

for irrigation. If the state or territory shall fail to file said map and plan within said period of six months, then such lands at the direction of the secretary of the interior, shall revert to the public domain.

Sec. 8. That if the secretary of the interior shall approve said map and plan and the practicability of such enterprise, the state or territory shall have ten years from the date of such approval in which to cause to be reclaimed said tract of land, and upon such approval it shall be conclusively presumed that such tract is arid lands; but if the state or territory shall fail, within said ten years, to cause said tract of land to be reclaimed, then said land, at the discretion of the secretary of the interior, shall revert to the public domain.

Sec. 9. That nothing in this act shall be construed as affecting any valid claim to land under any of the land laws of the United States existing at the time of the filing of the application for temporary segregation.

Sec. 10. That the secretary of the interior is hereby authorized to make such rules and regulations for the purpose of enforcing this act as may be just and proper.

### IN THE LAND OF FLOWERS.

St. Augustine, St. Johns Co., Fla., March 8, 1898.

We feel proud of our field of labor, first, because of its settlement claim of old age in Uncle Sam's domain, and secondly, it is a field where kind, hospitable and Christian-hearted people live—the blood of Israel. Walk into the city of St. Augustine through the old city gates on the north, pass along the narrow Spanish streets, scarcely wide enough for a wagon to drive through, and look at the old slave market and the antiquated homes built of cokena, and you have evidence of age. As you look upon the scene you imagine yourself in a Spanish town across the waters, or thoughtfully your mind will rummage the history of how in 1512 a Spaniard, Ponce de Leon, discovered Florida, and how at a somewhat later date the Spanish and Minorcans built the city, now the oldest in the United States.

St. Augustine is fast being transformed from the antique Spanish city into one of modern American style. American capitalists are lavishing their wealth upon it and making a winter resort for the millionaire and Wall street brokers. The Ponce de Leon and Alcazar are among the finest hotels. During the winter season many noted citizens visit St. Johns county, and some are setting their hearts upon it as a future home. Of course they don't know the beauty of our mountains. We had the pleasure of meeting some of these worthies not long ago and leaving our literature with them with a few original Gospel thoughts.

We do not think of anything but success in this country as the people generally are fairminded, hospitable and willing to read our literature and listen to what we have to say. Some are earnestly investigating for truth, while some few allow the adversary to inspire them with his doctrine and they treat lightly the truths of the Gospel. We love the work of the Lord, we love this people and believe in "doing good to all men." By this we are constantly impelled to greater exertions and as our efforts increase the work rolls the faster. In the distance we see a rich harvest. This country was opened the last of the year 1897.

Your paper of "news" and "consolation" comes to us regularly. We are at a loss without it. We read with interest the news from home and

abroad and feast our souls with the consolation contained in the sermons and letters from Elders traveling abroad.

Yours in the vineyard of Christ,  
W. H. SUMMERHAYS.  
CHARLES G. PARKER.

### THE ROAD TO ASIA.

Colonel John T. Crisp of Missouri, a well-known politician, is in Washington. Colonel Crisp is one of the best stroy tellers and entertainers in the country, having a reputation as a humorist extending from one ocean to the other. The colonel has known most of the prominent politicians of his day, besides being a great reader, and when in a reminiscent mood wit and wisdom alike flow from his lips.

He was asked by a star reporter what was the opinion in Missouri regarding the annexation of Hawaii.

"Young man," said he, "that is a devil of a question to ask a Missourian. Sir, Missouri was the home of Thomas Benton, one of the greatest men this country ever produced. Benton wanted to build a road from St. Louis to San Francisco some time along about 1846 or '47, and standing in the United States Senate, with his finger pointing to the west, his great figure drawn up to its full height, he electrified the Senate by stating, 'There lies the east, there lies the road to India.' A wonderful prediction which has now come true. Across this great country of ours, passing by the doors of Hawaii, we find the most direct route to the east is through the west. Columbus, sir, another great man, had this same idea before Benton, and started west to find the east, and upon reaching our shores thought he was upon the western boundary of India, calling the natives Indians because of that belief.

