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DESERET EVENING NEWS.

MAN WANTS BUT LITTLE here below, and all he wants the Want Columns of the Deseret News can supply.

PART THREE. SATURDAY, APRIL 18, 1903. SALT LAKE CITY, UTAH. FIFTY-THIRD YEAR.

IS GERMANY CAPTURING THE OCEAN?

HER ENORMOUS SHIPPING AND SHIPBUILDING YARDS.

Special Correspondence of the Deseret News by Frank G. Carpenter.

HAMBURG, April 2.—The Germans are preparing to compete with England and the United States for the commerce of the world. They are building ships faster than any other nation. They are deepening their harbors, improving their rivers and digging canals, and already have the fastest and best of the world, and their harbors are as good as any on earth.

MAJESTY KING OF SIAM.

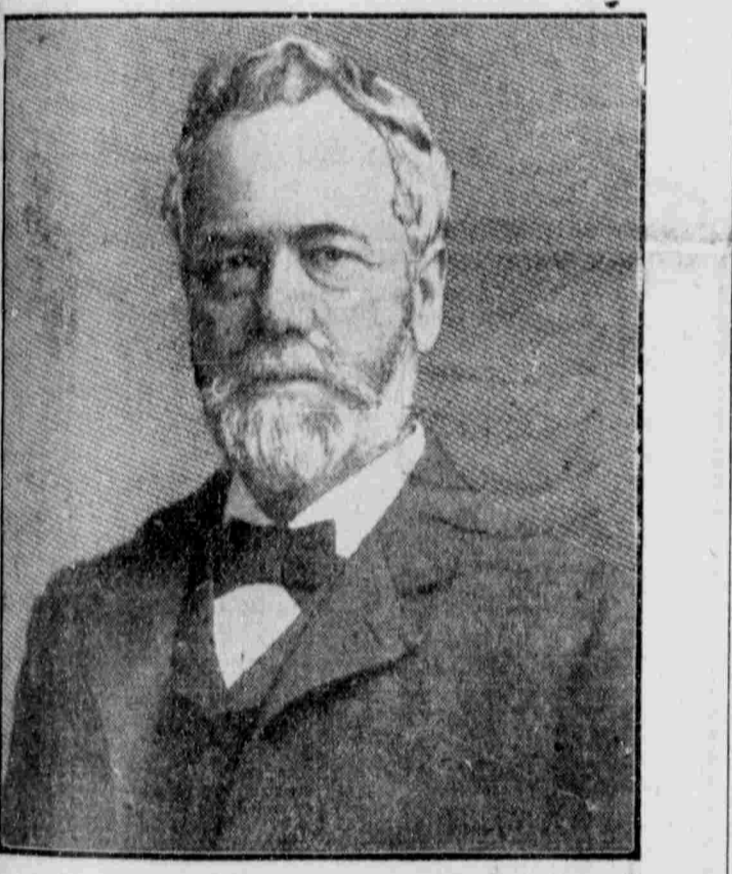


Under the royal personages who have promised to visit the United States in the near future is his Majesty King of Siam, who, to show the regard in which he holds this country, has sent his son, the crown prince, on a tour of education here.

This is especially so of Hamburg. The city has already spent \$25,000,000 improving its quays and docks, and its means of handling freight are equal to those of London and Liverpool, New York City. It is estimated, pays something like \$50,000,000 a year for drayage. Hamburg pays little. The ships are unloaded directly into the cars or into the great storage warehouses of the free port, and thence shipped by train and canal boat to every part of northern and central Europe. The railroads come right down to the wharves, and half the warehouses are such that they can drop their goods into the cars or boats. Indeed it is hard to imagine a better trade situation than this. Hamburg is situated on the Elbe about 41 miles from the sea at a point where the river is deep enough and wide enough to float the shipping of all the world. The Elbe here is, for five miles, a vast series of docks, anchorages and landing places, and in it are ships from every continent and every sea. From the Baltic, Russia, and Scandinavia on the north, from South America, from Australia and from South Africa, from the Mediterranean, China and the islands of the Pacific the vessels come by the hundreds to this great trading center.

