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PART THREE.

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FIFTY-THIRD YEAR.

## RUSSIA'S NEW RAILROADS.

WHAT THE CZAR IS BUILDING IN EUROPE, CENTRAL ASIA AND SIBERIA.

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

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**M**OSCOW.—The czar is building new railroads in every direction. He is gradually forming a network over the European part of his empire and laying out trunk lines in Asia. During the present year more than \$10,000,000 is to be spent on the trans-Siberian railway and \$72,000,000 on other lines. So much is published about the trans-Siberian enterprise that the other new roads are lost sight of, although they are costing many times as much. They are planned to open up the country on the other side of the Caspian sea, where 1,500 miles are now in course of construction and an equal distance has been surveyed. The Russian roads are gradually approaching India. In an interview which I had with Prince Hilko, the czar's minister of ways and communications, he told me that the time would come when the Anglo-Indian lines and the Russian lines would be joined. He thinks such a union will stop all talk of trouble between the countries, and that an enormous continental trade will be the result. He says the trans-Caspian road, which runs from the Caspian sea to beyond Samarcand, is paying well. It has a great traffic in cotton and other goods, and the lands through which it passes are growing rich.

### CHEAP RAILROAD FARES.

Russia has now about 40,000 miles of railways, of which all are controlled by the government, and two-thirds belong to the czar. The freight and passenger rates are carefully regulated, and the passenger traffic is the cheapest of the world. A zone system, by which the fares are calculated, has been introduced, each zone being 35 miles in width. After the first few hundred miles, it costs only 10 cents to cross one of these zones, making the ordinary long-distance fare less than four-tenths of a cent a mile. The rate from here to Warsaw, about as far as from New York to Detroit, is \$5. From St. Petersburg to Sebastopol is \$1.50. The third-class rate from Moscow to the petroleum fields about the Caspian sea is less than \$10, and to Irkutsk, a distance farther than from New York to San Francisco, \$15. The above fares are third-class. All the above fares are only one-half as much again, and the first-class is only two and one-half times the third-class rate.

### ON A RUSSIAN TRAIN.

I have traveled many thousands of miles on the Russian trains. I go first class and take a sleeper when I can get it, and as it is the accommodations are not the best. The trans-Siberian express has fine cars, it is true, but the ordinary sleeper leaves much to be desired. On some roads one is expected to supply his pillows and bed linen. He carries his own towels and soap, and as for combs and brushes he would be amazed indeed who dared use such things as common with the average Russian. The second class cars are a little worse than the first, and on some of the roads the third class cars are fitted up with

benches and are without modern conveniences. Some of the cars are lighted by candles. The passengers carry their baggage with them, wrapped up in cloths or in great bags and the cars are packed full of such things. Every one takes as much with him as possible, for only 35 pounds can be checked free and the balance is charged for according to weight and distance. As to sleeping car tickets, they must be bought at the offices and not of the conductors. The ordinary rate is from a dollar to a dollar and a half a night, if you want a compartment to yourself. A passenger has a right to his compartment from 9 p. m. to 9 a. m. If one is without bed linen, he can, if he wishes, rent a blanket, a pillow case and two sheets for 50 cents a night.

### ON A SECOND-CLASS SLEEPER.

The other night I rode in a second-class sleeper from Moscow to the Volga. The first-class accommodations were all taken, and the second class was cheaper. Besides I wanted the experience. I got it. My car was divided up into compartments or pens open at the top like the box stalls of a stable. Each compartment had four long berths, two below and two above. There were no curtains. We undressed in the open and lay down facing each other. The cars were filled with Asiatics and Russians. There were a half dozen pig-tailed Chinese in silk gowns, Persians in turbans and long cowls of fine wool. Armenians in red fez turbans and Tartars with long beards and at the waist wearing high caps of black astrakhan. Not a few of the Tartars carried daggers, and there were also Russian soldiers and officers with guns and swords. Fortunately the windows were open and the wind from the plains kept the air comparatively pure. I shall not soon forget my two room-mates. They had dark faces, Roman noses and long, curly black beards. They laid aside their astrakhan caps a short time after entering and a little later on pulled off their high boots, showing boots of soft, black leather within. I asked them whence they came, and they answered by signs, telling me that they lived in Asia and were Kirghiz. I replied, pointing to myself, that I was an American, saying "Ameriganski." They were surprised and seemed glad to meet me. I noticed that both men were well to do. Their clothes were of the finest broadcloth; they had inland daggers, and their watches were gold.

