

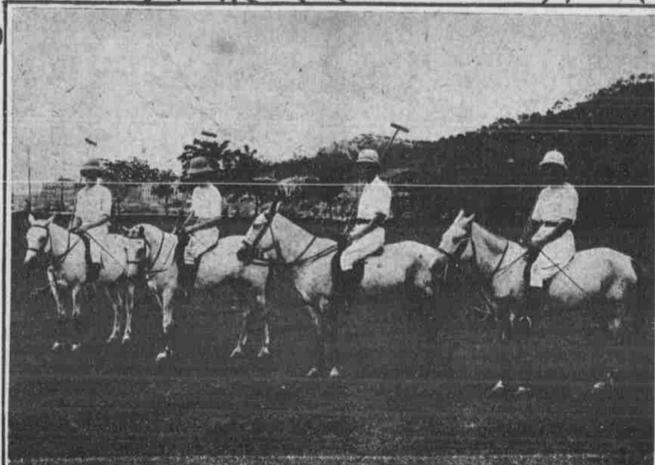
How John Bull Holds the Commercial Gateway to the Chinese Empire



"I CAN RIDE ABOUT ALL DAY AT 10CTS PER HOUR"



HONGKONG TELEPHONE SERVICE. THE BOYS ARE CHINESE AND THE GIRLS ARE EURASIANS



HONGKONG'S POLO CLUB. FOUR CHAMPION PLAYERS



SIR FREDERICK D. LUGARD, THE GOV. OF HONGKONG

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HONGKONG—(Special Correspondence of The Bee.)—The booming cities of the world are now on this side of the Pacific. The awakening of Asia is bringing in a capital from Europe and the United States, and the whole continent seems to have sprung into life. Yokohama has doubled since I last saw it, Tokio is now bigger than Chicago, Osaka will rank with Philadelphia and Shanghai is ahead of Boston or St. Louis. Hongkong, way down here at the southern end of China, has now a population of 400,000 and it promises to be one of the greatest cities of the world. It belongs to the British. It had only 2,000 Chinese fishermen in it when they took hold of it seventy years ago. It is now one of the great ports of the world and the people here claim that it has more tonnage than Liverpool or London.

Within the last year a railroad has been started at the suburb of Kowloon on the mainland. This is being built to Canton, and it will give Hongkong rail connections with that city and all interior China. The road is known as the Canton-Kowloon railway. At Canton it joins the trunk line running north to Hankow, the concession for which was given to the Americans but sold back to China. The Chinese are now building that road, and when it is completed there will be a through freight and passenger service from the coast to Hongkong and the whole of the empire will be tributary to this port. Canton itself has a population of over 2,000,000. Hankow and its sister cities are still larger, and that trunk road will tap a population fully as great as that of the United States. Several other railroad systems now building will connect with it and this city will then be the southern gateway to China by rail, as well as by sea.

Hongkong of Today.

It is a question whether Hongkong will not soon surpass the other ports of the world in the amount of shipping. It now handles about 200,000,000 worth of freight a year, and more than 11,000,000 tons of goods come in and go out of its harbor every twelve months. This freight is carried upon about 50,000 different vessels. The most of them are Chinese, but there are also great steamers from Europe and the United States. There are five different lines which connect Hongkong with America, and more than that which go to Japan. You can get a ship here any day for Europe by way of Suez canal, and there are regular services to the Philippines, Australia, the Dutch East Indies and almost every point in the Pacific and Indian oceans. The port is free and an enormous amount of freight is transhipped to the other countries and islands nearby.

The passenger service by way of Hongkong is also important. By changing boats you can reach almost any point from this place. There are vessels which leave nightly for Canton and almost every day for Shanghai. The fare to Canton is \$3 and to Shanghai \$50. It costs \$70 to Singapore, and the time is five days. A like amount will take you to Bangkok, and for \$75 you can go to Saigon in Cochinchina. It is only two days and \$69 to Manila, while one may have a passage to Melbourne, Australia, for \$170. There are steamers once or twice a week for the American continent. The time is less than a month and the cost is \$225 in gold. The distance to San Francisco is over 6,000 miles, and to Singapore about 1,500. It is 800 miles from here to Shanghai, 1,400 to Kobe, less than 1,000 to Yokohama and about 100 miles more to Vladivostok, at the eastern end of the Trans-Siberian railroad.