AN AMERICAN GATEWAY.
Hamburg has more commerce than any other city of the European continent, and it is trumping on the heels of London, Liverpool and New York. It had last year 11,000 ships from European ports and from across the Atlantic came a fleet of 1,612 with a tonnage of more than three and a half million tons, mostly goods from the United States. Hamburg, in fact, is the chief northern gateway of the American invasion, and through it passes not only the enormous amount of goods we send Germany, but a large part of those for Austria, Switzerland and Russia. The goods are landed here in the free port, and thence transhipped to all parts of northern Europe.
Most of our large exporters, including those selling meats and fruits, and especially American machinery, have houses here. At the same time large business is done in retailing American goods. I stop in a big hotel on the Binnen Alster, a beautiful lake, in the business part of the city. There is a new American shoe store next door, and our goods are sold all around me. I see

IDEA MAN MAKES BIG FORTUNE.



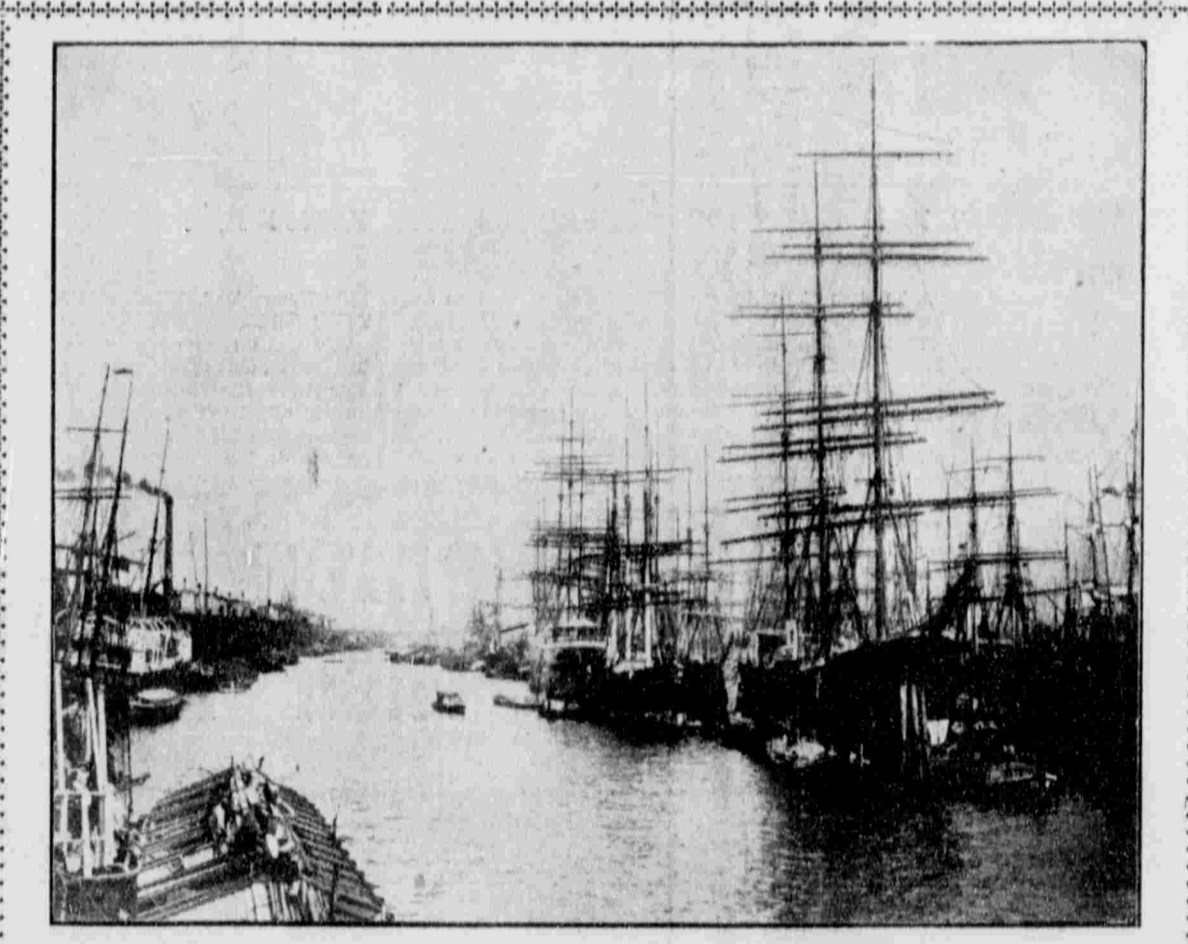
Mr. Manley G. Ham, who originated the "idea" business, furnishing brains for a thousand dollars a suggestion to big mercantile corporations and who is now the country over for his physical culture crusades, declares success is impossible unless, fruit, grain and milk be the diet. His strenuous campaign arousing much interest among successful men.

