

THE MANCHURIAN RAILWAY

HOW JAPANESE ARE IMPROVING THE SOUTHERN END OF THE TRANS-SIBERIAN SYSTEM.

(Special Correspondence.)
DALNY, Manchuria, 1904.—I am at the southern terminal of the Trans-Siberian railway. The trains, starting here, go northward toward Manchuria to the main line at Harbin, and thence on via Moscow to St. Petersburg. The railroad journey is the longest of the world. It covers about 6,000 miles, and is made in comfortable cars. The South Manchurian line was opened in 1903, just about a year before the war between Russia and Japan began. It was closed for time, but since then the service has grown better and better. Today one can go from Dalny to Moscow in about 11 days, and the distance to London can be covered in less than two weeks. There are fast steamers running from here to Shanghai, and the road has brought the city and Nagasaki within 16 days of London.

ON THE SOUTH MANCHURIAN RAILWAY

During my stay in Manchuria I have taken a number of trips over the southern end of this railroad system. It has been greatly improved by the Japanese, and I doubt if there is another road so good in east Asia. The trucks and cars are far better than those of Japan, and they compare well with the best railways in America. And why not? They are almost all American. When the Japanese rebuilt the system after the war, they purchased also over 200 American locomotives, 72 first and second class cars, and also 1,000 or 2,000 box cars, flat cars, gondola cars and cabooses. During the past few months, a number of our modern sleepers have been added. In going to Mukden the other day I rode in an up-to-date Pullman, which had been sent out here knocked down and was put together at Dalny. The car was lighted with incandescent electric globes, made in Cleveland, Ohio, and every berth had its individual light. It was cooled by electric fans from the same establishment. Our engine was from the American locomotive works at Richmond and it hauled us over rails made by the United States Steel trust. The car had a reading room with the latest Asiatic papers and American and Japanese journals. Connected with the train was a "diner" in which, for 62 cents, I got a better meal than I have ever had on any American train, and the service, in general, was superior to that on our best trunk lines. I wish you could see how clean the Japanese keep these new Pullmans. They dust them inside and out at almost every stop. They even wipe off the wheels and rub up the brasses, again and again, during each trip, treating the cars like so many new babies, brought out for display. The road from Dalny to Mukden is now being double tracked, and the new line will be substantially built.

RAILROAD BUILDING IN MANCHURIA

The Japanese are good railroad constructors. They are building magnificent bridges with the finest of stone work and abutments, and are finishing them with steel work made in America. The roads are built with quality, and other hard rock, broken into pieces the size of a sugar lump. All along the line from Port Arthur northward quantities of this material are to be seen. It is corded up into mounds and rectangular piles, carefully smoothed over. The piles are painted at the corners,

and they have their numbers in white paint on top, and so arranged that if any of the stone should be stolen, it could be detected. This stone is broken by the Manchurian Chinese. They cover the faces of the hills like blue ants, hammering the rocks into pieces. They break them up at some distance from the road, and carry them down in baskets slung to poles which rest on their shoulders. The earth for the embankment is transported in the same way. There are no scoops and steam shovels; and Chinese cheap labor seems to serve quite as well. The stations are well made, with platforms and stone facings; and all the improvements seem built to stay.

