Inland Seaport City in China

Hankow, 600 Miles Up the Yangtze River, Has Enormous Ocean-Going Business.

Washington.—Kidnaping of two American priests at Tsaoshih, China, turns attention of the Christian world to a region of a pioneer missionary activity in the Orient, to the triple-city "Chicago of China," and to a province where cotton, wheat and tobacco far outrank the rice crop.

"For Tsaoshih is in Hupeh province, northwest of Hankow, and near enough to be called a suburb in our terminology," says a bulletin from the Washington headquarters of the National Geographic society.

"Across one river from Hankow—the narrow, turbulent Han Kiang—is the sister city, Hanyang; and across the mile-wide Yangtze from Hanyang is Wachang. Wachang was famous and venerable when Hankow was a fishing hamlet. Today Hankow lords it over both her sister cities because she sends her cargoes to the seven seas. Her trade outshines her neighbors' temples.

Over a Million Population.

"Nowhere else in the world does a community of this size—the municipal 'Tripolis' has a million and a quarter people—do an ocean-going business of such magnitude so far from the sea. For Hankow is nearly 600 miles up the Yangtze.

"The Chinese call the three cities 'The Collecting Place for Nine Provinces,' with a show of accuracy, and a rather less moderate nickname is 'Hub of the Universe.'

"A brief stroll through Hankow's streets with an interpreter would impress an American advertising man that, as slogan writers, the Chinese might offer helpful hints.

Chinese Veteran Advertisers.

"Gaudy and distinctive signs on Hankow shops are as characteristic as the electric sky-signs of Broadway. After each firm name is a motto—a legend of good omen—and when a store changes hands the sign is an item of high value, both for its intrinsic worth and for what we would term a trademark. Moreover, there is a regulation of custom, if not of law, regarding these signs, for each trade has boards of distinctive shape, special color, and perhaps a peculiar design of lacquer.

"A visiting business man to a native Hankow business street would find more differences than likenesses. More conspicuous than any sight he sees is the noise he hears. Bargaining is done in front of shops, and is carried on in the raucous, high-pitched voices of angry contenders. Every Hankow sale begets an argument; and the louder and more persistent wins his price.

Terrible Din in Streets.

"Nor is that all. Coolies with rickshas, and coolies with big bundles on bamboo poles, yell and bump into each other despite their yells. Should a mandarin be borne along, the deafening din becomes truly terrible. His coolies seem chosen for their shouting power.

"One would rather wear earmuffs than forego the shops. Their variety is amazing. They offer bean cakes and coffins, rolls of silk and melon seeds, dates and drugs and idols. A child would find a paradise in those which display figures of horses, elephants, carts and tigers until his parent pulled him away, knowing these were the gruesome tokens sold to bury with the dead.

"Approach the river front, along the Bund, and the scene changes. Here are buildings in Russian, English, German and French architecture. But Hankow's most amazing spectacle is the panorama of junks of many types, ungainly but performing like trained seals in the hands of their expert rivermen and thousands of these craft line up for miles on both sides of both rivers. It is estimated that 25,000 of them ply in and out of the three cities.

Use Primitive Implements.

"Hupeh, like its metropolis, is a densely populated province. Its area is equal to that of New York, New Jersey, Massachusetts, Connecticut and Rhode Island combined. Its population is one-third greater than these, our most populous states.

"Its soil is fertile, especially in the Han valley, yet even with that advantage the wonder is that its hordes eke out a living with such primitive implements. The native uses a single-handed, iron-pointed plow, and not infrequently a man and a donkey are yoked together to pull it. Wooden mallets for breaking up clods, stones for threshing, and bamboo flails still are employed. Cotton, wheat, tobacco and beans are the principal crops.

