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# DESERET EVENING NEWS.

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supply.

TRUTH AND LIBERTY.

PART TWO.

SATURDAY, MAY 2, 1903. SALT LAKE CITY, UTAH.

FIFTY-THIRD YEAR.

## AMERICA ON THE RHINE.

EUROPE'S HISTORICAL RIVER AS A  
TRADE ROUTE FOR OUR COMMER-  
CIAL INVASION.

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

COLOGNE.—I write today of the Rhine, not the Rhine picture, nor the Rhine of the castles and cathedrals, but the Rhine as a trade route and as the great water avenue of the American invasion of Germany. During this trip in Europe I have studied it from its source to its mouth. I was near its beginning on Mount Saint Gothard in Switzerland, I saw it rushing past Basel, the head of navigation, and watched the enormous traffic moving into it from Rotterdam near the sea. It is 226 miles from Basel to the German ocean, and throughout this distance the Rhine is snorted with towns and cities; it is cut by canals, which lead to the Seine and the Danube, and others which bring it into connection with the busiest section of this busiest of all the continents. You can get from Hamburg to the Rhine by canal. The ports of Belgium have access to it and a network of railroads leads out from it to every quarter of Europe.

### THE RHINE AT COLOGNE.

Here at Cologne the Rhine is about 1,300 feet wide, and it is deep enough for boats drawing 12 feet of water. The fall is slight from here to the sea, and the flow is so slow that it does not impede navigation. A little further south the river narrows, and in the Seven Mountains the current is so swift that the steamers make only a few miles an hour, and so strong that the banks have to be walled in with stones almost the whole way to keep them from washing.

### AMERICA ON THE RHINE.

The most of the goods from the United States is transhipped at Rotterdam, Amsterdam, Antwerp or Hamburg, and a large part of it is sent up the Rhine in barges. I have spent much time on the river, now passing rafts of logs and boards of American lumber, now going by strings of narrow barges piled high with barrels of American petroleum. I have met a few American travelers and one or two of our drummers, but the most of the travel is European, and the most of our goods go on German or Dutch boats handled by German importers.

### A GREAT INLAND PORT.

Cologne is a good place to study the Rhine traffic. It is the headquarters of the leading steamship companies. The trade is carefully watched, it steadily increases from year to year, and it now approximates a million tons annually. Something like 4,000 passenger boats call at Cologne every year, and the freight boats number hundreds. There are also sailing vessels, and an enormous traffic by tug and barge. I saw my first Rhine barges at Rotterdam. They are built for the narrow parts of the river, and are, I venture, the longest boats made in proportion to their width. The average barge is about 15 feet wide and 200 or 250 feet long. It looks like a great black eel as it is towed up the river. At the back of it is a little cabin, with a stovepipe sticking out of its roof, and about mid-

way is a hinged mast so fixed that it can be raised and lowered at the bridges. Each barge has a rudder, sometimes so large that it is moved by a horizontal cog wheel pushed around by the sailors. On many of the barges families of boatmen live. You see the washing hanging on the line, the women cooking at the sterns of the boats and little ones playing about over the cargo.

### THE PASSENGER BUSINESS.

The Rhine has an immense passenger business during the season. This is now at its beginning, and it will continue until late in the fall. There are two great passenger companies which have regular daily services to Mainz and Cologne and Düsseldorf. They are doing well, paying regular dividends of 6 per cent and over. Their stocks are considered safe investments and they are bought and sold on the exchange. It is not the foreign travel, however, that makes the boats pay. That is enormous, it is true, but it is nothing in comparison with the local traffic. The Rhine is one almost continuous village. There are towns everywhere near the river and back from it, except in the most mountainous parts, and on holidays the boats are crowded, and, as the fares are cheaper than those of the railroads, the everyday travel is great. A difference in weather makes a big difference in the profits of the companies. This is especially so as to the foreign traffic. A cold Whitsuntide means there will be no traffic from London and a cold season may cut down the dividends more than 1 per cent. There are now about 100 steamboats on the Rhine, and the average number of passengers exceeds a million a year.

