CHINA'S IRON BACKBONE

THE GREAT RAILWAY FROM PE-KIN TO CANTON, WHICH THE CHINESE ARE EXTENDING.

been rightly called the from backbone tion. I cann over it this work, The southern section is that known in America on the Cauton-Hunkow railway. It will begin here at Wacheng on the Yang-Two-Kinng, opposite Has ker, and will go on mouth to the mights city of Canton. This part of the line is somewhat known to the United States: It was surveyed by American engineers under a concession that was granted to Calvin Erice and others of our factions empitalists about 22 years ago. As far as I can learn

the Americana did little more than go over the line and begin the construction. They shilly shallbed and filly dailled until the Chinese grew tired and then sold back their concession to them at a profit of almost 1,000 per cent. The Chinese are glad to again have bold of their projects, and they expect to put the the through. Mr. Trou, the rallway non eith whom I latked, is a pusier. He is a live, upto-date capitalist, and is business from start to finish. He has been educated along western lines, and speaks furchly a half dozen language. Our conversation was in English. He said:

"We have gone over the route and made new surveys, and we already lave the schemes of organization and of raising the money practically comraising the money practically com-

"The road now planned is to consist of four great divisions, one for each of the provinces through which it runs. All told the lim will be about 800 miles long, and will pass through the richest

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YOU WANT.

(Special Correspondence)

7 DCHANG.—I have just had a last with a director of the great rolling which is to be hall from here to Cantin.

1 form the continers built of the Cantine begins here at Hankow, and runs for 120 miles southward through the province of Hupch. This is the section with which I am commented. Hupch will control it. The morey will be raised here, and the road with be managed from Wuchang until the entire line is completed. The next section goes south from Hupch to flurum, and the third through northern with the carries line in completed. The next section goes south from Hupch to flurum, and the third through southward to the fourth, which pairs south through southward the cantine line is that known in a set the Canton-Hunkow rail.

If will neigh here at Wachana.

A COSTLY RAILBOAD

A COSTLY RAILROAD

A COSTLY RAHLHOAD

"Will the line be casy to build?"

"No it will not. According to the first eathmater made by your American engineers; the cost was put at about \$20,000,000, or at something like \$22,000 a mile. The probability is that it will be twice that. The country is either mountainous or rolling, and there will be curves almost all the way. Our route will be longer than that surveyed by the Americans. They followed the custom of the United States us to such matters, forgetting that our conditions are different. In your country most or the hig roads have been haid out through the wilds, and the traffic has grown up to them. Chira is already developed We have many large either, and the road should be built to join these together. Your engineers planned the road without regard to these eithes, making it more or less straight. We are building the road for the people and the traffic, and are diverging a little here and there to connect the great centers. The moment the road is campleted we shall have an enormous business."

ONE HUNDRED MILLION PROPLE

"Can you give me some idea of the population the road will tap?"
"Not in actual figures." replied Mr. Twou "We are backward in statistics, and I can only estimate the possibilities. The tures provinces through which the road runs have a population of about 100.000.000. There are many large cities. Here at Hankow we have between one and two millions. Canton is as big as Chicago and there are other large towns all along the way. The read will be the chief trunk line of interior Chim, connecting the capital with Canton, and running from there to the pout of Kowloon, opposite Hongkong, According to the estimates there to the part of Kowloon, opposite Hongkong, According to the estimates of Mr. Barclay Parsons, the estimates of Mr. Barclay Parsons, the average of the population numbers 200 to the square mile, but I venure it is more than this. The country a devoted to ten, silk and other injustries. It is agriculturally rich, and see believe that it contains extensive leposits of fron, copper and lead, there is no doubt but that the road offl pay."

"But can you manage it well in our divisions, with four sets of of-cials directed by four different gov-

"Yes." replied Mr. Tson. "The imperial government has required that the same gage must be made throughout, that the rolling stock must be standardized, and that the rails be of a certain rattern and weight. Most of the iron work is now being made here at Hankow, and the track will be of Chinese steel. As to the management, the probability is it will be consolidated when the system is completed. The different divisions will be joined, and there may be one great government road from Pekin to Canton."

