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OF
CHINA



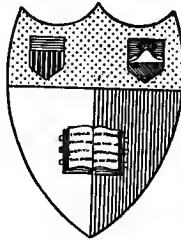
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英 文
中 國 地 理

中 學 校 及 師 範 學 校 用

Commercial Press

GEOGRAPHY OF CHINA

BY

HORATIO B. HAWKINS, M.A.

Formerly Teacher in Kiangsu Provincial College, Soochow

REVISED EDITION

COMMERCIAL PRESS, LIMITED
SHANGHAI

1916

英文中國地理序

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爲民獨詳全國寡時於理乃枯一域日地分各然尤讀者致於得王蘊章

PREFACE

This Geography pays special attention to China's resources and railways, because students, who wish to be useful to their country, may well study facts so important to progress. Care has been taken to show how the improvements in industry can be made to aid national greatness.

As this book describes China for Chinese students, the student's point of view has been remembered. It is hoped the book will help the student in the study of his country and her affairs.

During the three years of preparation, the writer received great help from the experience and observation of his friends in educational work. He keeps in mind the kind and unfailing assistance of Mr. WANG HSIEN-HUA of the China National Institute and of Mr. TSEU YIH-ZAN of the Kiangsu Provincial College. It was through the unwearied labour of Mr. TSEU, that full use was made of Chinese geographical works.

HORATIO B. HAWKINS.

SOOCHOW,

APRIL 25, 1911.

EDITOR'S PREFACE

This book is prepared in response to a demand on the part of Chinese teachers and students for a Geography of China which should meet the present needs of Chinese schools.

On the one hand, our teachers complain that the imported text-books on geography devote too much space to foreign countries and not enough to China, and that the facts they present concerning our country are not infrequently distorted, to say nothing of inaccuracies. Every student should know the leading facts of his own country before he studies the world at large. As its title implies, this book deals with the Geography of China, to be followed by a larger volume, by the same author, on the Geography of the World. The mass of information contained in these books is at once useful and up-to-date.

The students, on the other hand, complain that, as they have not used many English books, they find that texts from abroad often present difficulties in style. To meet this point, we are fortunate in securing the co-operation of the author, who writes very simple and yet clear English, and who takes a most sympathetic interest in the welfare of China. Mr. Hawkins has not only furnished us with the text but has also given us helpful suggestions regarding the make-up of the book.

To make the geography suitable for our students, we have prepared a vocabulary, giving the Chinese equivalents for such new terms as highways of commerce, trade-mart, etc. Every geographical name is given in both English and Chinese, and a list of Anglo-Chinese names is furnished at the back of the book for ready reference. This part of the work was done by Mr. MA SHAO-LIANG, B.A., of St. John's University.

The maps of the provinces and dependencies were prepared especially for this book, based on the Geography of China (in Chinese) by TUNG SHIH HANG. In the spelling of geographic names, the maps and text follow the Postal Guide of the Government Post Office and the China Inland Mission Atlas for the most part. The outline map of China is taken from the Atlas of China by the China Inland Mission, while the railway map is made after the one issued by the Four-nation Loan Syndicate.

CONTENTS

	Page
INTRODUCTION	1
KWANGTUNG	5
KWANGSI	8
YUNNAN	10
KWEICHOW -	13
FUKIEN	15
CHEKIANG	17
KIANGSU	20
ANHWEI -	25
KIANGSI -	27
HUPEH -	29
HUNAN -	33
SZECHWAN -	36
CHIHLI	39
SHANTUNG -	42
HONAN	45
SHANSI -	48
SHENSI -	50
KANSU	52
THE THREE EASTERN PROVINCES	54
FENGTIEN -	55
KIRIN -	58
HEILUNGKIANG	60
MONGOLIA	62
SINKIANG -	66
TIBET	70
RESOURCES -	74
HIGHWAYS OF COMMERCE	81
RAILWAYS	84
ANGLO-CHINESE NOTES	
VOCABULARY	

The Population of China

Until a thorough census of the country is taken, no reliable figures regarding the population of China can be given. The figures below are taken from the Statesman's Year-Book for 1911 and the Customs Reports for 1909.

Figures given in the Statesman's Year-Book.

Chihli	-	-	-	20,937,000
Shantung	-	-	-	38,247,000
Shansi	-	-	-	12,200,456
Honan	-	-	-	35,316,800
Kiangsu	-	-	-	13,980,235
Anhwei	-	-	-	23,670,314
Kiangsi	-	-	-	26,532,125
Chekiang	-	-	-	11,580,692
Fukien	-	-	-	22,876,540
Hupeh	-	-	-	35,280,685
Hunan	-	-	-	22,169,673
Shensi	-	-	-	8,450,182
Kansu	-	-	-	10,385,376
Szechwan	-	-	-	68,724,890
Kwangtung	-	-	-	31,865,251
Kwangsi	-	-	-	5,142,330
Kweichow	-	-	-	7,650,282
Yunnan	-	-	-	12,324,574
Manchuria	-	-	-	16,000,000
Mongolia	-	-	-	2,600,000
Tibet	-	-	-	6,500,000
Sinkiang	-	-	-	1,200,000
Total	-	-	-	<hr/> 433,553,030

Figures accepted by the Maritime Customs.

Manchuria	-				17,000,000
Chihli	-	-	-	-	29,400,000
Shantung	-	-	-	-	38,000,000
Szechwan	-		-	-	79,500,000
Hunan	-	-	-	-	22,000,000
Hupeh	-	-	-	-	34,000,000
Kiangsi	-	-	-	-	24,534,000
Anhwei	-	-	-	-	36,000,000
Kiangsu	-	-	-	-	23,980,000
Chekiang	-	-	-	-	11,800,000
Fukien	-	-	-	-	20,000,000
Kwangtung	-	-	-	-	32,000,000
Kwangsi	-		-	-	8,000,000
Yunnan	-	-	-	-	8,000,000
Other Provinces (Shansi, Shensi, Kansu, Honan, Kweichow)					55,000,000
					<hr/>
				Total	- 439,214,000 .

Geography of China

Area 4,277,170 square miles

Capital, PEKING (北京)

1909 Foreign Trade of China	Hk. taels 780,931,959
,, Exported to Foreign Countries. . . .	,, ,, 350,883,353
,, Imported from Foreign Countries. . . .	,, ,, 430,048,606

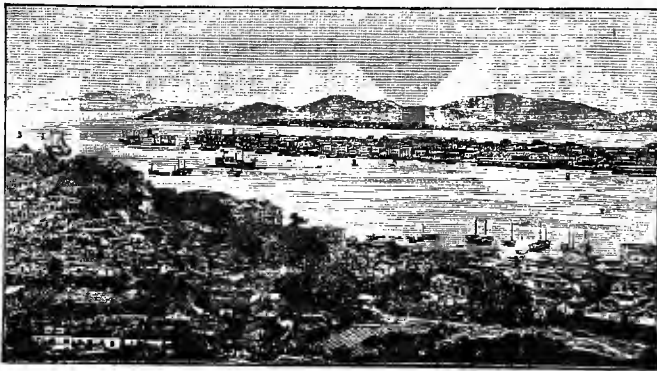
CHINA is the oldest of the world's great countries. No country has more people, and only two (the British and Russian Empires) have more land. The Chinese dominions are larger than the continent of Europe, both in area and population. The abundant *productions* of her fertile plains, her great stores of useful minerals, her forest and animal resources, make China one of the countries richest in *natural wealth*.

Natural Features. China is a country with varied natural features. In Tibet (西藏) she has some of the world's highest mountains and the sources of Asia's longest rivers; in Mongolia (蒙古) and Sinkiang (新疆) she has broad *plateaus*. Manchuria (滿洲) is divided into two rich *river-valleys* with mountain borders, while the Eighteen *Provinces* have some *upland plains* in the west, but *lowland plains* near the mouths of the great rivers.

Mountains. The *frontiers* of China are guarded by long *ranges*, the Altai (阿爾泰山) and the Tien Shan (天山) separating Mongolia from Russian Siberia (西伯利亞); the Himalayas (喜馬拉雅山) keeping apart Tibet and British India (英屬印度). In these Tibetan mountains are high peaks and large *glaciers*. From the Tibetan *system* branches spread over China, making the inland provinces mountainous.

Rivers. The chief rivers of China are the Yangtse *Kiang* (揚子江) and the Hwang Ho (黃河). The Yangtse is a producer of wealth, while the Hwang Ho is a destroyer of prosperity. Both may be made better servants of the country by modern engineering, which will improve them so that they may be more helpful both to commerce and agriculture. The Si Kiang (西江) in the south waters a rich and fertile valley. The Pei Ho (白河), the Sungari (松花江), the Liao (遼河), the Han (漢水), the Siang (湘江), the Min (岷江), the Kan (贛江) are all useful rivers.

Islands. Along the coast of China are many islands, especially in Kwangtung (廣東), Fukien (福建), Chekiang (浙江) and Shantung (山東) Provinces. The largest island is Hainan (海南), off the southern part of Kwangtung, while the most populous is Tsungming (崇明), at the mouth of the Yangtse. Hongkong (香港) is a commercial island city. Chusan (舟山) in Chekiang has great advantages as a *naval base*.



AMOY

Peninsulas. China's greatest peninsula is the mountainous eastern part of Shantung Province. In Fengtien (奉天), the Liaotung (遼東) Peninsula, which has great military importance, has been *leased* to the Japanese. In the south in Kwangtung is the Luichow (雷州) Peninsula.

Lakes. In the Eighteen Provinces, the largest lakes are Tungting Lake (洞庭湖) of Hunan (湖南), Poyang Lake

(鄱陽湖) of Kiangsi (江西) and the Taihu (太湖) between Chekiang and Kiangsu. Among small lakes, Si Hu (西湖) in Chekiang and Erh Hai (洱海) in Yunnan are famous for their beauty. In the *dependencies*, the greatest lake is Ching Hai (青海) or Koko Nor. Tibet has also many beautiful mountain lakes.

Temperature and Rainfall. A country so large as China must have a varied *climate*. On the whole, the Eighteen Provinces enjoy a temperate climate, though part of the far south is semi-tropical. In the *interior* and in the north the summer is warmer and the winter colder than in the eastern and southern coast provinces. The Tibetan Plateau is extremely cold in winter. The rainfall is heaviest in the coast Provinces south of the Yangtse and in the upland provinces of the west and southwest. North China and the dependencies have a dry climate.

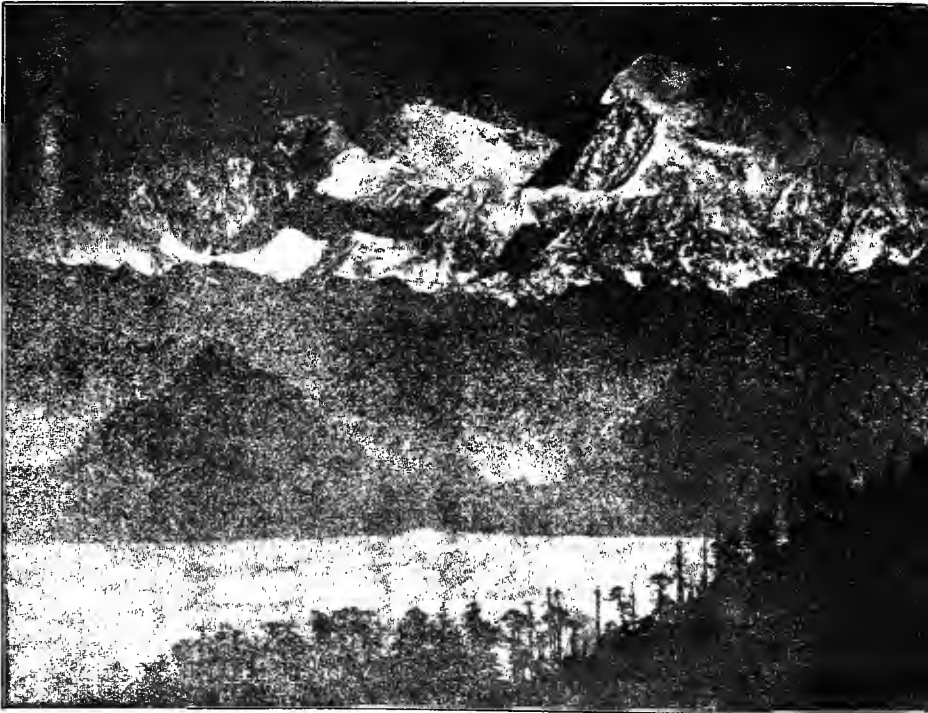
Harbours. China has a long *coast line* with good harbours in every coast province. The best natural harbours are found in Kwangtung, Fukien, Chekiang and Shantung, though in Kiangsu and Chihli (直隸) *river mouths* like those of the Yangtse and Pei Ho have harbours with great commerce. Shanghai (上海) is the *outlet* of Central



CHEFOO

China, and Tientsin (天津) is the outlet of North China. In order to keep their trade, river harbours must have great improvement. These harbours are being made deeper and more suitable for large steamers by the engineers of *river conservancy*. The *inlets* of the sea and *waterways* in many parts of China can be made safer and better by engineering improvements.

Ancient Works of Engineering. In earlier times, China had very skilful engineers. Great examples of ancient engineering, such as the *Great Wall* (萬里長城), the *Grand Canal* (運糧河), the *iron bridges* of Yunnan (雲南), the *stone bridges* of the Yangtse Valley (揚子江流域) and the *irrigation system* of Szechwan, remain to show us how well-understood were some of the needs of the country. The Great Wall is about 1,250 miles long. The Grand Canal connects Tientsin with Hangchow (杭州), crossing the Yangtse Kiang at Chinkiang (鎮江).



THE HIMALAYA MOUNTAINS SEEN NEAR A MOUNTAIN LAKE IN TIBET

KWANGTUNG (廣東省)

Area 100,000 square miles

CAPITAL, CANTON (廣州府)

Kwangtung is the richest province of South China. Kwangtung men, by their energy and enterprise, have gained success in many parts of the world.

The province is *for the most part* hilly. The most fertile region is the valley of the Si Kiang or West River. The *waterways* are passable in many directions. This makes *transportation* very convenient and prosperous. The West River is the *great highway for steamers*.

The coast line of Kwangtung is eight hundred miles long, and has a number of good harbours. There are no less than *eight treaty ports and customs stations*.



A STREET IN CANTON

In the north-east of the Province is a rich plain, whose most important political city is Chaochowfu (潮州府) and whose commercial port is Swatow (Shantao) (汕頭). Swatow has a large coasting trade. Its chief export is sugar.

In the Si Kiang delta are a group of treaty ports,—Canton, Samshui (三水), and Kongmoon (江門). Waichow (惠州), though named in *treaties*, is not yet opened.

These ports trade mainly with Hongkong by river steamers.

Canton or Kwangchowfu is a great *shipping centre*, and should be a great railway centre. It was the first city to have direct trade with Europe (歐羅巴洲), and is to-day the chief commercial outlet for the southern provinces. The city is built in the fertile delta country, at a point where several rivers meet. The city has *inland trade* with Kwangsi (廣西), Hunan and Kiangsi (江西), and exports silk and tea to Hongkong and Europe. The *Yueh-Han Railway* (粵漢鐵路) should make Canton richer, and the *Canton-Kowloon line* (廣九鐵路) will increase Canton's trade with Hongkong. Sunning (新甯縣) has a small railway which is doing well.

Shiuchow (韶州), where roads from Hunan and Kiangsi join, should be an important station on the Yueh-Han Railway.



IN A TEA-HOUSE, CANTON

The southwestern part of the Province is mountainous. Pakhoi (北海), its treaty port, has decreasing trade.

Hainan is a tropical island, a large part of which is *undeveloped*. Its principal city is Kíungchow (瓊州), whose port, Hoihow (海口), has trade with Hongkong and Indo-China (印度支那). Hoihow Harbour is in great need of improvement. The interior of Hainan is wild and high. There are forests on the mountain-sides. If properly developed, Hainan might be as rich as Ceylon (錫蘭島). It has mineral wealth.

In Luichow Peninsula, Kwangchow Bay (廣州灣) and islands were leased to the French as a naval base, but the harbour has proved unsuitable for naval purposes.

Macao (澳門), a Portuguese *settlement* on an island at the mouth of the West River, has a good name for its beautiful situation. Its harbour is shallow, and the trade is small. There is a Chinese customs station at Lappa or Kungpeh (拱北).

Hongkong, a British island, near the mouth of the West River, is one of the world's greatest commercial cities. In some years, more ships come to Hongkong than to any port of Europe. Hongkong flourishes partly because of its good *location* and fine harbour, but more because of the wise *policy* of the English government. There is no tax on trade at Hongkong. On the peninsula opposite the island is Kowloon (九龍) with many great *wharves* and *docks*. Hongkong has an enormous trade with China, which in some years is more than 250,000,000 taels. Hongkong exports to Europe all Chinese products, and imports from abroad whatever China needs. The chief *industries* of Hongkong are *cotton-spinning*, *sugar-refining*, ship-building and repairing, *cement-making* and *flour-milling*. Hongkong is also a *military station* and naval base. Four hundred thousand Chinese people live in Hongkong and share its fortunes. The English wish to make Hongkong a centre of Chinese education.

Kwangtung produces rice, tobacco, sugar, silk, tea, *sandalwood*, medicine, ginger, and many kinds of fruit, such as *lichees*, *pineapples*, and oranges. There are stores of coal and iron, though these are not much developed.