AROUND THE WORLD IN 35 DAYS

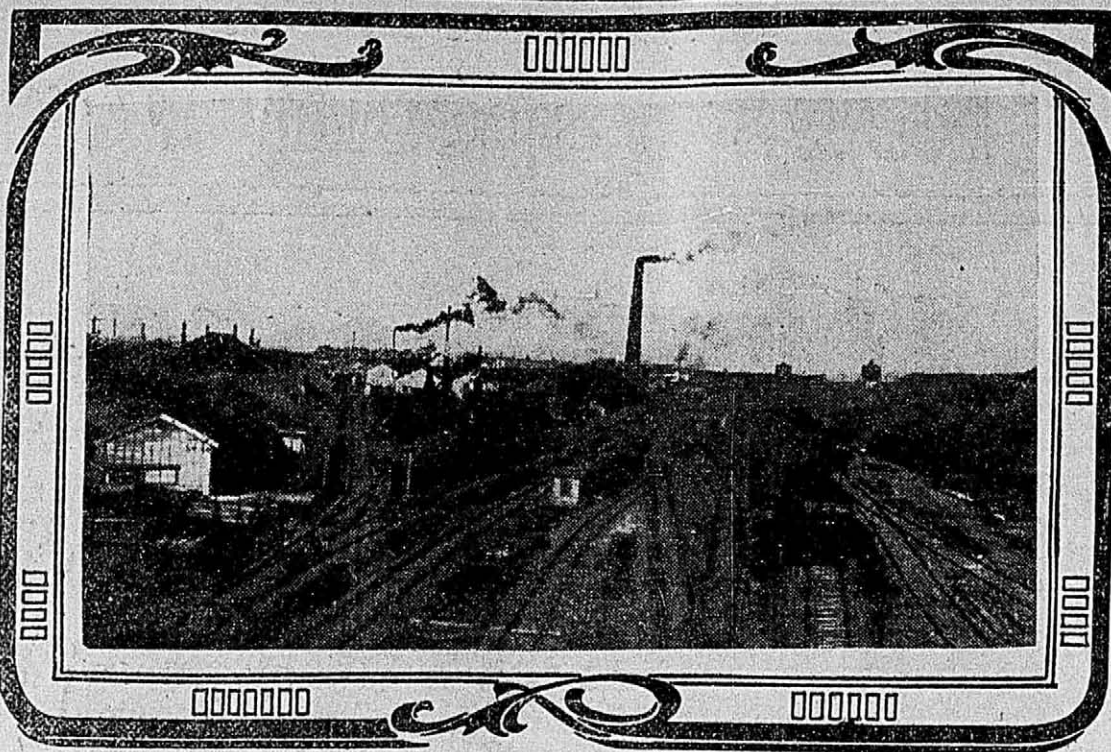
When Jules Verne wrote his story, "Around the World in Eighty Days," it appeared to the imagination as the most visionary of impossible voyages. It was like the remark of Puck, the fairy, when he said he would put a girdle round the earth in forty minutes. Both of these feats have been more than accomplished. By the telegraph and cable, we can outdistance Puck; and by means of the Trans-Siberian and South Manchurian railways can cut the time of Phineas Fogg more than by half. The trip around the world has been made in forty days; and by the latest time tables just instituted on this part of the Trans-Siberian system, it can be done in thirty-eight. Let me take you on a thirty-eight-day-trip around the world. We shall start in the Pullman sleeper here in Dalny at 3 a. m. Monday morning. On Tuesday we find ourselves at Harbin, and go west on the international train de luxe for Moscow. We reach there in 11 days and 21 hours. After starting and taking another sleeper, we go on to London. We can cross Europe for Calais and London. We are there inside 14 days, or just two weeks from the time we set foot on the train. After leaving London, we cross the Atlantic to New York in 20 days. Five more take us to Seattle or Vancouver, and from there a 10-day voyage on the fast express steamer will bring us to Yokohama, Japan. We can cross the island of Honshu to Shimoda by rail in 24 hours and then get steamers which in two days will take us back to Dalny, our starting point.

In every part of this trip we have had as good meals as at a first-class American hotel, and we are as safe as in any American steamer or railroad. You can now go from Peking to London in one more day than from Dalny to London, and the comforts are equally great. The Peking train goes through the province of Pechili and cut through the great Chinese wall where it runs down to the sea of Shanghai, where it connects with the South Manchurian system.

The first-class fare from Mukden to Peking is under \$16, and from Dalny to Shanghai by steamer it is just \$20. The fare to Moscow is \$142, including the sleeping berth fees, and the meals on the diner are from 62 cents to \$1, with very low a la carte rates. One can have a full dinner at a fixed price, or five orders for portions at the following rates: Soup 12 cents; fried fish 15 cents; chicken cutlets, 12 cents, and curry and rice the same. Salad costs only 10 cents, bread and butter 6 cents, and tea, coffee and chocolate may be had at a nickel a cup. I give these prices that they may be compared with the extraordinary charges of our American diners.

A CITY OF MANSIONS

If you could lift up 112 of the finest villas on the outskirts of a European city, gardens and all, and drop them down on the slope of a hill overlooking a beautiful harbor, you would have



TERMINUS OF THE SOUTH MANCHURIAN RAILWAY AT DALNY.

