

Banco Español Filipino, Fort San Felipe, the artillery barracks, the engineers' barracks, the school of infantry, the quarters of the carabineros, the arsenals and the offices of civil officials.

The churches are far and away the handsomest and most imposing buildings and the priests and monks in their robes of black and white lend the color of another age to the scene. The streets are narrow, dark and dirty, and continued life surrounded by the slimy and foul-smelling moat is not conducive to good health. The walled city is fronted by the famed Luneta and skirted on the south and west by the Paseo de la Calzada, which were once very pretty. They were lined by luxuriant trees, which offered their kindly shade to the pedestrian or driver, but they are now bare and nude. As a measure of war every tree was stripped of its limbs, and only stumps remain to tell of former beauty.

Manila's most important suburb is the business district of Binondo, on the north shore of the Pasig. It is cut in two by two canals, the estero de Binondo and the Estero de San Jacinto, and its streets aimed to follow irregular river and meandering canal, are puzzlingly crooked and decidedly cut up. The lower Pasig is banked in with well-built stone piers, which offer excellent facilities for shipping. Much of the wholesale trade is done west of the Binondo canal which is spanned by Puente del Blanco, and much of the retail trade between Binondo canal and San Jacinto canal. It is down in the wholesale district that many of the larger foreign firms are located. In the retail business, the Escolta is the most important avenue. It is narrow and crooked and has long since failed to meet the demands that traffic make upon it. It is decidedly cosmopolitan and in times of peace its shops offer the modes and fashions of the world.

The Escolta reminds you of the little boy who just washed the front of his face, for its ears and the back of its neck are dirty. There is a Chinese and native settlement to the north and rear of it, and it seems to be reveling in a carnival of filth. Its streets are paved with blocks very much like those used in San Francisco, but they are in better condition than the avenues of the Pacific coast cities, as there is no heavy traffic.

To the north of Binondo is the native settlement of Tondo, the abiding place of thousands of Filipinos. Its structures are characteristic, being of bamboo and nipa.

East of Tondo is a great low-lying district cut up in a veinlike way with sluggish canals that eventually find their way to the Pasig or the bay. The landscape is all tropical and the palm-like banana and the tall bamboo grow close together. East of Binondo are the suburbs of Santa Cruz, Quiapo, San Sebastian, San Miguel, Malacanón, Sampoloc and Santa Mesa. In each is the ever-present church and they are all more or less attractive.

San Miguel boasts of the official and aristocratic residences and there are many attractive buildings in San Sebastian. All are cut up with canals and estuaries, but the effect instead of being Venetian is more like that produced in the lowlands of Holland. At Quiapo the Pasig swings around to the southeast and half a mile up stream divides and flows about the Island de Convalecencia, where, in an extensive group of buildings, the feeble-minded and orphans are cared for by an order of Catholic sisters. The American surgeons who visited the place on their tours of inspection, pronounced it the one clean public institution in the city.

In the suburban town on the north shore of the river are located the principal cigar factories, sugar mills, rice mills and manufacturing plants. And

from Santa Mesa comes the main pipe line that gives the city its fairly good water supply.

The suburbs south of the city are Ermita, Malate and Paco. Ermita is perhaps the most attractive district of all. The ground is higher and better drained and the streets are better condition. Located in that suburb are the observatory conducted by the Jesuit fathers, the group of exposition buildings and the English club. The last named has an ideal location. It faces the Calle Marina and extends to the bay shore, and the breeze from the sea generally keeps it quite cool. In the garden of the clubhouse flourish and thrive all the plants of the tropics. Ermita and Malate have a very heavy native population and Paco is inhabited almost exclusively by that class.

In Manila lines of caste are very sharply drawn. The military, official and foreign business and professional classes grasp and enjoy every possible luxury, while the coolie, foreign or domestic, slaves and sweats and toils. The climate is very trying upon the European and the most energetic fellow quickly loses his steam. Few if any Europeans do any manual work. They rise early and, taking advantage of the morning, get under cover for the heat of the day. They reappear in the afternoon and the city's busiest hours are from 5 to 8 in the evening. Eight o'clock is the regulation dinner hour, and at 9 the life of the city is practically at an end. No one walks here and patronizing the street cars, which, drawn by little ponies, reach all the centers of the city is regarded as bad form. As a consequence everybody able to boast of a rig and driving is made the necessity of business and of recreation.