The *seafaring people* of the coasts have a large fishing industry.

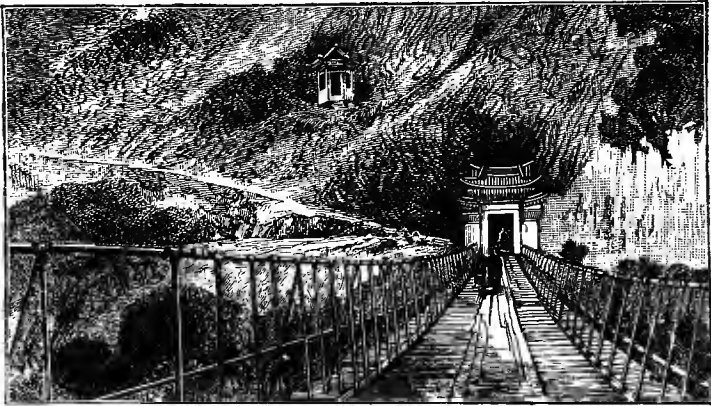
There are important *art industries*, such as *ivory-carving*, *embroidery*, *fine weaving* and *porcelain-decorating*. Silk, *straw-matting*, and cotton cloth are some of the important *manufactures*.

KWANGSI (廣西省)

Area 78,000 square miles

CAPITAL, KWEILIN (桂林府)

Kwangsi is the province of the upper Si Kiang and small steamers may run from Wuchow (梧州府) to Nanningfu (南甯府).



END VIEW, BRIDGE OVER PEPAN KIANG

The trade is mainly by water, and goes mostly to Kwangtung. Kwangsi has mineral wealth, which as yet is undeveloped. The province has been made poor by frequent political troubles.

On the southwest, Kwangsi touches French Indo-China. The treaty port of Lungchow (龍州) is the gate by which trade passes across the border.

Wuchow, the treaty port lying where the West River meets the Kwei River (桂江), is the eastern gate of Kwangsi. Like Hankow (漢口) on the Yangtse, so Wuchow on the Si Kiang is a port where rivers meet, and where goods are changed from small ships to large ones.

The treaty port of Nanningfu is the most important city on the upper West River.

Kweilin, the capital, is in the northeastern part of the province, on the Kwei River. It is an old walled city. The mountain and river scenery are very fine.

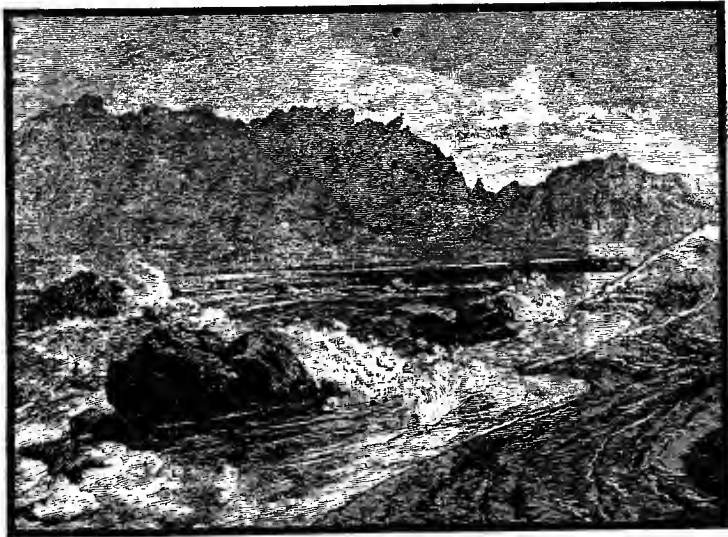
Pinglo (平樂府) is a city in forest country on the Kwei River, half way between Kweilin and Wuchow. Liuchowfu (柳州府) and Kingyüan (慶遠府) are in the mountainous central districts and have forest products.

Sünchowfu (潯州府) is at the meeting place of the Hungshui (紅水河) and the West River.

Kweih sien (貴縣) has mineral wealth, but poor methods prevent proper development.

Poseh (百色), on the Yu Kiang (右江), is a small town where Kwangtung traders pass the gate to Yunnan.

It is planned to build railways which will join this Province to *near-by* lands, and help to open up the mineral wealth of southern China. Kwangsi has mines of gold, silver, and other metals waiting to be developed.



RAPID ON THE WEST RIVER

YUNNAN (雲南省)

Area 145,000 square miles

CAPITAL, YUNNANFU (雲南府)

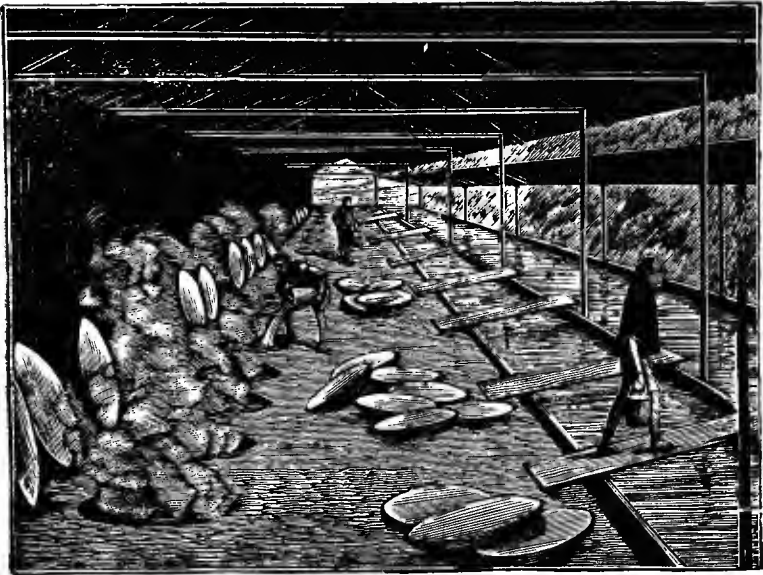
Yunnan, though now one of the poorest provinces, may one day be one of the richest. Yunnan is poor in agriculture, but rich in minerals. Modern railway-building and mining will make her rich and populous as she should be. Modern methods used by engineers, merchants and officials will make Yunnan like a new province.

Yunnan is a *tableland*, much of which is a mile or more above the sea. In this tableland, many of the rivers of south-east Asia flow through narrow and unhealthy valleys till they cross the Chinese frontier. The high mountains lying between



SOME PEOPLE AT TALIFU

these valleys make it very hard to build railways across Yunnan. But the skilful engineers believe that railways may be built almost anywhere, and the minerals of Yunnan will pay for her railways.



SALT WELLS, YUNNAN

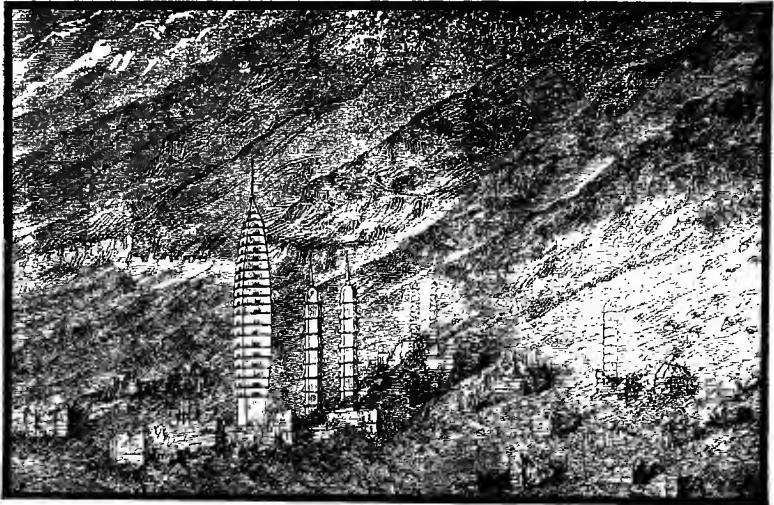
Yunnan produces everything necessary for supporting a large population. Its chief agricultural product has in the past been opium, but the *Government* is now making the farmers plant other crops to take its place. Rice, sugar and tea are raised. The Province produces good fruits and medicines, and has much timber.

The principal minerals are copper, lead, zinc, tin, coal, iron, gold and salt. China has been importing copper for cash from abroad, but by-and-by foreign countries will buy their copper from Yunnan.

The Province has good grass for cattle, and ponies, mules, sheep and pigs are raised extensively. Yunnan ham is famous all over China. When railways are built, Yunnan will supply the outside markets with meat, skins and furs.

Yunnanfu is in the centre of the Province on Yunnan Lake. The French railway now brings it within thirty-six hours of the Tongking (東京即越南) border. The most fertile part of the tableland is near Yunnanfu.

Talifu (大理府) is a beautiful city on the shores of Erh Hai, the mountain lake. Formerly, it was a great city, but now many towns have more people. Talifu has some trade



MOHAMMEDAN PAGODAS AT TALIFU

with Burma (緬甸), by way of Tengyueh (騰越廳) and Bhamo (八莫又名蠻暮).

Tungchwan (東川府) and Chaotung (昭通府) are on the northern road to Szechwan (四川).

Yunnan has three treaty ports,—Mengtsz (蒙自縣), Szemao (思茅廳) and Tengyueh. All three are on the tableland but far away from each other. Mengtsz is on the railway to Indo-China, Szemao on the road to the Laos country (南掌) north of Siam (暹羅), and Tengyueh on the road to Burma. The trade is small, and largely by caravan. The railway is making Mengtsz more important.

The roads over the mountains of Yunnan are so bad, that it takes ten days to go from Yunnanfu to Talifu. It may take almost three months to cross the province from east to west.

KWEICHOW (貴州省)

Area 67,000 square miles

CAPITAL, KWEIYANG (貴陽府)

Kweichow is a poor and mountainous inland province, with a small population. More than half of the people are not Chinese, but are *Miaotze*—wild tribes, who have been conquered by Chinese.

Kweichow is poor because undeveloped. It is not a good province for agriculture. The chief products have been opium and timber. The roads are very bad and the trade is small. Kweichow being an inland province far from the sea, the products go only to near-by provinces, especially Kwangsi and Hunan.

Kweichow is rich in minerals, but these minerals are not properly mined. *Quicksilver*, zinc, lead, *nitre*, sulphur, copper, coal and iron are found.



MIAOTZE

Kweiyang, in the centre of the province, is important as an official city, rather than as a place of trade. It is in the centre of a rich mineral district. The road from Hunan to Yunnan passes through Kweiyang. The city has manufactures of silk, horsehair, and leather. Kweiyang is well guarded by nature, there are narrow passes defending the roads to the city.

The rivers of Kweichow are rapid. The Wu (烏江) flows to the Yangtse; the Yuan (沅江) to Tung Ting Lake (洞庭湖). Two Kweichow rivers form the Hungshui River of Kwangsi.

The Nan Ling Mountains (南嶺山脈) cross Kweichow from Yunnan to Hunan. This ridge is sometimes called Miao Ling (苗嶺), as it is the home of the wild Miao tribes. These mountainous parts of the province are hard to attack, but easy to defend. So the savage tribes do not disappear as they have in some other provinces. Some of the Miaotze are adopting the customs of Chinese civilization, but their wilder tribes live in caves.

The Wu Ling Mountains (武陵山脈) are in the east and north of Kweichow. The mountains of the province have fores as well as mineral wealth.

Tsitsingkwang (七星關) in the west is a gate where the roads from three provinces (Szechwan, Kweichow and Yunnan) meet. It trades with Luchow (瀘州) on the Yangtse.

In the eastern or lower part of the province, a number of towns are located. Among these towns near the places where rivers cross the Hunan border are Szenan (思南府), Tungjen (銅仁府), Szechow (思州府) and Liping (黎平府).

Kweichow has not many farmers and cannot produce enough food for her own needs. She has a good supply of horses, oxen and sheep.

FUKIEN (福建省)

Area 46,300 square miles

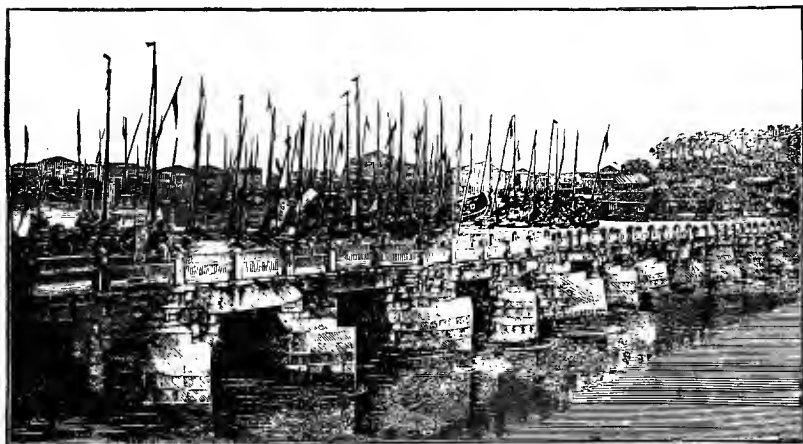
CAPITAL, FOOCHOW (福州府)

Fukien has an irregular coast line, with some good harbours and many small islands. The rivers of Fukien run rapidly from the mountains to the sea, and, excepting a part of the Min River (閩江), are not good for commerce. The people living near the coast are skilful and brave fishers and sailors. A large part of the province is so mountainous that agriculture is difficult.

Fukien is a great tea province. If the tea trade of China were prosperous, Fukien would be rich. But at present the export of tea is falling off, because other parts of the world produce tea without having to pay so much for *freight* and taxes.

Many Fukien men have gone to the countries south of China, and some of them have become very rich.

Fukien produces tea, bamboo, timber, sugar, *shark's fins*, paper, *lacquer*, fruits, salt, woven cloth and *camphor*.



THE BRIDGE OF TEN THOUSAND AGES, FOOCHOW.

Fukien has three treaty ports,—Foochow, Amoy (廈門) and Santuao (三都澳).

Foochow, the capital, is some miles above the mouth of the Min River. Steamers anchor near the *arsenal* at Mamoi or Pagoda Island (馬尾島), on the river a few miles below. The mouth of the river is guarded by forts. Foochow's commerce is not so great as in the time when the tea trade was flourishing.

Amoy is a fine harbour, which formerly had a great trade in tea. It has much steamer trade with Formosa (臺灣) and Hongkong, and *launch* trade with nearby districts. The people of Fukien are building a railway to run inland from Amoy. Santuao is more important for naval than for commercial purposes. Small steamers carry tea to Foochow.

In the time of the *Yuan Dynasty*, Chuanchow (泉州) was a great port, from which ships sailed to all coasts of Asia.



SQUARE PAGODA, FUKIEN

Kienning (建甯) and Yenping (延平) are inland tea-producing districts.

CHEKIANG (浙江省)

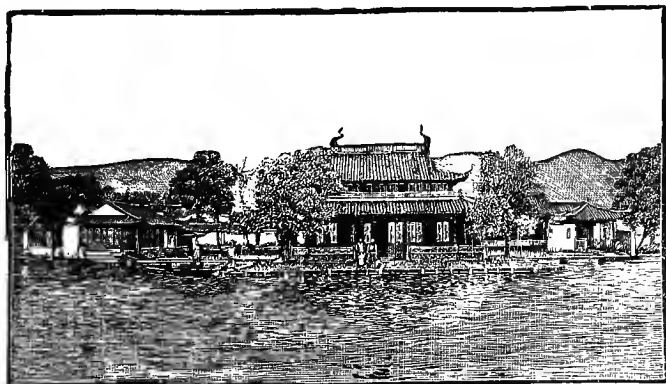
Area 36,700 square miles

CAPITAL, HANGCHOW (杭州府)

Chekiang is a province of wooded hills and fertile valleys. The west and south are mountainous and have not so many people as the richer districts east and north. The inland hills, the many rivers and the island groups on the coast make Chekiang one of the most beautiful provinces.

The Grand Canal passes through the fertile northern plain to Hangchow. Canals and rivers afford a good *water-route* to Shanghai. The Tsien Tang River (錢塘江) drains most of the interior.

Chekiang people are very enterprising and in some ways have set an excellent example to the people of other provinces.



PING HU CHIU YÜEH, WEST LAKE

Though a small province, Chekiang is a great producer. Excellent silk, tea and wine are Chekiang products. Cotton, bamboo, medicine, furniture, rice, fish and varnish are other important articles produced in Chekiang.

The northern part of the province is the more prosperous, because the fertile lands are crossed by canals and rivers, on which many steam launches carry Chekiang products to their markets. The railway from Hangchow to Shanghai also aids the development of the North. Southern Chekiang is in great need of railways to bring inland products to the coast, and promote industry and trade.

The short and rapid rivers could furnish *waterpower* to make Chekiang a great industrial province.

Hangchow, capital and treaty port, is a great city between the beautiful West Lake (西湖) and the *estuary* of the Tsien Tang. Some of the finest scenery and most famous temples in the Empire are near Hangchow. In the Yuan Dynasty, a Western traveller, named Marco Polo, declared that Hangchow was the most splendid of cities. To-day Hangchow is a political, commercial and educational centre.

Ningpo (甯波府) is a treaty port from which steamers run daily to Shanghai. It exports considerable raw cotton, which is afterward sent to Japan. Some of the cotton is woven into cloth at mills in Ningpo and in the country near by. Many Ningpo people live in Shanghai. Furniture manufacturing is an important industry of Ningpo.