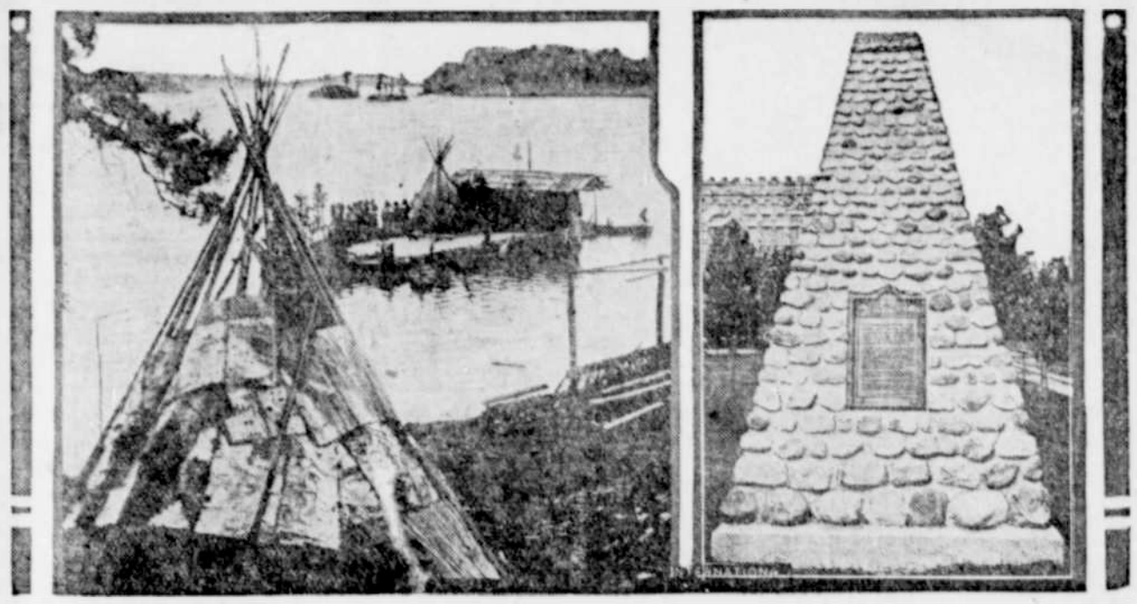
"Up this valley, flat and prairielike, runs the Hankow-Peking express with superabundant 'service'—one porter for baggage, another to dust one's shoes and bring wet towels frequently as pleasant relief for perspiring passengers, a third to serve tea, a fourth to make beds, and others the traveler is not aware of until they line up at his journey's end for tips. That expense is more than atoned for in the meals of many courses, each abundant and delicious, which cost less than a dollar."

Refuses to Live With Her Successor

Indianapolis.—His suggestion to his wife that "the other woman," mother of his unborn child, should be admitted to their household so "all three of us can live together," was met by the legal mate of Walter R. Owens by a suit for divorce.

Mrs. Owens became suspicious when her husband showed her a picture of Miss Hazel Hower. The wife, it is alleged, followed her husband and surprised him here with the girl.

Discovery of the Sault by Brule Celebrated



Ojibway Indians joined with the white residents of Sault Ste. Marie, Ont., in celebrating "Discovery week," commemorating the three hundredth anniversary of the discovery of the Sault by Etienne Brule. One of the features was a production of "Hiawatha" by the Indians of the district. Photograph shows Indian wigwams erected on the shore and on adjoining islets, and the Cairn erected by the Dominion sites and monuments board at the old Northwest company's lock, unveiled by Dr. J. H. Coyne, F. R. S. C.

Coolidge Family Is Fond of Plain Food

"Mac," Their Boston Waiter, Talks About Their Simple Gastronomic Tastes.

Boston, Mass.—Much has been written lately about the simple tastes and unassuming ways of Calvin Coolidge, now President of the United States, and of Mrs. Coolidge, and those who are well acquainted with them say this simplicity permeates their life. When Coolidge was governor of Massachusetts he and Mrs. Coolidge made their home at the Adams house, and their regular waiter there, "Mac," who is known to many hundreds of Bostonians, told a writer for the Boston Sunday Advertiser a lot about their gastronomical tastes. Said he:

"Their breakfast order was always the same—'Two Special No. 1's, grapefruit for Mrs. Coolidge and orange for me.'

"Special No. 1 never varied. It consisted of two small pots of coffee, graham muffins and fruit.