CHINA'S NEW RAILBOAD.

"How about the new railroad movement? Is it to continue?"
"Nothing can stop it. We Chinese are slow to begin, but when we really start we keep going. No one now questions the value of railroads. Both the government and the people realize that they are an absolute necessity to our existence and progress. We shall keep on building just as fast as we can raise the money. We would like to construct our railways as far as possible with our own funds. In our present condition we do not wish to mortgage our country to other nations, and this we do when we make beavy foreign bans. The read from Wuching to Canton is now to be made with Chinese money and by Chinese workmen. It will be a Chinese railroad throughout. the Orpheum Theater,

MILLIONS FOR WOODEN NUT-MEGS. MEGS.

I asked Mr. Tsou to tell me the inside story of the concession for this road to the Americans, and what they made out of it. He was chary in speaking of the matter, but said that China had not been fairly treated. From other sources I learn that the Americans played somewhat the part of the Yankee who said wooden nutnings. They gave China a gold brick, and carried away millions. I doubt not that our capitalists acted in good faith in the beginning, and that had Chivin Brice lived their contracts would have been carried out. The concession was granted by the imperial government to Brice and others, through Marquis Sheng and Wn Ting-fang, on the ground that they would rate \$20,000,000 to build and equin the line. The

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ENGINE AND CRANE, HANKOW RAILWAY SHOPS

Photographed for The News by Frank G. Carpenter.

Chinese government was to secure the lean by a mortgage on the road and an imperial guarantee; and also by the issuing of gold bonds to be sold at 90 per cent, and to bear 5 per cent interest. Caivin Brice had no trouble in getting men to go in with him. Among those who offered to join in raising the money, as it came due for building the road, were Pierrout Morgan, John D. Rockefeller, E. H. Harriman, Russgil Sage, theorge Gould, Jim Hill and the Vanderbuits. With such manuss but little real money was necessary, and the road could have been completed on credit. Altogether about 6,000 chares of stock were issued, and of these over 4,000 were still in the hands of the Americans when the road was turned back to China.

According to the conditions, the Americans when the road was turned back to China.

According to the conditions. They were to push it rapidly forward to a completion. It was also the understanding that they were not to sell the control of that concession to other matiens, nor to allow them to have much

completion. It was also the underinding that they were not to sell the
control of that concession to other nations, nor to allow them to have much
stock in it. They violated these conditions. They made an incomplete
survey and then built about 20 miles
of line and stopped. Later on they sold
1,000 shares of the stock to a French
banking house and a controlling interest to the Belgians. Much of the
Belgian stock was taken by King
Leopold, who set about trying to gain
possession of the concession. His people already owned much of the Hankow-Pekin road, and, if he could have
secured the right to build into Cantion, the Belgians would have controlled the chief trunk line of China.
Worse than this, it is generally believed here that the Belgians were merely
tools in the hands of the Russians,
and the Chinese could not afford to
have the Russians own their chief
railroad. The result was that China,
upon hearing of the Belgian plans, deciared that it would have to annut the
concession or buy back the road.

PROFITS 300 PER CENT.

PROFITS 200 PER CENT.

This fact was communicated Washington and the American capital-ists took advantage of the situation. Pierpont Morgan, who was disgruntled at some treacherous financial transac-tions which King Leopoid had had with him, forced the latter to sell his stock him, forced the latter to sell his stock to the American company; and the king, not suspecting that the deal with China was possible, did so for a low price. Then an arrangement was made with the Chinese government, by which the American rights were soid back for 16,000,000 theis, or about \$6,700,000 in gold, and this money was divided among the 1,000 odd stockholders. How much hard easit the Americans but into among the 4,000 odd stockholders. How much hard cash the Americans put into the scheme I do not know, but that is what they drew out. What China got for all this money is only a little stretch of milroad, 50 miles long, running from Canton to the town of Samshul, which could not have cost, I should say, more than \$1,000,000, or \$32,000 a mile. It is a standard gage road, haid with 75-pound rails, and it has, allogalter, only about 12 miles of double track and 18.

