

Japanese Busy Developing the South Manchurian Railway System



AMERICAN CAR JUST IN FROM SIBERIA—JAPANESE CONDUCTOR AT THE SIDE.

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DALNY, Manchuria, 1909.—(Special Correspondence of The Bee.)—I am at the southern terminal of the Transiberian railroad. The trains, starting here, go northward through Manchuria to the main line at Harbin, and thence on via Moscow to St. Petersburg. The railroad journey is the longest of the world. It covers about 6,000 miles, and is made in comfortable cars. The South Manchuria line was opened in 1903, just about a year before the war between Russia and Japan began. It was closed for a time, but since then the service has grown better and better. Today one can go from Dalny to Moscow in about eleven days, and the distance to London can be covered in less than two weeks. There are fast steamers running from here to Shanghai, and the road has brought that city and Nagasaki within sixteen days of London.

South Manchurian Railway.

During my stay in Manchuria I have taken a number of trips over the southern end of this railroad system. It has been greatly improved by the Japanese, and I doubt if there is another road so good in East Asia. The tracks and cars are far better than those of Japan, and they compare well with the best railways of America.

And why not? They are almost altogether American. When the Japanese rebuilt the system after the war, they standardized it and put new American rolling stock upon the whole line. They bought 50,000 tons of steel rails and 7,500 tons of bridge materials. They purchased also over 200 American locomotives, seventy-two first and second class cars and also 1,000 or 1,500 box cars, flat cars, gondola cars and cabooses. For months a number of our modern sleepers have been added. In going to Mukden the other day I rode in an up-to-date Pullman, which had been sent out here knocked-down and was put together at Dalny. The car was lighted with incandescent electric globes made in Cleveland, O., and every berth had its individual light. It was cooled by electric fans from the same establishment. Our engine was from the American locomotive works at Richmond, and it hauled us over rails made by the United States Steel Trust. The car had a reading room, with the latest Asiatic papers and American and English journals. Connected with the train was a "diner," in which, for 50 cents, I got a better meal than I have ever had in any American train, and the service, in general, was superior to that on our best trunk lines.

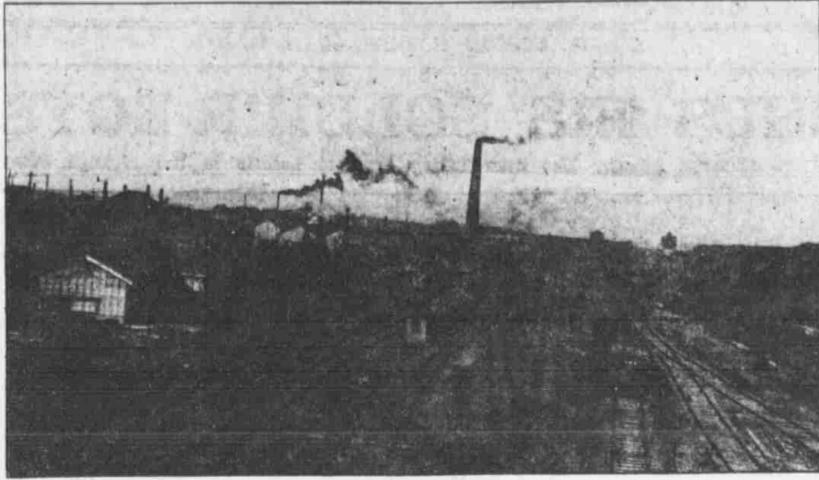
I wish you could see how clean the Japanese keep these new Pullmans. They dust them inside and out, at almost every stop. They even wipe off the seats and scrub up the brasses, again and again, during each trip, treating the cars like so many new babies, brought out for display. The road from Dalny to Mukden is now being double tracked and the new line will be substantially built.

Railroad Building in Manchuria.

The Japanese are good railroad constructors. They are putting up magnificent bridges with the finest of stone work abutments, and are finishing them with steel work made in America. The roads are ballasted with quartz and other hard rock broken into pieces the size of sugar lump. All along the line from Port Arthur northward quantities of this ballast are to be seen. It is corded up into mounds and rectangular piles, carefully smoothed over. The piles are painted at the corners and they thus numbers in white paint on top, and even arrange that if any of the stone should be stolen, it could be detected. This stone is broken by the Manchurian Chinese. They cover the faces of the hills like blue ants, hammering the rocks into pieces. They break them up at some distance from the road, and carry them down in baskets slung to poles which rest on their shoulders. The earth for the embankment is transported in the same way. There are no scoops and steam shovels, and Chinese cheap labor seems to serve quite as well. The stations are well made, with platforms and stone facades, and all the improvements seem built to stay.

Around the World in 28 Days.