In the Yuyao District (餘姚縣), not far from Ningpo, the great statesman, general and teacher, *Wang Yang-ming* (王陽明) was born.



FUKIEN GUILDHALL, NINGPO

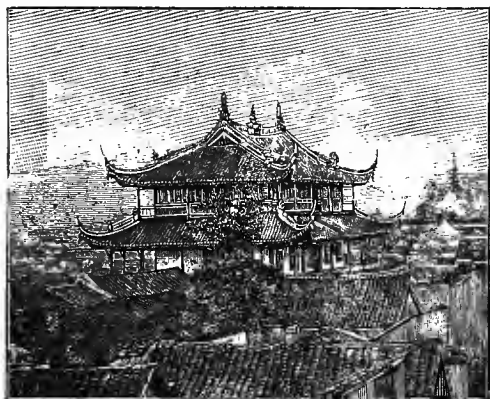
Wenchow (温州府), the third treaty port of Chekiang, has little trade. It exports tea and fruit.

Tinghai (定海廳), on Chusan island (舟山島), is suitable for a naval station.

Sanmen Bay (三門灣) is also well suited for naval purposes.

The beautiful *shrine* of Putu Shan (普陀山), in the islands northeast of the province, is visited by many *pilgrims*.

The orchards of Taichow (台州府), on the east coast, produce *choice* fruits.



PAGODA, SHAOHING

Shaohingfu (紹興府) is an important commercial city on the canal between Hangchow and Ningpo. Its men are known everywhere as good merchants and accountants. It is famous for the production of wine.

Kashing (嘉興府) is a customs station on the canal route and

railway between Hangchow and Shanghai. It is a commercial city, exporting silk, fruit, salt and wood.

Huchow (湖州府), in the northwest of the province, is a few miles south of the Tai Hu. It is a great silk centre. Near Huchow is the wealthy city of Nanzing (南潯).

The rich districts of Hangchow, Huchow and Kashing produce choice tea, fine silk, and much rice.

Kinhwa (金華府) is an inland city, producing tea, varnish and ham.

Travellers come to Haining (海甯州) to see the "bore" or great wave in the estuary of the Tsien Tang.

KIANGSU (江蘇省)

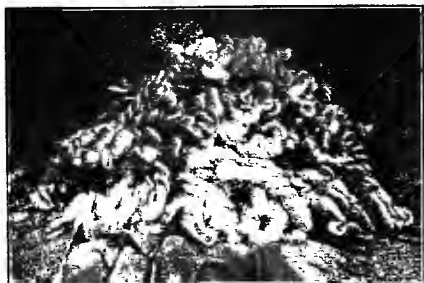
Area 38,600 square miles

CAPITAL OF LIANG-KIANG (兩江),

KIANGNING (江寧 = NANKING 南京)

Kiangsu is not a large province, but it is very rich. It is a fertile plain crossed by the Yangtse from east to west, and by the Grand Canal from north to south. The land has no high ridge, so the waters flow slowly. These waterways are most useful, helping agriculture by irrigation, and commerce by furnishing water-roads.

The province has a number of lakes, the chief of which are Tai Hu in the south and Hungtze Hu (洪澤湖) on the border between Anhwei (安徽省) and Kiangpeh (江北).



RAW SILK

Kiangsu suffered greatly in the Taiping Rebellion, but during the fifty years that have since gone by has recovered its former wealth and population.

South of the Yangtse, the garden plain of Kiangnan (江南) produces great supplies of rice, silk and cotton. The soil is very fertile and is well irrigated by the branches of the Yangtse, the Grand Canal, and the Whangpoo (黃浦). The *Shanghai-Nanking Railway* (滬甯鐵路) runs across this productive belt to the northwest, and the *Shanghai-Hangchow line* (滬杭鐵路) to the southwest.

North of the river are the plains of Kiangpeh. Kiangpeh has many waterways, but they do not help agriculture and commerce so much as those of Kiangnan. The farmers of Kiangpeh raise wheat, rice and cotton.

Kiangsu has four treaty ports,—Nanking, Chinkiang (鎮江府), Soochow and Shanghai. Woosung (吳淞) and Tungchow (通州) are also *trademarts* mentioned in treaties. There is a customs station at Woosung, and Tungchow is a *port of call* for river steamers.



TRAVELLING BY WHEELBARROW

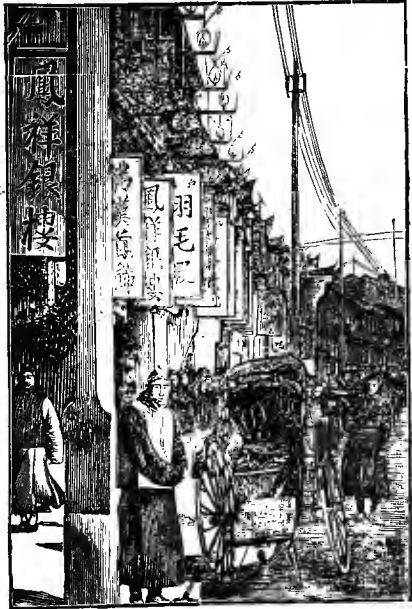
Nanking is a city of great area with long walls and high hills. In earlier dynasties it was the capital of the country. It is a great educational centre with many schools. In or near Nanking are many historic ruins. The first *world's fair* in China was the *Nanyang Industrial Exhibition* held in Nanking in 1910. It showed the resources of the different provinces and the products of Chinese industries. For many years the commerce of Nanking was not very important, but now its *outlook* is much improved. On the river-bank, outside the walls, is Hsiakwan (下關), where the *steamer-landings* and railway station are. Just across the river is Pukow (浦口), where the railway from Tientsin meets the river.

Chinkiang is a city on the south shore of the Yangtse, where it meets the Grand Canal. There is beautiful island and hill scenery near by. *Steam launches* carrying the trade of Kiangpeh connect at Chinkiang with Yangtse steamers. Yangchow (揚州府) is a famous historic city north of the Yangtse opposite Chinkiang. Not far below Chinkiang, well-placed forts guard the river.

Soochow is a rich city in the most fertile part of Kiangsu. It has long been famous for the beauty of its *scenery* and the learning of its scholars. It is situated on the Grand Canal, and has launch trade by waterways leading north, south, east and northwest. Much silk and cotton cloth are woven, both by old

methods and new. *Pagodas, arches, and ruins* are signs of its past glory.

Shanghai is on the Whangpoo River, at the gate of the Yangtse Valley. It is the greatest commercial city of China, and one of the great ports of the world. Great steamers come from Europe and America, from Japan and India to receive the products brought to this city by smaller river and coasting steamships. It is a great industrial centre, with large *silk filatures, cotton mills, flour mills, ship-building works, and tobacco factories*. Its rich banks control a large part of the country's wealth, and provide much of the money in *government loans*. Its trading companies send steamers to river and coast ports, import and store huge quantities of *piec-goods, machinery, railway material, sugar and other*

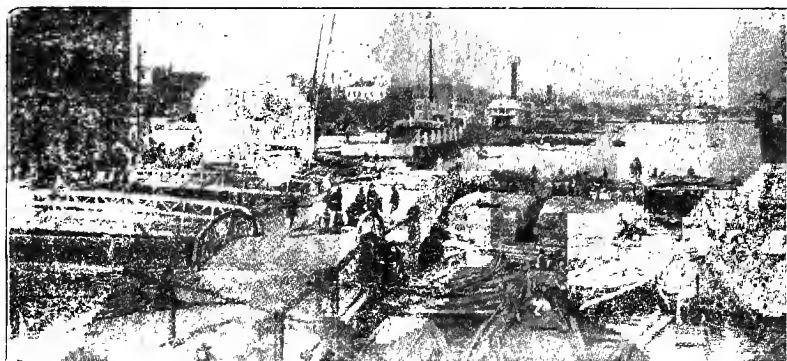


SHOPS ON NANKING ROAD, SHANGHAI

foreign goods, build railways, and send Chinese products to other countries. It is a great literary city. From the presses of Shanghai come newspapers read in all parts of China, and great numbers of books both of old learning and new. It is the home of men from many provinces and many countries.

Politically, Shanghai is divided into four parts—the old city, the *French Concession*, the *International Settlement* and the *Paoshan District* (寶山縣). The oldest part is the walled city. Lately the streets have been made wider and cleaner, and the shops more attractive. At Nantao (南市, 卽南頭), on the river side of the walled city, may be seen numbers of small *junks* which

carry products to and from the Shanghai market. The International or Model Settlement is the business centre of Shanghai. It is very honestly and efficiently governed by a *council* elected by the foreign *taxpayers*. The Council of Shanghai has done specially good work in road-building, bridge-building, and making public gardens. It has a very well-organized police and fire department. There are many steamers at wharves on both sides of the river. The French Concession is much smaller than the International. The French *consul* has much power. The Paoshan District northwest of the Settlement is a newly-built quarter, which is meant to be a new Chinese city.



SCENE ON THE WHANGPOO RIVER, SHANGHAI

The *Kiangnan Arsenal*, south of Shanghai, manufactures arms and ammunition, and builds and repairs ships.

Deep-sea steamers, instead of coming to Shanghai, *unload* their cargoes at Woosung, where the Whangpoo joins the Yangtse.

Shanghai should grow greater as time goes on, for when her railways to Nanking and Hangchow are extended to inland parts of the country, trade and industry will both be more prosperous.

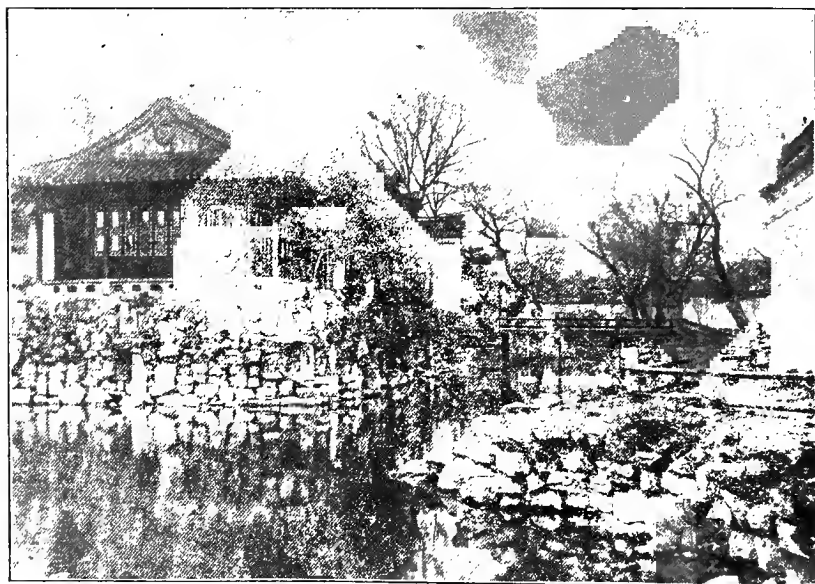
Tungchow, on the north bank of the Yangtse, is becoming a modern industrial city. This is largely due to the enterprise of *Chang Chien* (張謇), a man of great literary learning

who believed he could serve his country well by giving true service to his city. His factories weave silk and cotton cloth, his launch-trains bring products from many parts of Kiangpoh to Tungchow, his schools teach young men practical knowledge.

The fertile country near the mouth of the Yangtse is very densely populated. The island of Tsungming has more than one million people.

Sungkiang (松江府), Wusih (無錫縣), Changchow (常州府), Changshu (常熟縣), Wukiang (吳江縣) and Kunshan (崑山縣) are rich towns on the fertile Kiangnan Plain.

Kiangpoh needs protection against floods and famine. The improvement of rivers and canals and the building of railways would save Kiangpoh from distress. In the northern part of Kiangpoh, the more important cities are Tsingkiangpu (清江浦), Hwaian (淮安府) and Süchowfu (徐州府)



PAVILION OF THE FIVE HUNDRED PHILOSOPHERS, SOOCHOW

ANHWEI (安徽省)

Area 54,800 square miles -

CAPITAL, ANKING (安慶府)

Anhwei is a fertile rice-producing province lying on both sides of the Yangtse River. Many provinces are fed with Anhwei rice. The wealth of Anhwei is principally agricultural, the province producing rice, wheat, tea, *hemp* and cotton.

The northern part of the province is drained by the Hwai River (淮水), whose many branches make trade easy. The



DONKEY AND DRIVER

Hwai, however, is also a source of danger, as sometimes there are disastrous floods. There are many lakes in the north and east of the province.

In the south of Anhwei are large coal deposits. When the Anhwei railway is built from Wuhu (蕪湖縣) on the river to Kwangtehchow (廣德州) in the mountains, Anhwei will be richer.

The railway from Tientsin to Pukow runs for a short way through northeastern Anhwei. It will help to bring the products of northern Anhwei to river and sea.

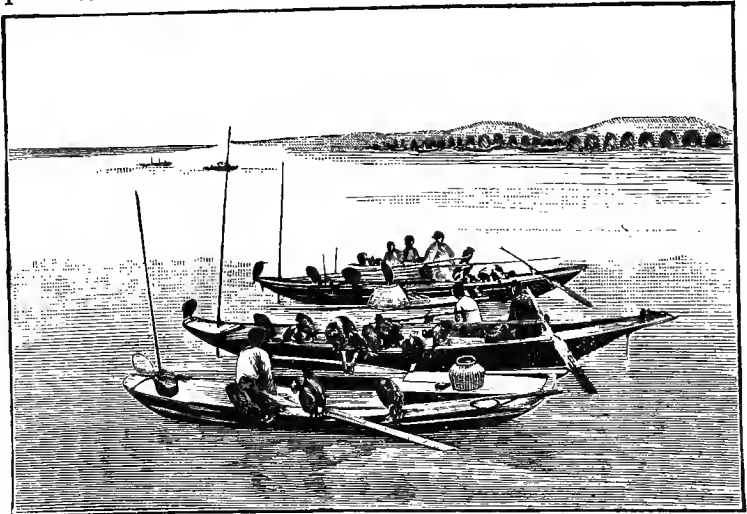
Wuhu is the great rice-port. Many ocean steamers come here to load rice. The commerce of Wuhu is being made greater by improvements. New wharves will allow steamers to lie close by the land.

Tatung (大通), on an island in the Yangtse, is a customs station where the salt tax is collected.

Anking, the capital, on the Yangtse River, is a port of call for river steamers.

Hweichowfu (徽州府) is a rich city in the southern part of the province. Its district produces much tea and bamboo.

Fengyang (鳳陽州) was the birthplace of the first Ming Emperor (明太祖).



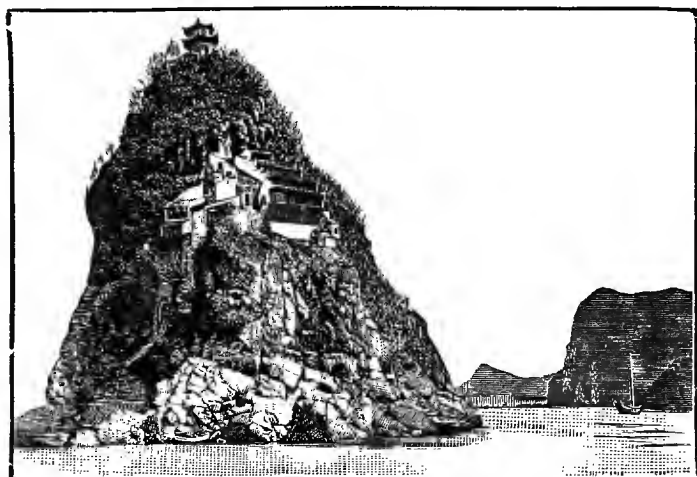
FISHING WITH CORMORANTS

KIANGSI (江西省)

Area 69,500 square miles

CAPITAL, NANCHANG (南昌府)

Except for the Poyang Lake Basin (鄱陽湖流域), Kiangsi is mountainous. The most famous mountain is the Lu Shan



"THE LITTLE ORPHAN"

(廬山), in the north, near which the sage *Chu Hsi* lived and wrote.

Kiangsi has a number of rivers flowing to Poyang Lake. The most important of these is the Kan River (贛江), whose branches rise in the mountains that border the province.

Kiangsi produces much tea, porcelain, rice, cotton, silk, tobacco and some grain.

In the northeast, near Kingtehchen (景德鎮) is found most of the white clay which forms the material for the porcelain industry. Formerly, the manufacture of porcelain produced finer articles and employed many more men. Even now pieces of porcelain made in earlier centuries receive very high prices.

The hills and mountains of Kiangsi have many trees, and timber is an important product.

In the western mountains near the Hunan border are mines of coal. The best mines are at Pingsiang (萍鄉), near the Hunan border, and their coal is brought to market by Hunan railways and river. They produce 1,500 tons of coal each day.

Kiukiang (九江府), the treaty port of Kiangsi, formerly had a great trade in tea with Europe. It still exports fairly large quantities. There are factories to press tea into bricks, suitable for the peoples of Central Asia. In the mountains near Kiukiang is the summer resort of Kuling (牯嶺).

Nanchang, the capital, is on the Kan River near its outlet into Poyang Lake. Small steamers and launches run across the lake from Kiukiang to Nanchang. A company has been formed which is building a railway to connect the two cities. A better proposal is one for a railway which shall cross the province from north to south, and passing through the Meiling Pass (梅嶺口), connect the Yangtse Valley (揚子江流域) with Canton.