miles of single track. A part of the road is stone ballasted, and a part is ballasted with sand. In addition to this, the Chinese have the surveys made by Barcias Parsons and others, but they, in the words of Mr. Tson, are not what the Chinese want, and could easily have been made at a cost of a few thousand dollars, I understand that the Americans claim that they expended on the enterprise, all told, about \$3,000,000 in gold; and that the additional amount of \$3,700,000 was claimed for the loss of their validable rights. On this loss of their valuable rights. On this basis, supposing that the stockholders originally paid par for their shares, which is doubtful. The 4,000 shares would have cost them \$400,000; and they drew out according to their own statement. \$5,760,800, which equals over \$60 per cent. Indeed:

For ways that are dark and tricks that are vain The Christian Yankee is peculiar.

Since the Chinese took hold of the Canton-Hankow system they have, as Mr. Tsou says, made new surveys. They have extended the little strip built by the Americans, so that it is now about 50 miles long, and they are running cars over that section. They are building on the other divisions, and the great steel works at Har. Vans are the great steel works at Han Yang are making rails to be used in the con-struction.

struction.

The road is being handled by Chinese engineers, and the Samshui branch is worked by a Chinese staff presided over by two Americans. I understand that some difficulty has arisen as to securing Chinese capital to finish the road and that money may be borrowed from Germany. from Germany

BUILT BY AN AMERICAN-CHI-NESE.

NESE.

One of the most remarkable features of railway construction in this empire is a new road now being built southwest of Canton with Chinese capital, Chinese muscle and Chinese brains. It is known as the Sunning railroad, and 36 miles of it are already in operation. It is now taking in about 4300 a day, and more than half of that is clear profit. The road has a capital of less than \$1,500,000, divided into shares of \$2,50 each, all owned by Chinese.

This railway originated in the mind of Mr. Chin Gee Hee, its president. He was in the United States when he thought of it, and he persuaded some of the other Chinese residents of our country to start the subscriptions for the stock. He then came back here and raised the balance in these shares of \$2.50 each. He imported 100 Chinese laborers who had worked on the railroads of the United States to help him. He used them as overseers, and so constructed the line. As far as I can learn, he had neither mechanical nor civil engineers. He did most of the railroad planning himself, having worked in our country for some years as a railroad foreman and contractor. His road is equipped with locomotives and passenger cars made in the United States. He has Baldwin engines, flat The shout 12 miles of double track and 18 | States. He has Baldwin engines, flat | car carriages passed over it without

from Sun Francisco. The passenger cars are fitted with automatic alt-brakes and sergerand chain couplers and buffers. At present this road bids for to pay 50 per cent and upward in dici-

THE PEKIN-HANKOW TRUNK

dends.

THE PEKIN-HANKOW TRUNK LINE.

But let me tell you something about the northern section of Chima's steel vetobras, as I saw it this week. The Pekin-Hankow section was built by the Chinese and the Beigians. The distance between the two cities in 700 miles, and the express trains make it in about thirty hours. The engineers are Chinese, but the conductors are English. The face is \$64 in silver, or about \$25 in gold—that is, about \$3\formal{\text{c}} ents a mile. This includes the sleeping accommodations. There are restaurant cars on the train, where one can get a breakfast for 45 cents and dimer and lunch for 90 cents each. The road has good depots at Hankow and Pekin; and it is fairly well ballasted throughout. The cars are European in make. They are roughly furnished, poorly built and without adequate heating arrangements. The only fire on our train was in a little stove, in a separate compartment in the middle of the car, and we had to go to this to get warm. The passenger coaches are divided into compartments, running at right angies to the track. Each compartment has two sofas, facing each other, and upon these beds are made up at night. Shelves are also let down to form upper berths.

Our train was full. We had a num-

upon these beds are made up at night. Shelves are also let down to form upper berths.