"Mr. Coolidge would give the order and call for a clean glass and a whole orange. He would squeeze the orange himself into the glass, and drink the juice.

Silent at Meals.

"Mrs. Coolidge always had half a grapefruit.

"They were generally alone at breakfast, as their boys were at school and only visited them in vacation time. Once, though, when the boys were there, they wanted ham and eggs for breakfast. Mrs. Coolidge ordered it for them, but when the governor found it out, he frowned on giving the kids meat for breakfast.

"They were seldom at my table for lunch, as they were both often gone all day. But they would be back for dinner, unless they were dining out.

"Then Mrs. Coolidge used to order a chop—the way you do," interpolated "Mac," who has an uncanny memory for the likes and dislikes of every one of his patrons.

"Sometimes she would have a steak. But Mr. Coolidge always made his dinner on cereal—usually grape nuts and tea or milk.

"He was just as quiet at their family meals as he is in public life. Hardly ever said a word. Breakfast over, he would go away in silence.

"They seldom had guests, except Mr. and Mrs. Frank W. Stearns, who were with them frequently.

"Sometimes there would be one or two others with them at dinner. On those occasions Mrs. Coolidge would try every way in the world to get him to join in the conversation. Nothing doing. He would look and listen, but hardly ever opened his mouth—except for his grape nuts. Once in a while he would shoot a little smile—like this—" and for a fleeting instant "Mac" was the living image of the President.

President Coolidge.

Lapsing back to his natural expression, which is intense but amiable, 'Mac" continued:

"He is a hard man to get at, if you know what I mean. But when you once do get at him, you find he has one of the best hearts in the world.

All Liked Mrs. Coolidge.

"But for kindness and a charming manner combined, Mrs. Coolidge was the one. Every waiter in the dining room liked to serve her. She was always considerate, always appreciative for anything done for her. If Mrs. Coolidge once knew you, she knew you everywhere, no matter where she happened to meet you. In the hotel corridor, or in the street, she would always bow. She's a fine woman.

"I used to look at those boys, and their good manners, and wonder how she did it. But then, bringing up six. (Six little McKeoughs, remember.)

"I said to one of my boys the other day, 'Look at young Calvin Coolidge. His father's President of the United States, and he's looking for farm work at $3.50 a day. I suppose if I was president you'd be wanting to take it easy in the White House.'"

On a Hike to Cover 25,000 Miles

Frank Hoff with his wife and baby daughter arriving at Washington, D. C., on the first leg of a three-year hike in which he hopes to cover 25,000 miles in the United States and Europe.

Girl Clerks in England Ask for Raise in Wages

London.—Girl clerks in American offices who bemoan the slimness of $15 and $20 a week salaries are considered lucky by their poorer-paid counterparts in England.

There are 3,000 women clerks in government offices who receive less than the equivalent of $10 a week. They don't like it, but they don't know what to do about it, for there are still more than 1,000,000 unemployed in England who stand ready to pounce on positions the minute they are vacated. Most of these government clerks have passed thirty, and among them there are widows with children to support.

The clerks have asked the government to increase their pay by $2 or $2.50 a week. Some of the newspapers are supporting their requests. It is said the girls who cannot make both ends meet on their salaries are making up the difference after hours, by sewing, doing laundry work and teaching dancing.

Laying Cables Dangerous Job

New Line Constructed Between U. S. and Europe Is the Largest and Fastest.

New York.—During a period of almost three-quarters of a century tiny strands of copper, resting in the stillness and darkness on the ocean's bed have been carrying messages between Europe and North America. The electrical impulses passing over these wires have linked the Old and the New World. Time between the two has been abridged to seconds and minutes, as through the Atlantic waters flash the doings and sayings of the people on each side of the ocean.

Few persons who send cablegrams have any adequate conception of the work which must be done and the amount of money spent before such messages can be flashed from one continent to the other. The laying of an ocean cable, its manufacture and repair while in service, may be called herculean feats.

