriest optimism and bright humor. A splendid sample of this cheerful kind of battlefield journal is that published by Wellington's soldiers during the Peninsular campaign, which is full of jokes and gayety, and even today makes more entertaining reading than many professedly comic papers.

During the worst horrors of the Crimea, when our men were dying by thousands in the trenches and so-called hospitals, and when the icy clutch of a terrible Winter was at every man's throat, one of the very brighest of all these war journals made its appearance as regularly as if it issued from Fleet street, London. And an equally bright journal was that produced by the small band of British soldiers shut in within the walls of Jellalabad sixty-three years ago, one of the gayest and most prequent contributors being the great soldier who, some years later, as Sir Henry Havelock, was destined to lose his life in the Indian mutiny.—New York News.

### Japanese War Spoils.

It is stated that the Japanese expect to recover fifty vessels as the result of the salvage operations at Port Arthur. They are employing 1,200 workmen in repairing ships and are storing coal. The captured artillery, vehicles, locomotives, cars and other trophies have been collected ready for shipment.

### The Sword Doomed in War.

Military critics claim that the sword as a part of the field equipment of officers of the infantry is doomed. Its uselessness in this connection has been realized for many years and a proposition that it be done away with is understood to have the approval of the authorities of the United States war department.

## HAIL-CLOUDS.

**Damage in France Averted by Bombarding Them.**

An interesting report comes from France in regard to the use of cannon as a defence against hail in the agricultural districts. There are actually in active operation twenty-eight cannon firing societies, and they put into use last year 462 cannon—with what is claimed a very marked success in dispersing or diminishing the force of the storm. And, indeed, the statistics bear out the claim of the cannon's effectiveness. During the fifteen years before the cannon were brought into use, the Government reimbursed the poor grape growers in sixteen communes $2,572,316 for damage suffered through hail, and an additional half million dollars of damage is conceded to have been done. Opposed to this is the report that during the five years in which the cannon have been in use the losses from hail have aggregated only $159,412.

The facts are all set forth in a report issued by the president of two agricultural societies and a "hail cannon" society, the report being based on the statements received after each storm from the president of the agricultural society of the district. In regard to the conclusions, the writer of the report says: "We base our confidence in the efficacy of the firing on the fact that the thunder and lightning ceased, the wind abated and the clouds disappeared under the firing of the cannon, and a mild fall of rain and soft snow succeeded. These facts are undeniable." While these results were accomplished by cannon firing, the statement is vouched for that "the commune not defended by cannon suffered enormously."

Apparently the efficacy of the cannon is in proportion to the violence of the storm, for it is conceded that a certain great hurricane in July of 1904 caused incalculable damage in twenty-nine communes and that the usual six or eight cannon in a commune were powerless before the force of it. At the outset some effect was noticed after the firing, softer hailstones and less thunder and lightning, but as the storm increased the firing had no influence. However, taking the year through, we get two such constrasting reports as these: "In the country known as Abresle there were but few cannon in use and the destruction from hail was widespread and disastrous." "The great Beaujolais wine growing district fairly bristled with cannon, and while there were many storms the losses from hail and wind and rain were infinitesimal."

The National Government is sufficiently interested to supply the power to the wine growers at cost; and the Bureau of Agriculture concedes that those districts buying least powder report greatest damage. But even while the farmers are organizing this winter to carry on a more general campaign in the coming season, the secretary of the Bureau of Agriculture says the Government is not yet ready to agree that it is fully established that the cannon firing does protect the vineyards from hail.

Cannon firing to cause rain has been made the subject of more or less experimentation in this country, with so slight results that the subject is rarely heard mentioned in these days. But if the farmers of France have kept at their firing to disperse storms for five years and still have such faith in its efficacy that they put more cannon into use each year, it is fair enough to say that the experiments are worth pursuing.—New Bedford Standard.

### Sunday Overeating.

If it is desired to begin the week refreshed and ready for labor, rested in mind and body, the eating customs of Sunday will have to be re-adjusted. Have a later breakfast, if desired, but have then a very light one, even if you are hungry. Or if it must be hearty, then do not upset your digestive habits any more than may be avoided and have but two meals on that day, and eat no other. It would be far better to have three light meals lighter than usual, if that can be arranged to fit with the other household arrangements. The custom of noon dinner on that day arises from the usual absence of cook or maid at the later one ,and this may be unavoidable. Very well, then; treat this as a rest day for cook and digestive apparatus as well as from other labors; have a light breakfast, a light dinner, and a chafing-dish supper as near the ordinary hours of meals as possible, and remember as you are going to take less exercise than usual you demand a lesser amount of more easily digested food.—Good Housekeeping.

### Our Growing Cuban Trade.

Figures of the trade of the United States with Cuba under the reciprocity treaty are published by the Department of Commerce and Labor through its Bureau of Statistics.

The figures of the United States government showing its total imports form and exports to each country of the world show that the imports from Cuba in the calendar year 1904 under the reciprocity treaty were $74,950,392 in value, against $57,228,291 in 1903. This indicates an increase of practically $18,000,000, or 31 per cent.

Turning to the export side, the figures of the United States government show total exports to Cuba in the calendar year 1904 valued at $32,644,345, against $23,504,417 in 1903, an increase of $9,139,928, or 38.9 per cent.—an increase of practically 40 per cent.—Harper's Weekly.

Some of the German health insurance companies have found it a paying investment to establish sanatoria for the care of their consumptive policy holders.