On the other side of me, with a board seat between, sat a Turk, and with him a Mohammedan Tartar from Kazan on the Volga. Both these men knelt and prayed as the sun rose. They had their faces toward Mecca and bumped their heads on the cushions again and again as they went through their devotions. Another Tartar rode the Koran aloud until late in the evening. His tone was a sing-song, and he was still reading when I dropped off to sleep.

### WELL-BUILT RAILROADS.

This road from Moscow to Nijni Novgorod is in good condition; it is well ballasted and the road bed is worked as carefully as we weed our gardens. I saw women on their knees scraping out the weeds between the ties with knives and everywhere the trackmen are smoothing the ballast and repairing the rails. Many of the Russian roads are too lightly ironed, but this is being im-

**Prince Hilko Wants East Indian Connections—Russian Railroad Fares—Thirty-five Miles for Ten Cents and Four Thousand for Fifteen Dollars—Experiences with Persians and Tartars on a Second-Class Sleeper—Restaurants and Tea Stands—How Roads Are Built—Low Freight Rates—The Big Traffic in Chickens, Eggs and Live Birds—Russia's Hundred Thousand Miles of Waterways—Her New Harbors, and How the Czar is Improving Them.**



Photographed for the Deseret News by Frank G. Carpenter.

### RUSSIAN WATERWAYS IN THE CITY OF MOSCOW.

proved, and the roads re-railled.

The ties are wooden, and some of the rails are of American steel. Most of the rolling stock is made in Russia and there are great car shops in Moscow and in other parts of the empire engaged in building it.

I am told that the cost of construction has been high. So far about \$2,000,000,000 has been spent upon railways, and of this 95 per cent has come from the government either directly or in the form of guaranteed capital for private concerns. The average of the whole country over has been about \$30,000 per mile, which is excessive, considering the low cost of labor. Many of the roads have been built as military necessities rather than as a commercial proposition. They were laid out without regard to traffic conveniences, and as a result you find towns miles away from the track when a slight curve might have brought them right on it.

You may have heard the story of

how the road between Moscow and St. Petersburg was built. The American engineers made the line curve in and out like a snake, taking in all the large towns. The czar took a ruler, laid it on the map and drew a straight line from St. Petersburg to Moscow. That's the road I want," said he, and so they built it. The result is one has to drive four or five miles to reach some of the cities, and the villages lie far off the line of the road. All these towns may some day be connected by electric railroads.

### RUSSIAN DEPOTS AND RESTAURANTS.

The Russian station arrangements are different from ours. Everything goes slowly, and one must come early to avoid red-tape detention. The offices are open an hour before the train starts and a bell is rung three times before the cars move out of the station. Every depot has its first, second and

third class waiting room, each of which has its own restaurant. There are also tea peddlers, notion stores and news stands, so that one can buy what he needs without going out of the depot, as good as you find anywhere and the restaurants are excellent. The food is remarkably cheap. A plate of soup is enough for any man in Europe. There is one kind called "stiche," made of cabbage and meat about four inches square and two inches thick in each dish. The proper way to take it is to eat the soup first and after that the meat. A bowl of thick cream is furnished with a spoon. This is poured into it to thicken it and a green cucumber or so is also furnished to eat between the spoonfuls. It is not at all bad, I assure you.

### TEA PEDDLERS.

There are always tea peddlers about a Russian station. Tea is brought to the windows at the stopping of the train; it is poured into the cups and drunk at all hours of the day. The Russians have better tea and more of it than any other people of Europe. Most of the people drink Chinese tea, which is brought in caravans over the mountains of Tibet, and consequently escapes the long sea voyage, which is said to injure the flavor. The tea is served in glasses instead of cups, and is always taken cold and usually without milk. A slice of lemon is generally dropped into the glass and several lumps of hard loaf sugar placed beside it. The favorite way of drinking is to take one of these sugar lumps between your lips and suck the tea through it. The sugar is as hard as rock candy, and it is made so for tea drinking. The custom is bad for the teeth and has opened up a great field for the American dentist. I venture one-half of these Russians have had teeth, and the cavities awaiting filling with gold or amalgam may be counted by millions.

