

Hunan Province, China



Yangtze boatmen Near Hankow, China.

(Prepared by the National Geographic Society, Washington, D. C.)

RECENT revolutionary activities in China have been largely in the province of Hunan. Just south of the Yangtze, and in Changsha, its capital; and have threatened besides the busy life of Hankow, metropolis of Hupien province, on the north bank of the great river. Changsha was captured by the Communist forces and was systematically looted. The resident of Changsha is noted for his self-esteem. He considers himself China's "top-side-man." Capital of a hilly province, one part of which is occupied by a large lake which acts as a reservoir for the Yangtze floods, Changsha maintained its exclusion of the "foreign devil" until the beginning of this century. Recently it has been closely linked with New Haven, Conn., for there is, just outside the rapidly disappearing wall, in which the inhabitants once took great pride, one of the best Christian mission schools in China, which is Yale's contribution to the education of the Chinese who cannot come to America.

In Hunan the necromancer has exerted much power and Changsha was so well protected by the lucky constellation under which it was founded and by the Holy Hill which guards it, that it was thought a profanation for the "foreign devil" to enter. In 1910 there were serious riots, mainly directed against the growing commercial power of foreign firms, but it had, too, its astronomical accompaniments, for it was the approach of Halley's comet which touched off the explosion.

Long before Yale established the "Yale in China" college and hospital in Changsha, the city was closely related to America for it was in the capital of Hunan that many of the firecrackers which formerly announced the Independence day celebration were made. While maintaining its own independence, Changsha furnished the explosives which enabled the American boy to proclaim his "Glorious Fourth."

Much Coal in Hunan.
A large part of Hunan is an unworked field of anthracite and bituminous coal and at Pinghsiang, which is connected with Changsha by railroad, there is one of the mines which furnishes fuel for the great iron works at Hanyang.

Among the great men who have been among Changsha's chief products the most famous was General Tseng Kuo Fan, whose co-operation with "Chinese" Gordon was largely instrumental in putting down the Taiping rebellion. General Tseng was not only a soldier and a statesman, but a literary man as well, and his collected works of 156 books were edited by Li Hung Chang.

Changsha lies on the north-south China railway. Trains compete with the light draft steamers which make the 220-mile trip from Hankow. With about 500,000 inhabitants, it rules in peace time a province of 22,000,000, and is one of the cleanest cities in China.

Many of the streets are long and straight and at one time the city itself was divided between two magistrates. The bazaars are full of life and interest, some of the candies being famous for miles around.

One of the interesting sights of the city is the wheelbarrows that climb stairs. Some distance ahead of the regulation wheel there is another smaller one. In climbing over flagstone steps or bridges, the handles of the wheelbarrow are lowered until the auxiliary wheel rises above the next higher step. Then the wheelbarrow, which often carries three or four hundred pounds, seesaws from wheel to wheel until the next level stretch of flagstones is reached.

The Episcopal mission has a live Boy Scout troop and the visitor who watched tent-pegging, fire rescue, stretcher making and other Boy Scout activities would marvel at China's quick changes. For until after the Boxer trouble, Hunan's capital excluded the dreaded foreigner from its walls whose brick battlements, rising above the site of a former wall constructed in 202 B. C., were themselves built while Shakespeare was alive.

Hankow a Great River Port.
Hankow, about 160 miles north of Changsha, is one of the world's great-

est inland ports. Lying 600 miles up the Yangtze, the city is as important geographically to either of the warring factions as Chicago would be if a civil war were raging in the United States. Hankow has only one railroad, but the rivers and streams of China form commercial arteries from which produce from nine provinces flows into the Hankow markets, while the port is equally important as a distributing point for foreign commerce destined to the Chinese interior.

Hankow occupies the north bank of the Yangtze where the Han pours in its muddy torrent. On the opposite side of the Han lies Hanyang, and across the nearly two-mile-wide Yangtze is Wuchang, a venerable town which was flourishing when Hankow was a fishing hamlet. Both Hanyang and Wuchang now are a part of "Greater Hankow" with more than a million and a half inhabitants.

The Hankow river front is an amazing conglomeration of shipping. There are ungainly junks, but they move about the water in the hands of expert river men as easily as modern vessels in our busy eastern harbors. Some of them, displaying rotten hulks with gaping holes above the water line, cause the traveler to wonder how they stay afloat, while now and then a huge high-pooped craft, adorned with brightly painted carvings and plates that make it look like a floating circus wagon, edges its way slowly shoreward.