In the Kan River valley, Kianfu (吉安府) and Kanchowfu (贛州府) have begun successfully the production of camphor.

HUPEH (湖北省)

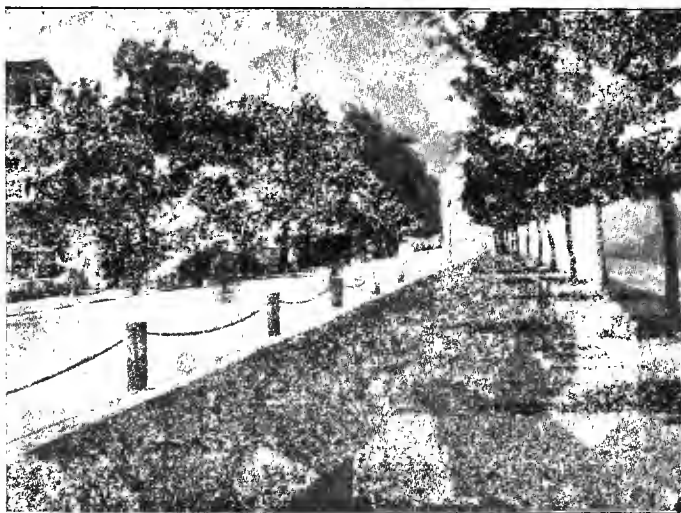
Area 71,400 square miles

CAPITAL, WUCHANG (武昌府)

Hupei is a broad province, occupying an important part of the central plain. It is drained by the Han and the Yangtse Rivers, and is crossed by large canals. On the north and west, mountains separate this province from Honan and Szechwan.

The plain of Hupei produces much cotton. Great spinning and weaving mills at Hankow and Wuchang make the raw cotton into cotton cloth. Hupei exports cotton goods to Szechwan, Kweichow and Hunan.

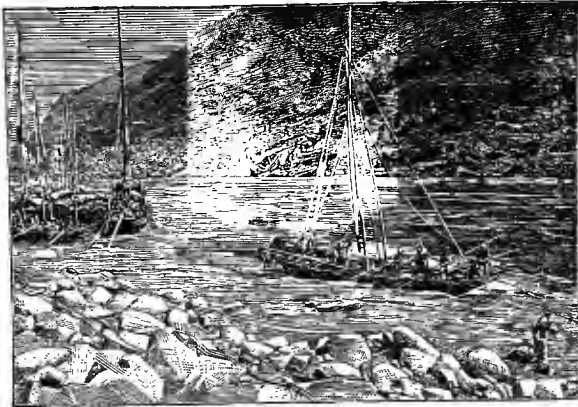
The railway from the north brings Honan wheat to Hupei to be made into flour. In one year (1907) the Hankow mills manufactured 34,000,000 *piculs* of flour.



BUND, HANKOW

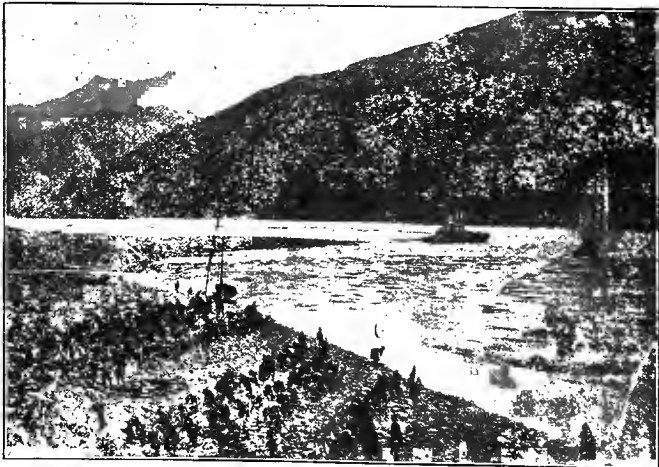
The three cities of Hankow, Hanyang and Wuchang form a great commercial and industrial centre where the Han River joins the Yangtse. The great railways joining Peking with the

south meet the great river here. From Hankow, large river-steamers sail east to Shanghai, while smaller steamers sail west to the ports of the middle Yangtse and Hunan. Launches *ply* inland. The mouth of the Han River is crowded with cargo junks bearing *freight* to and from Hankow.



RAPIDS, YANGTSE GORGES

Hankow is the greatest *black-tea* port in the world, and has a population of almost a million. There are many large industrial plants for preparing *bean oil*, for pressing tea-leaves into bricks for export to Russia, for manufacturing tobacco into

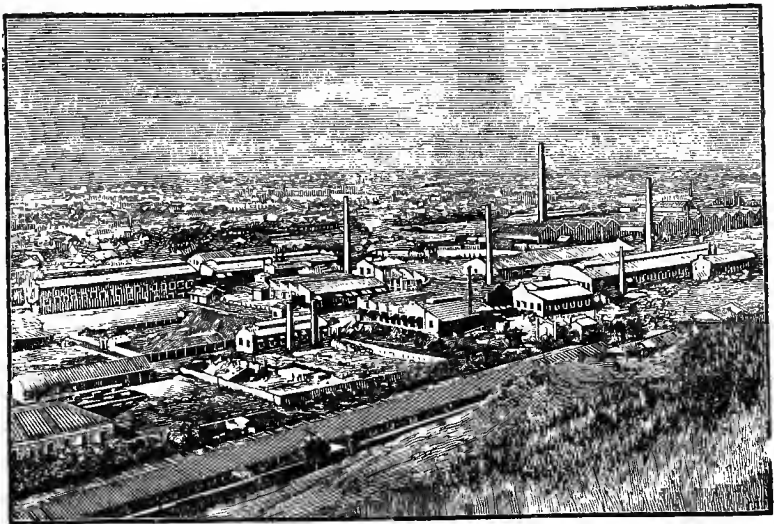


TRACKING, YANGTSE GORGES

cigarettes, and for storing oil. Though Hankow is over six hundred miles from Shanghai, and seven hundred from the ocean, large ocean steamers can sail to Hankow at most times of the year. So, though an inland city, Hankow has direct trade with foreign countries.

The great advantages of Hankow have led a careful observer to write, "The city of Hankow has perhaps a more brilliant future than that of any other city in the world.

It "is surely destined to be the industrial capital of the country."*



HANYANG IRON WORKS

At Hanyang, just west of Hankow, across the Han River, are the great iron and steel works (漢陽鋼鐵廠), and the central arsenal. At the Hanyang works, Chinese iron is *wrought* into steel and used for making weapons and railway material. Nine railways in China have used Hanyang rails. Thousands of tons of iron are exported to foreign countries every year. Railways and rivers connect the centre with districts from which coal and iron ore can be cheaply brought.

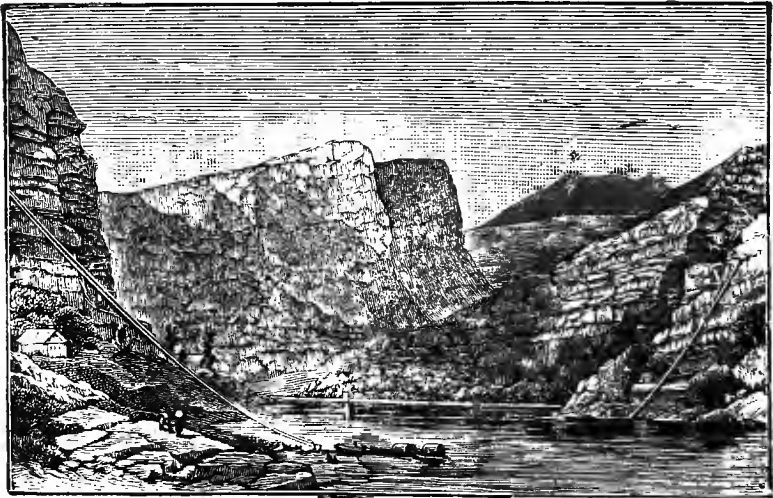
* Reinsch, World Politics, pages 132, 133.

Wuchang, the capital of Hupeh, is on the south bank of the Yangtse, just opposite Hankow and Hanyang. There are many mills, schools and forts. There are also two great *museums*, one of which shows goods made in China, the other articles from abroad.

The treaty port of Shasi (沙市) has steamer trade with Hankow, by way of the Yangtse, and junk trade by the canal connecting with the Han River.

Ichang (宜昌府), at the gateway of the Yangtse *Gorges*, is the port where cargoes for Szechwan are changed from steamer to small boats.

In Tayeh (大冶), iron ore of good quality is mined. Large mines are in working order. Almost all the iron and steel manufactured at the Hanyang Iron Works comes from these mines. Some of the ore is shipped to Japan.



YANGTSE GORGES NEAR HSUEHCHOW

HUNAN (湖南省)

Area 83,380 square miles

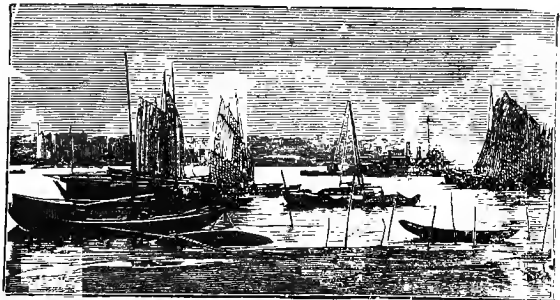
CAPITAL, CHANGSHA (長沙府)

Hunan is a province of hills and mountains, lying to the south and west of Tung Ting Lake. The people live in the narrow valleys of the rivers that flow into the lake.

The important rivers of Hunan are the Siang Kiang (湘江) and Yüan Kiang (沅江). The Siang River rises in Kwangsi and flows north through Hunan into Tung Ting Lake. The great road from central to south China goes up its valley, and the new Yueh-Han Railway will follow this old road. The Yüan River rises in Kweichow and flows northeast through Hunan into Tung Ting Lake. The road to Yunnan on the southwest lies along this river.

Hunan is richest in tea and in coal. The tea is raised in the Siang Valley. Most of the coal now comes from the mines near the Kiangsi border. Coal abounds in other parts of the province. *Antimony* is mined in Hunan, and carried to Wu-chang in Hupeh to be refined. The mountains of Hunan are known to have supplies of gold, silver, sulphur, lead, zinc, iron, quicksilver and copper. The forest wealth is important.

Changsha is a great city near the place where the Siang River meets Tung Ting Lake. It is a treaty port. When water in the lake and river is high, steamers



RIVER SCENE, CHANGSHA

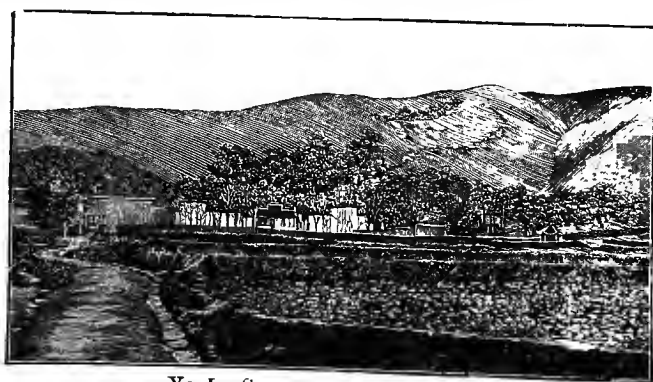
run from Hankow to Changsha. When the water is low, steam launches run from Changsha to Chenglingchow (城陵磯), near the treaty port of Yochow (岳州府) to meet Yangtse steamers.

Siangtan (湘潭縣) is a commercial city on the Siang River, south of Changsha.

Changteh (常德府), near the mouth of the Yüan River west of Tung Ting Lake, has trade with Hupeh, Kweichow, and Szechwan. At some times of the year, small steamers sail from Hankow to Changteh. Changteh is the outlet for the valley of the Yüan River. This river is difficult to navigate, which makes it harder to bring to market the minerals of the mountainous country west and southwest of Changteh.

Yochow is a treaty port near the outlet of Tung Ting Lake. The customs station is at Chenglingchow. The commerce is not prosperous, as the steamers ship their exports and land their imports principally at Changsha and Siangtan.

At Chuchow (株州) on the Siang River, coal brought by the Pingsiang Railway is loaded on small boats.

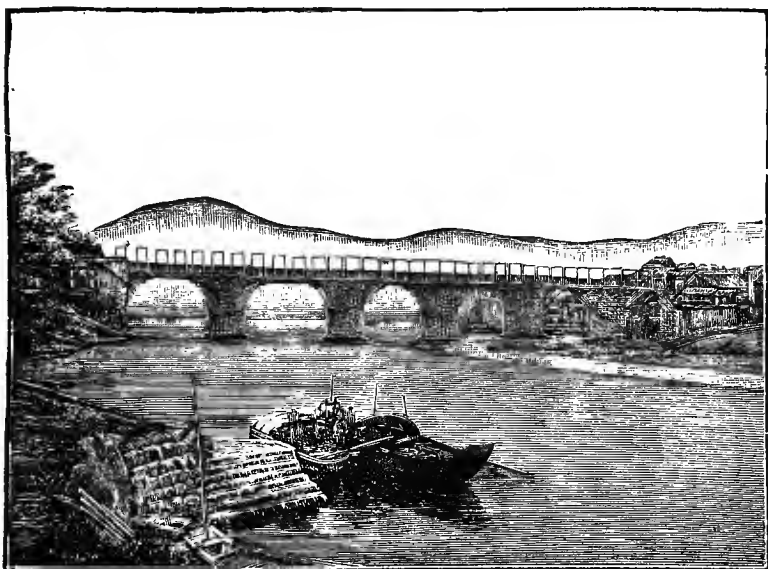


YO LU SHAN, OPPOSITE CHANGSHA

Tung Ting Lake is the meeting place of four Hunan rivers, —the Siang, the Tzü (資江), the Yüan and the Li (澧水). There is level country near the mouths of these rivers. A canal from Changteh connects the western part of the lake with the Yangtse.

Yüanchow (沅州府) is on the road to Kweichow and Yungchow (永州府) is on the road to Kwangsi.

Hunan produces tea, rice, coal, small ships, bamboo, varnish, cotton, timber and antimony. Notable manufactures are paper, silk cloth, medicine, *pottery* and carved articles.



BRIDGE NEAR CHANGSHA

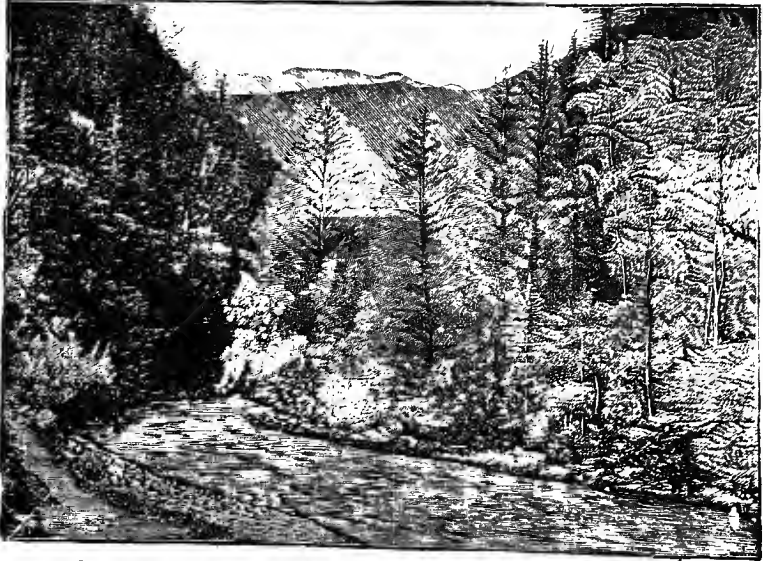
SZECHWAN (四川省)

Area 218,000 square miles

CAPITAL, CHENGTU (成都府)

Szechwan is a large, inland and populous province. It has more land and more people than any country of Western Europe. If other parts of the country should come to harm, Szechwan could supply money and men to help them.

Szechwan is the largest of the eighteen provinces, in area as well as in population. A large part of the province is mountainous. In the central part is a fertile plateau, called the Red Basin or the Chengtu Plain. Through this rich, high plain the Min Kiang flows southward to the Yangtse. Other



MOUNTAIN SCENE, SHOWING FOLIAGE AND TIMBER, WEST CHINA

tributaries of the Yangtse in Szechwan are the Yalung Kiang (雅魯江), the Chung Kiang (中江), and the Kialing Kiang (嘉陵江). The Yangtse enters Szechwan from Tibet, flows

through the mountainous western region and becomes navigable after passing Suifu (綏州府)

Szechwan produces a great amount of silk, tea, salt and vegetable wax. Other products are rice, hemp, *indigo*, sugar and timber. There are coal mines at Kiangpehting (江北廳), near Chungking (重慶府). Deposits of iron, copper, *petroleum* and precious metals are known to exist.

It is hard to bring the products of Szechwan to other provinces because of difficulty of transportation. The passage through the Yangtse Gorges is so troublesome and dangerous as to hinder commerce. When the *Chwan-Han Railway* (川漢鐵路) is built, Chengtu will be in close touch with Hankow, and Szechwan will have much more trade.