### RUSSIAN FREIGHT TRAINS.

The freight cars here are much smaller than ours and the traffic is less heavy. The rates seem low. Heavy goods cost one-eighth of a cent per mile and the dearest freight rate is less than five cents per ton per mile. There is a great variety in rates, so that it is impossible to describe just what things cost. The freight brings in the greatest per cent of profit to the road and it is increasing more rapidly than the passenger traffic. Russia is a farming country, and a large part of the freight is made up of grain and agricultural products. Some of the articles are peculiar. Prince Hilko told me that he was shipping train loads of game birds from Siberia to the markets of Europe and I know that the export of poultry is so enormous that it forms an important freight item. More than 200,000 tons of geese, chickens and eggs are carried over the railroad in a year and the exports of this kind to other parts of Europe now amount to almost \$25,000,000 annually. The eggs exported alone bring in about \$1,000,000, while the live geese sent to Germany are sold for some million dollars more.

Agreat many pigeons are being raised and also ducks, turkeys and pheasants. Some of the larger estates have begun to breed partridges, quails and grouse, and others have great flocks of half-wild pheasants which they raise for the market. As to eggs, 145,000 tons are now annually carried over the railroad and this traffic is steadily increasing. The most of them go to Germany and Austria, a large part to Great Britain and some to Belgium and Holland. Almost 3,000,000 pounds of eggs are exported in bulk, the eggs being broken and the yolks separated from the whites. The yolks go to Germany, Denmark, England and Holland and the whites to Germany and Great Britain.

### LIVE BIRDS BY RAIL.

It is interesting to look at one of the Russian bird trains. The birds are put in wicker crates, each of which will hold about 20; and there are 40 or 50 such crates in one car. There will often be 1,000 ducks or 1,000 chickens in a single car. There are whole train loads of fowls, especially live geese, which come from central, southern and western Russia. They go chiefly to Germany, although some are exported to Austria, France and Turkey. As to the home market the chief center of the trade is here at Moscow, where about a million and a half of birds are annually consumed. The busiest time is about in the fall and from

then until Christmas. The birds are killed as soon as the weather is cool enough to freeze them, and they are kept in a frozen state until needed. This is so of all sorts of fowls and birds. The chief market for poultry is St. Petersburg, where Moscow chickens bring 50 cents a pair, turkeys \$1, capons about \$1.16 and geese the same as turkeys.

At present most of our exports come to the Black sea or the Baltic. Some goods are shipped across Europe, but these are generally consigned to Germany. The direct shipments go to Odessa, Riga, Rival or St. Petersburg, whence they are sent by railroad or by river and canal to different parts of the country. The new railroads will open up the whole empire and within a very few years it will be possible to consign goods to any village in Russia.

The water communications of Russia are also improving. Indeed few people have any idea of their enormous extent. In Europe alone Russia has 75,000 miles of canals, rivers and lakes which are navigable for some kind of craft. In Siberia there are 30,000 miles of navigable rivers, and in Central Asia 2,000 miles more. The merchant fleet is enormous. There are about 20,000 vessels and more than 3,000 steamers. More than 200,000,000 tons of goods are annually carried by the rivers and the petroleum fleet of the Caspian sea com-

prises 57 steamers and 243 sailing vessels. The Volga is a great water highway thronged with shipping and the same is true of parts of the Don, the Dnieper, the Bug and other rivers. You can now go from St. Petersburg to the Caspian sea by the Neva, the canal and the Volga, and as the Volga is connected with the Don by a canal you can reach the Black sea as well.

### THE CZAR'S NEW HARBORS.

The czar is now spending a great deal in improving his harbors. The government has built a new port at St. Petersburg and reconstructed that of Odessa. There are new quays and moles at Batoum for the coal of the Black sea, and the channel has been deepened at Archangel. There are new quays at Rostov-on-the-Don, and much dredging has been done at the mouth of the Volga.

Among the great improvements is to be a ship canal from the Baltic to the Black sea, which will accommodate the largest men of war and the biggest merchant vessels, so that it is almost impossible to predict what the waterways of this empire may not be in the future. Russia is fortunate in having broad gauge men at the head of its affairs, and especially so in such practical thinking and executive managers as Mr. Sergius Witte and Prince Hilko.