Our train was full. We had a number of high-class Chinese men and women and many foreigners. There were American and French tourists, commercial travelers representing English, German and Fronch business houses, a high-up official of the British East Indian service and the Rajah of Sikkin, who had been to school at Oxford. England, and was taking a trip through China on his way home. Among the Americans were an agent of one of our talking machine companies, a Standard Oil man and the representative of a roof and paint house of San Francisco. We left Pekin in the morning and arrived at Hankov the next afternoon, Our way was across the Great Plain which is said to support more people than the United States. We passed villages at every few miles and walled towns and cities every half hour. The Great Plain is thickly settled, and every foot of it is cultivated. Nearing Hankow the land becomes rolling, and there are low mountain ranges. The sides of the hills are terraced in fields of all shapes and sizes, and the valleys are out up into gardens of walled patches, most of which contain rice. In the north many of the huts are flat roofed, in the south the roofs are ridge shaped and thatched with straw. They are made of stone or mud. The stations are of sray brick, roofed with red tiles. Crowds met our train at every stop, and they were usually kept in order by native soldiers, who were blue uniforms, with black caps and fat black boots. We took on and put off passengers at all the stations. The most of these were Chinese, who rode second class. I understand that the slow trains, which have cheaper fares, are even more crowded, and that the passenger traiffic pays well.

The most remarkable please of sure passenger traiffice pays well.

THE YELLOW RIVER BRIDGE.

THE YELLOW RIVER BRIDGE.

The most remarkable piece of engineering on this railroad is the Yellow river bridge, which we crossed during the night. Outside America it is the largest of its kind in the world. It measures almost two miles from end to end and is constructed entirely of steel. There is no stream which shifts its bed more than the Yellow river. It is called China's Sorrow, and is said to have changed its course no less than nine times within the past 20 centuries, each time choosing a different mouth by time choosing a different mouth by which it enters the sea. At the last great flood, when the waters forsook their bed, many millions were drowned. The bed of the Yellow river is of quicksand so deep that it was impossed.

eksand, so deep that it was impose ble to use any masonry in constructing this bridge. Steel tubes were sunk in place of the ordinary concrete pillars place of the ordinary concrete pillars and these were joined together by steel bands. There are eight of these steel tubes, each of which goes 55 feet down into the bed of the river. Other steel tubes extend down from 23 to 45 feet. The arches of the bridge have a span of 65 feet, where the current is strongest, and of 98 feet in other places. The steel piles, or tubes have been filled with piles, or tubes, have been filled with cement to give them strength, and rock and stones have been sunk around their bases to solidify their foundations. The stones were first dropped down into the stones were first dropped down into the river, without any support, and were carried away by the quicksand. Later, mats made of the branches of trees, bound together with wire, were let down around the piles, and the stones dropped upon them. In this way tons of stone have been moored on such rafts about each pile, and they have made the bridge as firm as though the piles were bedded in concrete. This bridge was put up in a year and a half, and on the opening day a train of 21 and on the opening day a train of 21

CHEAP RAILROAD BUILDING.

CHEAP RAILROAD BUILDING.

The steel for the Yellow over bridge came from Beiginm and France, and the cost of its construction was \$900,000, which is low considering its character and longth. The whole road has been economically built. Its cost has been economically built. Its cost has been about \$35,000 a mile, the funds having been provided largely by the Beigians, who loaned \$22,500,000 on it. Most of the rails were made at the Hankow from works, and they weigh approximately 85 pounds to the yard. The railway is well equipped with shops at Hankow and at the Yellow river, and altogether it is a trunk line to which China can point with pride. Since its completion branches have been built to Tai Yuen-Fu, the capital of the province of Shansi; and also to Kalfeng-Fu, the capital of Honan. It has connections with the road running from Tientsin to Mukden, and thereby with the trans-Siberian road, so that one can how go from Hankow to Hamburg by rail. Lines have also been projected which will connect this road with another great trunk railway now being built through eastern China from Tientsin to the Yangtze, and a road is projected which will go westward through the Chinese empire to the mountains of Thibet and eventually reach Lhassa. A third road is to be

built, connecting Pukes, on the Ta-tse, opposite Nanking, with the Ran system. So that eventually this will be about the most importanall eastern Asia.
FRANK G. CARPENTER.

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