

# THE TRANSPORTATION PROBLEM IN CHINA

ONE of the most difficult problems presented for solution to the commanders of the allied armies which have now reached Peking was that of transportation. The armies of invasion reached the coast and, after the reduction of the Taku forts, were landed on its shores. They intrenched and made successful sorties, and they attacked and finally captured Tien-tsin, which they held as a military base from which to press further operations; but it was a long while before the final advance was made toward Peking.

The reason for this delay lay in the

their way over the muddy flats like those between Tien-tsin and Peking with great facility.

The Chinese are expert muleteers, and with a mule hitched into the shafts of each cart, with two or three others 40 feet ahead, spread out like a fan, they will get over mud flats and sink their loads into and out of any mudholes less than ten feet deep where our own army teamsters might stick for a week.

In ordinary travel, when one desires personal conveyance merely, the mule litter is used. This is a covered palan-

qu, with a mule hitched in front and another behind, into which the traveler crawls at the risk of his life, and, after enduring unutterable mental tortures for fear the animals will fall or run away with him en route, emerges at the end more dead than alive.

But this mode of conveyance, precarious as it is, by some travelers is considered preferable to the ordinary Chinese cart, which is a harmless appearing vehicle on two wheels, but with possibilities for torment beyond the conception of people who have never visited China.

"The real mule cart of China," writes one who has tried it often, "jolts one over real Chinese roads, the huge, mud-studded wheels, on axes the size of kegs, thumping on uneven stones in the deep ruts worn by all preceding carts, the carrier and his walking partner, the mule, alike tattered of custom, plodding in others' ruts and footsteps, and never once turning to new ground."

It was in such a rude cart as this that our first minister to China and the first foreign envoy who ever entered Peking after diplomatic relations were established (Mr. J. E. Ward) was obliged to travel all the way from the coast to the Chinese capital. This was 40 years ago, but the memory of that journey lingers with him yet as one of the most vivid recollections that this venerable gentleman retains of his strange experience.

When the allied army of 1860 made its memorable march to Peking, conditions were different from what they are now. Transportation was none the less difficult, but there were available at that time such means as at present would be unobtainable. That little war of 1859-60 was a mere incident of a diplomatic misunderstanding and did not concern the people at all; consequently when the allies needed assistance they were helped by swarms of coolies, who "toiled" their supplies. The Pei-Ho river was open, also, as far as it was navigable, while it has since been obstructed.

The late uprising, on the contrary, was, if anything, a manifestation of unrest among the masses, of the very people who might be looked to for assistance in conveying material to the desired destination and for incidental supplies. They have not only held aloof, but they have been decidedly hostile, and these facts operated against the rapid advance of the allies of 1900.

In this connection it may be well to note what the late John Russell Young wrote when he was in China with General Grant. "China moves as the glacier. You may defeat her today, you may bombard her Taku forts; you may even land an army and march over the low, alluvial, fertile lands of Chi-li, spring upon Peking. What then? You have no more gained the country than by the capture of Boston you would gain the United States. It is like macerating the waves—you may cut and slash and stab; the billows will swirl up and roll. It is war upon an impalpable enemy, as if assailing the air of the clouds."

If the coolies had been available in the present campaign, the allies would have stuck to their ancient methods of

transportation, notwithstanding the ex-

istence of modern conveyances. The Chinaman's favorite vehicle for freight, where the roads will permit of its use, is the wheelbarrow. It is a large and cumbersome affair ordinarily, but capable of bearing up under at least a ton. Managed by two coolies, these big bar-

rows are pushed along through (rather than over) roads that seem almost impassable. There is no iron in the barrows except the tires of the wheels, as they are tied together with thongs and pinned by means of wooden spikes; but they are said to be so durable that they

that animal traction cannot compete with steam, and the rickshaws, wheelbarrows and buffalo carts, with their clumsy and solid wooden wheels, will eventually have to go. The Chinamen may by this time be convinced of this, but they were a long while bringing themselves to even entertain the notion of a railroad running over the sacred soil of China.

It was not so much because they had a dislike to the railroad, as the spiritual disturbances it would create—the disturbance of the "feng-shui." They identified the steam engine with the ancient red dragon of history, and it

Then another difficulty arose. It did not take long for the wretched Chinese to discover that those who were accidentally killed by the engine were paid for by the railroad company, also in cash, and thus many a poor family was raised from poverty to affluence by the mere taking of of some worthless member. This was a chance for a guaranteed life insurance too good to be overlooked, and the railway became the haven of would-be suicides, who actually jumped another in their anxiety to get run over. After the railroad company found this out the indemnities were discontinued, and the harvest of suicides became smaller.

