

MISSIONARIES BATTLE ANTI-WEST MOVEMENT

(Continued from page 22)

Chinese and French and the little fellow was lost in such strange surroundings. The rest of us went to a hotel conducted by the Lutheran Mission where we were very comfortable.

On Tuesday, January 5, the rash had disappeared and the steamship company allowed us to go on board the "S. S. Shiangtan" providing we would promise to keep him isolated in his cabin for another four days. Accordingly we left Hankow at 10 p. m. on January 5. The country through which we passed was very much like that below Hankow, low and flat with huge dykes built along either bank to protect the farming lands during high water. Again our progress was very slow as it was difficult to find the channel owing to the continual shifting of the sand and mud. At one point there were four large steamers aground.

Fine Agricultural Country

In making the journey up the river to Ichang a thousand miles from Shanghai one is impressed with the wonderful agricultural possibilities and resources of China, for this great Yangtse river valley is very fertile and lies far enough south that they can raise several crops each year. With the introduction of scientific methods, proper selection of seed, better machinery and improved transportation this will become a region of tremendous wealth.

On arriving in Ichang on Sunday afternoon, January 10, we were surprised to find the harbor full of steamers. These carried flags of all nations and the stars and stripes were more numerous than any other. Friends told us that during the high water of the summer there were more than fifty steamers plying between Ichang and Chungking. What a development! Only in 1917 when returning from our first furlough it was necessary for us to make the trip by houseboats requiring over a month to reach Chungking. Now the trip is made in three days.

We were met in Ichang by Mr. H. J. Squire, an old friend of the China Inland Mission, who invited us to stay at his home. He had booked us on the "S. I. Ping," one of the safest boats on the upper Yangtse, as it had a very shallow draft and unusually powerful engines. Unfortunately we had to wait in Ichang five days for this boat.

The trip from Ichang to Chungking was full of interest, as usual. The character of the country changes, being very mountainous all the way, and we pass through the marvelous gorges of the upper Yangtse where there are precipitous cliffs towering several thousand feet above the surface of the river. Here it is also where there are several powerful rapids, rushing and

roaring torrents of water, where most of the steamers this time of the year find it necessary to put out steel hausers and heave themselves up. We did not have to do this as our boat was only 200 feet long and her engines were capable of developing 25,000 horse power. It took us, however, thirty minutes to steam through the Shin Tan rapid and at times the boat seemed to stand still making no progress at all. This gives one an idea of the mighty power of such a stream.

We had splendid accommodations, large rooms with Simmon's beds, and with private bath attached. Think of

traveling in such comfort in the midst of a country like China where your environment is like that of Europe in the Middle Ages! The accommodation is excellent but think of paying \$135 to travel 500 miles. It cost as much for four of us to travel from Shanghai to Chungking as it did for the whole family of six to go from Chicago to the coast.

There was plenty of deck space, but unfortunately this was taken up by fifty tons of mail so that we had only a little space at the stern of the vessel. The boat was registered to carry two hundred and fifty tons of cargo, but be-

fore we left we discovered that she had much more than this. The captain tried to get part of this removed but failed. This made the trip most dangerous as the water was very low, the rapids most powerful this time of year and there was danger of striking submerged rocks when so heavily loaded. The trouble was that there were fifty tons of what we call "pigeon cargo," that is smuggled goods.

(Since writing this the "S. S. Iping" hit a rock on the trip from Chungking to Ichang but the Captain succeeded in beaching the vessel.)

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NEWS NOTES

About the North Shore Line

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Milwaukee, Wisconsin

Week of April 26, 1926

Chicago, Illinois

JUST an example of how we are constantly at work to keep our roadbed at high efficiency: 34,073 ties, costing \$1.80 each, were renewed in 1925; 7,178 tons of 100-pound rail were laid; and 30,902 rail anchors were installed.



HOW far do you suppose the rolling stock of the North Shore Line travels in a single year? Last year, North Shore Line trains operated nearly 11 million car miles—10,989,774 miles to be exact, the equivalent of 440 times around the world, and an increase of 1,107,975 car miles over the previous year. This tremendous mileage emphasizes the vast number of trains we operate to maintain the North Shore Line standard of fast, frequent service.



AN 18-day, 1800-mile trip in a chartered North Shore Line motor coach was made recently by the Chicago Y. M. C. A. College Glee Club. There were stop-overs for programs in 15 leading cities of 5 states. "We are thoroughly sold on motor coach transportation," writes George W. Campbell, Director, "and certainly the North Shore Line knows how to deliver the service."



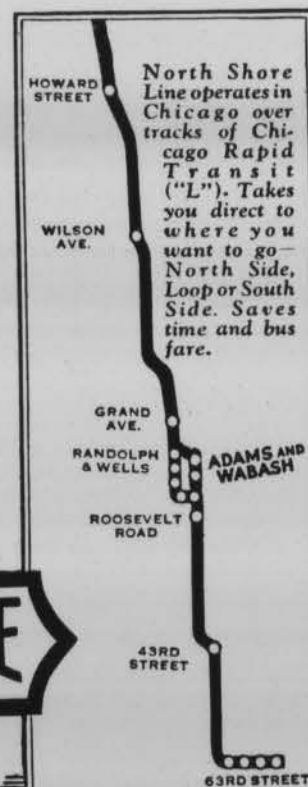
A BUSINESS man living in Lake Bluff has eaten dinner on North Shore Line dining cars five nights a week for the last two years. That speaks for the excellence of North Shore Line food!



DID you know that parlor-observation car comfort may be enjoyed on North Shore Line Limited trains for only 50c above the regular fare? A number of our Limited trains carry parlor-observation cars every day.

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See how automobiles are made! Spend an interesting day in the great motor car factories at Kenosha. Visitors are welcome. Kenosha has 100 factories making a variety of products from hosiery to metal beds. It's an education to visit these great industries. From Kenosha you can take a glorious ride through the country on one of the North Shore Line motor coaches operating regularly from Kenosha to Lake Geneva.



Do you know that you can own a HART OIL BURNER as low as \$50.00 down and about \$25.00 per month?

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