Hongkong is a crown colony. It was ceded to Great Britain by China in 1841. It has grown steadily since then, and it is now a military and naval station of first-class importance. It is the headquarters of the China squadron, comprising about sixty vessels in all, and it has an imperial garrison of 3,500 troops. It is ruled by a governor, appointed by the king of England, and the man now in charge is Sir Frederick D. Lugard, who made himself famous as governor of Nigeria. Sir Frederick receives a salary of \$40,000 a year, and has a cabinet and a legislative council to help him, two of whom are Chinese.

How Hongkong Looks.

But let us take a look at the human side of the island. This little block of land is surrounded by water. It is only a hill of basalt, schist and granite washed by the sea. If a giant could stand it on its nose it might be whirled around like a top. The base is so small that a railroad train could run around it in less than an hour, and it ends in a peak 1,500 feet high. This

island lies close to the mainland, and with the peninsula of Kowloon it has a harbor of ten square miles, filled with shipping and craft of all kinds. The boat population numbers 40,000, and you come to the island through a swarm of sampans, worked by women, who stand up and skull their boats much like the gondoliers of Venice. Some of them have babies fastened to their backs, and the little ones hob up and down as their mothers bend to their oars. The babies are held on by squares of cloth tied on by straps around the waists and necks of the mothers. The bare legs of the little ones stick out in front.

City of Pigeon Holes.

Coming into Hongkong the mountainous island towers high above you, the upward slopes covered with green. The shores are lined with buildings five or six stories high, with galleries running along their fronts story above story. These galleries are divided into sections, and the shores seem to be walled with white pigeon-holes rising from the edge of the water. At the foot are the warehouses and exporting establishments, which take care of the shipping. Above them are offices and mercantile parts of the city, and still further back, climbing the hill, the many white, cream and rose colored pigeon-holed structures which form the residences. The buildings are now being built on that part of the island a distance of a thousand feet or more at an angle of almost 45 degrees. Streets have been cut out around the hill, making the whole a series of terraces, and these are bisected at right angles by other highways and by a cog railroad which leads to the hotels on the peak.

The business parts of Hongkong would be fine anywhere. The Hongkong club cost \$50,000, and the Hongkong and Shanghai bank has as fine offices as any financial institution of the United States. A new postoffice is now going up, and there are great buildings rising on that part of the harbor which has been reclaimed from the sea. The material is granite and the mortar is carried to the masons by women who are paid about 10 cents a day. Brick and stone and all sorts of building materials are freighted about in the same way. Each woman has on her shoulders a pole with a basket fastened to either end of it, and the baskets are filled with bricks or stones. A good lusty girl will carry 100 pounds at one load, and bare-armed and bare-legged she grunts as she toils her way up the hill. There are children carrying smaller burdens who do similar work and who are still more meagrely paid.

Chinese Cheap Labor.

Indeed, everything is cheap in Hongkong. The city is governed by the British and public transportation is regulated by law. The town is so steep that it is almost impossible to get about except in chairs or jinrikishas. The jinrikisha

are baby carriages on wheels, with bare-legged, bare-headed coolies as horses. They will carry you anywhere in Hongkong for about 3 cents of our money a trip, and for 10 cents they will go on the trot for an hour. You may hire one for a half day for a quarter, and twelve hours for a dollar in silver, which means about 25 cents gold. Some of the streets are so steep that the jinrikishas cannot go up them. In some places sedan chairs, carried on the shoulders of the men, are for hire. The Hongkong chair of this kind is made of wicker. It is a box with a chair inside it, and a soft wicker back, against which one leans as he rides. It has rings for the elbows, and its elastic poles about as big around as your wrist and eighteen feet long are fastened. Inside the poles, in front and behind, stand the two bearers, bare-headed, yellow-skinned coolies with their pig-tails tied around their heads. They rest the two poles on their shoulders and trot along single file. The passengers are often heavy Britishers or fleshy Chinese, and the poles rub the skin of the shoulders, or make it callous so that it grows as thick as your heel. The usual rate for these chairs is about 4 cents a trip, and I can ride about all day in one for 10 cents an hour. The men are anxious to work, and when I raise my hand three or four sets of bearers come up on the trot and fight for my custom.

Hongkong at Night.

I took a tramp about Hongkong last night to see how the city looks after dark. It is not as wide open as Chicago, New York, Paris or London, although I am told that all sorts of wickedness goes on in the narrow alleys which climb up the hills. Last night everything was quiet. The great buildings were as dark as a pocket, and the pigeon-hole balconies appeared to be dead eyes in the rays of the electric lamps. A gloom covered the mountain back of the town, the green woods turning to blue in the darkness and the clouds which shined like stars below the clouds which enveloped the peak.