Photographed for the Deseret News by Frank G. Carpenter.

one section of Dalny. This famous city of the czar, built by the Russians at the southern end of the Trans-Siberian system, is more like Europe than Asia. The administration section, devoted to the railway officials, is made up of stone, running along with streets, each surrounded by a beautiful garden. There is no Asiatic architecture in this part of the city, and as one drives through it he cannot realize that he is in the wilds of Manchuria. The streets are as clean as the boulevards of Paris, they are lighted by electricity, and the houses are all large and made after a uniform style.

There is an administration building, with scores of offices; a Greek church, which will accommodate more than a thousand, and a big hotel, which is one of the best of the far east. This hotel is managed by the South Manchurian railway, and it is comfortable throughout. The rooms are heated by great Russian stoves, built into the walls, and the windows are kept open in the cold. The meals are served in French style, but the waiters are pretty Japanese girls, clad in kimonos and long white aprons. Japanese boys take the place of our chambermaids, and the service is good. The native manager has spent 17 years in the United States, and he speaks English well.

THE NEW DALNY

Indeed, Dalny is becoming a new city under the rule of the Mikado. The Russians spent something like \$20,000,000 in dredging the harbor, in erecting huge granite docks and in putting up magnificent buildings for their offices and homes. When the war closed a large part of the city had been burned. The roofs were of many of the houses. The Chinese had carried away the doors and windows and had even tried to steal the Russian stoves. In the residence section the most of these damages have since been repaired and a new town is rising between that place and the harbor. There are 15 brickyards now making building materials, and hundert of Manchurian masons and carpenters are working away.

Dalny lies right on the harbor, running up a slope which is backed by hills 800 feet high. It goes around the sea, its streets being laid out along the lines of two or three spider webs. In this it is somewhat like Washington or parts of Paris, the centers of the web forming the city circle. They are usually on high ground and the streets run out from them with cross streets cutting each other at all sorts of angles.

On these circles the best of the new buildings are being located. Central circle has a new building of the Yokohama Special bank, the Civil Administration Building and other fine structures. The British consulate has rented some land on this circle, and our American consul has also secured a lease which, under Uncle Sam's new policy of owning his consulates in the far east, may form the site of an American building. The matter has been submitted to the State Department, but has not yet been acted upon. No better location could be selected. It was the Nicholas circle of the Rus-

sians, and they considered it one of the best sites of their city.

This circle is in what is known as the New Town. The magnificent residence section which I have already described lies farther inland, over a great railroad cutting which is now crossed by a fine stone bridge, remaining one somewhat of the new \$1,000,000 Connecticut avenue bridge across Rock creek in Washington, although it is by no means so large. The New Town was originally composed of poor buildings, constructed by the Russians. These are being replaced by substantial houses and stores, all built upon the Russian plan.

A FREE PORT

The Japanese officials tell me that the doors of trade are wide open to all Manchuria. They have followed the Russian example in that the town is a free port, and they expect to make it a great business city. They have one of the finest harbors on the western Pacific. It is free from ice the year round, and ships drawing 30 feet can enter at low tide. They can land at the immense docks and piers and unload their freight directly into the cars. Tallowsan bay, upon which the harbor is situated, comprises many square miles, and the deep water area is big enough to handle the shipping of all China. The harbor has granite wharves with vertical faces of 25 feet depth at low water. These wharves are more than a half-mile in length, and there are others, almost a mile long, accommodating ships up to drafts of 22 feet. The narrowest of the wharves are about 400 feet, and the railway tracks run out upon them. The wharves are lighted with electricity and the channels by gas buoys. Steam cranes move on tracks up and down the wharves, and there is a granite dry dock 390 feet long, with repair shop attached. The inner harbor is protected by a breakwater of stone and concrete more than a mile long. This rises 10 feet above the highest tide water, and the deep water area inside it is 500 acres. During the war the breakwater was partially blown down, but it is now being repaired. It is made of blocks of stone and cement, some of which weigh 50 tons.

At many of the harbors of the western Pacific the passengers have to be landed in launches. This is so at Yokohama and Nagasaki and also at Tientsin and Shanghai, the latter port being up a river, some miles from the Yangtze. When I left Shanghai for Dalny I was towed out to the ship by Korean sailors, who worked their craft much after the style of the Venetian gondoliers. In landing at Dalny we came right to the pier and stepped from the ship into the city.

THE PEOPLE OF DALNY

The population of Dalny is a queer mixture of Chinese, Japanese and foreigners. The Chinese or Manchurian natives are the most numerous. There are 40,000 of them and they constitute the chief working force. They drive the droshkies left by the Russians, they carry the bricks and port used in building and they form the largest portion of the mechanics. They do the market gardening, all the peddling, and are in evidence everywhere.