OIL CARRIERS, WEST CHINA

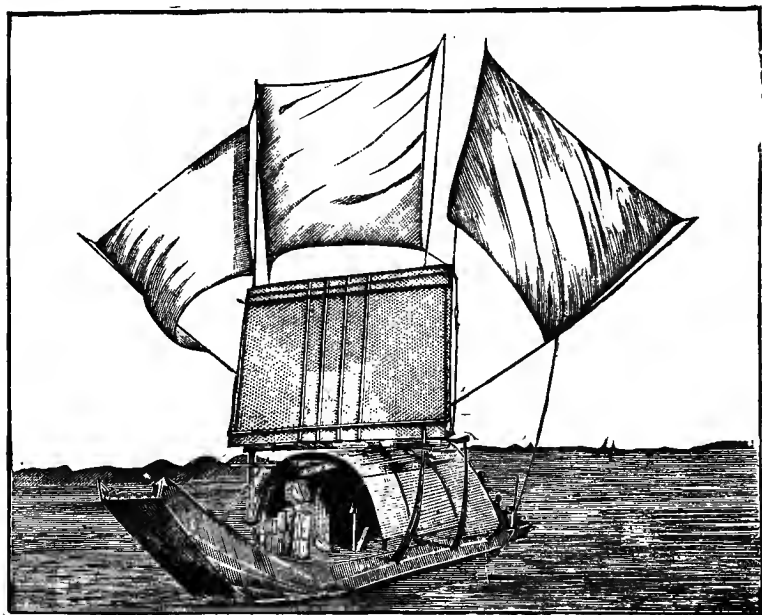
In western Szechwan, in the mountainous borderland between China and Tibet, live wild tribes whose *customs* are not like those of the Chinese people.

Chengtú, the capital, has half a million people. It is a historic city lying in the Red River Basin. The country *round about* is remarkably well irrigated.

Chungking, the treaty port of Szechwan, is a great trading centre.

Suifu is the last point on the great river which can be reached by boats. From Suifu to Wanhsien (萬縣), ships can easily sail on the river, but east of Wanhsien are the famous gorges with *rapids* which are very hard for boats to pass.

Szechwan was formerly a great producer of opium, but, now that opium-growing is being suppressed, much more rice is grown in Szechwan.



BOAT ON THE MIN RIVER, SZECHWAN

CHIH LI (直隸省)

Area 115,800 square miles

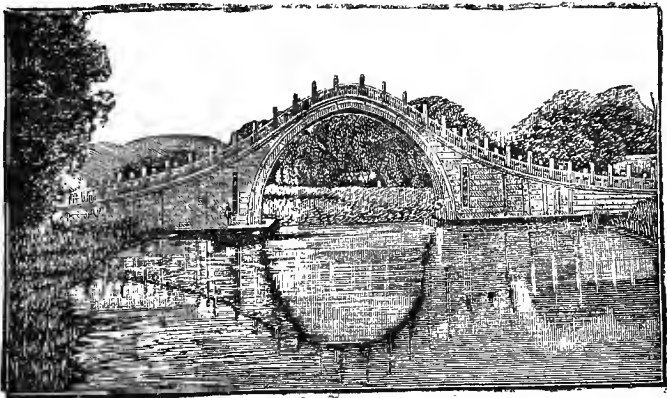
CAPITAL, PAOTINGFU (保定府)**TIENTSIN (天津)**

Chihli consists mainly of a broad plain. This plain is not well irrigated and needs abundant rainfall. In good seasons it produces much grain, but in bad seasons is dry and dust-covered.

The mountains in the northeast and southwest of the province are suitable for coal mining. The most productive coal mines in China are situated at Kaiping (開平) and Tangshan (唐山).

Transportation by small boats is convenient on the Pei Ho and Grand Canal at most times of the year. In winter, however, the water is frozen. Railways in Chihli run:

1. From Peking to Tientsin and Shanhaikwan (山海關), and then on to Manchuria (滿洲) and Europe;
2. From Peking to Paotingfu and on to Hupeh and the Yangtze;

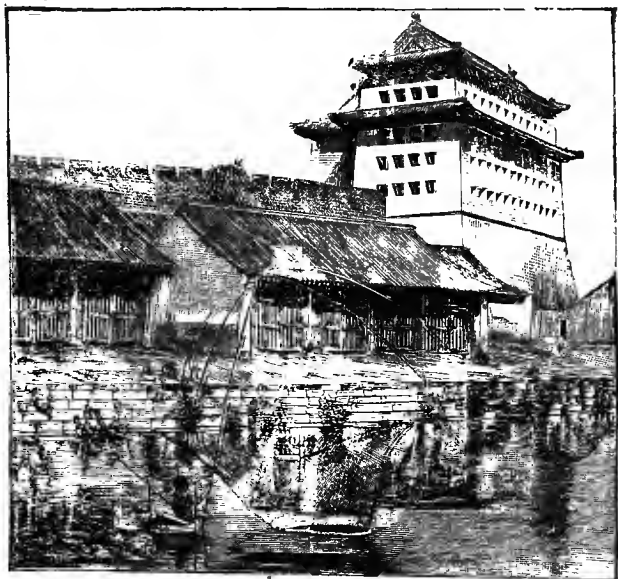


MARBLE BRIDGE, SUMMER PALACE, PEKING

3. From Peking to Changchiakow (Kalgan 張家口), the gate to Mongolia (蒙古);
4. From Peking to near-by Tungchow;
5. From Chengtingfu (正定府) to Shansi (山西省) and Taiyüan (太原府).
6. From Tientsin southward to Pukow on the Yangtse River.

Chihli produces wheat, coal, cotton, tobacco, woven silk, *strawbraid*, camels, sheep and horses.

The Great Wall starts at Shanhaikwan and crosses the northern part of the province.

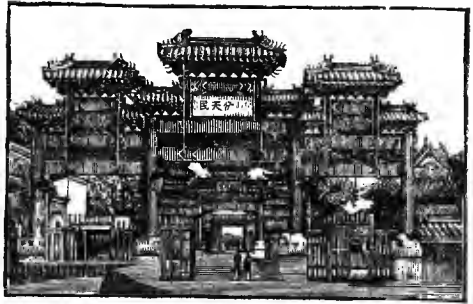


CITY WALL AND GRAND CANAL, PEKING

Peking has great walls, high gate towers and wide streets. It has been a great political, military, and educational centre. There are many great and famous temples, such as the Temple of Heaven (天壇), the *Temple of Agriculture* (先農壇), the *Confucian Temple* (聖廟) and the *Temple of the Lamas* (喇嘛寺).

Tientsin, near the mouth of the Pei Ho, is the great treaty port of the North. In many ways this city has been a leader of China. Tientsin has broad roads, electric lights, water works,

tramways and limited local self-government. Many roads bring to Tientsin the products of North China and Mongolia. There is a large export trade in animal products, such as skins and fur, *bristles* and wool.



GATEWAY, PEKING

In winter, when the Pei Ho is frozen, Tientsin trades by water through the ice-free port, Chinwangtao (秦皇島). *Peiyang University* is near Tientsin.

Chinwangtao is a port for the shipment of coal from the Kaiping and Tangshan mines, and an entry port in winter.



MANCHURIAN LADIES

Shanhaikwan, where the mountains meet the sea, is the gate between China and the Three Eastern Provinces.

Changchiakow or Kalgan is a trading town at the gate to Mongolia. Its Chinese-built railway is improving commercial and political relations with Mongolia.

North of the Great Wall is the old *Imperial Hunting Park* (園場).

SHANTUNG (山東省)

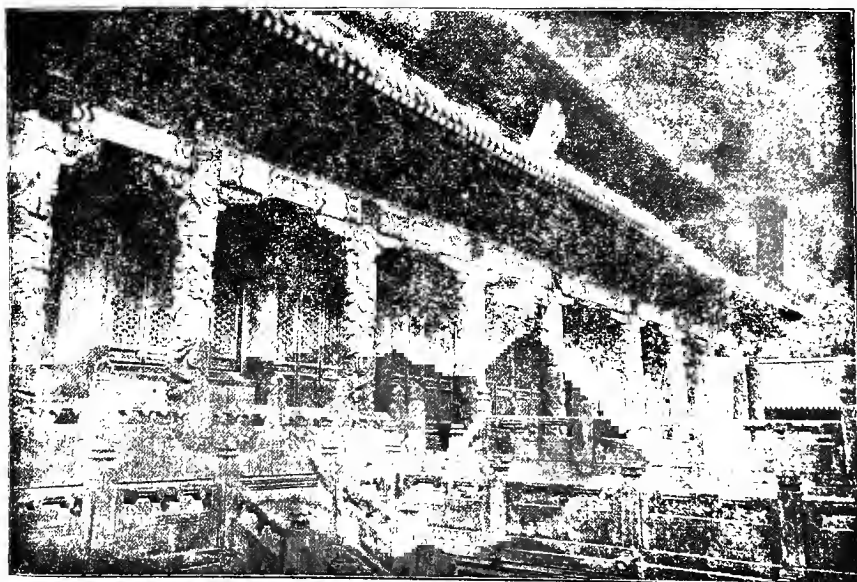
Area 55,970 square miles

CAPITAL, TSINAN (濟南府)

Shantung was the home of *Confucius* (孔子) and *Mencius* (孟子). Pilgrims may visit the tombs and temples of these great sages at Kūfow (曲阜) and Chowhsien (鄒縣) in the southwestern part of the province.

Most of Shantung is mountainous, but there is a plain in the western part crossed by the Hwang Ho and the Grand Canal, Shantung has a long peninsula and some excellent harbours.

The people of Shantung are strong and brave, and are good farmers and good soldiers. Shantung is not a rich province, because the fertile parts are too crowded. Many Shantung men are now going to other provinces to seek wealth, and are especially successful in the Three Eastern Provinces (東三省).



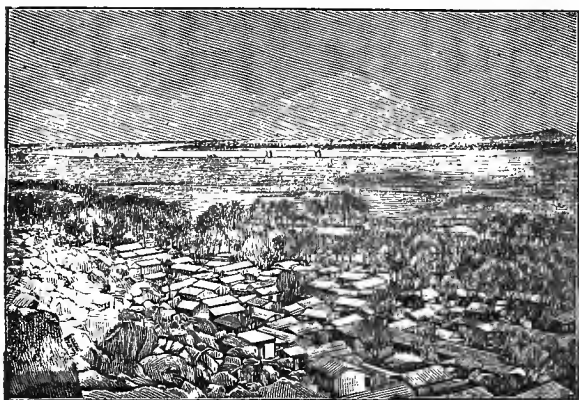
TEMPLE OF CONFUCIUS, KŪFOW



PINE GROVE, TAI SHAN

The Hwang Ho now reaches the sea in the northern part of Shantung. Sixty years ago, it flowed south of this province and emptied into the sea in Kiangpeh, hundreds of miles south. The floods of the Hwang Ho have caused terrible loss to North China, and would cause more were it not for the money and work spent every year to protect the valley. But modern engineering can make the Hwang Ho a source of wealth instead of a source of danger.

Shantung produces silk, wheat, *millet*, and fruits. The soil of Shantung is not so rich as in most parts of China, and new methods are needed to make agriculture more prosperous. The forests have been destroyed, but it is hoped that scientific Government work can restore them in part.



TSINAN; YELLOW RIVER IN THE DISTANCE

Shantung coal is mined near Weihsien (濰縣) and at Poshan (博山縣). The Shantung railway carries the coal to the sea, whence steamers take it to its markets.

The Tai Shan (泰山) is the most famous mountain of Shantung.

Tsinan, the capital, is a great city near the meeting of the Grand Canal and the Hwang Ho. A German railway runs from Tsinan to the Yellow Sea at Kiaochow (膠州). The railway from Tientsin to the Yangtse also passes Tsinan. It has been proposed to extend the Shantung railway west to Taokow (道口) in Honan to join the Honan Mining railways. Tsinan is a centre of commerce for western Shantung.

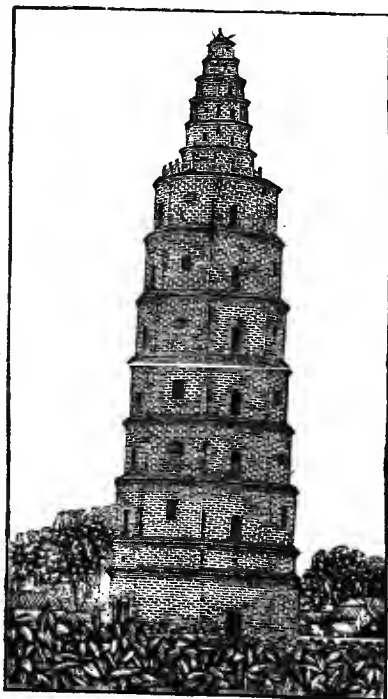
Chefoo, or Yentai (烟台), is a treaty port which formerly had much commerce, but Kiaochow is now taking away its trade. Chefoo needs a railway to connect it with the interior. Its principal exports are wild silk, beans, and strawbraid.

Kiaochow Bay (膠州灣) was seized by the Germans in 1897. They have built a foreign city, Tsingtao (青島), with wide streets and fine houses; Kiaochow is leased to Germany for ninety-nine years, but it is a Chinese treaty port.

The British have leased the naval station of Weihaiwei (威海衛).

Laichow (萊州府) and Tengchow (登州府) are seacoast districts, many of whose men have gone to Manchuria.

Weihsien is a wealthy city in the central part of the province.



PAGODA, YENCHOW

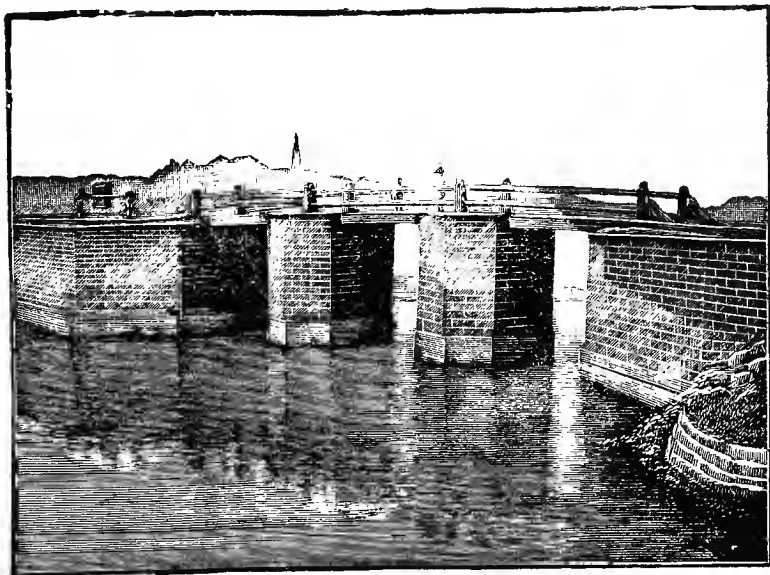
HONAN (河南省)

Area 67,940 square miles

CAPITAL, KAIFENG (開封府)

Honan is a fertile province in the plains of the Hwang Ho (黃河) and the branches of the Hwai Ho (淮河). The mountains on the southern border separate *North* China from the river provinces. North of the Mountains wheat is raised, and rice is raised south of the mountains.

The Hwang Ho is a trouble to the province, for at one time of the year it is like a flood, and at another time is almost dry. Modern engineering could improve the Hwang Ho so as to remove the danger of flood, and make the river more suitable for navigation and irrigation.



BRIDGE IN HONAN

Honan, like other provinces in the valley of the Hwang Ho, has the fertile "yellow earth" (黃土) soil, called *loess*. This soil is very productive.

Honan produces wheat, barley, wax, medicine and cotton.

Different rivers connect Honan with surrounding provinces; the Hwang Ho crosses it from Shensi (陝西) and Shansi in the northwest to Chihli and Shantung on the northeast; the Wei River (衛水) flows northeast to Shantung and Chihli; the *tributaries* of the Hwai River flow to Anhwei; and those of the Han River to Hupeh. Parts of these rivers are suited for commerce.

Honan has many historic cities. Kaifeng, Kweitehfu (歸德府), and Loyang (洛陽) have been capitals of the country.

Kaifeng is just south of the Hwang Ho. Though great walls have been built to protect it from the floods, it is still in danger.



IRON PAGODA

Taokow is a trading city where a mining railway meets the Wei River, and is a gate on the water route to Tientsin.

Shekichen (賒旗鎮) on the Tang River and Nanyang (南陽府) on the Pai River (白河) are important commercial towns trading with Hupeh.

In eastern Honan, Chowkiakow (周家口), on a tributary of the Hwai River, is a centre of trade with Anhwei and Kiangpeh.

Tsinghwa (清化鎮) is an important mining centre.

The *Peking-Hankow Railway* (京漢鐵路) crosses Honan from north to south. Two other railways run from east to west. One north of the Hwang Ho brings coal from the mines near Tsinghwa to the Wei River at Taokow. It crosses the great *trunk line* at Weihwei (衛輝府). A railway south of the river now joins Honanfu and Kaifeng, by way of Chengchow (鄭州). More branches for the railway would improve commerce, and help part of the rich mineral wealth of Honan to find its way to market.

Honanfu, situated in the fertile valley of the Lo Ho, is the meeting place of three great roads. These roads are important for trade. The road to the south leads to Chowkiakow and the Han River. The second road goes east to Kaifengfu. The third road crosses the Hwang Ho, going in a northeasterly direction to Hwaikingfu (懷慶府). There is also a fourth road, going west to Tungkwan (潼關).

SHANSI (山西省)

Area 81,830 square miles

CAPITAL, TAIYÜANFU (太原府)

Shansi is one of the richest mineral regions in the world. Shansi has coal and iron to make China rich by new industries. Scientific men say that Shansi coal is of high quality, and that the quantity is enough for the use of many countries.