### FIVE HUNDRED JEWS TOOK THEIR LIVES.

When Richard I ascended the throne of England, the Jews, to conciliate the royal protection, brought their tributes. Many had hastened from remote parts of England, and, appearing at Westminster, the court and the mob imagined that they had leagued to bewitch their king and ruler, says the New York News. An edict was issued to forbid their presence at the coronation, but several, says I, Disraeli, whose curiosity was greater than their prudence, conceived that they might pass unobserved among the crowd and venture to insinuate themselves into the abbey. Probably voice and visage alike betrayed them, for they were soon discovered. They flew diversely in great consternation, while many were straggled out with little remains of life.

A rumor spread rapidly through the city that in honor of the festival the Jews were to be massacred. The population, at once eager for royalty and that, perhaps, hurried their houses and murdered the devoted Jews. Benedict, a Jew of York, to save his life, received baptism, and returned to that city to his friend Jocenus, the most opulent of the Jews, died of his wounds. Jocenus and his servants narrated the tragic circumstances to their neighbors, but where they hoped to move sympathy they excited rage. The people of York soon gathered to imitate the people of London, and their first assault was on the house of Benedict, which, having some strength and magnitude, contained his family, and friends, who found their graves in its ruins.

The alarmed Jews hastened to Jocenus, who conducted them to the governor of York castle and prevailed on him to afford them an asylum for their persons and effects. In the meanwhile, their habitations were leveled and the owners, who unmanly in sustaining honor, were adapted to receive baptism.

The castle had sufficient strength for their defense, but a suspicion arising that the governor, who often went out, intended to betray them, they one day refused him entrance. He complained to the sheriff of the county, and the chiefs of the violent party, who stood deeply indebted to the Jews, using with him, orders were issued to attack the castle. The multitude armed with the soldiers' intent such a desire for slaughtering them they intended to despoil that the sheriff, repenting of the order, revoked it, but in vain, as fanaticism and robbery once set loose for blood and plunder. They solicited the aid of the better class of citizens, who refused him quite so much money to the Jews, humanely refused it, but having addressed the clergy were by them animated and encouraged.

At length the Jews perceived that they could hold out no longer, and a council was called to consider what remained to be done in the extremity of danger. Among the Jews their elder rabbi was most respected. It was his customary with this people to invite for this place

some foreigner, renowned among them for the depth of his learning and the security of his person. This day the rabbi was a foreigner who had been sent over to the Jews to see what was a person of no ordinary qualifications. When the Jewish council was assembled the rabbi arose and addressed them in this manner:

