



STONE WALL AND FASCINE AT HANGCHOW—MR. CARPENTER, STANDING ON THE WALL, IS FIVE FEET EIGHT AND ONE-HALF INCHES HIGH, GIVING YOU AN IDEA OF THE HEIGHT OF THE WALL.

Carpenter's Letter

(Continued from Sixth Page.)

there is a foreign settlement and the English, Germans and Japanese are already beginning to do business.

Right near Soochow is the great Taihu lake, which is connected with the Grand canal by a marble bridge with fifty-three arches. It is one of the finest bridges in China. It is very long and its arches are as perfectly made as though cut with a sculptor's chisel. I called by this bridge on my way to the city.

Soochow has many pagodas and it is also celebrated as a literary center. One group of pagodas has a queer story connected with it, which shows the superstition of the Chinese. Originally the group contained but two pagodas, with a pool of water near them. Shortly after the pagodas were built it was noticed that the students from Soochow always failed in their examinations when they were in Peking. The necromancers were asked to determine the cause. They found it in the pagodas. Said they:

"You have here the water," pointing to the pond; "you have also the ink brushes," pointing to the pagodas; "but you have no ink pot or ink block. How can your scholars write essays with only brushes and water!"

"Ah," said the Chinese, "we will fix that." And so they built a third pagoda in plain black, the shape of a Chinese ink pot. This changed the fortunes of the scholars immediately and Soochow since then has become the "Athens of China."

It took us a long time to get around the walls of Soochow into the city. Soochow has at least twelve miles of wall about it. The wall is as high as a three-story house and as wide as the ordinary country road. It is today almost as perfect as when it was built, and there are parts of it which have been recently repaired. Other parts are being torn down and rebuilt. The Chinese have walls about all their cities and if a new city were built today it would have a wall about it. Not long ago some hundreds of thousands of dollars were spent in repairing the wall of Nanking, and I suppose that one of the first appropriations made by the government, after they have arranged for the interest on the foreign debt brought about by the late war, will be to repair the walls of Peking.

Soochow fills the most of the space within this wall, and in places the city has gone outside. All along the banks of the canal under the wall are beggar huts, sheds of straw, in which live people more ragged and filthy perhaps than any beggars of the world. Many of them go about in boats and whine for alms while they thrust out at you long poles to which are attached little baskets or bags in which you are expected to put your gifts.

Biggest Drug Store of the World.

In Hangchow the other day I went through the biggest drug store of China and one which Consul General Goodnow says is the largest drug store in the world. It covers a vast area and is made up of many rooms in which Chinese clerks are selling drugs of all kinds and making remedies for all sorts of Chinese ailments. The store was filled with purchasers, wholesale and retail, and the talk was so noisy that it made me think of the stock exchange in Wall street during a panic. In the factory I found them grinding roots and bones to powder for pills. The grinding was done in mill stones moving one on top of the other and fed through a hole in the top stone. The motive power of each mill was a half naked man, perfectly blind, who pushed round a pole attached to the top stone, like a horse in the bark mill of a tannery. I asked why blind men were employed and was informed that it is for two very good reasons: One that it is considered charitable to give blind men work, and another is because it is cheap. Leaving the grinding, I went into another department, where scores of men were

molding pills and putting them away in stone jars. Adjoining this room was another, which might be called a pill warehouse. It contained an enormous number of stone jars, each holding about fifty gallons of pills. There were enough pills there to physic all China. The jars were arranged in sections. They had different labels upon them, although those on one side of the room seemed to have about the same characters as those on the other. I asked the men how the pills were graded. He said that they were packed up according to the diseases for which they were intended; and, also, according as they were for women or men. Each sex must have its own pills, whether they be for the headache, the colic or what not.

Deer Horns and Tiger Bones.

A curious department of the store was a menagerie. This was a little zoological garden, containing animals which were to be ground up into medicine. There were about twenty deer, ranging from fawns just born to old stags with great antlers. Deer horns are supposed to have great medical properties, and these deer are kept for their horns, which are cut off and ground up for medicine. Great quantities of deer horns are imported. This is also true of tiger bones, and especially of tiger whiskers. Pills made of these things are worth their weight in gold.

FRANK G. CARPENTER.

Handling Baggage

(Continued from Fourth Page.)

exposition in Omaha the baggage rooms were overcrowded, and much overflow was handled outside, but it was all kept under cover of the carsheds.

Thousands of Pieces Handled.

The number of pieces of luggage shipped in and out of Omaha in a day, a month and a year forms an astonishingly large total. Just now it is the dull season, but at Union station they are handling over 800 pieces every day, at Burlington station about 400 and at Webster street station 200. In 1901 there were 357,000 pieces handled at Union station, 141,862 at Burlington station and about 75,000 pieces at Webster street station. The figures all show a substantial increase over those for 1900.

The fall months from August to November are the heaviest in Omaha.

And twenty-five men do all this work the year around. There are twelve at Union station, nine at Burlington station and four at Webster street. These employes work split tricks, because the business comes in fits and starts during the day. There are certain periods of two hours or so when the trains bunch in, and then the men are needed in numbers.

Excess baggage is a big feature of the business today. A large percentage of the trunks and cases are over weight. Indeed, at Union station \$200 a day excess money is a fair average and at Burlington station it runs over \$10,000 a year. Each passenger may carry 150 pounds and no more than 250 pounds can go in any one trunk on any conditions.

This adds a big financial feature to the baggage end of the railroading, and an-

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that the bulk coffee you just purchased turns out to be different from the "same kind" bought before. Coffee purchased in bulk is sure to vary.

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other innovation now is the separation of this from the ticket accounts at all large stations. The Omaha depots have cashiers in their baggage rooms to handle the excess rate, while formerly the ticket agents did this, and still do in many small stations.

Theatrical luggage forms such an extensive part of the baggage business that at Union station a special track at the east end of the building is set aside for this use only, and on that all cars of Theatrical baggage are switched. There are special arrangements and rates for baggage as regards excess and charges.

Changes in the handling of baggage have been no more radical than those in the luggage itself. Each year brings out a novelty in the trunk line, and some of the schemes resorted to by those who wish to keep their clothing in perfect condition are very novel. The wardrobe trunk is especially interesting. This has a round top and round sides, so that it will sit only on one end. The reason is that several suits are hung on hangers at the other end, and they would be disarranged were the trunk stood upside down. As it is built, however, it cannot be made to stand save on the desired end. Similar results are attained with trunks not originally built so by having circular rockers screwed to them, the sides which it is desired to keep off the floor.

It is calculated that the modern baggage car will hold 250 pieces of luggage. The capacity of a car is always measured by cubic dimensions, and not by weight, for that is a matter that varies too grossly in baggage. Burlington baggagemen say they could put 3,000 pieces in their room and handle it comfortably, while at Union station the capacity is nearly double as large.

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F. M. RUSSELL

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