EXEUNT LONDON'S BUS HORSES.



The hoof clatters of the famous bus horses are soon to vanish entirely from London's streets; for the heavy, rattling slow moving buses which have long been the Londoner's chief means of conveyance, are to go, and in their stead will be instituted a fast service of elegant swift speeding electric automobile omnibuses of the type shown in the above snapshot. These will entirely change the appearance of London's streets, which have been identified with the old style of bus.

The New Lines to Africa, South America and Asia—German Steamers on the Yangtse Kiang—How the Kaiser Captured the Trade of Siam—The Commerce of Australia and the Baltic—Hamburg and Its Free Harbor, Filled with American Goods—Big Fortunes in Shipbuilding—A Visit to Stettin, Where the World's Fastest Vessels are Made.



Photographed for the "News" by Frank G. Carpenter.

HAMBURG, THE BIGGEST PORT OF CONTINENTAL EUROPE.

neties in the clothing shops sold under the name of Prince Heinrich neckties. They have the American flag on them and are loud enough to suit the gaudiest German. American hats are the fashion here and they cost more than at home. American canned fruits, meats and vegetables are to be seen in all the groceries, and the American typewriter and roll-top desk are in use in most of the offices.

MODERN HAMBURG.

The Hamburg of today is a new city. It grows faster than any port in Europe. It was founded more than a thousand years ago, but the greater part of it looks as though it were put up yesterday, and it is only in places that you can realize that it was one of the great cities of the middle ages. Still, it was begun by Charlemagne 800 A. D., and it was for years one of the chief towns of the Hanseatic league. It has now about a million inhabitants and is rich beyond computation. It is putting up many new buildings. The new Rathaus is a magnificent structure, the new stock exchange is one of the best of all Europe, and some of the hotels on the Alster are better than any in Berlin.

Hamburg is a beautiful city. Lying on the wide and deep Elbe it is cut up by canals, and in its older parts it is as picturesque as Venice. The canals are walled with warehouses of five and six stories, and caravans of boats are continually loading and unloading within them. Each building has iron cranes reaching out over the water and the goods are raised and lowered by pulleys. The canals are connected with the greater canals outside, so that freight thus transferred can be sent

from here to Berlin, or by the Elbe and other canals down to the great system of the Rhine.

THE FREE PORT.

The city claims that a great part of its prosperity comes from its free port. This is a section which is covered with enormous warehouses where goods can be stored without paying duty and later on be shipped in bond to any part of the world. If they go to Germany they must pay duty on leaving the free harbor, but if elsewhere they are not taxed except in the country of their landing.

I have spent several days in this free-harbor section during my stay here. It lies right on the river. It comprises about twenty-five hundred acres of land and water bounded by floating palisades in the Elbe and by the customs canal on the side of the city. The port contains almost eighteen hundred acres of land, and this space is covered with vast warehouses of red brick, which look more like our flats than anything else. The land is cut up by canals so that ships can come right to the warehouses. There is a customs canal separating this harbor from the remainder of Hamburg, and this is crossed by many bridges at each of which a customs officer stands to examine what is brought out. I was even questioned as to my camera, but was not made to pay duty, as I could prove that I had taken it in a short time before.

I went through some of the warehouses. They are packed with all kinds of goods awaiting shipment. In one I found coffee from Porto Rico and Brazil, being sorted by about one hundred German girls, who sat at long tables picking out the bad beans and grading the good ones for shipment. Another warehouse had American reapers, mowers and threshing machines, and another held thousands of dollars' worth of American flour. Then there were quantities of Chicago meat and Grand Rapids furniture in boxes. I met some of the American agents, who informed me that they found it better to leave their goods in bond until they were needed.

GERMANY'S ENORMOUS SHIPPING.

This is a good place to see something of the shipping of Germany. You can take a boat and ride for several hours from one great wharf to another passing sailing vessels and steamers from all parts of the world. I have done so several times during my stay in Hamburg, and am amazed at the enormous strides the Germans are taking on the road of ocean commerce. There are many great steamship companies here, some of which are almost unknown in the United States. There are companies which deal only with South America, some which have regular vessels to Africa and a large number which trade with the Baltic countries. The German Baltic fleet now amounts to more than four hundred thousand tons. Its ships call at the ports of Scandinavia, Finland and Russia, and the North German provinces, and sail thence to England and other parts of the world.