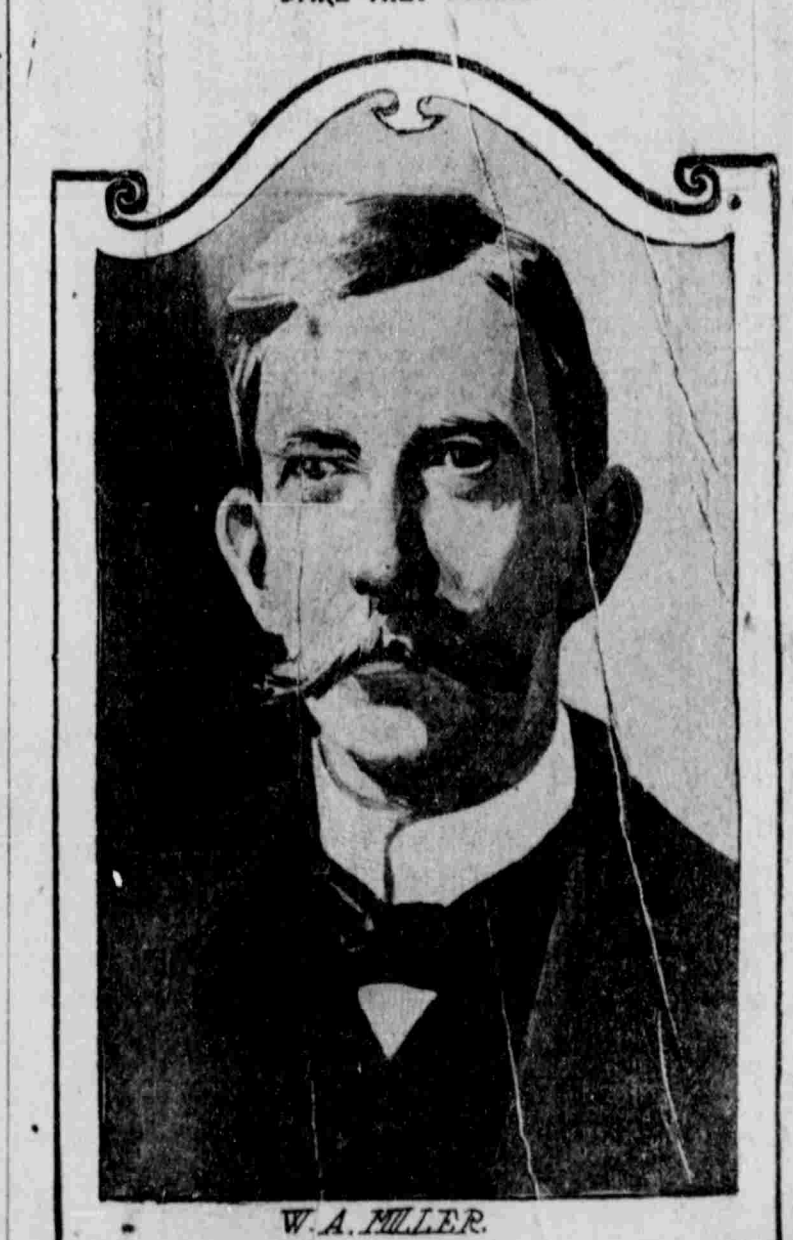
"Men of Israel! The God of our ancestors is omnipotent, and there is no one who can say that he is dead. This day he commands us to die for his law; for that law which we have cherished from the first hour of our existence, which we have preserved throughout our captivity in all nations, and which for the many consolations it has given us, and the eternal hope it communicates, can we do less than die? Posterity shall behold this book of trust, which we have made our dearth, while it displays our sincerity, shall impart confidence to the wanderer of Israel. Death is death, which we have only to choose an honorable and easy one."

"If we fall into the hands of our enemies, which you know we cannot escape, our death will be ignominious and cruel; for these Christians who picture the spirit of God in a dove and confide in the meek Jesus are athirst for our blood, and growl around the castle like wolves. It is therefore our duty, that we ourselves should be our own executioners, and that we voluntarily surrender our lives to our Creator. We trace the invisible Jehovah in his acts, God seems to call for us, but let us not be unworthy of that call. Suicide, on occasions like the present, is both rational and lawful. Many examples are not wanting among our forefathers. As I advised men of Israel, they have acted on similar occasions."

Having said this the old man sat down and wept. The assembly were divided in their opinions. Men of fortitude applauded his wisdom, but the weak murmured that it was a dreadful council. Again the rabbi arose and spoke these few words in a firm and decisive tone: "My children, let those who do not approve of my advice depart from this assembly." Some departed, but the greater number attached themselves to their venerable priest. They now employed themselves in counting their valuables by fire; and every man, fearful of trusting to the time and irresolute hand of the women, first destroyed his wife and children, and then himself. Jocenus and the rabbi alone remained. Their lives were protracted to the last; that they might see everything performed according to their orders. Jocenus, being the chief Jew, was distinguished by the last mark of human respect in receiving his death from the concentrated hand of the aged rabbi, who immediately after performed the melancholy duty on himself.

All this was transacted in the depth of the night. In the morning the walls of the castle were seen wrapped in flames, and only a few weak and miserable beings, unworthy of the sword, were viewed on the battlements, pointing to their dead brethren. When they opened the gates of the castle these men verified the prediction of their late rabbi, for the multitude, bursting through the solitary courts, found themselves defrauded of their hopes, and in a moment avenged themselves on the feeble wretches who knew not how to die with honor.

### DARE THEY STRIKE?



The chagrin caused among organized workers by the action of the president in reinstating Bookbinder Miller is agitating labor circles throughout the country.

**BIG MEN OF FINANCE WHO ARE ON THE ANXIOUS SEAT.**

The kings of finance below pictured are on anxious street. Danger signals were extended by the recent collapse. Other squalls are expected. Watered stocks have led to the present condition of things. Knowing once say that more failures may be safely predicted. Their constant and untiring efforts to create confidence only reveal the true facts of the situation.