

THE COWHIDE RAFTS ON THE YELLOW RIVER IN CHINA

Peiping—With the arrival of spring in China this year, the curious cowhide rafts once more make their appearance on the Yellow River, as they have done here each May and October for 40 centuries.

There are only two seasons of the year when these rafts can be floated on the Yellow River. The first occurs soon after the spring thaw, while the other takes place in late autumn.

In the vast Suiyuan plain, where no hill obstructs the view for miles it is a unique sight to watch flotillas of these rafts plying down the broad river. The journey down the river from Lanchow, Kansu province, to Paotouchen takes about a month's time. Paotouchen is the chief port of destination for these rafts.

As may be seen from the picture, each bundle easily suggests the cattle minus its head and limbs. Two hundred to 800 hides are used to make up each raft. They are stuffed with wool, camel's hair and so forth and tied together securely for transport purposes.

Sheepskin rafts, though less common also are used. As in the case of cowhides, the skin is turned inside-out. The bladder and other air-tight bags are inflated and hundreds are attached to each raft to get sufficient floating power, for the cargo of hair and hides is very heavy.

The raftsmen on these river trips almost entirely are Lamas, Buddhist priests who twice a year undertake trading voyages. At Paotouchen, the rafts are taken completely apart and the hides and contents are sold together.

In some parts of China the postal administration also takes advantage of the hides. Piskins are utilized as waterproof mail pouches and are floated down the rivers to destinations which are practically impossible to reach.

As channels of communication with Tibet, the camel caravans offer an interesting contrast to the cowhide and sheepskin rafts of the Yellow River. While wool and bristles are carried on the skin rafts, the caravans are employed chiefly to carry cereals.

Cereals are carried on the rafts, however, but usually in flat boats that are practically not more than picking boxes without covers. When the harvest is over in the autumn, such boats float down the river a dozen at a time. They are so fragile that they never make more than one trip, for at the end of each voyage these flimsy packing cases are no longer sea worthy.

As is well known, millions of Chinese spend practically their entire lives afloat on junks and rafts. Of course their boats are much more substantial than these skin rafts and packing cases and, despite the com-

petition offered by the modern steam boats, these old-fashioned, picturesque junks still hold their own in China Seas.

When steam vessels and motor launches were introduced into this country half a century ago, it was prophesied that the junk would become obsolete in a decade, so clumsy did it appear in contrast. Nevertheless in all the big port cities on the China coast such as Shanghai, Tientsin, Chefoo, and Dairen, special wharfs still have to be provided for the junks. The main docks are reserved for the steamers, but thousands of junks are also put into harbor there.

The chief cargo of these native boats is cereals, and it is estimated that they carry several million dollars worth of such food products annually. Only on long sea voyages does the modern oil burner displace the ancient Chinese junk, and this is because the new boats are quicker.

So recently as 1922, Captain Ward proved the sea-worthiness of a junk by taking a fishing vessel, weighing about 25 tons and measuring about 70 feet, across the Pacific Ocean from China to Vancouver.

A STRAY IN A BROADWAY JAM

(New York Sun)

Teetering on the arc of the curbstone at the southwestern corner of Broadway and Forty-fifth street was a gaunt figure in blazing western clothes, complete with two gallon hat.

The one man in all the herd that suddenly poked itself together as the traffic lights changed believes there is something about him he couldn't throw off if he wanted to. He was the one man the Westerner plucked by the sleeve.

"Scuse me, stranger," said the six and a half feet of man beneath the two-gallon hat. "Do you live here?"

"Yes," said the man, already late for an appointment.

"Well, I want you to tell me how to get to my hotel, an' I also want to tell you I don't like your town. I'm from Santone, Texas, and—"

The "stranger" who lives here quickly ascertained the name of the cowboy's hotel, directed him to it in language he knew the lost cowboy would understand, and longing to go with him and talk about Santone and folks he knew both of them must know—to say nothing of a painful catch in his conscience—hurried on to his appointment. He was far too late already to confess that he also was from Santone.

DRUGS PRODUCING HYPNOSIS IN OPERATIONS DESCRIBED

Indianapolis, Ind., March 31—Drugs producing hypnotic sleep as a substitute for anaesthetics in operations were described to the American Chemical Society yesterday.