When Jules Verne wrote his story, "Around the World in Eighty Days," it appeared to the imagination as the most visionary of impossible voyages. It was like the remark of Puck, the fairy, when he said he would put a girl round the earth in forty minutes. Both of these feats have been more than accomplished. By the telegraph and cable, we can outdistance Puck; and by means of the Transiberian and South Manchurian railways can cut the time of Pegasus down more than one-half. The trip around the world has been made in forty days; and by the latest time tables just instituted on this part of the Transiberian system, it can be done in thirty-eight. Let me take you on a thirty-eight-day trip around the world. We shall start in the Pullman sleeper here in Dalny at 8 a. m. Monday morning. On Tuesday we find ourselves



TERMINUS OF THE SOUTH MANCHURIAN RAILWAY AT DALNY.

they may be compared with the extraordinary charges of our American diners.

City of Mansions.

If you could lift up 112 of the finest villas on the outskirts of a European city, gardens and all, and drop them down on the slope of a hill overlooking a beautiful harbor, you would have one section of Dalny. This famous city of the sea, built by the Russians at the southern end of the Transiberian system, is more like Europe than Asia. The administration section, devoted to the railway officials, is made up of magnificent dwellings of brick and stone, rounded along wide streets, each surrounded by a beautiful garden. There is no Asiatic architecture in this part of the city, and as one drives through it he cannot realize that he is in the wide of Manchuria. The streets are as clean as the boulevards of Paris, they are lighted by electricity, and the houses are all large and made after a uniform style.

There is an administration building, with scores of offices; a Greek church, which will accommodate more than 1,000, and a big hotel, which is one of the best of the far east. This hotel is now managed by the South Manchurian railway, and it is comfortable throughout. The rooms are heated by great Russian stoves, built into the walls, and double windows aid to keep out the cold. The meals are served in French style, but the waiters are pretty Japanese girls, clad in kimonos and long white aprons. Japanese boys take the place of our chambermaids, and the service is good. The native manager has spent seventeen years in the United States, and he speaks English well.

Free Port.

The Japanese officials tell me that the doors of trade are wide open to all Manchuria. They have followed the Russian example in that the town is a free port, and they expect to make it a great business city. They have one of the finest harbors on the western Pacific. It is free from ice the year round, and ships drawing thirty feet can enter at low tide. They can land at the immense docks and piers and unload their freight directly into the cars. Tallonwan bay, upon which the harbor is situated, comprises many square miles, and the deep water area is big enough to handle the shipping of all China. The harbor has granite wharves with vertical faces of twenty-eight feet depth at low water. These wharves are more than a half mile in length, and there are others, almost a mile long, accommodating ships up to drafts of twenty-two feet. The narrowest of the wharves are about 40 feet wide, and the railway tracks run out upon them. The wharves are lighted with electricity and the channels by gas buoys. Steam cranes move on tracks up and down the wharves and there is a granite dry

New Dalny.

Indeed, Dalny is becoming a new city under the rule of the mikado. The Russians spent something like \$20,000,000 in dredging the harbor, in erecting huge granite docks and in putting up magnificent buildings for their offices and homes. When the war closed a large part of the city had been burned. The roofs were off many of the houses. The Chinese had carried away the doors and windows, and had even tried to steal the Russian stoves. In the residence section the most of these damages have since been repaired and a new town is rising between that place and the harbor. There are fifteen brickyards now making building materials, and hundreds of Manchurian masons and carpenters are working away.

Dalny lies right on the harbor, running up a slope which is backed by hills 500 feet high. It goes around the sea, its streets being laid out along the lines of two or three spider webs. In this it is

somewhat like Washington, or parts of Paris, the centers of the webs forming circles. The circles are usually on high ground and the streets run out from them with cross streets cutting each other at all sorts of angles.

On these circles the best of the new buildings are being located. Central circle has the new building of the Yokohama Specie bank, the civil administration building and other fine structures. The British consulate has rented some land on this circle, and our American consul has also secured a lease, which, under Uncle Sam's new policy of owning his consulates in the far east, may form the site of an American building. The matter has been submitted to the State department, but has not yet been acted upon. No better location could be selected. It was the Nicholas circle of the Russians, and they considered it one of the best sites of their city.

This circle is in what is known as the New Town. The magnificent residence section which I have already described lies farther inland, over a great railroad cutting which is now crossed by a fine stone bridge, reminding one somewhat of the new \$1,000,000 Connecticut avenue bridge across Rock creek in Washington, although it is by no means so large. The New Town was originally composed of poor buildings, constructed by the Russians. These are being replaced by substantial houses and stores, all built upon the Russian plan.

People of Dalny.

The population of Dalny is a queer mixture of Chinese, Japanese and foreigners. The Chinese or Manchurian natives are the most numerous. There are 40,000 of them and they constitute the chief working force. They drive the drochies, left by the Russians, they carry the bricks and dirt used in building and they form the largest portion of the mechanics. They do the market gardening, all the peddling, and are in evidence everywhere. They also have many stores and many rich men. There are Chinese policemen and some Chinese civil officers.