Small sampans dart here and there, by the muscle-power of two perching coolies whose families, under matting-covered awnings, fill the air along the shore with the singsong chatter of the Orient. It is estimated that 25,000 native boats ply in and out of Hankow and its sister cities. Meanwhile modern steamboats from lower Yangtze points come and go on schedule.

The walled city in the background, also seethes with commercial activity to the tune of noises that strain the visitor's eardrums. Some of the narrow lanes are paved with flagstones while others are mere ruts. Nevertheless, they are the playgrounds of thousands of children and the busy streets of a city which has been called the "Hub of the Universe."

Business and Noise.

The children yell at play; the vendors cry out their wares; coolies, bearing heavy burdens, warn passersby to dodge their bulky loads; beggars groan and moan; and rickshaw boys, without regard to pedestrians, shout as they hurry their fares through a jumbled mass of humanity. The yells of carriers of wealthy Chinese, as they bear their dignified masters, can be heard above the din, and the traveler wonders if these men are not employed for the strength of their vocal chords.

But this is not all. Along the side lines, the merchants bicker in loud voices with prospective purchasers in front of their shops. The frenzied spirit of bargaining somewhat resembles miniature civil wars.

To the foreigner, the pedestrians in their loose-fitting clothing resemble pajama-clad citizens on parade, but the wearers are by no means ready to retire. Business in Hankow is almost a religion, and nearly every man seen on the street has to do with the enormous amount of commerce that flows through and past the busy port.

If a traveler knows the advertising code in Hankow, he can locate any type of business by reading the shapes and colors of the shop signs which project over the narrow thoroughfares. For instance, gold platers use salmon-colored boards with green characters. Druggists' boards are gilded. Black, gold, red and green are the predominant colors.

Approach the river front, along the Bund, and the scene changes. Here are buildings in Russian, English, German, and French architecture. But Hankow's most amazing spectacle is the panorama of junks of many types, ungainly, but performing like trained seals in the hands of their expert rivermen and thousands of these craft line up for miles on both sides of both rivers. It is estimated that 25,000 of them ply in and out of the three cities.

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—by—

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| | | | | | |
|-----------------------------|-----------|---------------------------|-----------|-----------------------------|-----------|
| 1924 Ford Turing | \$ 15.00 | 1926 Chevrolet Truck open | | 1927 Buick Sedan Standard | |
| 1925 Ford coupe | \$ 40.00 | express | \$ 150.00 | Six | \$ 450.00 |
| 1926 Ford coupe | \$ 50.00 | 1928 Chevrolet Coach | \$ 325.00 | 1929 Whippet Coupe | \$ 290.00 |
| 1929 Ford coupe Run less | | 1928 Chevrolet Sedan | \$ 350.00 | 1927 Whippet Sport Roadster | \$ 150.00 |
| than 6000 mile | \$ 350.00 | 1929 Chevrolet Sedan | \$ 450.00 | | |
| 1929 Ford Roadster 1st | | 2 1929 Chevrolet Coaches | | 1924 Oldsmobile Coupe | \$ 125.00 |
| Tires | \$ 325.00 | each | \$ 390.00 | 1924 Oldsmobile Touring | \$ 50.00 |
| 1926 Chevrolet Touring | \$ 60.00 | 1927 Chevrolet Sedan | \$ 150.00 | 1926 Overland 1/4 Ton Panel | |
| 1929 Model "A" Ford Ton | | 1925 Chevrolet Coupe | \$ 125.00 | body Truck only | \$ 40.00 |
| Truck large steel | | 1927 Chevrolet Roadster | \$ 140.00 | 1929 Stewart Cattle rack | |
| Box | \$ 325.00 | 1924 Chevrolet Roadster | \$ 25.00 | Truck | \$ 150.00 |
| 1927 Chevrolet Coupe | \$ 200.00 | 1926 Essex Coach | \$ 40.00 | 1920 Vim 3 Ton Dump | |
| 2 1926 Chevrolet Sedans | | 1928 Essex Coach | \$ 200.00 | (automatic) Truck | \$ 150.00 |
| each | \$ 150.00 | 1927 Essex Coach | \$ 200.00 | 1927 Pontiac Sport Roadster | \$ 225.00 |
| 1930 Chevrolet Coach 5 wire | | 1925 Buick Sedan Standard | \$ 250.00 | 1926 Oakland Sport Roadster | \$ 200.00 |
| wheels | \$ 500.00 | Six | | | |
| 1927 Chevrolet Touring | \$ 140.00 | 1924 Buick Roadster | \$ 60.00 | | |