GERMANY'S FAMOUS STEAMSHIPS.

This is the headquarters of the Hamburg-American line, which in recent years has become so prominent. It has now some of the biggest and fastest ships afloat, and its Atlantic ocean passengers number more than 60,000 a year. It is capitalized at \$10,000,000, and it earns more than 10 per cent on that amount. It has now 127 ocean steamers, more than 150 river steamers and about 18,000 employees.
The chief competitor of the Hamburg-American line is the North German Lloyd, which sails from Bremen. The two companies were founded along about a half century ago, although the North German Lloyd is the younger by nine years. They both started small, and both now pay big interest on large capital. The North German Lloyd, for instance, is capitalized at \$25,000,000. It employs in the neighborhood of 19,000 men, and vies with the Hamburg-American as having the fastest ships upon earth. In this company there are 77 large ocean steamers, and among them ships sailing to Asia, South America and Australia, as well as across

the Atlantic. I am told that its steamship lines now number about 20, but these include some branch lines and minor lines in other parts of the world.

SOUTH AMERICAN STEAMERS.

Germany has a large steamship connection with South and Central America. It competes with England and France for the trade of the east coast of our hemisphere, and also does a large business on the lower western part of it. One of the chief lines is known as the Kosmos. This sends ships clear around the continent via the Strait of Magellan. Its vessels often go as far north as San Francisco, and it has a big trade with Mexico, Peru, Chili and Argentina. Another steamship line goes from here to Brazil, and German vessels sail far up the Amazon. Most of the South American ships are paying good dividends. The Kosmos company made a profit of 15 per cent in 1900, and some other companies pay almost as well.

THE ASIATIC LINES.

It used to be that the English had the monopoly of the Chinese and Japanese trade. They had the best steamers and it was the aristocratic thing to go on the P. & O. Of late years the English boats have fallen off. They are far behind the times in comfort and speed, and the Germans are getting the trade. The best accommodations from Asia to Europe are now found on the North German Lloyd steamers; and they carry a large number of passengers, both first and second class. The same is true of Australian ships of this line. The Germans now trade along the coast of China, and they are even trying to capture the rivers. They are building steel ships on the American plan for the Yangtse Kiang which shall sail under the German flag. They will make 12 knots an hour, and will have triple-expansion engines, worked by crude petroleum. They will run from Shanghai to the great tea port of Hankow, about 700 miles in interior China, and there connect with smaller German steamers, which will go as far up as the gorges of Ichang, or altogether about 1,000 miles from the coast.
They have also regular lines of steam-

GERMAN SHIPS FOR SIAM AND PHILIPPINES.

The Germans have ships which call at Tien Tsin, and they regularly trade at the Japanese ports. They have recently put on a line to the Philippines. The ships go from Hamburg down to the Mediterranean, and crossing that through the Suez canal to Ceylon, Singapore and thence to Manila.
They now practically control the shipping of Siam. Five years ago the British had 88 per cent of this business, but now 50 per cent of it is carried on under the German flag. The German capitalists bought out the British steamers and added more. The service now is better than it has ever been, and the Siamese trade is going to Germany. It is the same in many other parts of the globe, and were it not for the Morganization of our lines, as the merging of the steamships by the Americans is called, they would have a fair chance to eventually capture the commerce of the world.

FORTUNES IN SHIPBUILDING.