The history of railroading in China illustrates the saying that John Chinaman does everything by contraries. The very first road to be laid was a short line between Shanghai and its port of Wusung, a distance of about a dozen miles, and it had a very large business until the natives saw it was injuring the coolie carrying trade and complained to the high officials. These latter did the honorable thing, and instead of inciting an insurrection, as they might have done quite easily, they bought up the railroad, dumped the locomotive into the river and pitched the rails in after it.

"In the south of China," once wrote a prominent American since shut up in Peking, "the people grow rich through trade with the 'foreign devils,' and they have learned the tolerance which commerce always brings; but in the north bigotry has freer sway."

Yet it was in the north, in the province containing Taku, Tien-tsin and Peking, that the first railroad was brought to completion and put in successful operation. The greater portion was destroyed by the Chinese after the allied attack on the Taku forts, so that it was not available for transportation in the advance against the capital. Perhaps the railway and mining engineers, who wandered over the country so freely in making their surveys for routes and prospecting, were as instrumental as the missionaries in causing

parently as determined in their opposition to them as ever. But the lower class Chinese took to them from the first, after they found they could travel cheaply and save money in the transport of their provisions.

Still there are many obstacles to the successful projection of railway lines in China. Aside from the graves there are numerous objections to be overcome. One reason for the very crooked course of the Tien-tsin-Peking railroad is that it could not go straight toward the capital on account of the emperor's park and was obliged to go around it. Then there was the great wall, which stood in the way of the road running easterly from Tong-ku to and beyond Shan-hai-kwan into Manchuria. If there had not been a gap already opened in the great wall (owing to the tears and prayers of a pious widow whose husband had been killed while at work on the wall), no power on earth short of force exerted through international war could have breached the sacred barrier erected so long ago against the invasions of the Tartars.

While more than 3,000 miles of railways have been projected and surveyed in China, nearly all foreign nationalities having secured concessions, only about one-tenth of the total mileage has been constructed up to date, and no matter in what portion of China the present campaign may be carried on, only the above mentioned methods of land transit will be available.

WILLIAM J. RUDOLPH.

## EXPENSIVE FRENCH GALLANTRY.

An amusing story that went the rounds of Paris last year has been revived recently by the release from prison of the offenders and their subsequent attempts at blackmail. Names have been suppressed, and it is rumored, large sums expended to prevent the odium of ridicule from falling upon several prominent government officials. The story runs as follows:

Two nuns, Sisters of St. Vincent de Paul's order, presented themselves in a well known office. The elder, a heavy featured, rather masculine woman, was spokeswoman, her young and unusually attractive companion standing by in demure silence. Mr. A., astounded by her extravagant demand, hesitated an instant, then, with a Frenchman's natural disinclination to refuse a woman any favor, sought a means of escape in the suggestion that he should at least expect some return for so large a sum. "Our prayers," replied the older nun, "shall be at your service."

"No," replied the official. "I should prefer something more tangible—a kiss from your pretty companion."

The older woman paused in embarrassment, proclaimed their urgent need of money for their charitable enterprises, and finally acceded to the request—"for the good of the poor."

Mr. A., startled by this unexpected acquiescence, could think of no further objections. He signed a check for the amount stipulated, then took toll with decided zest in the unusual adventure. A few days later he was surprised by a notification to appear in court as witness against two men whose names were wholly unfamiliar to him. His surprise increased when, on reaching the courtroom, he found several of his colleagues there, all summoned upon a similar errand.

The culprits, a stout man of 40 and a handsome lad of 16, were strangely familiar to the witnesses.

They had been apprehended for masquerading in female garments, and when searched several checks for

## AN AMUSING CASE IN A PARIS COURT.

A very amusing case came up in Paris before the judges of the tribunal of the Seine recently, and it caused them no end of trouble to preserve their gravity. A gentleman appeared with a face so marred and blotched that it was painful to behold. Painful also was his look of despair and shame when his blood-shot eyes met those of a lady of mature age, but still lovely, who was sitting on the witness' bench. In spite of her coquettish appearance and seeming frivolity, this lady was performing an act of great courage in presenting herself before the semicircular crowd which filled the court, for when the gentleman got up to explain his grievances, he was exceedingly embarrassed, she called out to him: "Do not try to hide anything from my sake. I shall not feel a bit vexed and am quite ready to face the story which you are going to tell."