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H. L. Piatt, et ux, to H. M. Deitrick, tract in Walker Twp.; \$100.
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Alfred R. Lee, et ux, to James C. Gilliland, et ux, tract in Harris Twp.; \$1.
Alfred Beezer, et ux, to Barbara Anne Fike, tract in Spring Twp.; \$1.
John S. Spearly, et ux, to Paul R. Spearly, et ux, tract in Benner Twp.; \$5,000.
Sophia L. Ayres to Simon Ziff, tract in Phillipsburg; \$1.
Lina Brown, et al, to Edward M. Porter, et ux, tract in Ferguson Twp.; \$500.
Barbara Anne Fike, et bar, to Alfred Beezer, tract in Spring Twp.; \$1.
Mary Jane Gates, et al, to Samuel B. Beyer, et al, tract in Huston Twp.; \$1,600.
J. D. Keller, et ux, to Milo M. Markle, et al, tract in State College; \$1,200.
John P. Smith, et ux, to Henry Kahimus, et ux, tract in Bellefonte; \$1.
John D. Homan, et ux, to Wil-

liam H. Homan, tract in Potter Twp.; \$5,500.
Oscar C. Weaver, et al, to Commonwealth of Pennsylvania, tract in Curtin and Liberty Twp.; \$1887.50.
Edward B. Houser, et ux, to John B. Lambert, tract in Bellefonte; \$1.
Harry A. Rossman, C. O. C., to Robert L. Koch, tract in Ferguson Twp.; \$1,650.
Beyers S. Ripka, et ux, to Emory S. Ripka, et ux, tract in Millheim; \$3,400.
Samuel B. Beyer, et al, to Frank Smith, tract in Huston Twp.; \$500.
Edward McKinney, et al, to Emro Pachipke, et ux, tract in Burnside Twp.; \$1,200.
Kyle B. Stover, Adm., to Joseph Burd, tract in Haines Twp.; \$425.
Harold B. Pierce, et ux, to Beryl B. Womer, tract in State College; \$200.
I. G. Gordon Foster, et al, to Orlando W. Houts, tract in State College; \$2,000.

26,000 LEGALLY KILLED DEER SHOT.

More than 26,000 deer were killed legally in Pennsylvania during the open season which closed December 15, the state game commission announced.
Preliminary reports showed a kill of 20,038 bucks, the second largest in the history of the state, while approximately 6,000 does were killed during a special three day season on antlerless deer in 23 counties.
A kill of 696 bears, also the second largest in the history of the State, was recorded. The wild turkey kill numbered about 3500 falling below the bag of 3,834 last year.
License records were broken by the issuance of 529,571 residents hunters licenses and 6,014 non resident licenses.

AUTO DEATHS ARE GREATEST IN 1930.

Motor Vehicle fatalities in Pennsylvania for 1930 will be slightly greater in number over the 1929 total, a survey by the Travelers' Insurance Company indicated.
The survey showed 1530 deaths from motor accidents reported for the first ten months of this year, a

gain of .86 per cent over the 1929 total for the same period, when the deaths numbered 1517.
The country-wide total will be four per cent greater this year than that of last year, the survey showed. It was estimated that there will be approximately 32,000 deaths from motor accidents in the United States this year, an increase of 1,000 over 1929.

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Condensed Statement

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December 31, 1930

| | |
|------------------------------------|----------------|
| Assets | |
| Time Loans and Investments | \$1,092,944.84 |
| Time Loans on Collateral | 220,736.95 |
| U. S. Bonds Circulation | 100,000.00 |
| Real Estate, Banking House, etc., | 91,135.00 |
| | \$1,504,816.79 |
| Quick Assets | |
| U. S. and other marketable bonds | \$ 834,319.50 |
| Demand Loans | 86,552.00 |
| Cash and Reserve | 246,460.01 |
| | \$1,167,331.51 |
| | \$2,672,148.30 |
| Liabilities | |
| Capital | \$ 200,000.00 |
| Surplus and Profits | 344,288.65 |
| Circulation | 98,200.00 |
| Dividends Unpaid | 10,018.00 |
| Reserve for taxes and depreciation | 13,000.00 |
| Due Federal Reserve Bank | 50,000.00 |
| Deposits | 1,956,641.65 |
| | \$2,672,148.30 |



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