The city is very backward in the matter of modern conveniences. There is no messenger service, no express service, no regular carriage service and practically no fire protection. It is perhaps the hardest place in the world to live comfortably. The climate is insufferable. Although the thermometer rarely climbs higher than 80 degrees, the humidity is enormous, giving a damp heat that is deadly. Black leather shoes will take on mould in twenty-four hours, and carpets and most of the fabrics will quickly rot. There is not a carpet in the city of Manila, and floors are entirely of teak or other hard woods. The soft woods of Europe and America swell and boll out of shape. Cameras suffer particularly, and photographic plates and films have to be hermetically sealed to be preserved. Insect pests are numerous. Mosquitoes head the list, and in the procession come ants, a venomous wasp, and a dozen or more strange and wonderful insects. Lizards are numerous, and it is no uncommon sight to see them crawling about in the best-kept stores or the handsomest homes. On the score of comfort it must be said that the evenings are as a rule quite cool, and that the weather in December and January is very fine.

The population of the city is made up largely of pure natives, all the degrees of caste up to Spanish or any other people whose blood has been mingled here, and Chinese. The Chinese and many of the natives have made wonderful progress in business and enjoy their wealth. Some of the natives and many of half caste are handsome types from the American standpoint of beauty, but as a class they are unattractive facially and undersized physically. The bewitching señoritas rather fail to bewitch. They bloom early and quickly fade. There is an opportunity here to make a great commercial city, but it will probably never be done by the

Spaniards. They have had their opportunity and have signally failed. Millions have annually been taken from the city to satisfy the greed of boodlers, or to replenish the depleted coffers of Spain, and but a small fraction of the millions collected in revenue and taxation has remained behind for the purposes to which it should have been applied. Under favorable conditions the city could be vastly improved, and quickly, too, and the dangers of its climate minimized by the application of modern sanitation.

Manila, like the other cities of the Orient, is off on the question of transportation. The coolie carries practically everything. It is true that the water buffalo and the small native pony are largely used, but the coolie carries your trunk to and from the steamer and packs your furniture through the streets when you move. There is not a modern truck or express wagon to be seen in the city. Labor is very cheap, and it is probable that modern methods would encounter the same difficulties that they have in China and Japan. The Pasig and its canals play an important part in the transportation problem, but, while the Spaniards have expended immense sums in the improvement in the mouth of the river and its approaches, they have not accomplished the object at which they aimed. Deep water vessels cannot be docked or even brought very far behind the breakwater and again the coolie must come with his lighter and casco to handle cargoes.

The greatest public improvement made by the Spaniards is to be found in the innumerable bridges that span the Pasig and the little streams that gave some enthusiast an opportunity to liken this place to Venice. Durability, strength and attractiveness have all entered into the construction of these causeways. Particularly fine appearing are the Puente de Espana, thrice rebuilt across the river from the old city of Binondo to the Puente del Blanco, across the canal that cuts Binondo, and the suspension bridge over the Pasig at the Isla de Convalecencia. A considerable amount has also been expended on the roadways and drives. They are, as a rule, fairly well macadamized, but once outside the city the roads become bad again.

WAS IN SAN JUAN FIGHT.

Among the American hero soldiers who participated in the storming of San Juan Hill, is Henry V. Garland, of the Thirteenth United States infantry stationed at Fort Porter, New York. Mr. Garland was in Salt Lake City today, coming directly here from Los Angeles, where he has been on a sick furlough for the past month. He carried with him a letter of introduction to Hon. Richard Mackintosh. Mr. Garland is a native of New Zealand, and has seen something like six years of active campaign service in the English army, the greater part being in Australia; but he has also participated in English warfare in different parts of the earth.

When the war broke out between this country and Spain, he was in Canada, but quickly responded to the call for assistance by this government, and enlisted in the regular army. His regiment was one of the first to leave Tampa for Cuba, sailing with the first Shafter expedition on the 13th of June, and landing at Siboney on the morning of the 25th of the same month. To a "News" representative today, he gave a very vivid and graphic description of the bombardment by the American navy of the Spanish shore batteries at Santiago. He particularly extols the bravery and gallant work of the officers and men of the Texas, which ship took the most prominent part in the bombardment. There was no firing on that