"What was Columbus after, sir, in this great adventure? He was after the Asiatic trade. What was Thomas Benton after, when in 1849 he made his great speech favoring the great central highway from St. Louis to San Francisco, and said, 'When finished it will be the American road to Asia, and will turn the Asiatic commerce of Europe through the heart of our America. It will make us the mistress of that trader rich at home and powerful abroad.'

"What was Benton after? He was after the Asiatic trade. And what should we be after now but the Asiatic trade? We need it as a market for our grain, our meat and the products of our workshops to enable us to get rid of our over-production, which stifles trade, cuts down prices and causes sorrow and poverty among our laboring men. To secure this Asiatic trade Thomas Benton proposed to go down the Ohio river to the Mississippi from the east, west on the Missouri river to the mountains, across the mountains in sledges and wagons to the Columbia river; float down the Columbia to the Pacific coast, and from there across the Pacific to Asia. This was the dangerous and tedious route by which Benton expected to secure and control the trade of Asia. He would not allow any obstacle, no matter how great, to stand in the way of the control of this trade, which he considered of such importance.

"We find men in Congress from Missouri who hesitate to welcome the annexation of the islands of Hawaii, notwithstanding they lie directly in the crossroads of this Asiatic commerce and will control the Pacific ocean for our interests more perfectly and securely than would a large and powerful navy. What our great Benton said about this road to India applies with almost equal force to Hawaii. He said: 'We have it without war, without tax, without treaty with any power, and when we make it all nations must travel it—with our permission—and be-

have themselves to receive permission.'

"Does that not apply to Hawaii? We get it for the asking. The ships of all nations must pass by its doors, and, as Benton says, 'with our permission,' and 'behave themselves to receive permission;' and further down in the same speech he said, 'Besides riches and power, it will give us a hold upon the good behavior of nations, by the possession which it will give us of the short, safe and cheap road to India.'

"Now, sir," said Col. Crisp, "I ask you if Hawaii won't do the same thing for us at this day? Missourians who are acquainted with the writings and history of Benton do not hesitate upon this question, but are for annexation to a man.

"And why did Benton desire to secure this great Asiatic trade? Read his essays on the subject and you will find that he shows that the great nations of the earth who controlled the Asiatic trade grew rich and powerful, and with its loss, their prestige, power and opulence fell. This is what he says: 'Asiatic commerce has been the pursuit of all western nations from the time of the Phenicians down to the present day—a space of three thousand years—that during all this time this commerce has been shifting its channel, and that wealth and power followed it, and disappeared upon its loss; that one more channel was to be found—a last one, and our America its seat.'

"Again, he says of his road: 'The trade of the Pacific ocean, of the western coast of North America, and of eastern Asia, will all take its track (meaning his road across the mountains to the Pacific), and not only for ourselves, but for posterity. That trade of India, which has been shifting its channels from the time of the Phenicians to the present, is destined to shift once more, and to realize the grand idea of Columbus. The American road to India will also become the European track to that region. The European merchant as well as the American will fly across our continent on a straight line to China.'

"And to get there, sir, he will have to pass by Hawaii; and, knowing this, what will a merchant do? Why, sir, he would be foolish if he did not keep a stock of goods in Hawaii from which to fill orders, instead of dragging the same clear around the world every time a Chinaman wanted a plug hat or a pair of shoes. The trade with Asia means wealth and prosperity for our farmers; it will open up our mines; the smoke from our factories will be seen all over the land, and good silver money, sir, the money of the Constitution and the Bible, which the people want, and the Democrats propose to give them, will be taken by the Asiatic as quickly as any other kind of money; in which, sir, those Asiatic fellows show good sense.

"Let me tell you what Benton said about the effect of Asiatic commerce," continued Colonel Crisp. "He said the rich commerce of Asia will flow through our center. And where has that commerce ever flowed without carrying wealth and dominion with it? Look at its ancient channels and the cities which it has raised into kingdoms, and the populations which upon its treasures became resplendent in science, learning and the arts. Constantinople was the wonder of western Europe, and all because she was a thoroughfare of Asiatic commerce. Genoa and Venice, mere cities, in a later time became the match of kingdoms and the envy of kings, from the mere divided streams of this trade, of which they became the thoroughfare. Lisbon had her great day, and Portugal her pre-eminence during the little while that the discovery of the Cape of Good Hope put her in communication with the East. Amsterdam, the city of the little territory rescued from the