

on his boat. There are fowl markets in all of the cities, and the goose market of Canton is filled with thousands of birds every day. Fowls are sold both dead and alive. The ducks and geese are dried and pressed, and they are shipped in large quantities all over China. Taxes will now be collected on all such articles of food, and there will be nothing which passes through the rivers which will not have to pay a share to this fund demanded by Japan.

SALT BOATS.

One of the chief resources of the Chinese government is through the sale of salt, and the taxes on salt will now be greatly increased. The salt trade in China is a government monopoly, and no one can sell it without a license from the salt commissioner. There are salt boats and salt junks on all the rivers. The salt is carried in junks through the larger streams, and is taken to the villages through the canals in smaller boats. The country is divided into circuits, and the salt in each circuit is supposed to be produced there. It is made from sea water around the coast, and from brine in the interior. Just above the mouth of the Peiho river I passed vast salt works. The ground looked much like the marshes near New York, and the salt was produced by evaporation. There were windmills for pumping the brine from the sea, and there were great mountains of salt which had been piled up ready for shipment. The government requires that all salt shall be sold at fixed rates to government agents. It is distributed through salt merchants, and over these there is a special salt commissioner for each district. The salt commissioners pay for their places, and a good office of this kind is worth from \$10,000 to \$12,000. The salt, after having been landed in a district, is kept in a bonded warehouse, and the government fixes the prices. It makes a profit on every sale until the salt reaches the hands of the retail dealer. It has the right to increase the prices, and there will undoubtedly be a rise in this respect as soon as this war is over.

During late years the government income from salt has been less than ten million dollars a year; but I was told that there had been a great deal of stealing on the part of the commissioners, and that it ought to bring in fully twice as much as it does. If the taxes should be collected by foreigners instead of by Chinese, as is possible in case of a foreign loan, the salt revenue will be doubled. At present the marine customs are collected by foreigners under an English inspector general, Sir Robert Hart. All of the officials get high salaries, but since they took charge of the customs they have tripled the receipts from them to the government. The same would be the result if they had charge of the other taxes of the country. The government would get all the money instead of one-half of it going as stealings to the Chinese officials who collected it. If China, in fact, was under the administration of a foreign government it would soon be one of the richest of countries. Even a slight tax upon its many millions of people would net a vast revenue, and revenue taxes could be put upon many things without the people really knowing that they were taxed. I believe they would stand being governed by foreigners without much trouble; and,

though the officials and the nobles would object, the people might be glad of the change.

EXPENSIVE TRAVELING.

At present China does everything in the most expensive way. Traveling costs ten times as much as it does here. There are no railroads through the thickly settled parts of the country, and you have to take a house-boat and a crew if you wish to go from one place to another. If you travel by land, it is in a Chinese cart, with an extra cart to carry your baggage; and if you want bedding, you must carry it with you. It took eight sailors to bring me from Peking to Tien-Tsin, and I had to pay ten dollars for the use of the boat, in addition to my cooking and eating. Peking is just about ninety miles from Tien-Tsin; and the trip all told cost about fifteen dollars by boat, and took three days. By cart it cost me twenty-five dollars. The two towns are no further apart than New York and Philadelphia. The fare between these cities on a first-class passenger train is, I think, two dollars, and it is made in a little less than three hours. The cart trip to Peking requires two days or more; and you have to spend one night in a Chinese inn, where you sleep on the stone floor and cook your own meals.

One of the means of raising money which the government of China will have will be the granting of foreign concessions for the building of railroads between points like Tien-Tsin and Peking. Such concessions would undoubtedly pay well; and it may be that Wharton Barker, if he will get some abler man than Count Mitkiewicz to represent him, could now put through his scheme for establishing a great Chinese national bank and the building of railroads in the celestial empire. Of this, however, and of the chances for American capital in China, I will write in another letter.

Frank G. Carpenter

ELDERS' WORK IN KENTUCKY.

FLINT P. O., Kentucky,

April 8, 1895.

I left Salt Lake City on the 10th of November, 1894, and after a pleasant journey, with stops at Denver, Kansas City (where we visited the Temple site at Independence) and Memphis, we arrived in Chattanooga, Tenn., and there received my appointment to labor in the Kentucky conference.

On arriving at Owensboro, Kentucky, I was met at the depot by Elders Lewis R. Wells and A. Bevan, who conducted me to the home of Bro. J. A. Bayless, where I met my traveling companion, M. S. Perry. The following day (Sunday) in connection with the above named brethren, I assisted in confirming a young man a member of the Church. He had come twenty miles to be baptized, which ordinance was performed by Elder Wells in the Ohio river. On Monday morning myself and companion started out for the first time together, to spread the Gospel truths. We began by distributing tracts from house to house, conversing with the people whenever an opportunity was present.

ed; and up to the present time we have given out 825 tracts, visiting 900 families, and have walked 725 miles. I have traveled by rail since my arrival 520 miles, held twelve meetings, baptized eight good, faithful souls and blessed one child. I have made many good friends and allayed much prejudice; a great number are seriously investigating; houses have been thrown open for us to hold meetings whenever we desire in several different neighborhoods.

Our conference is in a very prosperous condition at present and with the addition of two more new Elders who are expected to arrive in a few days we will number twenty-two able Elders all working earnestly and zealously for the spread of truth.

Our beloved president, Lewis R. Wells, has lately been released to return home. We were loath to part with him, as he has performed ably and well his duties in encouraging and guiding our labors for upwards of two years. Elder A. Bevan has been appointed to succeed him in that responsible position.

The people of Kentucky are deserving of much praise for their hospitality to our missionaries, and may the Giver of all things reward them for their kindness.

Ever praying for the welfare of Zion, I remain your fellow laborer in the cause of truth.

F. D. RICHARDSON.

MURRAY, Calloway County, Ky.

LAI D OUT, SAN BERNARDINO.

The San Francisco *Chronicle*, giving a descriptive and historical sketch of southern California counties and cities, in its reference to San Bernardino, the chief and oldest city of the county of that name, has the following, which will be a reminder to early Utahians of the part they took in opening up California:

The occupants of the San Gabriel mission had at an early period established a sort of outpost or rancho at what is now known as Old San Bernardino, and over fifty years ago Mexicans made a settlement at Agua Mansa, on the banks of the Santa Ana, two miles from the present town of Colton. Early in the fifties a party of Mormons, under orders from Brigham Young, penetrated to this valley, and being impressed with its apparent fertility and general desirableness, purchased the San Bernardino ranch from its Spanish owners and laid out the town of San Bernardino. With wise foresight the town was planned so as to accommodate a large population, with wide streets and large blocks, and there being an abundance of water for irrigation the place soon became an attractive one. The valley round about was settled and put under cultivation, and the town grew to be the center of a large and substantial trade. Before the construction of the Southern Pacific railroad this place was the last point for outfitting teams engaged in freighting to Arizona and southern Utah, and for many years that trade was a source of great profit to the merchants and farmers.

Beet planting is progressing well, about 2,800 acres on the Cino (Cal.) ranch being now planted, and thinning has commenced in earnest. At Anaheim the crop is practically all planted, over 2,400 acres being reported.