I walked along Queen's road to the Clock Tower and stopped there under the electric

light to watch the night crowd as it passed. It was a cosmopolitan one such as you will see nowhere except in Hongkong. There were red-turbaned, black-bearded Sikh policemen guarding the traffic, British soldiers in uniform who belong to the garrison, and sailors in different dress of a half-dozen nations. The navies of the world come to Hongkong and their cadets and marines moved along here and there on the streets. There were many East Indians clad in their calicoes, brown-skinned Malays from the Philippines and Borneo, Japanese just off the vessels, and Europeans from all parts of the west. Sampan men in wide calico trousers and cotton chemises moved along here and there on bare feet, and rich Chinese merchants took up the greater part of the sidewalk with their silk gowns and cloth boots. The mid-streets were filled with coolies, and over the roadway passed an endless procession of rickshas and chairs. One long line of the latter was filled with English young men and women going to a dance of the Centipede club. This club has fifty members, and hence 100 legs all of which delight to trip along in the bare dance and waltzes. Then there were also Parsee girls with white shawls over their faces, riding about with their lovers, and black-skinned Kungis clad in white cotton. By and by it began to rain and the water came down in sheets. It drenched the Sampan girls so that their chemises clung to their skins, outlining their persons. The sailors ran for shelter and the street policemen put on raincoats and caps over their turbans. The ricksha men and chair-bearers dragged out coats of palm leaves and covered their heads with hats of rattan as big as umbrellas. The latter were painted bright blue, the palm leaves looked like feathers, and as they trotted along inside the shafts they seemed to be yellow-legged birds with blue topknots harnessed to the chairs and carriages.

Shopping in Hongkong.

This is a good place to shop. The travel is so great that curio dealers and other merchants from all over the east have opened stores here and they offer the most

beautiful goods of the orient. There are many East Indians who sell embroideries, silver and carpets, and Chinese who display all the wealth of Canton. The silverware is beautiful and cheap. It is made of coin silver and is decorated with dragons and other exquisite carvings. I bought a solid tea set the other day the metal of which alone weighed 450, that many coins being placed in one bowl of the teacup, while the pitcher, sugar bowl and teapot were on the other. The price of the set was \$100 in silver, the extra 50 representing the workmanship. Fifty dollars in silver is less than \$25 gold, and out of that came the profit of the dealer and the wages of the artist, who had spent a month or more in the carving. The same tea set would sell for twice as much in the United States.

Among the other beautiful things sold here are blackwood furniture, richly carved; ladies' dresses of grass cloth, decorated with the most exquisite embroidery; chairs and sofas of wicker work covered with linen fiber, as well as rare porcelain and bamboo ware. Table linens are especially cheap, and embroidered centerpieces and doilies of grass cloth are not at all costly. Much fine jewelry is sold, including some set with pearls and precious stones. Articles in jade are a specialty of China, and the best of them bring high prices. All gold jewelry is made twenty-two or more carats fine. It is so soft that it wears away easily, but it is always worth its weight in gold.

Cloaks of Peking.

Embroidered coats, like those used for opera cloaks at home, are sold here, but the best place to buy such things is in Peking, and that from the palaces. The supplies furnished free to the imperial family and court are enormous, and the eunuchs sell the surplus to merchants and peddlars, so that one has a chance now and then to buy for a song a cloak which has been worn by a princess. Such garments are brought in bales to the foreign hotels of Peking and displayed there for sale. Some of the coats may be a bit soiled, but many are new, and there are

chances for big bargains. The same is true of furs of all kinds, from sables to squirrel, the prices in most cases being far below those of the United States. This is especially true at the present time, on account of the deaths in the imperial family, by which the officials have had to dispense with the wearing of all furs not of the white or mourning color.

Hongkong Sports.

I happen to be here at the time of the races. The chief stores and business offices are all closed, and the banks have not been opened for three days. There is no chance to get money on saints' days, race days or any other holidays. When there is a cricket or foot ball match every financial institution shuts its doors and the clerks go out to play or look on. These Britishers of the far east are fond of amusements, and they believe in the college boy's motto:

"When fun and duty clash, let duty go to smash."