TAIYÜANFU

Shansi is very mountainous. It is connected with Honan by the Hwang Ho, and by the small railways branching out to the west from the Peking-Hankow line. The cart roads are bad, many of them running below the surface of the fields.

The best Shansi coal is found near Taiyüanfu, Tzechowfu (澤州府) and Pingtingchow (平定州).

Taiyüanfu is the largest city; *Shansi University* is situated here. A railway runs from Taiyüan to Chengtingfu in Chihli on the Peking-Hankow line.

Kiangchow (絳州) is important for its minerals, its farms, and its trade.

Kweihwating (歸化廳) is at the gate between Shansi and Mongolia. It has been proposed to build railways connecting this city with the lines to Taiyüanfu to the south, and to Kalgan in Chihli.

Many pilgrims visit the Buddhist shrines on the famous Wutai Shan (五台山) in northern Shansi.

The Shansi banks and bankers are known throughout the country.

The Hwang Ho runs on the west and south of Shansi. The Great Wall crosses the northern part of the province.

From Taiyüanfu, an important road runs to the southwest corner of the province. After crossing the Hwang Ho, it passes through the Tungkwan and leads to Sianfu (西安府) in Shensi.

Improved transportation is a great need. Thirty years ago, many people died of famine because there was no way to bring in food to save their lives.

Shansi produces coal, iron, salt, barley, tobacco and cotton.

SHENSI (陝西省)

Area 75,270 square miles

CAPITAL, SIANFU (西安府)

Shensi is very strong *from a military point of view*, as it is well guarded by mountains. The great gate to the province is the famous Tungkwan, where the Hwang Ho turns east. The military history of China proves the importance of this Pass.

Shensi was formerly one of the richest provinces, but now it is one of the poorest. Once it produced great supplies of grain; now it produces much less. The Province became poor largely through the loss of its trees. Formerly, the mountains of North China were covered with forests, and after the rain fell, the water gradually came down to the plain, making the land fertile and the rivers suitable for boats. But people carelessly cut down the trees, and the rain would wash soil and stones from the mountains; the rivers would sometimes be flooded and sometimes be dry, and the farmers would have too much water at one time and not enough at another. As a result, North China has suffered terribly from flood and famine.

The north and south of Shensi are mountainous. The Hwang Ho crosses the Great Wall, flows south and forms the eastern boundary of the Province.

Shensi has rich mineral deposits, especially of coal and iron. Salt and *nickel* are also found.

Shensi has many animals, and Shensi hides are sold in all parts of the country. Much fur is exported.

The best parts of Shensi is the valley of the Wei River (渭水), where Sianfu is situated. Sianfu is the political centre and one of the finest cities of North China. As Changan (長安), it was the capital of some famous periods of ancient time.

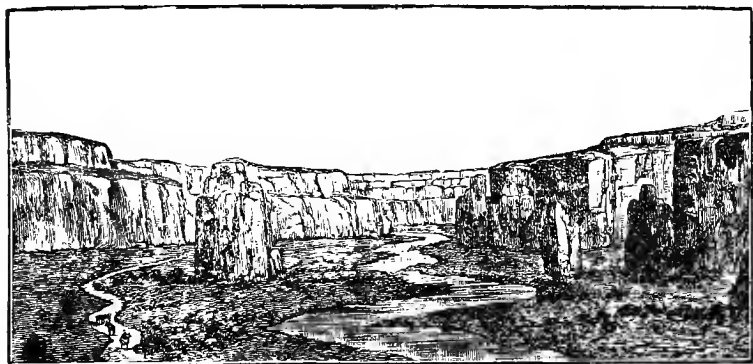
From Sianfu four great roads branch out—one, east to Shansi, two, west and northwest to Kansu (甘肅省), and one, south, whose branches lead to Szechwan and Hupeh. These roads give Sianfu great political, military and commercial importance.

Fengsiangfu (鳳翔府) and Tungchowfu (同州府) are important towns in the Wei Valley.

Hanchungfu (漢中府) and Hinganfu (興安府) are commercial cities on the Han River in southern Shensi. Both cities are gates, Hanchungfu to Szechwan and Hinganfu to Hupeh. These cities are in mineral districts.

Yenan (延安府), Yulin (榆林府) and Suitechow (綏德州) are small cities in the mountainous northern part.

The "yellow earth" (loess) districts in the valley of the Wei produce wheat, millet and vegetables.



LOESS FORMATION

KANSU (甘肅省)

Area 125,400 square miles

CAPITAL, LANCHOWFU (蘭州府)

Kansu, in the northwest, is a large and mountainous province. The people are of different blood, some being Tibetan, some Mongolian, some Turkish and some Chinese.



CITY WALL, SISING

The Yellow River crosses Kansu, but is not good for commerce. In its valley, the land is good for agriculture. In the southern part of the province, wheat, barley and tobacco are raised. Lanchow (蘭州府) tobacco is smoked throughout the country. In the mountain districts, the principal occupation is *animal-raising*. Some of the wool is exported, and some is manufactured into carpets.

The province has precious metals, such as gold and silver, as well as industrial minerals, such as coal and oil. But the mineral wealth is as yet little developed.

Lanchow is a splendid city on the Hwang Ho. From Lanchow great roads go out,—one west to Siningfu (西甯府), Chinghai (青海) and Tibet, and another northwest to Sinkiang (新疆省) and Central Asia.

Ninghia (甯夏) has more commerce than any other city in Kansu. It is at the point where the Hwang Ho flows out of the province and is the gate between Kansu and Mongolia. The trade is mostly in animals. Ninghia has suffered terribly from rebels and floods.

Siningfu, a market town in the mountains west of Lanchow, is the gate to Chinghai and Tibet.

Pingliang (平涼府) is in a fertile district near the Shensi border. It is near the gate on the more important road between Kansu and Shensi.

Tsinchow (秦州) is a station on the Wei Ri road to Lanchow. This road is difficult and the commerce is small. The district is fertile.

Liangchow (涼州府), Kanchow (甘州府), and Suchow (肅州) are posts on the long northwest road to Sinkiang. Chiayukwan (嘉峪關) is a trading town beyond Suchow.

Kansu is in great need of railways to bring it closer to other provinces. Lines are talked of which would connect Lanchow with Sianfu and Taiyüan to the southeast, and with Sinkiang at the northwest. Such railways would be hard to build, but would have political and military advantages as well as commercial ones.

THE THREE EASTERN PROVINCES (東三省)

The Three Eastern Provinces (Manchuria) are divided into two *river-basins*—the Liao basin (遼河流域) in the south and the Sungari basin (松花江流域) in the north. Both basins are very fertile. The Three Eastern Provinces are separated from Korea (朝鮮) by the Yalu (鴨綠江) and Tumen Rivers (圖們江), from Siberia by the Amur (黑龍江) and Ussuri Rivers (烏蘇里江).



TIMBER RAFTS ON THE YALU RIVER

In Manchuria are men of different races—Mongols, Manchus, Russians and Japanese. But the people who are doing best at present are none of these, but Chinese from the Laichow and Tengchow districts of Shantung. The strong and diligent Shantung men go to all parts of the Three Eastern Provinces and work hard and succeed no matter what the season is. Many of them are making their homes there. It is industrious, enterprising men like these who develop Manchuria for China.

FENGTIEN (奉天省)

Area 59,000 square miles

CAPITAL FENGTIENFU (MUKDEN)

Shengking, or Fengtien, was the main *battlefield* of the war between Russia and Japan. Western Fengtien is the valley of the Liao River; the eastern part is mountainous except for the narrow valley of the Liao.

The gates of Fengtien have great military, political and commercial importance. Long railways have been constructed and cities built in order to command these gates.



NEWCHWANG

1. On the southeast, the gate between Shengking and Korea is near the mouth of the Yalu at Antung (安東) and

Tatungkow (大東溝). The Japanese have bridged the Yalu, and built a railway from Antung to Fengtien City in order to make it easy to travel from Japan, through Korea, to the heart of Manchuria.

2. The sea-gates at Dairen (Talienwan 大連灣), Port Arthur (Lushun) and Newchwang (牛莊)—Yingkow (營口). On the Liaotung Peninsula (遼東半島) is the commercial port of Dairen and the military and naval city of Port Arthur. Both were formerly leased to Russia, but are now held by Japan. From these cities the Japanese railway runs north.

The third sea-gate is the Chinese treaty port of Newchwang, with its harbour, Yingkow, at the mouth of the Liao. This city was formerly the outlet for Manchurian trade, but has lost many of its former advantages. The Government Railway of North China connects Newchwang with Chihli and western Shengking.

3. The land gate between China and Shengking, at the pass of Shanhaikwan. The northern Chinese railway runs through Shanhaikwan and carries Chinese influence on to *Fengtien City* and Newchwang.

4. The land gates from Mongolia, especially at Fakumen (法庫門) and Chinchow (錦州府). Extending Chinese railways through these gates would bring Eastern Mongolia more wealth and security.

5. The land gate to Kirin (吉林) and Northern Manchuria, through Tiehling Pass (鐵嶺關). The Japanese railway goes through this gateway.

Roads through all these gates lead to Fengtien City.

Fengtien City is on a plain. The Japanese railways run southeast, north and south; the Chinese line runs southwest. The greatest land battle of the Russo-Japanese war was fought near Fengtienfu.

Port Arthur is a great naval base at the end of the Liaotung Peninsula. Famous battles by land and sea were fought around Port Arthur during the siege when the Japanese captured it from the Russians.

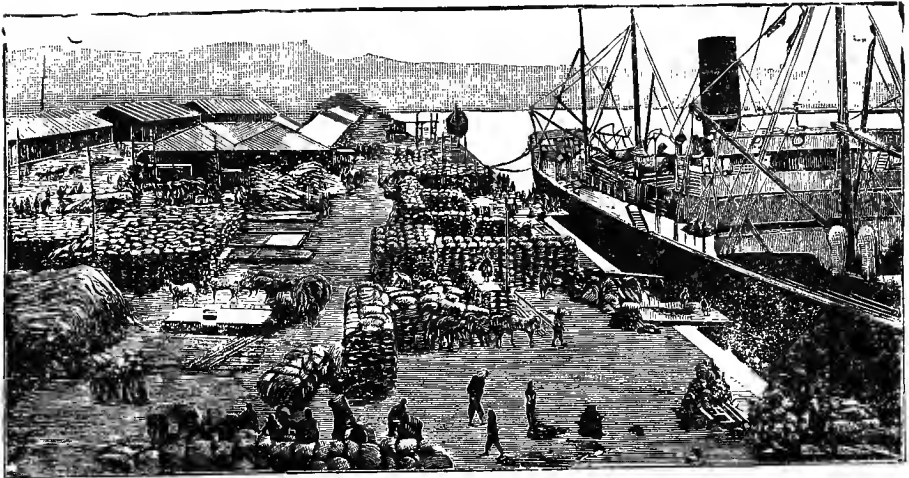
Dairen (Dalny or Talienwan), is the best commercial harbour in North China. The Russians spent huge sums to build a city which the Japanese easily captured. As the commercial port of the South Manchurian Railway, it has many ships carrying trade between Fengtien and Japan.

The lease of the Liaotung Peninsula, now held by Japan, lasts only till 1923. It is very important that at that date nothing should prevent China from regaining her territory.

Fushun (撫順) is a great coal mining centre, not far from Fengtien City. The Japanese hold the coal mines there.

Sinminfu (新民府) and Chinchow are important stations on the railroad from Chihli to Fengtien. The proposed Eastern Mongolian Railway would start from Chinchow.

Fengtien's greatest export trade is that in beans, bean-cake and bean oil.



WHARF, DALNY

KIRIN (吉林省)

Area 105,000 square miles

CAPITAL, KIRIN (吉林府)

Kirin is a great wheat-producing province. It lies between the Sungari and the Ussuri Rivers. The Siberian Railway crosses it from east to west and north to south.

Harbin (哈爾濱) is an important commercial and industrial city with large flour mills. It is situated where the railway crosses the Sungari, and where the railroad from east to west meets the line coming from the south. It is a Russian city, under control of the Russian railway company. Harbin has railway commerce with Siberia, Europe and other parts of Manchuria, and steamer commerce with ports on the Sungari and Amur.

Kwanchengtze (寬城子) near Changchun (長春府) is a railway centre, where the Russian and Japanese systems meet. A branch line runs to Kirin City. Kwanchengtze is a great trading town, being a gate to Mongolia on the west and Kirin on the east and north. It collects animals, beans and tobacco, and exports them by railway through the Fengtien ports of Dairen and Newchwang.

The Changpai Shan (長白山) and the Tumen River separate Korea from Kirin.

Kirin City, the provincial capital, is on the upper Sungari River, in a district rich with timber. Furs, tobacco and wooden ships are important products.

Petuna (伯都訥) is a trading town near the meeting place of the Nonni (嫩江) and Sungari Rivers.

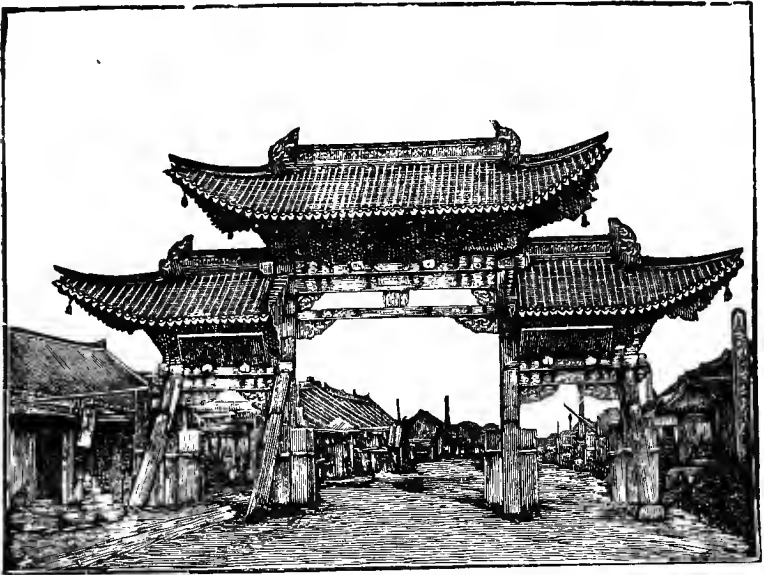
Suifenho (綏芬河), where the railway crosses the eastern frontier to Vladivostok (海參崴), is the gate between Kirin and the Russia *Maritime* Province. Ninguta (甯古塔), where the fish-skin Tartars live, is in this part of the province.

Hunchun (琿春) is on the border between Siberia, Korea and Kirin.

Sanhsing (三姓), near the Sungari, is a fishing and trading town.

By treaty, Harbin, Kwanchengtze, Kirin, Ninguta, Hunchun and Sanhsing are open to foreign trade.

Kirin has great forest and mineral wealth.



SANHSING

HEILUNGKIANG (黑龍江)

Area 203,000 square miles

CAPITAL, TSITSIHAR (齊齊哈爾)

Heilungkiang takes its name from the Amur River which forms its northern and eastern boundary. The province has other good rivers, such as the Sungari, Nonni, Khailar (海喇爾河) and Argun (額爾古納河). These fertile river valleys are suitable for the production of wheat. The Sungari Valley is now a fruitful producer of wheat, which is made into flour in



MANCHURIAN SOLDIERS IN HEILUNGKIANG

the mills of Harbin. While this land near the Kirin border is cultivated, most of the province lies waste.

Like Mongolia, Heilungkiang raises many animals, as the horse, donkey, cow, sheep and pig.

Tsitsihar, the capital, is on the Nonni River, about

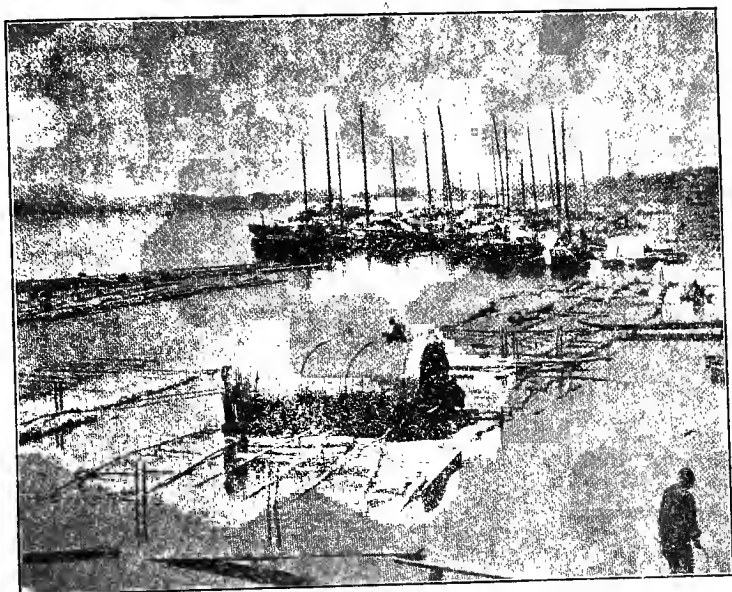
twenty miles from the railway. It has a large trade with eastern Mongolia in animals and animal products.

Khailar, near the western gate of Heilungkiang, is built where the railway meets the Khailar River. Many Mongols come to Khailar every fifth moon for religious and commercial purposes.

Aigun (愛琿), or *Heilungkiang City*, is on the Amur River (黑龍江).