The Japanese are the aristocrats of the town. They boss the Chinese and as a rule, do but little of what is known as coolie work. Many of them are officials, who dress in European clothes, and not a few are merchants. There are altogether about 15,000 Japanese.

Outside this population of 50,000 of the Mongolian race, there are just fifty-six Europeans and Americans, composed chiefly of the consuls and their employes and a very few traders. There are, all told, just three citizens of the United States. One of these is Roger S. Greene, our American consul. He is a young man who was brought up in Japan, and who for a time was in charge of our consular offices at Nagasaki. Later on he went to Vladivostok, and from there was transferred to Dalny. Mr. Greene speaks the Japanese language fluently, and he is a valuable man for this province. The other two American are Rev. Winn and his wife. They are missionaries, who came here from western Japan, where they had been doing work for more than twenty years. At the close of the war, when the Japanese took possession of Manchuria, some of the Christians among the officials



JAPANESE WAITER GIRLS, CLAD IN KIMONOS AND LONG, WHITE APRONS.

requested the Wynn's to start a church at Dalny. They did so, and the Japanese government not only leased them the ground on which the church stands, but subscribed about one-third of its building fund. The church is a brick structure in the heart of the city. It is not only supported by the Japanese, but they are carrying on considerable Christian mission work outside.

The greater part of the business of Dalny is done by the Chinese. They have large stores and are engaged in the import and export trade. There are five or six Japanese bazars, each of which contains a score or so of men and women merchants, who sit in little booths under one roof with their goods piled around them or laid upon shelves at the back. There is a Japanese factory, and several large bookstores, some of which will compare favorably with any in a city of the United States of similar size.

What the Japanese Read.

And just here I would like to tell you something about the book stores of this part of the world. The awakening of Asia has started the people to reading. There are big book stores in all the cities of Japan, and also in those of Korea and Manchuria. I have before me a list of the books taken out of some of the big libraries of Tokyo during one month. At the Osaka library there were over ten thousand applications for books. Four thousand of these came from students, two thousand from children and six hundred from women.

Among the books now most read by the young men of Japan are Samuel Smiles' "Self Help" and Marston's "Success." Frances Hodgson Burnett's "Little Lord Fauntleroy" has been translated, as well as "The Scarlet Letter," "Treasure Island" and "Three Men in a Boat." The Japanese read the best works in English, German and French. They have magazines on many subjects. I understand that an intellectual awakening of a somewhat similar nature is just beginning in China, and that the celestial are now making translations of many well known European books.

FRANK G. CARPENTER.

Quaint Features of Life

Magruder Tribe of Missouri.

AN INTERESTING family party was recently held at the home of Alpheus B. Magruder of Whiteside, Mo., the gathering having been called to celebrate the reunion of five brothers—Edias Magruder of Hunter, Okl.; George W. Magruder of Clinton, Ky.; Isaac M. Magruder of Whiteside, Mo.; David M. Magruder and Thomas C. Magruder of Whiteside. This was the first time in more than twenty-five years the brothers have all been together. Many of the descendants were present, making in all about 100 in the party. The Magruders have been active in the development of Lincoln county. After a dinner many old-fashioned games were played. The chief sport was a rope-skipping contest. Grandmothers and grandfathers vied with the youngsters in the pastime. The eldest of the brothers is 78 years old and the youngest 66.

Sly Rats Kill Turtle.

Attacked by a swarm of rats, a big land turtle belonging to Frank Singleton of Darby, Pa., put up a desperate battle with the hungry rodents for its life, but the rats proved too many for the turtle, which finally succumbed to mere force of numbers. That the turtle fought gallantly for its life and gave the rats more than their share of the battle there is no doubt. The fact that the turtle was almost impragable in his shell, but finally succumbed before their onslaught, indicates that the battle was a long one and that the rodents waited their opportunity each time it cautiously stuck out its leather-like head.

The fact that three cleanly severed front legs of the rodents were found beside the dead turtle in the cellar proves that the victim maimed many of its enemies before it was killed itself.

Trapping a Liar.

"Doctor, do you ever do anything for charity? I am an awfully poor woman and have heart trouble. Won't you please examine my heart with the X-ray free of cost?"

This plea was made by a poorly dressed woman of about 65 to Dr. George Hermann of Coryville, O. Happening to look a little lower than the heart, he discovered two \$20 gold pieces in a chamber bag under the woman's garment.

"How is my heart, doctor?"

"Your heart is pretty bad," he ejaculated, with a tinge of sarcasm.

"Is there any hope for me?"

"Not if you keep this way," he declared as the third \$20 gold piece came into view. "I really mean that you had a bad heart. You lied when you said you were poor. Take that money out of your waist and pay me \$5."