"Thank you, madame," answered the pimplly plaintiff, evidently relieved. "Messieurs, a week ago my complexion, if not a dazzling one, was at least smooth and clear. How I became the monster you now see is as follows: Madame"—and he bowed low in the direction of the witness' bench—"instructed me the other night to share her box at the opera, and I eagerly accepted this means of spending an evening with a person I deeply admire."

"She was particularly adorable that night, and, as I saw her desolate for the first time, I wondered at the beauty of her neck and shoulders—a slight cough—so much so that when all was dark around us I grew overbold and, unable to restrain my admiration, I kissed her repeatedly on the crown of her head."

"As I deserved, but, alas, I now run my audacious act, for two days later my nose began to turn purple and my eyes to ache and itch. Then the hideous color appeared on my cheeks, and my sufferings became intolerable. I did not know what to think, for the doctor whom I consulted said that I was suffering from the poisonous effects of certain chemicals. At last he asked me if I dyed my hair—an absurd question to address to a man who, as you see, is as bald as a billiard ball."

"But an idea struck me. Could it be that madame's ravenlike tresses owed their color to some odious composition? I wrote to her, and she pluckily acknowledged the fact that she had tried a new hair dye on the eventful evening. Now, messieurs, we hope that the criminal hairdresser, who, I observe, does not appear before you this morning, will be punished as he deserves."

Then the chief chemist of the laboratory of Natural Sciences of Paris rose and read his declaration, after which a certain celebrated coiffeur was condemned in absence to pay \$500 damages and, what is perhaps worse, to a periodical visit from a municipal chemist, together with the interdiction of selling for the next two years any article of toilet before it has been carefully analyzed by a competent man.

KITTESS AT A PENNY APiece.

Is there anything that has escaped legislation?

To cite the following, formerly one of the statutes of Wales, it would seem not:

"The price of a kitten, before it can see, shall be one penny; till it hath caught a mouse, twopenny; when it commeth mouset, fourpenny. It shall be perfect in its senses of hearing and seeing, be a good mouse, have the claws whole, be a good nurse; if it falleth in any of these qualities the seller shall forfeit to the buyer the third part of its value."

Of course, a penny was worth a great deal more then than it is now.

This seems serious enough in all conscience and to be placing pussy on a lofty pedestal of consideration which we should today account as laughable.

But, of course, this was many hundred years ago, and people had time and leisure to make laws, it would seem, merely for the pleasure of being reckoned legislators.

But what do you think of the following:

"If any one do steal or kill the cat that guards the prince's granary, he shall forfeit a mule, ewe, its fleece and lamb, or as much wheat as when poured on the cat suspended by its tail (the head touching the floor) will form a heap high enough to cover the tip of the former." Poor pussy!

This is from the same statute made by Prince Howell the Good, who died in the year 948 A. D., after a reign of 33 years over South Wales.

For in those days there were many kings in Great Britain, and, as is patent from the above laws, all of them were hardened experimenters in legislation.

It would be interesting to know what the cat thought of being used as a wheat measure. Perhaps in those days cats were wiser than they are now and only mewed when there was real occasion.

While on the subject of cats it would not be out of place to quote the description of pussy as given by a learned naturalist who died at the beginning of the last century. He says:

"The cat is a useful but deceitful domestic, active, neat, sedate, intent on its prey."

"When pleased, purrs and moves its tail" (nowadays we consider the latter movement as indicative of anger); "when walking it draws in its claws. It drinks little, is fond of fish, washes its face with its forefoot and at the approach of a storm."

"The female is a piteous, squalling, jarring creature. Its eye" (from this it would appear as if only the female were meant; but this is not what the naturalist wished to convey, but all cats in general) "shine in the night; its hair, when rubbed in the dark, emits fire; it is even proverbially tenacious of life; its eyes lights on its feet; it is fond of perfumes—marum, cat mint, valerian, etc."

servants, Queen Victoria permits only the title of "madam" to be used in addressing her, England's ruler being in this respect, the most democratic of all. The emperor of Germany is "majestat"—no pronoun being used—even to his own family, except when in absolute privacy. The emperor of Austria is "eurer majestat" at all times; the king of Greece using the French equivalent and the king of Sweden the Swedish form of the same. The czar of Russia is "czar" to all his courtiers and officials, no pronoun being used.

If you're writing to a soldier boy in China, give his regiment and company and mark your letter "via San Francisco."