They also have many stores and many rich men. There are Chinese policemen and some Chinese civil officials. The Japanese are the aristocrats of the town. They wear the Chinese and, as a rule, do but little of what is known as coolie work. Many of them are officials, who dress in European clothes, and not a few are merchants. There are altogether about 18,000 Japanese.

Outside of this population of 58,000 of the Mongolian race, there are just 36 Europeans and Americans, composed chiefly of the consuls and their employees and a very few traders. There are, all told, just three citizens of the United States. One of these is Mr. Roger S. Greene, our American consul. He is a young man who was brought up in Japan, and who for a time was in charge of our consular offices at Nagasaki. Later on he went to Vladivostok, from there was transferred to Dalny. Mr. Greene speaks the Japanese language fluently, and he is a valuable man for this province. The other two Americans are the Rev. Mr. Winn and his wife. They are missionaries, who came here from western Japan, where they had been doing work for more than 20 years. At the close of the war, when the Japanese took possession of Manchuria, some of the Christians among the officials requested the Winnes to start a church at Dalny. They did so, and the Japanese government not only issued them the ground on which the church stands, but subscribed about one-third of its building fund. The church is a brick structure in the heart of the city. It is not only supported by the Japanese, but they are carrying on considerable Christian mission work outside.

The greater part of the business of Dalny is done by the Chinese. They have large stores and are engaged in the import and export trade. There are five or six Japanese bazars, each of which contains a score or so of men and women merchants, who sit in little booths under one roof with their goods piled around them or laid upon shelves at the back. There is a Japanese factory and several large bookstores, some of which will compare favorably with any in a city of the United States of similar size.

WHAT THE JAPANESE READ

And just here I would like to tell you something about the book stores of this part of the world. The awakening of Asia has started the people to reading. There are big book stores in all the cities of Japan, and also in those of Korea and Manchuria. I have before me a list of the books taken out of some of the big libraries of Tokyo during one month. At the Osaka library there were over 10,000 applications for books. Four thousand of these came from students, over 3,000 from business men, 2,000 from children and six hundred from women.

During the same month at the Ueyno library in Tokyo 80,000 books were taken out; and the most of these related to literature, mathematics and medicine. The calls included something like 10,000 histories and biographies, 8,000 books on social and political economy and 10,000 volumes on

engineering and the industrial arts. The demands under literature and language probably include fiction, and the number of calls in this department was over 18,000. There are now in Tokyo 200 book-lending shops which require a deposit and charge from one-half to one cent per book per day, according to the value of the book and the time it is out. Many of the books called for are fiction, but Buddhist philosophies, foreign travels and biographies, such as those of Lincoln, Garfield, Gladstone, Bismarck, Napoleon and Roosevelt, are in demand. Roosevelt's life is, I understand, very popular.

Among the books now most read by the young men of Japan are Samuel Smiles' "Self Help" and Marsden's "Success." Frances Hodgson Burnett's "Little Lord Fauntleroy" has been translated, as well as "The

Scarlet Letter," "Treasure Island" and "Three Men in a Boat." The Japanese read the best works in English, German and French. They have magazines on many subjects, including a somewhat similar nature to the Celestials are new making translations of many well known European books.

FRANK G. CARPENTER.

A GOLDEN WEDDING.
means that man and wife have lived to a good old age and consequently have kept healthy. The best way to keep healthy is to see that your liver does its duty 365 days out of 365. Ward's Herbine is just the thing to keep your liver ever your liver gets inactive. A cents per bottle. Sold by Z. C. M. I. Drug Store, 112 and 114 South Main st., Salt Lake City.

"Facilis descensus Averni"—the old proverb goes; but the descent to poverty by means of fire is even easier than the descent to Averni by moral perversion. In both cases, however, if you listen, there can be a protector, a guarding voice. Her name in one case is

"INSURANCE"

The great material Cassandra, what is your refuge in case home were burned? You say "friends," but do not fall into Scylla in trying to escape from Charybdis, as Ulysses did. A few dollars a year will provide an anchorage, a harbor in case of need. In all the West no name stands firmer on the insurance honor list than that of Heber J. Grant and Co. Phone 500 or call at 26 Main Street, at our new office.