This subject is now creating interest for the reason that the Postal Telegraph-Commercial Cables system the other day took the first step in the laying of a new cable between the United States and Europe. This is said to be the largest and fastest in operation of any deep-sea cable ever manufactured. It is the first to be laid between this country and Europe since 1910, and it will establish the sixth transatlantic circuit owned and operated by the Mackay system.

Largest Cable in the World.

The American end of the cable was connected with the station at Far Rockaway on August 26, and from that point the cableship Faraday will lay the Far Rockaway-Canso section, which terminates at Canso, Nova Scotia. This cable has a length of about 1,000 miles. Meanwhile, the cableship Colonia, the largest of her kind in the world, will begin to lay another section of the new cable, about 1,700 miles in length, from Casno to the Azores islands.

At the Azores connection will be made with cables reaching London by way of Waterville, Ireland, and later in the fall a new section of 1,546 miles will be submerged between the Azores and Havre, thus providing a direct circuit to France and the Continent.

The new cable has the largest copper conductor ever put in a long distance submarine cable, and its message-carrying capacity is said to far exceed that of any similar length. The conductor of the main section weighs 1,100 pounds per nautical mile, against 700 pounds in the largest deep-sea cables used heretofore. The working speed of the new system is expected to be 600 letters a minute simultaneously in each direction, or a full capacity of 1,200 letters.

The laying of this new cable recalls the trials and hardships encountered by Cyrus West Field when he labored to get the first cable across the Atlantic. After the necessary survey of the ocean's bed had been made in 1856 by the United States and the British governments the historic undertaking was begun in August, 1857. The starting point was at Valentia, on the west coast of Ireland. After the cable ship had covered a distance of three miles from shore the cable broke because it was of weak construction. In June, 1858, attempts to lay the cable were resumed. Time and again a start was made, but each attempt proved unsuccessful. The greatest length laid was 200 miles.

150 Words Sent in 30 Hours.

In spite of these disheartening failures Field did not despair, and in July he made another attempt. This time the venture proved successful. The cable reached Nova Scotia, and on August 16, 1858, the first cablegram was sent from America to Europe. This message was a greeting from President Buchanan to Queen Victoria. It contained 150 words and it took 30 hours to send it across. A comparison of this speed with that of today may prove interesting. Now a message of that number of words can be sent to England in one and one-quarter minutes.

The first cable across the Atlantic was in operation until October 20, that year, when it broke down. It was operated by means of large induction coils and batteries with a potential of 500 volts or more.

The next attempt to lay a cable was made in 1865. A contract for a new line had been given to an English company. This cable weighed 300 pounds to the mile instead of 107, the weight of the old. The Great Eastern, a large ocean-going steamship, was chartered for the trip. On July 23, 1865, with Cyrus Field aboard, the ship started westward from Valentia. Everything went well until the vessel was within 600 miles of the Newfoundland coast, when the cable broke. Attempts were made to recover it at the time, but these were unsuccessful. Field and his men had to turn back and report their ill luck.

Lost Cable Retrieved.

Preparations were made for a further attempt on July 13, 1866, the Great Eastern started from Valentia on her second voyage. This proved to be a triumphant one. The ship reached Trinity bay, Nova Scotia, without mishap on July 27, and the two hemispheres were again joined by means of cable communication. On the return trip to Europe the Great Eastern made a search for the cable lost the previous year and luckily enough found it. This was joined to a new section which was laid the remaining distance to Nova Scotia and thus two transatlantic cables went into operation in that year.

To give the reader some idea of the cable rates to Europe in those days it might be stated that in 1866 the minimum rate for a 20-word message was $100. The minimum rate, or deferred service rate, today for a similar message is only $1, and the deferred service message of the present reaches its destination sooner than did the fast messages in 1866.

Although it is almost three-fourths of a century since oceanic telegraph communication was established, most people know little about the making and laying of cables. The heart of the cable is the conductor and this, through which the electrical impulses are transmitted, is composed of the purest quality of copper. Since cables lie at the bottom of the ocean in depths ranging from two to three thousand fathoms, or between two and three miles deep, and as the lifting of a cable from such a depth involves a great strain upon it and all the materials used in its construction, it will be understood that flexibility must be reckoned with.