Manchouli (滿洲里) is a customs station where the railway crosses the frontier.

The proposed plan for a Chinese railway from Aigun to Tsitsihar and from Tsitsihar across eastern Mongolia to Chinchow (錦州府) in Fengtien would do great service to China.



THE SUNGARI RIVER

The Government has agreed to open to foreign trade the four cities of Tsitsihar, Aigun, Khailar and Manchouli.

MONGOLIA (蒙古)

Area 1,367,000 square miles

CAPITAL, URGA (烏爾戛, 卽庫倫)

Mongolia, for the most part, consists of a high plain, with fertile *pasture land* in some places and barren wastes in others. This broad upland region is almost as large as the Eighteen Provinces, but is lacking in people.

The people of Mongolia are mostly shepherds and hunters. They are fond of animal-raising but do not care for farming. The Mongols are fine riders. They do not generally live in cities but move from place to place with their flocks and herds. Their tribes are governed by Mongol chiefs, who are advised and controlled by Chinese military officials.



CAMEL CARRYING LOAD

In earlier times, people from north of the Great Wall often disturbed the peace of the world. Sometimes they invaded the country as did the followers of the *Kin* and *Yuan* Dynasties.

Sometimes Mongol tribes turned west and ravaged Western Asia and parts of Europe.

Though many provinces are now crowded with people, there is room for many millions more. The plains of Mongolia are wide enough to furnish homes for great numbers of people. Large areas are fertile and other districts that are now *arid* may be made fertile by scientific methods of irrigation. Chinese people are every year settling and making farms on the border between Mongolia and Northern China. The soil is good and the settlers are prosperous. It is good for the country that the farms of the Chinese are taking the place of the pastures of the Mongols.

The progress of Mongolia has been *aided* by—

Opening schools for Mongolian children,

Helping Chinese farmers to build homes in Mongolia,

Building a good railway to the border of the Mongolian plain.

The rivers of Mongolia flow in different directions. In the south, the plain is drained by the Hwang Ho and its tributaries; in the east the rivers join those of Fengtien and Chihli; the northeastern rivers are parts of the Amur system; but in the west and southwest the rivers flow to inland basins.

Eastern Mongolia is a fertile plain, much like the nearby country across the border of the Three Eastern Provinces.

Not far north of the Great Wall, Inner Mongolia has well-watered grass lands, suitable for *stock-raising* and farming.

The great desert of Shamo or Gobi (戈壁) stretches a long distance east and west, and separates Inner Mongolia from Outer Mongolia.

The Altai Mountains cross northwestern Mongolia. In the fertile valleys of this range, many tribes feed their cattle.

The Great Wall was built to protect China from the wild tribes of Mongolia. It is one of the most famous structures in the world. For many thousands of miles, it runs over mountains and across valleys, between the northern provinces and Mongolia.

The Mongols are zealous Buddhists. There are some very large Buddhist monasteries, the homes of many thousands of monks.

Kulun (庫倫) or Urga (烏爾憂) is a sacred city and the residence of a living Buddha. Many monks and traders live here.

Kobdo (科布多) and Uliassutai (烏里雅蘇台) are administrative centres in the northwest of Outer Mongolia.

Maimachin (買賣城), a market town on the *overland route to Europe*, is on the Siberian frontier just opposite the Russian town of Kiakhta (哈克圖). The trade is chiefly in brick tea and medicine.

Wool is the chief product of Mongolia. Mongolia is better supplied with animals than any other part of the Chinese dominions. Every year Mongolia exports millions of sheep and thousands of camels, horses and cattle. Hides and furs are other important animal products.



CROSSING THE Gobi DESERT

The great gates between the Eighteen Provinces and Mongolia are at Changkiakow (Kalgan) in Chihli and Kweihwating (歸化城) in Shansi. These market towns by the Great Wall are centres for Mongolian trade. The railway now runs from Peking to Changkiakow (Kalgan), and it is proposed to extend

it across Inner Mongolia to Kweihwating. Such a railway would not only help to develop Mongolia, but would bring it closer to the capital.

For centuries, a great road has run from Peking northwest through Mongolia, by way of Changkiakow (Kalgan) and Urga to Maimachin and Kiakhta. By this caravan route, Chinese tea was formerly sent overland to Europe. A railway along this old road would be good for the development of Mongolia.

Eastern Mongolia trades with Manchuria through Tsitsihar in Heilungkiang, Kwanchengtze in Kirin and Fakumen in Fengtien. It has been proposed to extend the Government Railways of North China toward these points. These lines would develop Chinese *resources* for Chinese benefit. The line from Chinchow to Tsitsihar would cross Eastern Mongolia, and make it a richer part of the country.



CAMEL CART, MONGOLIA

SINKIANG (新疆省)

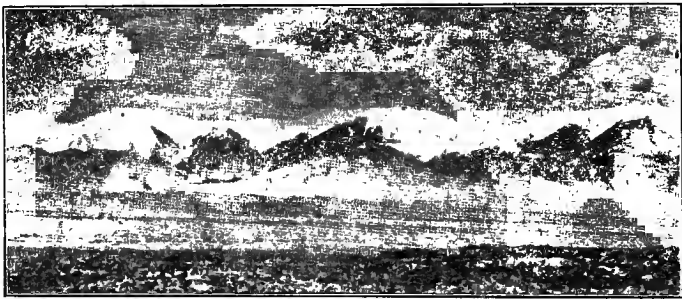
Area 550,000 square miles

CAPITAL, TIHWAFU (迪化府)

OR URUMCHI (烏魯木齊)

Sinkiang, or the "New Dominion," is sometimes called "Chinese Turkestan."

The larger part of Sinkiang is taken up by the basin of the Tarim River (塔里木河), between the Kwenlun (崑崙) and Tien Shan Ranges. Places near the river can be cultivated, places not near it are barren. The rivers do not reach the sea but flow into inland salt lakes.



VIEW OF THE KUENLUN MOUNTAINS

Centuries ago much of the province was fertile, but shifting sand has covered the plains and made them desert. Like Mongolia, Sinkiang could be greatly improved by irrigation.

Sinkiang suffered much from the Mohammedan rebellion, which destroyed many of the people and much of the wealth.

The people of Sinkiang are of three types—Chinese who follow Chinese customs, Mongols who are Buddhists, and the people in the south and west who are Mohammedan in religion and custom.

In the greater part of Sinkiang, agriculture does not flourish because of lack of rain.

Sinkiang produces cotton, wild silk, carpets, grapes, and horses.

The western parts of Sinkiang are by far the most fertile. The richest districts are those near Ilifu (伊犁府) in the north-west, and Kashgar (疏勒府) and Yarkand (莎車府) in the southwest.

Ili is a fruitful valley on the western frontier. The Russians occupied it during the Mohammedan rebellion, but restored most of it a few years later. Its rivers flow to salt lakes in Russian Central Asia.

Ilifu, the most important town, is on the bank of Ili Lake. Its district has forests, pastures and fruit orchards. Some metals are mined and refined near the city.

Kashgar (Sulifu 疏勒府) has caravan trade with Russia. The country round is very rich.



TYPES OF CARAVAN MEN

Yarkand (Sachofu 莎車府) is a market town where merchants come from India (印度), Persia (波斯), Afghanistan (阿富汗) and Russia.

Tihwafu or Urumchi is a rich city, and a centre of government.

Khotan (和闐), on the road to Tibet, is famous for its sand-buried ruins.

Hami (哈密) is a small but strong city. There is a great ditch for irrigation.

Turfan (土魯番) is a military centre.

Sinkiang is connected with China by a great road from Kansu which passes Liangchowfu, Kanchow, Suchow, Ansi-chow (安西州) and Hami. One branch, the Great North Road, runs to Tihwafu (Urumchi) and on to Ilifu. Another branch, the Great South Road, leads to Yarkand and Kashgar. Both of these roads are caravan routes. Another road goes from Ansi-chow to Khotan and Yarkand. On this road were formerly

fertile districts and prosperous cities, but the sand has made the desert larger and the fertile places very small. Explorers find that the sand has buried ancient cities. As the province is 1,100 miles broad, it takes many months to travel from China to its more important cities.



TYPES OF YARKANDI WOMEN

Sinkiang has 3,500 miles of *telegraph* and not one mile of railway. The Russians have developed their land in Central Asia by building railways, digging irrigation canals and sending in many settlers. Chinese Turkestan would be as rich as Russian Turkestan, if railways, irrigation and settlers would come.



CROSSING THE FROZEN YARKAND RIVER

The great needs of Sinkiang are a strong military system to protect it from danger, water and irrigation to *reclaim* barren places, and improved roads and railways to make it more truly a part of the Chinese dominions.



STREET SCENE IN YARKAND

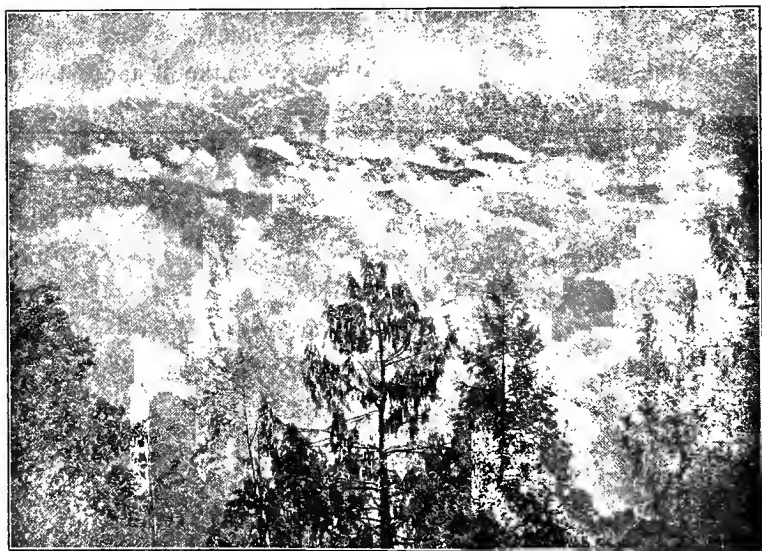
TIBET (西藏)

Area 463,000 square miles

CAPITAL, LHASA (拉薩)

Tibet is the highest plateau in the world. It is a large country, with but few people. Travellers sometimes call it "The Forbidden Land."

The great mountain ranges of Tibet are (1) the Kwenlun system, whose main ridge separates Tibet from Sinkiang and whose branches spread through northern Tibet; (2) the Himalayas, highest of mountains, on the south between Tibet and India; (3) the Trans-Himalaya (特蘭士喜馬拉雅), a high range parallel to and north of the Himalayas.



HIMALAYA MOUNTAINS

In these mountains of Tibet rise the great rivers of eastern and southern Asia, the Hwang Ho, the Yangtse, the Mekong (瀾滄江), the Irrawady (伊拉瓦第河), the Brahmaputra (雅魯藏布江) and the Indus (印度河).



TIBETAN PRAYER MILL

Tibet has a large number of mountain lakes, with beautiful scenery. Some of them are sacred and are visited by pilgrims from India.

In the Tibetan mountains are found the highest and largest glaciers.

Tibet is reported to be rich in mineral wealth,

but it is doubtful whether her minerals can be mined at a profit. Gold dust from Eastern Tibet is brought to Szechwan, to buy tea.

Production is backward because of barren land and unfavourable climate. There are many monks but not many farmers. Animal raising is the principal industry.

Of Tibetan animals, the *yak* is most important. It is a strong beast of burden. Tibet has also mountain ponies and sheep. The chief product is wool.

Lhasa, the capital, has been the seat of the Chinese *Resident*, and, at usual times, of the *Dalai Lama* (達賴喇嘛). There is a great building for the priests which is called the *Potala*. Lhasa is a city of priests, and is visited by great numbers of pilgrims.

Shigatse (日喀則), or Tashi-Lunpo (札什倫布), is the residence of the *Tashi Lama*. Like Lhasa it is a sacred city, to which many pilgrims go.

By treaty, three Tibetan towns are open to foreign traders. Their trade is with India. These are Gyantse (江孜), Gartok

(加托克), and Yatung (亞東), all in southern Tibet. Gyangtse is the most important market town in Tibet. The British have a *trade agent* here to take care of the interests of Indian traders. Gartok is a trading town where fairs are held. Yatung is a lonely village at the gateway between India and Tibet.



A LOADED YAK

The great roads from China to Tibet are two in number. The better one enters from Szechwan, passing the border towns of Yachowfu (雅州府), Tatsienlu (打箭鎗), Litang (裏塘) and Batang (巴塘), and goes across Tibet to Lhasa. A more northern road starts from Kansu, and passing Siningfu crosses Ching Hai to Lhasa.

The Tibetan people are good-natured but unprogressive. They have many unpleasant customs, quite different from those of China or other countries. Their life, government, family system and burial have many curious features.

The *Chinese Government* has for the most part allowed the Tibetan *domestic affairs* to be managed by Tibetans, but the

military and *diplomatic* matters must be decided by Chinese officers.

The Tibetan state has a priestly *organization*, the two heads of which are the Tashi Lama and the Dalai Lama. The Tashi Lama controls religious affairs, the Dalai Lama deals with worldly affairs. The Tashi Lama is a good man of fine character. But the bad actions of the Dalai Lama have caused much trouble. His dealings with the Russians caused the English to invade Tibet. Afterward he travelled in Mongolia and North China, claiming rights he ought not to have. When he returned to Tibet, he acted so improperly that the Chinese Resident had to take away his power.



ON THE GREAT BRICK TEA ROAD
EARS OF CORN DRYING UNDER THE EAVES OF HOUSES

In the reign of Kien-lung 乾隆 (1736-1796) China drove out Mongolian and Indian invaders, and made her control stronger. In the fighting at that time, Chinese soldiers crossed the mountains and burned the capital of the bravest people in India.

RESOURCES

Vegetable Resources. China is the largest agricultural country. The plain of Eastern China is the most fertile and densely-peopled portion of the world.

The most important food products are *cereals*. The plains of the central and southern provinces produce great quantities of rice. Those of the northern provinces and Manchuria have many wheat fields.

The *mulberry leaf* is the food of the silkworm, so the mulberry tree is cultivated in many parts of the country.

China is the home of the tea plant, and the *terraced hills* of the central and eastern provinces grow the finest quality of tea.



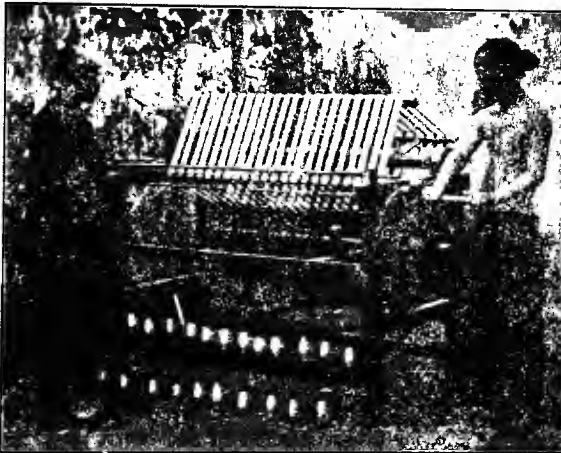
SILK REELING

A great official, Sir Robert Hart, said that the Chinese people are fortunate because they have the best food in the world, rice; the best drink in the world, tea; and the best cloth in the world, silk.

China is a great producer of cotton, but not a great cotton manufacturer. Her people raise cotton, and dress in cotton cloth. With industrial improvement, China will weave more of her own cotton into cloth for her people. Chinese cotton is principally produced in the moist river valleys.

China produces a great deal of tobacco, but not enough for the needs of her smokers. The best quality comes from Kansu, but the largest quantity from the Yangtse Valley.

Of vegetable products, China to-day stands most in need of timber. Some provinces like Fukien and Fengtien still have much forest wealth. But in many provinces, the great forests of former times have been cut down. As a result, the flow of rivers has been irregular, and soil from the mountains has been washed away, leaving bare rocks. If the forests had been preserved, rivers would not cause so much damage by flood at one season and little water at another. North China has suffered most from loss of trees.



REELING SILK

Chinese people are very careful farmers. Their irrigation systems are well-planned and their fields are well cared for. The products of the farms are good both in quality and quantity. But both quality and quantity might be improved by the use of modern scientific methods. The new schools of agriculture ought to have good results in teaching men how to cultivate with greater advantage.

Though Chinese farms are tilled like gardens by many diligent Chinese farmers, still the country cannot grow all the food it needs. This is because some of the provinces have too many farmers, while other parts of the country have few. The Three Eastern Provinces and Mongolia would have great

agricultural wealth if they had plenty of Chinese farmers to cultivate their open lands.

The bamboo grows in all the warmer provinces and can be used for almost every purpose. Furniture, paper, food, tools, parts of ships, are some of the many bamboo products.



PLANTING RICE

The beans of Fengtien and Hupeh are an important commercial product.

Formerly China was a great producer of opium, but the strict measures of the Government have forced the farmers to stop cultivating it. A smaller supply of opium means a larger supply of rice, as the farmers are now planting rice instead of *poppies*.

Strawbraid from the northern provinces is an important product for the export trade.

Sugar cane is grown in *South China*. It is proposed to grow *sugar beets* in Chihli.

The south coast provinces produce delicious fruit. Fine lichees, pineapples, oranges and other varieties of fruit are plentiful.

Rape-seed and *sesamun seeds* are used and exported.