They have their clubs at every port. I found them in all the leading Japanese cities, and also in Tientsin, Peking and at the other places in China where foreigners stay. Shanghai is a city of clubs, and its British and German club houses are among the finest of the far east. The races of that place are national events which bring crowds from the country about. They are participated in by gentlemen, jockeys who train their own ponies. Hongkong vies with Shanghai as a club center. It has a dozen or more of such institutions. The Hongkong club house is situated down by the sea. It is a magni-

ficent building, which compares well with similar houses in New York and Chicago. The Germans have a club here. The Portuguese meet together in Shelley street, and the Japanese club has a building on the Ice House road. There are a number of recreation clubs. One is made up of the government clerks, another is the Ladies' Tennis club and others are devoted to cricket, foot ball and golf. There are chess clubs, polo clubs and yacht clubs, the latter holding regattas every December. The jockey clubs have their biggest races in February, and in addition to these there are annual athletic meets between the residents and the soldiers of the garrison, as well as swimming matches and boat races. Hongkong has a Philharmonic society and an amateur dramatic club. It has also large Chinese theaters which are open day and night.

Intellectual Center.

Hongkong is psychically alive. It has English and Chinese dailies and weeklies. It has colleges and schools and churches galore. There is an Episcopal cathedral which was built in 1842, a church known as St. Peter's, erected long ago for the seamen at West Point, and Protestant and Roman Catholic churches and chapels. The Catholics have also a cathedral. The Jews have a synagogue, the Mohammedans have two mosques and the Sikhs a temple, where they worship their gods. There are also convents, orphanages and founding asylums, as well as hospitals and other charitable institutions of various kinds. Altogether, the town is alive.

FRANK G. CARPENTER.

Quaint Features of Life

Switching the School.

PRINCIPAL W. D. HATHAWAY of the Clark school, Seventh ward, Washington, Pa., is believed to be the champion waltzer of the world. His record: Boys trounced, 100; boys untrounced, one; time consumed, two hours and thirty minutes; switches worn out, twenty-two.

All that prevented Principal Hathaway from having a clear record, so to speak, was the fact that when he reached the one hundred and first subject of the trouncing he was almost tuckered out, and the subject, a 11-year-old husky, in a fit of playfulness, threw the principal gently on the floor and sat upon him.

Early in the week Principal Hathaway notified the pupils there must be no more snowballing on the school premises. When the order was disregarded he supplied himself with a bundle of switches and assembled the snowballers, and the greatest ex-

hibition of switch wielding in the history of corporal punishment was on.

Some of the boys were inclined to take the matter as a joke, but when Principal Hathaway's switches cleaved the air, especially in the earlier minutes of his record-breaking job, the amusement in the situation diminished with each succeeding cleave.

This Beats 'Em All.

Josiah Brown, a farmer a mile north of Chinchilla, Pa., relates a peculiar experience. Mr. Brown owned a cow with a spotted calf. The calf was so peculiarly marked that Mrs. Brown asked for the skin to be made into a rug. Mr. Brown complied with her request and the calfskin rug was placed in front of the fireplace.

A few nights afterward the cow became melancholy at the continued absence of her calf and broke out of the barn in search for her lost offspring. She wandered up the front walk and saw, through the window, the skin of her calf lying in front of the fireplace.

She quietly unfastened the door with her horns and in the morning Mrs. Brown found her lying beside the rug in the front parlor.

And the Dog Came Back.

Dandy, a Newfoundland dog belonging to National Wicketon of Clinton, N. J., returned to his master today a wallet containing \$107 and valuable papers that had been stolen from Wheeler's bedroom ten days ago. The wallet had not been opened. It was believed the wallet had been stolen by a sneak thief. Mr. Wheeler says he now thinks that Dandy stole it for spite, having recovered a beating about the time the wallet disappeared.

"This morning I played with Dandy quite a little," said Mr. Wheeler today, "and I remarked: 'If you had been around, Dandy, the thief would not have got my wallet, would he?' Almost instantly the dog ran out of the house and in about an hour he returned and placed the wallet at my feet."

Battle with Quicksands.

But for the skillful use of a lariat by Deputy Sheriff Tremble of San Bernardino, Cal., Thomas Peppin, his wife and three children would be lying dead under the quicksands of the Meadow valley wash. The Peppins in driving to their ranch attempted to ford a harmless-looking stream. In a moment, the two horses drawing the vehicle were caught in the drift of quicksands. The struggling beasts were quickly swallowed, and the wagon and its human occupants were following rapidly, when Tremble rode up.

He uncoiled his lasso, threw it to Peppin, who fastened the rope about his wife's waist. She was drawn to safety and the others quickly followed.

Peppin was the last to leave, and as he jumped from the seat of the vehicle it disappeared beneath the sands.

VIEW OF THE BANQUET HALL.

FLASH-LIGHT PHOTOGRAPHS, MADE AT FOUNDERS DAY BANQUET BY CREIGHTON FACULTY AND ALUMNI AT ROME HOTEL ON MONDAY, FEB. 7, 1910.

SPEAKERS TABLE...