The chemists were informed of more than 1,000 successful operations already performed in this sleep. The hypnosis still is quite limited, but there is hope of a sleep deep enough for any kind of operation.

The prospects in this pioneer field were reported in a paper by Dr. H. A. Shonle, of Indianapolis, released by the Chemical Society as part of its general scientific program.

Drugs Now Used

The drug now used is a combination of acids related to banana oil, grain alcohol and barbituric acid, a synthetic substance not translatable into any familiar terms. The alcohols, said Dr. Shonle, are the simplest hypnotics but of little or no clinical value and must be given in doses many times greater than barbituric acids.

Making the sleep drug is like arranging bricks in a house. Many different patterns can be made with the same bricks. For the hypnotic drug the "bricks" are atoms of carbon,

hydrogen, oxygen, nitrogen and some times sulphur. The hypnotic effect depends largely upon the pattern, or structure in which these atoms are hooked together by chemical processes.

"From data available," said Dr. Shonle, "it is possible to predict the effectiveness and the duration of hypnosis which have not yet been synthesized. New advances in anaesthesia seem possible through the use of the amyl ethyl barbituric acids and nitrous oxide. Nausea is eliminated, greater comfort is afforded the patient and far less mental distress is observed.

"The first American-made hypnotic extensively tested for use in producing partial and total anaesthesia was the sodium salt or iso amyl barbituric acid."

This preparation he said is widely used for pre-anaesthesia. By use of it the patient goes into a quiet sleep in his room and after the operation awakens again from sleep back in his own bed. But meanwhile, in most cases some other anaesthetic has been used during the actual operation.

There is hope, he added, of finding a hypnotic drug producing a sleep in which no anaesthetic will be needed.

MANAGUA, THE CAPITAL OF NICARAGUA, ALWAYS LIVED IN THE FEAR OF DESTRUCTION

(The New York Sun)

The natives of Managua, frequently shaken by small earth tremors which they have come to accept as part of life, keep always a fearful eye on the great volcano, Momotombo, on the shores of the lake.

Tourists who go inland to the capital from the seaport of Corinto, sometimes are treated to the sight of clouds of smoke issuing from the crater of the the lofty peak. The natives are happy when the Momotombo is smoking however. It is only when it doesn't over a long period of time, that they say the volcano is storing up a large amount of wrath which may come out all at once in an earthquake.

Managua is one of the stateliest of Nicaragua's cities if one of the least importance, saving that it is the capital. It is the second largest city, with a population of 45,000, and is the center of the coffee region. It is eighty-seven miles by railroad from the port of Corinto.

The headquarters of the United States Marines has been in Managua since the intervention several years ago, and before the withdrawal of the troops began last fall several thousand leathernecks were stationed there at intervals. Marine officers who have been winding up the affairs of the occupation and of the supervised election last fall are still stationed in the capital.

City Flooded in 1876

Managua became the capital of Nicaragua in 1855, being settled upon as a location of the seat of government to settle a long and bitter feud between the rival cities of Leon and Granada. The city was almost completely destroyed by a great inundation in 1876, caused, it has been said, by a tidal wave on Lake Managua which followed an earth disturbance followed by the devilry of old Momotombo.

After its destruction Managua was completely rebuilt as a capital, not as a commercial center, and as an attraction of both natives and tourists. On the shores of its beautiful lake, thirty-six miles long and from ten to fifteen miles wide, rose the mansions villas and summer residences of the wealthy, and resorts and playgrounds for the mass of people. Pleasure and commercial steamers ply the waters of the lake.

The buildings of greatest importance are the Presidential palace and the National palace, seats of the chief executive and the governing houses and the cathedral. The cathedral and national palaces are of old construction in red sandstone, while the Presidential palace is of more recent construction of stone and concrete—theoretically a "quakeproof" construction.

Most of the business houses and residences are of two and three story

stone and stucco construction, with inner patios and gardens. Almost all of them have red tiled roofs of the old Spanish colonial type. In recent years an effort has been made to encourage "quake proof" construction of reinforced concrete, and to replace the picturesque old tiled roofs with roofs of tin—the tiles having a way of coming down into the street to crack the skulls of passersby during the seismic disturbances.