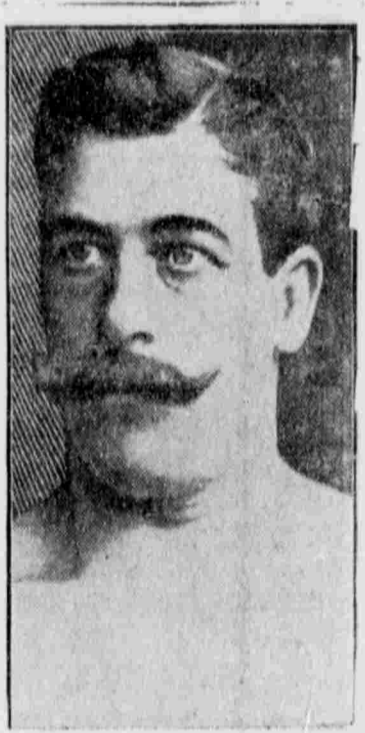
The Germans are not only making money out of commerce, but out of shipbuilding as well. They have now some of the largest of the shipyards. They make the biggest and the best ships, and they are manufacturing them, not only for themselves, but also for foreign countries. The Krapps have big shipyards at Kiel, not far from Hamburg. There are other yards at Flensburg and Bremen, and the largest of all at Stettin on the Oder, not far from the Baltic. All of these establishments have increased their capital within the past year or so to the amount of more than \$2,000,000, and they are all making money. In 1900 the Flensburg yard paid 18 per cent on its capital stock, and the Vulkan company, which builds the greyhounds for the North German Lloyd and Hamburg-American companies, paid 12 per cent.

The Kaiser is doing all he can to encourage shipbuilding. He thinks Germany ought to depend upon its own ships and in case of a protracted war should be able to make its own gunboats. He frequently visits the shipyards; and is very proud of the fact

HOW THE GERMANS BUILD SHIPS.

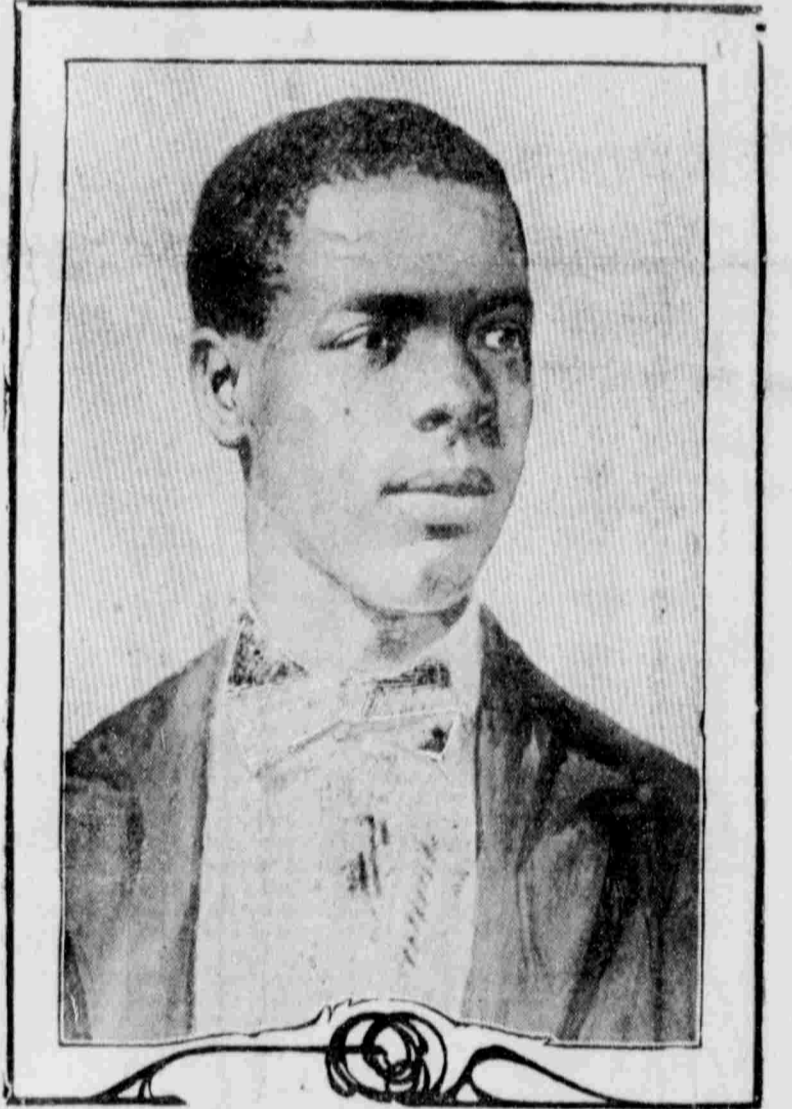
I went from Berlin to Stettin to see how the Germans build their best vessels. The town is on the river Oder.
(Continued on page twenty-one.)

SWEDEN'S STRONGEST MAN.