Save on ceremonial occasions or by

ding community at Kalfengsu, the capital of the province of Honan, where the high priests say their people have been settled for 2,000 years. They have been settled for 2,000 years. They have been settled for 2,000 years.

A Jewish officer with the German forces in China claims to have discovered the tribe of Jews native to China, who were first found several centuries ago. They constitute a small and dwindling community at Kalfengsu, the capital of the province of Honan, where the high priests say their people have been settled for 2,000 years. They have been settled for 2,000 years. They have been settled for 2,000 years.

servants, Queen Victoria permits only the title of "madam" to be used in addressing her, England's ruler being in this respect, the most democratic of all. The emperor of Germany is "majestat"—no pronoun being used—even to his own family, except when in absolute privacy. The emperor of Austria is "eurer majestat" at all times; the king of Greece using the French equivalent and the king of Sweden the Swedish form of the same. The czar of Russia is "czar" to all his courtiers and officials, no pronoun being used.

If you're writing to a soldier boy in China, give his regiment and company and mark your letter "via San Francisco."

Save on ceremonial occasions or by

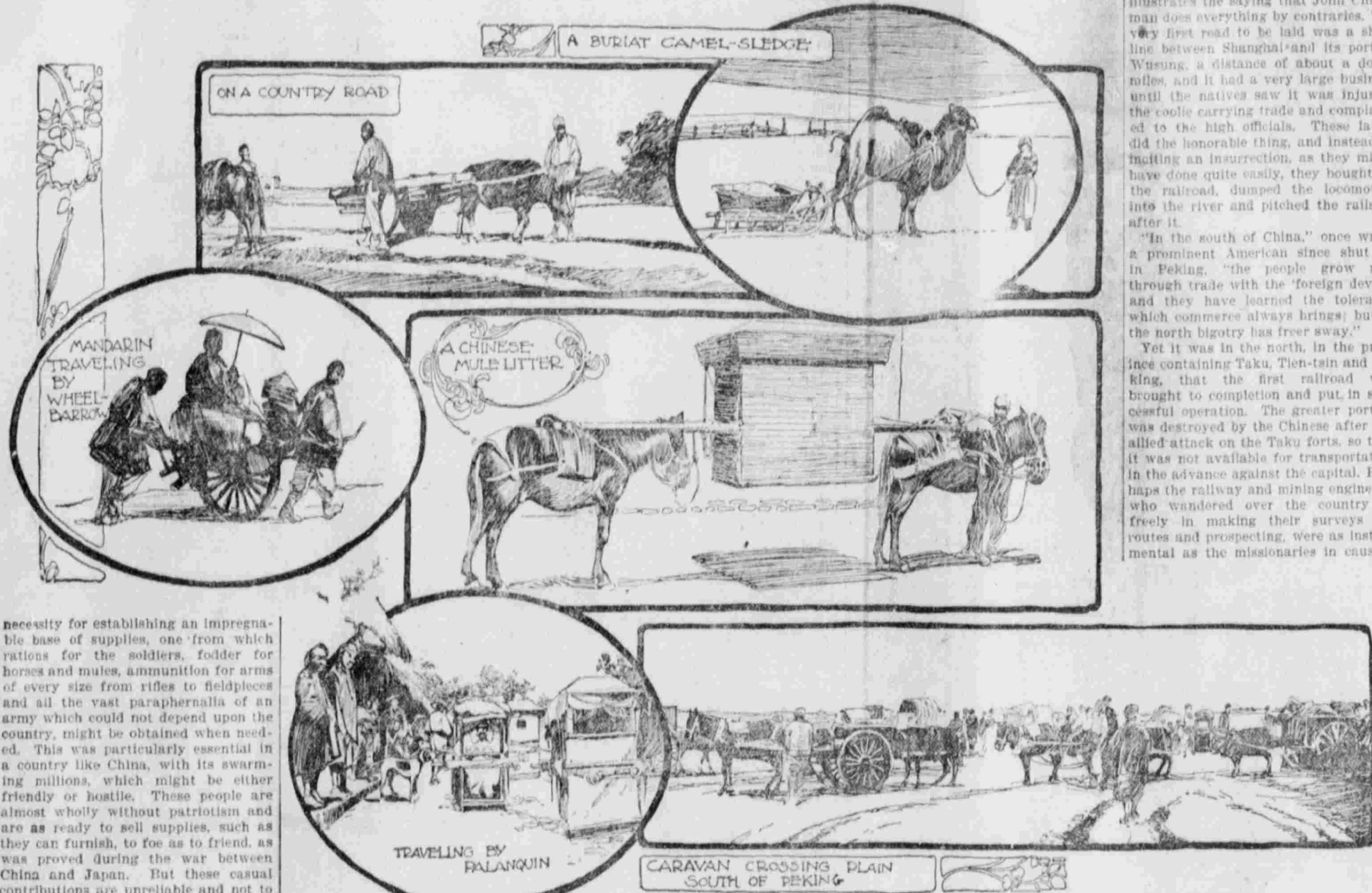
ding community at Kalfengsu, the capital of the province of Honan, where the high priests say their people have been settled for 2,000 years. They have been settled for 2,000 years. They have been settled for 2,000 years.