Traveling is comparatively inexpensive, and, strange to say, it costs less to go up the stream than down it. It takes only a day to see the most beautiful part of the river, and you can have a round trip ticket at reduced rates. Each passenger is allowed a hundred pounds of baggage free, a small charge being made for loading and discharging the trunks. All the steamers have eating accommodations on them, and the food is quite as good as on similar boats at home. At 1 o'clock there is a table d'hôte dinner, which costs 75 cents, with reduced rates for children. Breakfast and supper are also served.

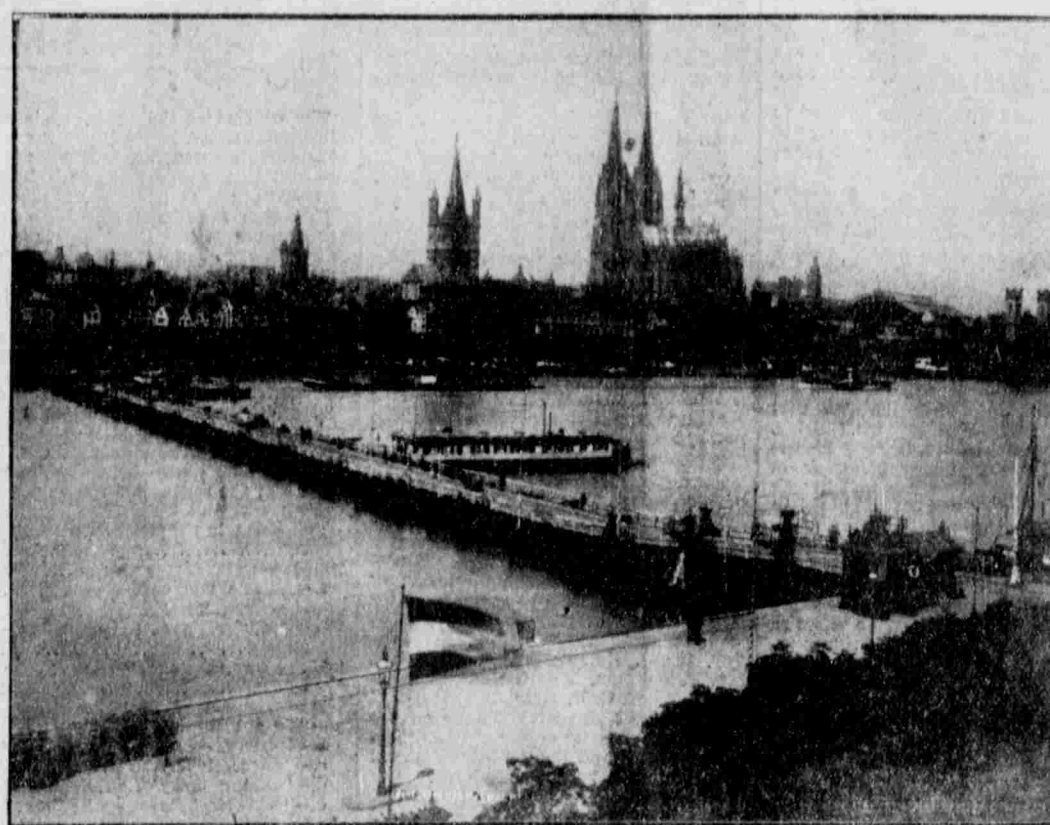
### HOW GOODS ARE HANDLED.

Nearly all the Rhine towns are growing and are steadily improving their port arrangements. You see cranes on the landing places at many small towns, all the cities have wharves and the busy scenes upon them shows that this part of Germany is industrially alive.

The port at Cologne is formed by an island in the river. This has been walled in with great stone blocks and paved with cobblestones. Bridges connect it with the railroads and the cars are brought right to the boats and loaded and unloaded with great steel cranes. There are custom houses on the island with bonded warehouses, and the facilities are such that scores of barges and boats can be handled at one time.

As I walked along upon this island I saw a barge unloading South Carolina pine. The boards were built out over the sides of the barge so that it seemed to be a pile of lumber a hundred feet wide, 200 feet long and 10 feet high. It had been towed up from Rotterdam by a steam tug, and when I saw it the hydraulic cranes were lifting up a hundred boards at a time and dropping them on to the cars, which were to take them to the interior. Near by were other barges loading goods for the United States, and I was told that something like two million dollars' worth of goods are annually shipped from here to our country. Another big Rhine center is Düssel-

Something About the Principal Ports—How American Goods Are Handled—Cologne And Düsseldorf as New Cities—Mannheim and Its American Factories—The Rhine Passenger and Freight Business and How it is Managed—Queer Features of Municipal Ownership—City Street Cars Which Sell Annual Passes—A Word About Rhine Farming and Wine Raising.