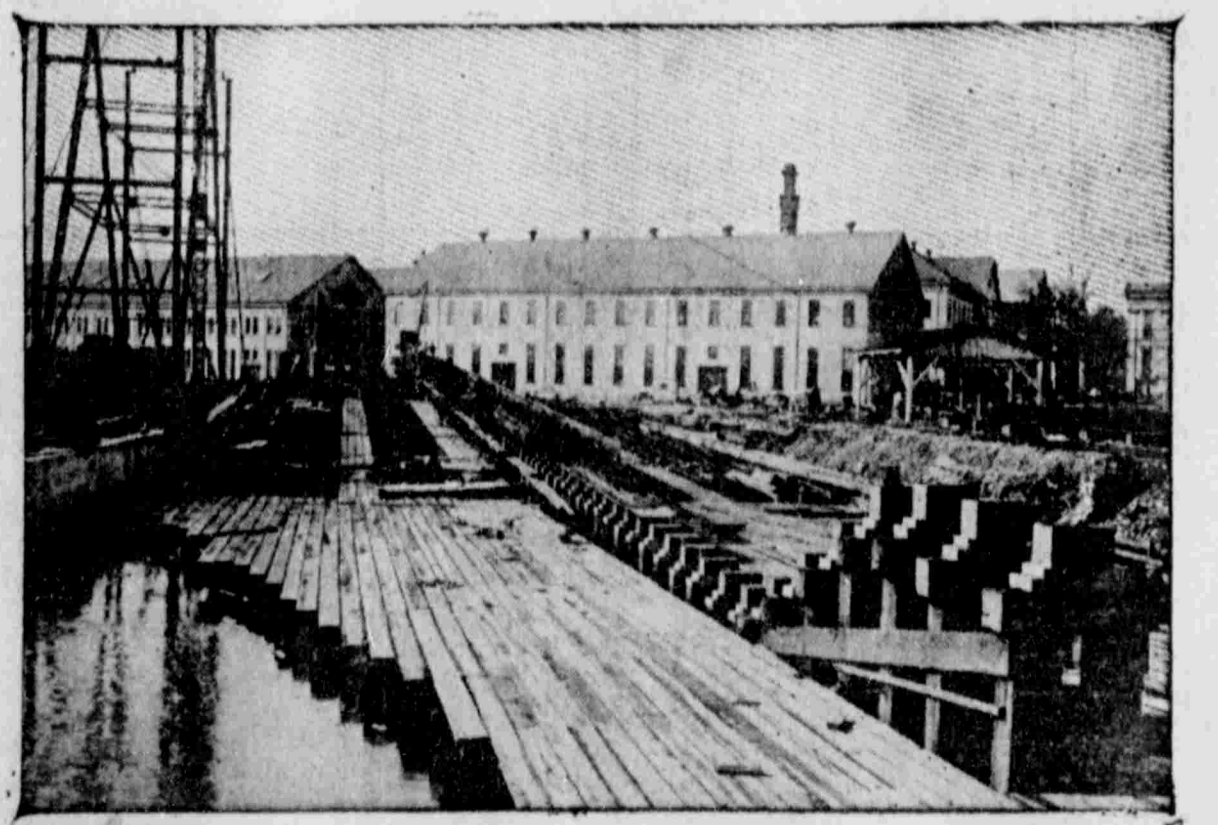
"Prof." Alexanderson, who holds the record of being the strongest man in all Sweden as well as the champion wrestler of that country, is out after the scalps of America's foremost knights of the mat. He offers to meet any of the big wrestlers on any terms, and for credentials, points to the fact that a few months ago he beat "Atlas" a western champion, in a hard fought wrestling bout in New York.

YALE'S CLEVER COLORED STUDENT.



President Roosevelt, ex-President Cleveland and Booker T. Washington are among the distinguished friends of William Pickens, the colored student at Yale who recently landed the Ten Eyck oratorical prize at Yale university. These eminent men are closely watching the career of the colored genius and will use their interest in his behalf when he finishes his studies.

UNCLE SAM'S BIGGEST BOAT.



When finished, the Connecticut will be the largest battleship in our navy as well as the most powerful. She will weigh 16,000 tons, cost \$4,000,000, and will have a speed of 13 knots, which is unusually high for a battleship. Five hundred men are now at work on her and the number is shortly to be increased to a thousand. It has taken since last August to build her cradle, and as there is just 29 times as much work left to do, rush orders have been issued. The above snapshot shows the laying of the keel at the navy yard.