The woman nearly collapsed, but she took out the \$20 in gold and from another part of her valient drew out a purse containing bills.

Her Apple Pie Got Him.

"Make your pie crust rich, since your apple pie is in plenty of them, and

Treating Tetanus by Cold Dry Air

DR. W. J. McCRANN of South Omaha sends the following communication in defense of his theory of cold air treatment for tetanus, or lockjaw, which treatment recently was employed in the case of Tina Goetler at one of the local breweries. He is not willing to yield a point in conflict with his method of treatment, and maintains that the treatment is scientific. He explains something of the latest case and of the former successful case treated similarly:

"Owing to the many inquiries from my professional brothers as well as laity, from strangers as well as friends, I feel a few lines regarding the death of Gustina Goetler from lockjaw or tetanus in the chill room at the Krug Brewery would prove of interest to many who are anxious to know the history of the case. The girl cut the large toe on her right foot with a piece of glass, Wednesday, June 30th. I saw her for the first time on Wednesday, July 7th, at 2 a. m. Just twenty-four hours before her death. She reached the chill room at the Krug Brewery about noon, Wednesday, July 7th. Was in the chill room between twelve or fourteen hours before her death. Dr. Porter, who saw her scarcely more than twenty-four hours before her death, gave her the first injection of anti-tetanic serum Wednesday morning. These injections of serum were continued every four hours until within two hours before her death; so notwithstanding the fourteen hours in the chill room and the four injections of anti-toxine, as well as every attention, death claimed the little patient at 2 a. m. Thursday the 8th. The period was entirely too brief to do justice to the cold air treatment for tetanus.

"I am as positive as ever that the benefit of the cold air treatment will some day be called into the medical profession. The trouble in this case was that the diagnosis was made in the last stage of the disease, when the cervical muscles were stiffened, the spine rigid, the jaws locked and convulsions established, with practically no preliminary treatment, which should have come at the inception of the wound, to ward off the advance of the tetanus bacillus.

violent convulsions, suffering and agony, just before death in a case of tetanus, could but wonder at the calm and gentle approach of death in this child. It only serves to strengthen my faith in the positive benefits obtained from the cold air treatment when it can be applied in a more systematic way and devoid of all dampness and noise of machinery, which

was the case in both my patients treated in chill rooms.

"Statistics prove that the greater number of cases of lockjaw occur between the ages of 10 to 15 years, the number of males being much larger than the females. A tabulated report of 981 cases shows 718 were males and 263 females. This same report gives proof that July furnishes a

much larger number of cases than any other two months of the year. In the vital statistic report of the United States, Nebraska shows a very small percent of deaths from tetanus. From 1870 to 1900, sixteen cases are reported. However, I do not feel this is a very accurate report, for to my knowledge, Omaha and South Omaha can cover that number in the last ten years alone. Upon closer investigation, I learn the child had taken no nourishment for three days and not a drop of water or fluid of any kind while in the chill room.

"The most prominent case over which I have had direction in which the results of the cold air treatment were successful was that of Francis McKeon, at present a healthy and vigorous young man of this city. I was summoned in his case September 2, 1904. The infection was due to a splinter in the foot. All the usual symptoms of tetanus were present.

"All ordinary treatment proved unavailing. On September 5, when the convulsions were at their height, I had the boy taken to the cooling room of a brewery. He showed marked improvement in an hour. This was at 9 p. m. At 1 a. m., September 6, he recovered consciousness and begged to be taken home. His parents, against my wishes, insisted on taking him home. Within twelve hours all the symptoms returned in aggravated form. I again prevailed upon the parents, and the boy was placed in the chill room a second time. This time the same response and improvement followed. In all this you could hardly believe the prejudice and opposition I encountered from the parents. On September 11 he had recovered sufficiently to be removed from the chill room. In four weeks all effects of the disease vanished.

"To my medical brethren I would say that I firmly believe the power of the lungs to eliminate poisons has been greatly underestimated. It has often been demonstrated that medicine injected by any of the methods can within a few moments be detected in the breath, showing the willingness of this great organ to relieve the system of any abnormal substance. Cold air, as I maintain, robs the tetanus of its vitality, and I would include the bacilli of pneumonia, meningitis, cholera, infantum typhoid, yellow fever, and malaria, and other infectious fevers.

"I am positive the day is not far distant when cold, dry air will be our chief weapon with which to combat all this class of disease. It is simply a better application of the trinity of healers—water, sunshine and air. Water and sunshine have an established place in medical treatment. It remains for a scientific application of air tempered to the various needs of the cases attempted, to accomplish healing in quite as wide a field as by water and sunshine."



RICHARD McKEON. His Life Was Saved by Cold Air Treatment When Suffering from Tetanus.