Photographed for the Deseret News by Frank G. Carpenter.

### COLOGNE, THE RHINE TRADE CENTER FOR AMERICAN GOODS.

dorf, about two and one-half hours by steamer down stream. It is the chief port of Westphalia, an enormous industrial region underlain with coal and iron. Düsseldorf itself has iron and steel works, foundries, furnaces and rolling mills. It makes railroad cars and electrical equipments and the same is true of Cologne. Düsseldorf is also the port for many other towns nearby, and does a great business in selling American machine tools, Carolina pine and some of our best hardwoods. It takes a great lot of California fruit, and has until recently imported considerable iron and nickel by Germany. It is from there that a large part of the Krupp shipments go out, including those to the United States, which are heavy.

### MAINZ AND MANNHEIM.

Up the Rhine above Cologne there are a number of important ports, and especially Coblenz, Mainz and Mannheim. I am surprised at the size of Mainz. It is growing like a green bay tree, and now has more than one hundred thousand population. It is situated where the Main flows into the Rhine, and gets the traffic of both rivers. It was so rich in the past that it was called "Golden Mainz," and it was at one time the leader of the league of

Rhenish towns, formed during the middle ages to boom the trade of this region. Today it is overshadowed by Frankfurt, but it has an increasing trade.

Mannheim, still further up the Rhine, at the mouth of the Neckar, might be called an American trade center. It has enormous imports of American grain, coal oil and tobacco, and is the headquarters for the transshipment of American goods. The Diamond Match company, the Standard Oil company and the Pure Oil company have plants there and our leading exporters of all kinds have their agencies.

Mannheim is the head of Rhine navigation for large boats and the chief point of distribution for grain, cotton, coal oil, lumber and coal. Over sixteen thousand boats unload at its docks every year, and its freight runs up to the millions of tons. It is a great commercial center, its bank having a capital of \$28,000,000. It is also a manufacturing city, making dye stuffs and chemicals, corks and cars, beer and glass bottles, agricultural implements, pianos, excelsior butter, cigars and a score of other things. Its analine dye plant is the largest in the world, its exports to the United States alone amounting to \$100,000 a month. It has 4,000 men in its chemical works, 1,500

workmen in its comb and doll factories and other thousands making wood pulp, which, strange to say, it exports to the United States. It also sends its patent leather to the value of something like \$1,000,000 a year, and at the same time buys a few American shoes. It uses American tobacco and makes millions of cigars every week, which are shipped to all parts of Germany.

These Rhine towns are among the

newest of the German cities. This statement seems strange when one remembers that they thrived in the days of the crusaders. Cologne was founded about the time that Caesar overran Gaul. It was so rich during the middle ages the merchants of Cologne, as the cloth merchant of Cologne, and it has been an important town from that time until now.

And still it is a new town! Since the Franco-Prussian war it has been almost rebuilt. The old wall has been torn away, and a wide street, paved with asphalt, with trees in the center and sidewalks and driveways on each side, has taken its place. New houses have been erected along this street, and, indeed, the whole city looks as though it were put up for show. It is only in the older sections that you find antique structures, and the cathedral, although begun centuries ago, was only completed along in the eighties. It is now the finest cathedral in Europe, and cost, all told, a little less than \$5,000,000.

Düsseldorf is also a new town, and there are new buildings all along the Rhine, including the villas of the rich, which have grown up under the shadows of medieval castles.

### MUNICIPAL OWNERSHIP.

The Rhine cities are new in their systems of government. Municipal ownership is coming to the front along the old river. There is much city pride, and but little boodling. Düsseldorf owns its own gas and electric light plants. It has public bath houses where you can get at cost a Turkish or Russian bath, a second or third class. It has its own slaughter houses and market houses, and its own ice plants and cold storage establishments. The municipality acts also as a wine merchant, selling wine by wholesale, and making a profit off of it. It has a municipal savings bank, with a pawnbroking attachment, and also homes for the aged, and those who are too feeble to earn their own living.