GRAND OPERA T TO BE HEARD OVER CFNB

Montreal, April, 4—Grand Opera sung by some of the favorite stars of the day and transmitted from the stage over a transcontinental network will provide a radio programme of unique interest for the Canadian Pacific Railway's hour of music, from 10 to 11 p. m. E. S. T. Friday evening April 10th. The French-Italian Opera Company consisting of a hundred artists supported by a symphony orchestra will render the third and fourth acts of Massenet's tuneful opera "Manon" at His Majesty's Theatre, Montreal with Carlotta King as prima donna in the role of Manon, Pierre Scojan, an opera star from Paris, as the leading tenor in the role of the Chevalier des Grieux, Alfred Valenti, the celebrated basso, as the Count des Grieux, Lionel Daunais, the brilliant young French-Canadian baritone, as Lescaut, and Constante Servini as the roue Guillot Morfontain. The presentation of the opera is under the direction of Maestro Jacques Sammossoud. The third act represents first the gay promenade on a fete day in Paris, followed by a scene in the seminary at St. Sulpice, while the fourth act includes the highly dramatic scene in a gambling house where Des Grieux is accused of cheating and he and Manon are arrested. Some of the arias, duets and choruses in this celebrated opera will be heard and the radio audience will certainly enjoy an unusually rich and varied feast of entertainment.

Gandhi naked, with full-robed thousands bowing before him—that was the picture. Gandhi, the greatest showman of the age.

Most girls use a terrible amount of paint and powder, but of course they know their faces better than we do. Maybe they're right in hiding them that way.

Some of us can remember, in the days prior to Amos and Andy, when the children's bedtime was figured by the clock.

CITY GARAGES AND SERVICE STATIONS

GARVIE & VANBUSKIRK, LTD.

279-281 QUEEN STREET

SALES AND SERVICE

PACKARD—GRAHAM PAIGE

Gas, Oil, Accessories and Tires. Repairing

BURTT'S "400" GARAGE

WILLIAM C. BURTT, Proprietor

Radio Lining, Overhauling, Washing, Battery Recharging and Charging, Boring and Honing, Tires and Tubes, Accessories, Greases and Oils, Gasoline, Etc., Tire Repairing.

Storage Garage and Service Station, Flat Rate or By the Hour.

PHONE 400. 285 QUEEN ST. and COURT HOUSE SQUARE.

THE CAPITAL GARAGE

QUEEN ST. FREDERICTON, N. B. CAMPBELL ST.
Phone 298-21, Office, 298-41. W. E. VAUGHAN, Proprietor.

Atwater Kent Radio Sets

Agents for HUDSON and ESSEX

Largest System of Painting. Tires and Accessories of All Kinds.
DISTRIBUTORS FOR U. S. L. BATTERIES
Special Attention to Tourist Travel. Open Nights until 10 O'clock
WE OPERATE JACK'S SERVICE STATION.

If You'd Like, We'd Like to Show You the
"CADILLAC", "LA SALLE", "PONTIAC"
and "McLAUGHLIN-BUICK".

GENERAL MOTORS TRUCKS

THE SMITH FOUNDRY CO., LTD.

Fredericton - New Brunswick

SMITH FOUNDRY SERVICE STATION
Corner King and Northumberland Streets
(FORMERLY TIME SERVICE STATION)

Open Day and Night

A Competent Staff in Attendance

Call on us when you want Real Service.

FENETY MOTORS
DODGE BROS. MOTOR CARS
GRAHAM BROS. TRUCKS

DOMINION TIRES—GUARANTEED REPAIRS—QUICK SERVICE
PHILCO DIAMOND GRID BATTERIES

Day Service PHONE 22 Night Service
230 KING STREET

VALLEY MOTOR COMPANY, LTD.

NASH—Sales and Service

Efficient Auto Repairs

DRIVE IN EVERY 500 MILES FOR ALUMITE

TIRES and TUBES

BATTERY SERVICE

28-31 WESTMORLAND STREET

CHEVROLET OLDSMOBILE
OAKLAND
SALES AND SERVICE

Firestone tires, storage batteries and battery service, automobile accessories

J. CLARK & SON

AUTO DEPARTMENT, KING STREET

PHILLIPS & PRINGLE, LTD.

Garage and Service Station, City

Hall Square.

Telephone No. 227.

We Handle the Famous Chrysler and Plymouth Cars.

Particular Attention Given to Tourists.



10¢ a fig

Golden Rod

BRIGHT CHEWING TOBACCO