A Jewish officer with the German forces in China claims to have discovered the tribe of Jews native to China, who were first found several centuries ago. They constitute a small and dwindling community at Kalfengsu, the capital of the province of Honan, where the high priests say their people have been settled for 2,000 years. They have been settled for 2,000 years. They have been settled for 2,000 years.

servants, Queen Victoria permits only the title of "madam" to be used in addressing her, England's ruler being in this respect, the most democratic of all. The emperor of Germany is "majestat"—no pronoun being used—even to his own family, except when in absolute privacy. The emperor of Austria is "eurer majestat" at all times; the king of Greece using the French equivalent and the king of Sweden the Swedish form of the same. The czar of Russia is "czar" to all his courtiers and officials, no pronoun being used.

If you're writing to a soldier boy in China, give his regiment and company and mark your letter "via San Francisco."

Save on ceremonial occasions or by



PRIMITIVE MODES OF TRAVEL IN CHINA.

necessity for establishing an impregnable base of supplies, one from which rations for the soldiers, fodder for horses and mules, ammunition for arms of every size from rifles to fieldpieces and all the vast paraphernalia of an army which could not depend upon the country, might be obtained when needed. This was particularly essential in a country like China, with its swarming millions, which might be either friendly or hostile. These people are almost wholly without patriotism and are as ready to sell supplies, such as they can furnish, to foe as to friend, as was proved during the war between China and Japan. But these casual contributions are unreliable and not to be taken into account in an invasion of the country.

To counteract the wiles and stratagems of the million massed population, as well as of the armed battalions of the Chinese forces, their foe must be on guard at every point and equipped in every particular. Disregarding the possibilities of the invaded province for sustenance and of the people for assistance in transportation, the foreign army must take with it every ton of provisions needed for an advance into the interior.

As to the thing of which civilized countries have complained most—the splendid isolation of China's capital—doubtless the Chinese themselves have seen cause for congratulation in this very fact. Had it been more accessible, they reason, the primary advantages of war, instead of remaining with them, would have rested with their enemies, for isolation has been their watchword and their safeguard.

Out of the exigencies of this recent march upon Peking will spring the force necessary for China's rehabilitation, for the difficulties attendant upon the transportation of men and supplies in that land of day before yesterday will accentuate the fact that in the matter of transit facilities she is far behind the age.

A country's status is fairly indicated by the condition of its roads and its facilities for traffic. "There are said to be 20,000 miles of roads in China," says Lord Charles Bessborough, "nearly all of which were made in the reign of a former emperor. I visited Peking about 30 years ago. On my return, in 1881, I found it unchanged, except that it was 30 times dirtier, the smells 30 times more insufferable and the roads 30 years the worse for wear."

There is probably no country on earth with a claim to civilization that has such imperfect methods of transportation as China. They are primitive, even archaic, and the people pursue the same means of getting about as they did thousands of years ago. There is, however, plenty of raw material, if the quartermasters can lick it into shape. In the first place, the plains of Mongolia adjacent to the northern boundary of China are the home of sturdy breeds of horses which supply the whole empire, and as for mules, there are no larger, stronger beasts to be found anywhere than those of Manchuria, while the province of Pe-chi-li fairly swarms with them.

If horses, mules and donkeys fail, there are the great shaggy camels of central Asia which at certain seasons of the year come to Tien-tsin in caravans, bearing enormous loads of wool, hides and fur, which are exchanged for great baskets of "brick tea" for Russian and Siberian consumption. These camels are hardy and strong, more insured to cold than to heat, and, traveling mainly at night, the long caravans swing past Peking's walls and over the plains that are sometimes dusty and hot, at others knee deep in water and mud. It matters not to the camels whether they are used in carrying salt and coal or powder and light field guns; they are probably available for whatever use may be desired of them. As beasts of burden they are unequalled, being docile and enduring and capable of carrying heavy loads. Such of them as are trained may be harnessed to sledges, as in the northern districts. Their feet are large and spongy, and thus are enabled to make

quins, with a mule hitched in front and another behind, into which the traveler crawls at the risk of his life, and, after enduring unutterable mental tortures for fear the animals will fall or run away with him en route, emerges at the end more dead than alive.