Düsseldorf owns its street cars and so does Cologne, and the fares in both cities are just about half what they are in the United States and the accommodations equally good. My car fares cost me about \$5 a month, or \$50 a year, while at home in Washington, in Düsseldorf I could have the same for just half and save \$30.

Here in Cologne one can buy a yearly pass good on all lines for \$30, monthly passes are sold for \$5, and the ordinary fare for the longest distance is three and a half cents, while the shortest distance costs less than two and a half cents. Children under 10 years pay less than two cents, and students attending educational institutions have commutation tickets for one and one-fifth cents. The chief advantage that the railroads here have over those at home is in the lower wages for motormen and other employees; for coal, steel rails and car equipments must cost

about the same. As to wages, motormen receive 33 cents an hour, and conductors about 72 cents for a day of 10 hours, and other employees are proportionately cheap.

### FARMING ON THE RHINE.

It is wonderful how the Rhine valley is cultivated. For the greater part of the distance between Cologne and Mainz it is very hilly, but every inch of available space is used. The mountains are terraced in places, the arching being held in with walls of stones, and some of it, I am told, carried up from the lawlands on the backs of women and men. Some of the patches are no larger than a bed quilt, and a field a yard wide will run a long distance around a hill or up a mountain. This is especially so in the vine growing regions, which are in the most mountainous parts of the valley. The land is so rough that all cultivation must be with the hoe or the spade, and hence back breaking. The grapes are planted in rows running up and down hill. Each vine has its own stake, and it is cut down to a central stem or stump every year. All along the river under such vineyards are little towns of one or two-story houses with roofs of slate or tiles. There are no houses in the vineyards, the most characteristic buildings being the white stone castles high up on the sides of the mountains. The soil is carefully handled. It is fertilized and so treated that although it has been producing for centuries it still yields abundantly. I expected to find Rhine wines on the Rhine very cheap, but the best are exceedingly dear. The prices rise and fall according to the season, for some times the crop is short, causing a general rise.

One of the best wine regions is that of the Rheingau, which runs for about 15 miles along the river. It is here that the Johannesberger wines are produced. They come from about 55 acres of vineyards, being made from the best grapes raised on that area.

### GERMANS AS WINE DRINKERS.

The idea prevails in the United States that the Germans drink only beer. This is not true. They consume vast quantities of wine, and their wines on the average are good. Every city has scores of wine restaurants, and many hotels have their wine restaurants and beer restaurants side by side. The difference is that anything ordered in the wine restaurant costs considerably more than the same thing in the beer restaurant. Even beer costs more if taken in the wine restaurants. The people often drink wine with their meals, and it is a common thing to carry wine along with a lunch on the cars. As to beer, it takes the place of water among young and old, and no one thinks anything strange of children drinking it. I saw a schoolteacher bring 20 school children into a restaurant the other day. He ordered dinner for them, and each had her pint glass of beer.

FRANK G. CARPENTER.