Delicate Work Involved.

The copper core is manufactured in lengths of about three miles and is coiled temporarily on drums. These lengths of core later are joined together and the jointing is of the greatest importance. It is done by hand and requires skillful workmanship. If any dust or gasses are allowed to remain or to form in the gutta percha, while making a joint it may mean the loss of thousands of dollars, because this weakness will not become apparent until the cable is submerged and thus placed under great pressure, when the most minute impurity or gas bubble in the joint would manifest itself and cause faulty electrical continuity. The deep-sea cable jointer must be a man of temperate habits and in good health. It may seem almost inconceivable, but numerous joints made by skillful but intemperate or unhealthy jointers have proved faulty through what was believed to be the injurious exudations from the pores of the fingers. This will give some idea of the extreme delicacy and importance of perfect jointing.

Over the gutta percha insulation a brass tape is wound which protects the insulation against attacks of an aqueous worm, known as the teredo.

In the manufacture of the new cable for the Mackay system more than 4,000,000 pounds of copper were required for its conductor and 2,000,000 pounds of gutta percha for insulation. At the same time upwards of 80,000 miles of steel and iron wires of varying sizes were needed to protect the copper conductor and the gutta percha insulation.

Near landing places the armor wires of the cable are large and heavy. The cost and the laying of the cable will amount to something more than $15,000,000.

Route Must Be Surveyed.

The laying of long submarine cable is not an easy matter. It is a well-known fact that the contour of the ocean's bottom varies similarly to that of dry land. It has its rolling and steep hills, its valleys and plateaus. It therefore is necessary to know the contour of the ocean bed before the cable is laid. This is essential to avoid suspending the cable between two hills, where it would hang in a festoon, or like a clothesline between two poles. Such suspension soon would cause the cable to wear because of its own weight.

The route over which the cable will lie must be more carefully surveyed than the course for a new railroad over prairies, through forests and across mountain passes.

Always Dangerous Task.

The men in charge of cable laying say that under the most favorable conditions it is anxious work. At any time during the paying out, some ten or fourteen days, a storm may arise and raise havoc with the work. One can imagine what a strain is placed on the cable reeling from the stern of the vessel as this is whipped about on mountainous waves. The cable is very likely to break under such conditions and it may be lost in a depth of 2,000 fathoms.

It is hard to predict the time of recovery. It may take three or four days and it may take weeks and months. Should a cable break and be lost, in spite of the best precautions, a mark buoy is lowered at once to guide the ship in grappling operations. Then the dragging is done at right angles to the line in which the cable lies. The grappling iron used to drag the ocean bottom looks like a four-pronged anchor, and if it once catches the cable it will hold it securely until raised to the surface.

Close to the shore where the cables lie in shallow water they suffer from corrosion and the anchors of ships. There are cases on record where cables have been broken by icebergs grinding and crushing them. Some time ago, when the Commercial Cable company's vessel, the Mackay-Bennett, was on a repair trip, she counted as many as 100 icebergs. In order to carry on her work she had to tow an iceberg to sea so as to take it off the line of cables that needed repair. Cables have been broken in the deeper waters of the Atlantic by submarine slides, which have buried the lines for many miles. A whale one time put an Alaskan cable out of commission. The line was broken and the decomposed carcass of the whale found encircled by the cable when it was recovered during repair. There was an instance where one of the cables in southern waters was damaged by a shark's tooth, which was imbedded in the gutta percha insulation.

Big Shipment of Chocolate.

Stamford, Conn.—A solid trainload of 1,250,000 pounds of chocolate, enough to cover 5,000,000 pounds of candy, was shipped recently from here to candy manufacturers in the Middle West.

Youth Imprisoned in Boxcar for 10 Days

Calder, Ont.—John MacBride, seventeen years old, of this city, lived for ten days without food or water in a box car, and when released he stumbled to a rain barrel and drank greedily. He had been accidentally imprisoned in the box car, which was later shunted to a side track in London, Ont. Teamsters unloading freight pried open the door of the car when they heard his feeble cries.