But this mode of conveyance, precarious as it is, by some travelers is considered preferable to the ordinary Chinese cart, which is a harmless appearing vehicle on two wheels, but with possibilities for torment beyond the conception of people who have never visited China.

"The real mule cart of China," writes one who has tried it often, "jolts one over real Chinese roads, the huge, mud-studded wheels, on axes the size of kegs, thumping on uneven stones in the deep ruts worn by all preceding carts, the carrier and his walking partner, the mule, alike tattered of custom, plodding in others' ruts and footsteps, and never once turning to new ground."

It was in such a rude cart as this that our first minister to China and the first foreign envoy who ever entered Peking after diplomatic relations were established (Mr. J. E. Ward) was obliged to travel all the way from the coast to the Chinese capital. This was 40 years ago, but the memory of that journey lingers with him yet as one of the most vivid recollections that this venerable gentleman retains of his strange experience.

When the allied army of 1860 made its memorable march to Peking, conditions were different from what they are now. Transportation was none the less difficult, but there were available at that time such means as at present would be unobtainable. That little war of 1859-60 was a mere incident of a diplomatic misunderstanding and did not concern the people at all; consequently when the allies needed assistance they were helped by swarms of coolies, who "toiled" their supplies. The Pei-Ho river was open, also, as far as it was navigable, while it has since been obstructed.

The late uprising, on the contrary, was, if anything, a manifestation of unrest among the masses, of the very people who might be looked to for assistance in conveying material to the desired destination and for incidental supplies. They have not only held aloof, but they have been decidedly hostile, and these facts operated against the rapid advance of the allies of 1900.

In this connection it may be well to note what the late John Russell Young wrote when he was in China with General Grant. "China moves as the glacier. You may defeat her today, you may bombard her Taku forts; you may even land an army and march over the low, alluvial, fertile lands of Chi-li, spring upon Peking. What then? You have no more gained the country than by the capture of Boston you would gain the United States. It is like macerating the waves—you may cut and slash and stab; the billows will swirl up and roll. It is war upon an impalpable enemy, as if assailing the air of the clouds."

If the coolies had been available in the present campaign, the allies would have stuck to their ancient methods of

will survive decades of the hardest kind of treatment. Where the roads are smooth and the winds favorable the Chinese use sails as motive power for their barrows and steer them by the shafts, merely keeping their balance and guiding them along. Most of these barrows, particularly those used for passenger traffic, are made with but one wheel, in the center of the framework, which is so adjusted that the weight of a load will fall directly upon the axle. Eight or ten passengers can be carried on one of them pushed by a single man, and they sit as in the Irish jaunting car, ranged along the side, and progress sideways, after the manner of a crab. The barrowmen do not mind what sort of load they carry, and mix up passengers and freight indiscriminately, though generally arranging the live stock on one side and the luggage on the other.

One of the funniest sights of south China is a coolie coming in from the country with a large black pig tied on one side of the frame and the owner of the porker complacently smoking on the other, while the human propeller is puffing and grunting under the weight of his load.

One of the prettiest sights, by the way, is that of a barrowload of Chinese working girls propelled in the same manner—a double row of moon faced maidens, with a baby thrown in here and there as a makeweight. Even the mandarins and ladies of high degree avail themselves of this mode of conveyance in China, and it should not be derogatory to the dignity of army officers to take a lift occasionally in the wheelbarrows.

The high caste people of China, however, ordinarily confine their perambulations to the palanquin or sedan chair, also borne by coolies or stalwart servants, and even long journeys are undertaken in them. These are the most comfortable, as well as the most aristocratic conveyances, and where men are as plentiful as flies in a candy shop and are willing and even anxious to work, it would seem like lying in the face of Providence to neglect this obvious material now running to waste.

But, while men are abundant and cheap in China, it does not always happen that palanquins or sedan chairs are equally available. In fact, it is related, as "one on the foreign ministers," that when they make their annual visit to the emperor the demand for these chairs exceeds the supply, and those used for the carrying of brides to weddings are pressed into service. As this sort has an inscription on it to the effect that within is a beautiful "golden lily" being transported to her husband, the gamins in the capital make sport of the dignified legationiers and chaff them unmercifully, asking when they are to be married, if they will be dutiful wives, etc.