### GROUP OF WORLD'S FAIR COMMISSIONERS.

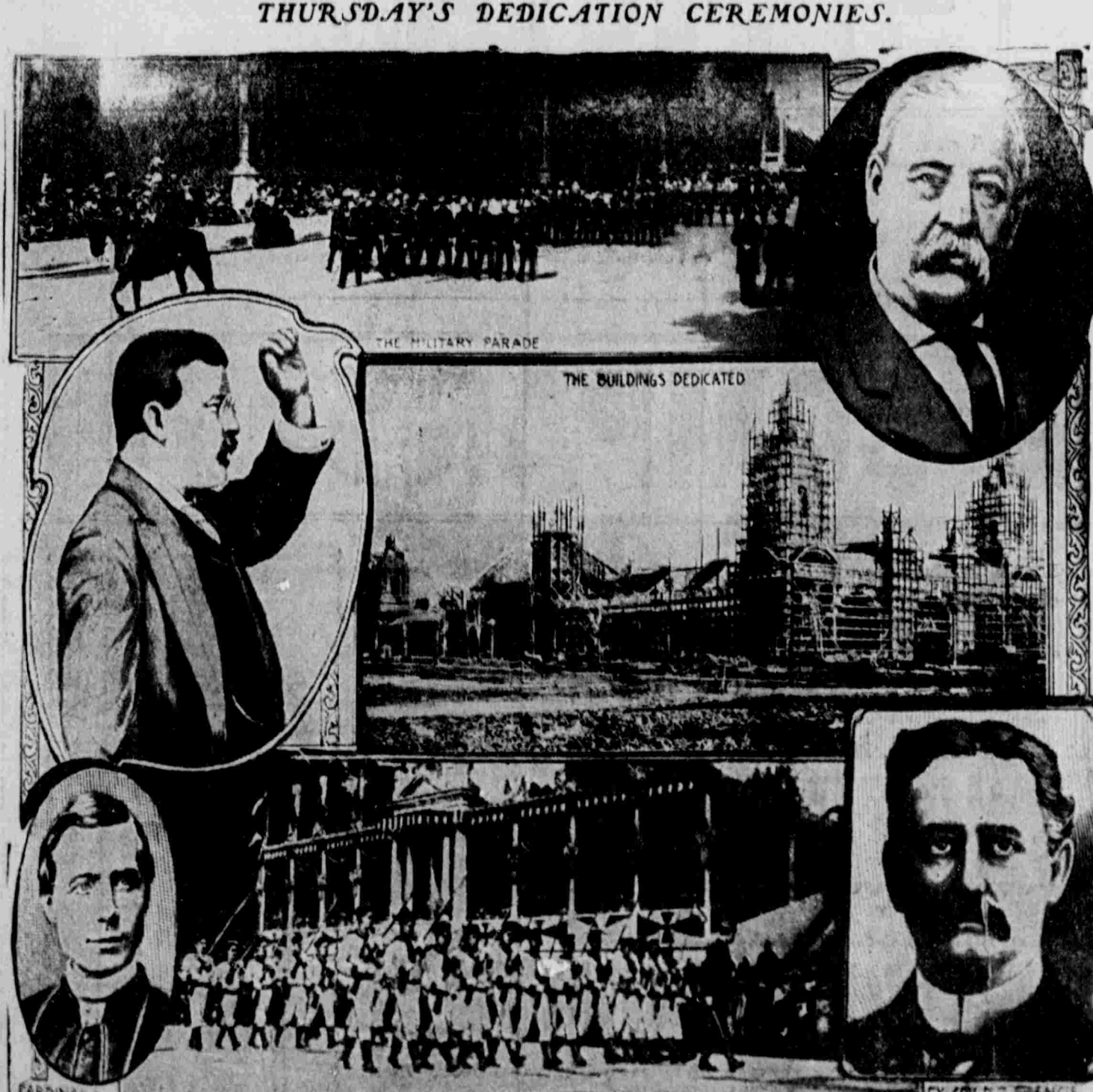


Sitting, reading from left to right: Miss Florence Hayward, special commissioner; Mr. Thomas W. Cridler, commissioner to Europe; President Francis; Prof. Halsey, C. Ives, chief of the art department; and Mr. John Barrett, commissioner to Asia and Australasia.

Standing, reading from left to right: Mr. C. A. Green, commissioner to South Africa; Mr. G. F. Parker, resident commissioner in London; Mr. Hawkins Taylor, secretary to Commissioner Cridler; Mr. Palmer L. Bowen, commissioner to France and Switzerland; Mr. J. C. Thompson, secretary to President Francis; Chevalier Vittorio Zeghion, commissioner to Italy; and Lieut. Godfrey L. Carden, special commissioner for machinery department.



Reading from left to right: Mrs. John M. Holcombe, Hartford, Conn.; Mrs. Helen Bolce-Hunsicker, Philadelphia; Miss Lavina Egan, Shreveport, La.; Mrs. Finis P. Ernest, Denver, Colo.; Mrs. W. E. Andrews, Washington, D. C.; Mrs. Mary Phelps Montgomery, Portland, Ore.; Mrs. Daniel Manning, Washington, D. C.; and Mrs. Edward L. Buchwalter, Springfield, Ohio.



This combination halftone illustrates the imposing ceremony held at St. Louis Thursday to dedicate the World's Fair buildings. President Francis of the exposition presented the buildings. President Roosevelt made the speech of the day and was followed by President Francis, Cardinal Gibbons, and the invocation. Preceding the exercises the most imposing military pageant ever seen in the west was held. It was composed of United States troops and militia from many states.