E-RU-SA Cures Piles, or \$50 paid. The ONLY non-narcotic, non-poisonous and therefore LAWFUL Pile Cure. All scientific and medical authorities recommend every ingredient of E-RU-SA and CONDEMN OPIUM, COCAINE and MERCURIAL Pile medicines, and all intelligent and careful decisions sustain these authorities. The following SAFE DRUGGISTS of Salt Lake sell and endorse E-RU-SA:
F. J. HILL DRUG CO.
WILLIS HORN DRUG CO.
SHERWOOD'S PHARMACY.
HOOPER DRUG CO.
COOMBS DRUG CO.
VAN DYKE DRUG CO.
W. D. MATHIS.
Z. C. M. I. DRUG DEPT.
LEAVER DRUG CO.
SUN DRUG CO.
W. H. DAYTON DRUG CO.
BRIGHAM ST. PHARMACY.
LION DRUG STORE.
EAST 6TH ST. PHARMACY.
HALL JIMMY DRUG CO.
F. C. SCHRAMM.
GODFREY'S DRUG CO.
BRIDGE DRUG CO.
GEO. T. BRICE DRUG CO.
MAY'S PRISC. PHARMACY.
WHITWORTH DRUG CO.
ROBINSON DRUG CO.
STATE PHARMACY.
TOWNSEND DRUG CO.



Horse Sense

The Saturday News of June 26 made me talk like an Indian. Today I want to talk "horse sense" to every person who has accounts to collect. We have collected bills for the last 6 years, and consequently ought to know how. We collect current accounts. Let us send you our folder giving rates and references.

"We Got the Money"

Wallace Law and Collection Co.
John J. Wallace, Manager. Phone 1063.
324-D, F. Walker Bldg., Salt Lake, Utah.

W. S. HENDERSON

Wholesale Grocer

Special Attention Given to Mail Order Business Quick Delivery
Cor. Second South and Third West Streets
Salt Lake City



Meet Me Face to Face

I know so much about shoes—so many reasons why you should do your shoe trading here, that I want you to meet me personally.



Meet Me Face to Face

I know so much about shoes—so many reasons why you should do your shoe trading here, that I want you to meet me personally.

300 Pairs
Women's Oxfords, values up to \$3.00 now—
\$1.95

Bargain Table No. 1 BOY'S OXFORDS

Sizes 2½ to 5½; \$3.00 reduced to \$2.35
Sizes 13 to 2; \$2.50 reduced to \$1.95
Sizes 9 to 13; \$2.00 reduced to \$1.48



Tell Every-body

Snappy Oxfords

The sort that makes a man feel right about his feet—he will not try to hide them under his chair. Oxfords that fit perfectly at every point and that look well, without a hint of harm.

Prices \$2.85, \$3.35, \$3.85
Reduced from \$3.50, \$4.00 and \$5.00.



Have You Noticed

That feet are no more alike than faces?
These shoes are made for comfort, and that means durability always.

8½ to 11, SALE PRICE \$1.95
5 to 8, SALE PRICE \$1.75
Regular Price \$2.00 and \$2.25



Low Cut Shoes

If every woman knew all about the goodness of our shoes at these prices, we are sure we would sell all the low shoes sold in this locality. Special prices—

\$1.95, \$2.35, \$2.85 and \$3.25

GREAT SHOE SALE

IF THE SAVING of a neat little sum of Shoe Money is an object to you, come right to our Shoe Sale and save it. Never mind how many shoes you have on hand—"Shoes are Shoes," always. There's plenty of weather ahead for the sort of shoes we are selling, and another pair or two, at our present prices, will be a splendid investment.

OUR SHOES MUST GO

Shoe yourself and shoe every member of the family, from Baby to Grandfather. No "job lots" in this sale—but a simple unrestricted clean up of all the Footwear we have on hand. A great money-saving opportunity! Too many Shoes—that's the why of this Sale—Note these prices—they'll tell you how badly we want to sell, and they'll set you thinking:

Christenson
SHOE STORE
SALT LAKE CITY.

Bargain Table No. 2 WOMEN'S HOUSE SLIPPERS

So many suffer from sensitive feet that we have provided special slippers for their relief—slippers that are a charm against corns, bunions and sore feet.

Sale Price \$1.25

300 Pairs

Women's Oxfords, values up to \$3.00 now—
\$1.95