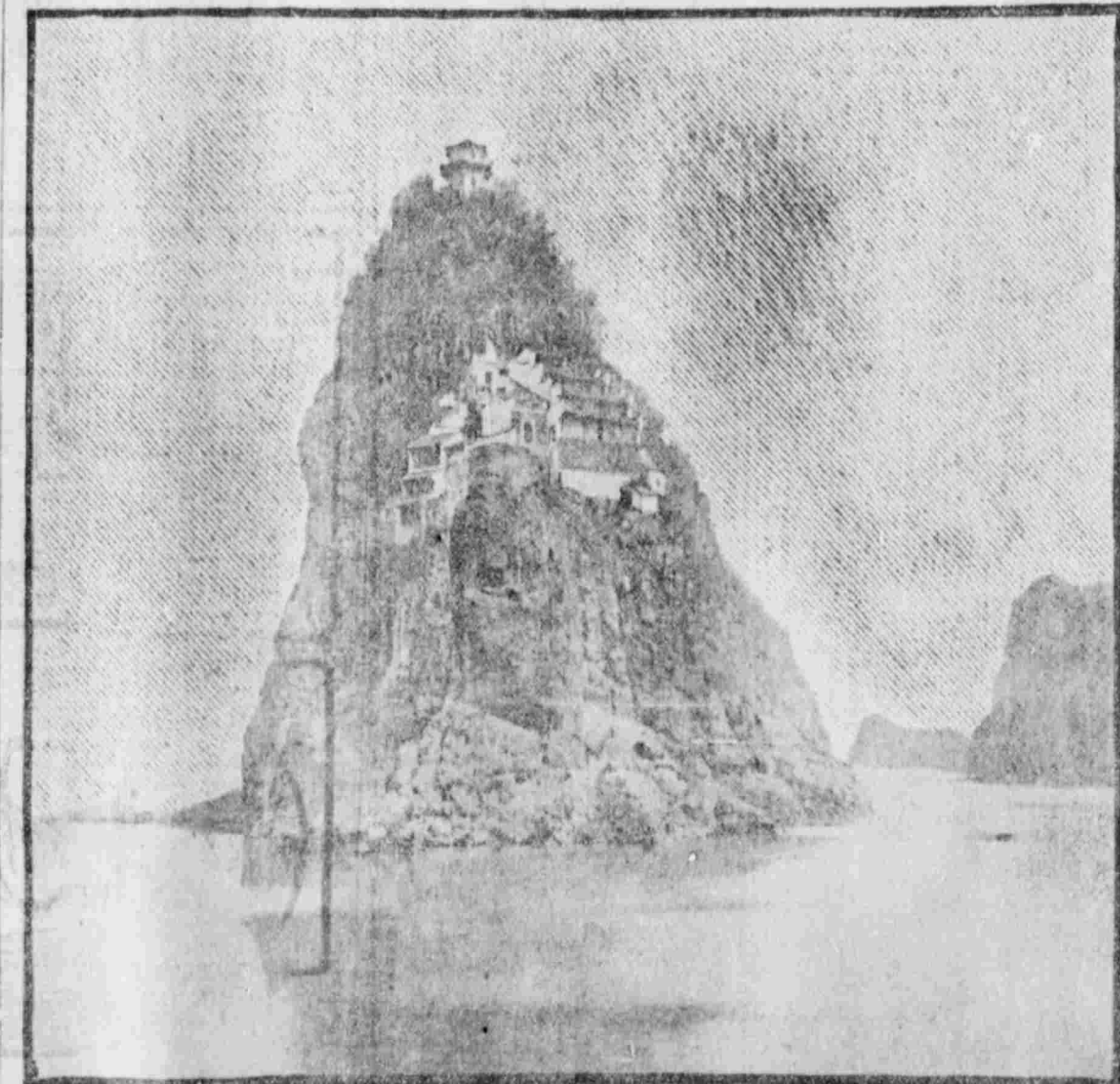
Accustomed as they were to being carried about in palanquins and other perfectly safe modes of conveyance, it is not strange that the advent of the railroad and iron horse in China was attended by the mandarins with distrust. The opposition of the coolies was perhaps justifiable on account of the ensuing competition and lowering of rates, thus taking the bread from their mouths, as it were. It is well known

would never do, they said, to allow this potent emissary of the devil to cavort over the graves of their grandfathers. Pretty much all outdoors in China is, or seems to be, devoted to graves. The Chinese have few consecrated grounds or cemeteries set apart and inclosed for the interment of their dead, but they are dropped about just where the fancy takes the survivors to have them placed. To be more accurate, however, their disposition depends upon the caprice of the geomancers or high priests of the "feng-shui."

Anyways, the country is covered with graves, particularly the level plains of

the last uprising, for they went about quite recklessly, heedless of the natives' customs or prejudices, and especially inconsiderate in the matter of their grandfathers' graves.

Having had their suspicions excited and their superstitions aroused by the actions of the advance engineers, the people protested so energetically against the building of a railroad that orders were issued by the viceroy forbidding its construction. It was only by stealth that it was really built, the engineer in chief first projecting a tramway from the Pei-Ho to the coal-fields, then laying heavy rails, and



LITTLE ORPHAN ISLAND IN THE YANG TSE KIANG.

Pe-chi-li between Taku and Peking, and when it was intended to run a road there the greatest difficulty was experienced in securing permission from the authorities. After they had been attended to the secondary objection of the desecration of the graves arose. This was settled for a consideration of cash in nearly every instance when it was found that Chinese superstition could be allayed by the use of coin.

some similar light material, and present a more sensible appearance, so travelers are saying, than either their American or English sisters.

A Jewish officer with the German forces in China claims to have discovered the tribe of Jews native to China, who were first found several centuries ago. They constitute a small and dwindling community at Kalfengsu, the capital of the province of Honan, where the high priests say their people have been settled for 2,000 years. They have been settled for 2,000 years. They have been settled for 2,000 years.

servants, Queen Victoria permits only the title of "madam" to be used in addressing her, England's ruler being in this respect, the most democratic of all. The emperor of Germany is "majestat"—no pronoun being used—even to his own family, except when in absolute privacy. The emperor of Austria is "eurer majestat" at all times; the king of Greece using the French equivalent and the king of Sweden the Swedish form of the same. The czar of Russia is "czar" to all his courtiers and officials, no pronoun being used.

If you're writing to a soldier boy in China, give his regiment and company and mark your letter "via San Francisco."

Save on ceremonial occasions or by

ding community at Kalfengsu, the capital of the province of Honan, where the high priests say their people have been settled for 2,000 years. They have been settled for 2,000 years. They have been settled for 2,000 years.

servants, Queen Victoria permits only the title of "madam" to be used in addressing her, England's ruler being in this respect, the most democratic of all. The emperor of Germany is "majestat"—no pronoun being used—even to his own family, except when in absolute privacy. The emperor of Austria is "eurer majestat" at all times; the king of Greece using the French equivalent and the king of Sweden the Swedish form of the same. The czar of Russia is "czar" to all his courtiers and officials, no pronoun being used.

If you're writing to a soldier boy in China, give his regiment and company and mark your letter "via San Francisco."

Save on ceremonial occasions or by

ding community at Kalfengsu, the capital of the province of Honan, where the high priests say their people have been settled for 2,000 years. They have been settled for 2,000 years. They have been settled for 2,000 years.

Save on ceremonial occasions or by

large sums bearing the well known signatures of the witnesses were discovered upon their persons.

The lad solved the mystery by nodding roughly to Mr. A. and suggesting that at another time he would be wiser not to pay for kisses.

The rogues were none other than the two alleged nuns, and the witnesses had all been victimized in a similar fashion.

servants, Queen Victoria permits only the title of "madam" to be used in addressing her, England's ruler being in this respect, the most democratic of all. The emperor of Germany is "majestat"—no pronoun being used—even to his own family, except when in absolute privacy. The emperor of Austria is "eurer majestat" at all times; the king of Greece using the French equivalent and the king of Sweden the Swedish form of the same. The czar of Russia is "czar" to all his courtiers and officials, no pronoun being used.

If you're writing to a soldier boy in China, give his regiment and company and mark your letter "via San Francisco."

Save on ceremonial occasions or by

## THINGS YOU SHOULD KNOW.

The question is frequently asked why it is Fortress instead of Fort Monroe. The difference consists in the fact that a fort is designed to contain solely the garrison and attendant munitions, while a fortress is often a city with many noncombatant inhabitants.

France, for example, has a number of important fortresses on her frontier.

Lord Strathcona's cavalrymen took with them from Canada four Indians, nominally as servants; in reality to test their qualities as scouts in South Africa. The Kalif reads the void like an

open book, and the Canadians hold that the sight and hearing of their Indians are even keener.

Frenchwomen are winning a reputation for themselves at the Paris exposition for