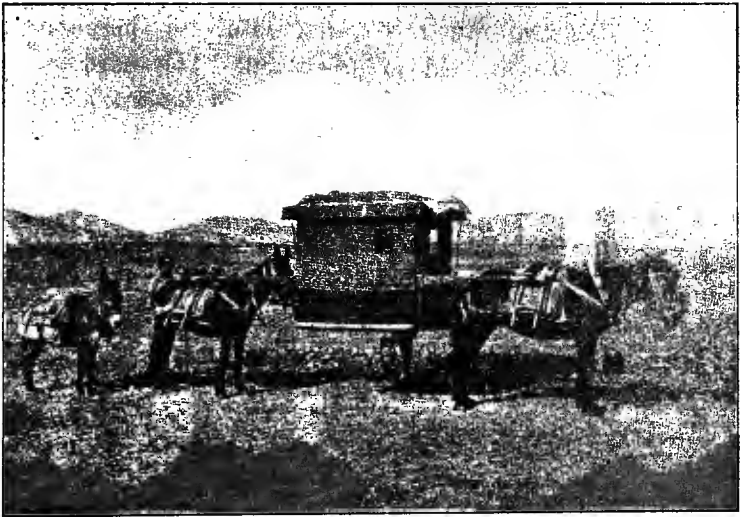
Seaweed and sea plants useful for food are found along the coast.

Animal Resources. The most useful of China's animals is the silkworm. It thrives in many provinces.

Some parts of China are so poor in work animals that men must do work which could more properly be done by beasts of burden. Other parts, such as Mongolia, might easily supply the country with all the horses and cattle needed. Wider roads in the country districts and cities would allow animals to draw

loads in the central provinces as they do in the North. In the great plains, food for men is so needed that there is little room for raising food for animals. So in places where there are many men we find few animals, while in Mongolia, where men are few, animals are many.

Different beasts of burden are used in different parts of the country. In Mongolia and parts of the North, camels carry goods along caravan routes. Horses and donkeys are much used, especially in the mountainous regions. The buffalo is a great helper in agriculture in the central and southern plains. In Tibet, the yak is the most useful animal.



MULE LITTER OF THE NORTH

The rivers and coasts of China are filled with fishes good for food. Delicious *shell-fish* abound.

Great flocks of birds furnish work for hunters and meat for the people. *Domestic fowls* are plentiful.

In the more thinly-settled provinces and dependencies are many wild beasts, whose furs are an important product. In the North and on the Tibetan border are bears, wolves and foxes. There are some tigers and *panthers* in the southwest.

Mongolia and Eastern Tibet produce *musk* taken from the *musk deer*.

Wax insects are found in some parts of Szechwan.

In Mongolia are great herds of sheep, whose wool is the chief product of that dependency. Hides also are exported. Fine hams are made from the flesh of Yunnan and Chekiang pigs. Pigs and *poultry* from the middle Yangtse Valley are being sold in Europe.

Mineral Resources. China is rich in mineral resources. When her mines are rightly developed, China will be one of the richest of countries. China has great quantities both of *precious metals* and *industrial metals*. China is especially rich in coal and iron, the two minerals most useful for manufactures. Both hard and soft coal are plentiful. The hard coal or *anthracite* is useful for factories; the soft or *bituminous coal* is good for heating and household uses. Some of the richest *coal-fields* in the world are in North China, especially in Shansi, Honan and Chihli. Great coal deposits are also found in the Three Eastern Provinces, in Shantung, in Szechwan, in Hunan, in Kiangsi, in Anhwei, and in the southwestern provinces.

China is also very rich in iron, most of which is found in Northern China, not far from the coal mines. In the western



HANYANG IRON WORKS AND ARSENAL

mountains, much iron lies waiting for miners. China's great *iron works* are at Hanyang in Hupeh, where iron ore may be brought from the North by *rail*, and from the *West* by water. At the Hanyang works, the ore is refined and made into *wrought iron* and steel, and the articles which are manufactured from them.

The mountains of Western China are known to contain stores of gold and silver, and those of Yunnan have precious stones as well. By the old, *crude* way of mining, only small profits might be gained, but by the use of modern, scientific and commercial methods, rich mining enterprises could develop China's mineral wealth.

The mineral wealth of the country is not fully known, but almost every useful mineral has been found in some part of Chinese territory. Copper, antimony, nickel, tin, lead, zinc and petroleum have been found in the interior and outlying provinces. The examination and study of the mineral resources of China is a work of great present need. A careful scientific survey of the land would be of great value in proving the sources of the wealth of China, and the possibility of future development.

The white clay found on the border between Kiangsi and Anhwei furnishes material for the famous porcelain manufactures of Kingtehchên. In many other parts of the country, clay suitable for making *earthenware* and pottery is found.

The salt industries in the coast provinces extract salt from sea water, but in inland regions, such as Mongolia and Szechwan, salt is taken from wells in the earth.

In many places, hills and mountains supply *granite* suitable for arches, bridges and great buildings.

The development of the varied resources of the Chinese provinces will lead to very important results. To use the words of a great thinker, "The coal and general mineral wealth of China with the vast and highly trained, frugal, and capable population, will, during the coming century, make China the

industrial centre of the world, and the Pacific the chief theatre of commerce.”*

The minerals of China, if mined on a system by which the Government could share the profits of the companies, would bring in enough money to pay all the debts of China. In order to open up this vast source of wealth, good mining laws are needed, which will protect the rights of merchants and miners as well as those of the Government. To make the mines pay, modern methods must be used, and railways must be built to carry the minerals from the mines to the markets. China needs many men skilled in engineering to develop her mines and build her railways, and help to make her stronger and richer. A number of able men are helping their country in this way now. China must guard her mineral rights and develop her great resources.

Foreign mining interests in China at present are :

1. The Kaiping and Tangshan coal mines in northeastern Chihli, operated by the Chinese Engineering and Mining Company (English) ;
2. The Shansi and Honan coal and iron mines, operated by the English Peking *Syndicate* ;
3. The Fushun (撫順) coal mines in Fengtien, operated by the Japanese Railway Company ;
4. The coal mines near Harbin, operated by Russians ;
5. The Shantung coal mines, operated by Germans ;
6. The antimony mines in Hunan, operated by Germans.

*REINSCH, World Politics, page 111

HIGHWAYS OF COMMERCE

Several routes connect China with the rest of the world.

1. **The great sea-route to Europe.**—English, German, French and Japanese *mail steamers* leave China for Europe every few days. They sail by way of Shanghai, Hongkong, Singapore (新嘉坡), Colombo (可倫坡), Aden (亞丁), the Suez Canal (蘇彝士運河) and the Mediterranean Sea (地中海). It takes about four weeks for mail, and five weeks for freight to come this way from Northern Europe.

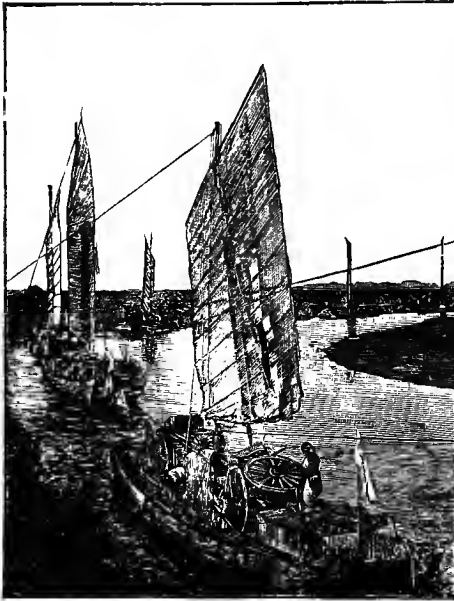
2. **The great land-route to Europe.**—Twice a week mail trains by the Trans-Siberian Railway start from Dairen, Vladivostok and Harbin. From Shanghai to Moscow (莫斯科) is twelve days; from Shanghai to London (倫敦), fourteen and a half. This is the quickest way to send letters to Europe, but it is too expensive for freight.

3. **The sea-route to Australia (澳大利亞).**—English, German and Japanese steamers take about twenty days from Hongkong to Sydney (悉尼).

4. **The sea-routes to America.**—English, American and Japanese steamers sail to North America across the Pacific (太平洋) by way of Japan. Ships from Shanghai to San Francisco (三佛蘭西斯哥, 即舊金山大埠) by Honolulu (檀香山) take twenty-four days; those by the northern route several days less.

There are very important short trade routes from China to her near neighbours,—Japan, Korea, Eastern Siberia, Siam, Indo-China and the Philippine Islands (菲力濱羣島).

Within China, most of the commerce is carried by the great water routes. Steamers sail up the Yangtse River to Ichang and up the Si Kiang to Wuchow. Steam launches tow trains of boats along many smaller rivers and canals. On the coast, steamers carry passengers and cargo from port to port.



JUNKS ON THE PEI HO

Many steamers take part in the *home trade* of China. There are British, Japanese, German and French lines as well as Chinese companies. On river and coast under the Chinese flag sail the good ships of the *China Merchants' Steam Navigation Company* (輪船招商局). Careful navigation and good business management have made this Company very successful.

Schools of Navigation are being establish-

ed where Chinese students may be trained to become officers of Chinese ships.

While steamers carry large cargoes at fast speed, much trade continues to go by the older sailing boats, the junks. Long voyages on coast and river are made by the expert sailors who man these freight-carrying boats. The important Chinese fisheries are all carried on by men in small boats.

In past times, Chinese engineers dug great canals to help commerce and irrigation. The chief of these is the Grand Canal, by which ships formerly sailed from Hangchow to Tientsin. To-day, launch-trains and junks sail on the Canal between important cities in Northern Chekiang and in Kiangsu, but in other provinces the Canal has become unfit for boat travel. If the engineers of the present will improve the Canal, and make it once more a great highway of commerce, they will do good service to the nation.

Different parts of China have long been connected by land and water routes which are not suited to China's rapidly-increasing commerce. In the present age of steam, railways are being built *to take the place of the ancient roads between the provinces.*

Communications.—

China has an efficient post-office, which gives Chinese letter-writers the cheapest service in the world. Her telegraph lines extend to the most distant political cities in the country. Chinese rivers and coasts have many *light-houses* and *beacons* to make navigation safe. For the effective postal, lights and customs services, China may thank that great Englishman, Sir Robert Hart, who served the country faithfully for more than fifty years.

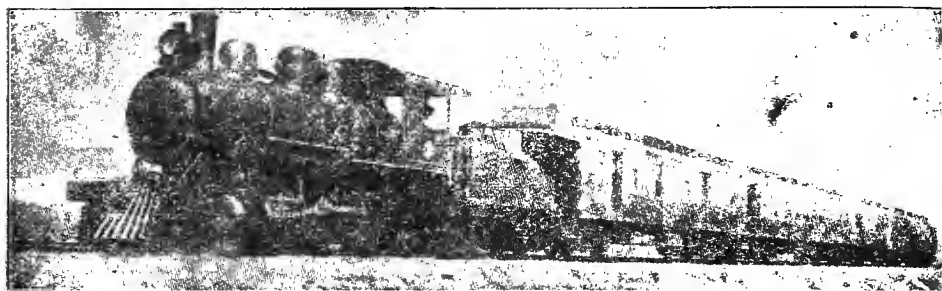


CANAL SCENE, SOOCHOW

RAILWAYS

China will surely build many great railways to *develop* her resources and *supply the needs* of her people. Railways not only bring *materials* to market and *improve commerce*, but help to make a nation more *united*.

The railways of the present only serve a portion of the broad land of China. They must be *extended* and improved so that they may help more in the great work of making China richer and stronger.



SOUTH MANCHURIA EXPRESS

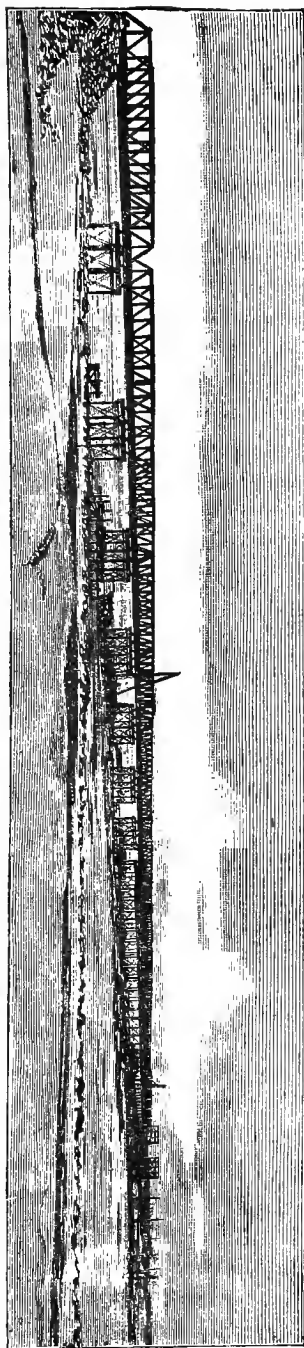
The railway from Peking to Hankow (京漢鐵路) connects the greatest city of North China with the greatest city of Central China. The bridge across the Yellow River (黃河鐵橋) is a marvellous work of *engineering*.

The Railways of North China form the oldest railway system of China. They run from Peking to Tientsin and from Tientsin to Fengtien (Mukden) (奉天) and Newchwang (牛莊) in Manchuria. Money gained from this system has been used (1) to build other railways, (2) to pay for *army training*, and (3) to support *technical schools*.

The new line from Tientsin to Pukow (浦口) (津浦鐵路) on the Yangtse (揚子江) opposite Nanking will do the work formerly done by the Grand Canal (運糧河).

The Shanghai-Nanking Railway (滬甯鐵路) runs across the fertile plain of Kiangnan (江南). It helps the Tientsin-Pukow Railway to join Peking with Shanghai.

PEKING-HANKOW RAILWAY BRIDGE ACROSS THE YELLOW RIVER



The Kiangsu-Chekiang Railway (滬杭甬鐵路) from Shanghai to Hangchow (杭州) and Ningpo (甯波) aids the development of *Northern Chekiang*.

The Canton-Kowloon Railway (廣九鐵路) connects Hongkong (香港) and Canton (廣州). When the railway between Hankow and Canton (粵漢鐵路) is *completed*, there will be a *direct line* between Hongkong and the Yangtse. This will surely increase the commerce of Southern and Central China.

The Yunnan railway (滇越鐵路), with its many tunnels and bridges, runs from Yunnanfu (雲南府) to Hanoi (河內) in French Indo-China (法屬印度支那). This line provides Eastern Yunnan with an *outlet* to the sea.

The Shantung (山東) railway between Kiaochow (膠州) and Tsinanfu (濟南府) (青濟鐵路) is doing much to develop the *mineral wealth* of Shantung.

The railways which meet the Peking-Hankow line (京漢鐵路) in Chihli (直隸) and Honan (河南) reach some of the *richest coal and iron districts* of the world.

The Peking-Kalgan (張家口) Railway (京張鐵路) runs from Peking to the *borders* of Mongolia (蒙古). It was built entirely by Chinese engineers.

The Manchurian railways (東三省鐵路) are part of the fast route between China and Europe (歐羅巴洲) *via* Siberia (西伯利亞). The railways of South Manchuria have done much to develop the *bean trade* of the Liao Valley (遼河流域).



KALGAN RAILWAY AND THE GREAT WALL

英 文

中 國 地 理

釋 義

NOTES

A

Aided, 幫助.
 Animal-raising, 畜牧.
 Anthracite, 白煤.
 Antimony, (鑛) 銻: 安的母尼.
 Arches, 牌坊; 牌樓.
 Area, 面積.
 Arid, 乾燥.
 Army training, 練兵.
 Arsenal, 軍械製造局.
 Art industries, 手工.

B

Basin, 流域.
 Battlefield, 戰場.
 Bay, 海股; 海灣.
 Beacons, 礁標; 烟壆.
 Bean oil, 豆油.
 Bean trade, 豆業.
 Bituminous coal, 烟煤.
 Black-tea, 烏龍; 紅茶.
 Board of Communications, 交通部.
 Borders, 邊境.
 Bore, 大潮; 高潮.
 Bristles, 豬鬃毛.

C

Camphor, 樟腦.
 Canton-Kowloon Railway, 廣九鐵路(中英合辦).
 Capital, 京城; 省城.
 Cement making, 製造水泥(即水門汀).
 Cereals, 五穀.
 Chang Chien, 張謇.
 China Merchants' Steam Navigation Company, 輪船招商局.
 Choice, 精美.
 Chu Hsi, 朱熹.
 Chwan-Han Railway, 川漢鐵路(中國自營).
 Climate, 天氣; 氣候.
 Coal-fields, 煤田.
 Coast line, 海岸線.
 Completed, 造成; 竣工.
 Concessions, 租界.
 Confucian Temple, 聖廟; 孔廟.
 Confucius, 孔子.
 Consul, 領事.
 Cotton mills, 軋花廠.
 Cotton-spinning, 紡績.

Council, 卽 Municipal Council,
工部局.

Crude, 粗笨; 不精.

Customs, 風俗.

Customs stations, 海關

D

Dalai Lama, 達賴喇嘛.

Delta, 漲灘; 沙灘.

Dependencies, 藩屬; 藩部.

Develop, 振興; 發達.

Diplomatic, 交涉; 外交.

Direct line, 直接路線.

Distress, 災難; 災害.

District, 縣.

Docks, 船塢.

Domestic affairs, 內政; 國事;
家務.

Domestic fowls, 家禽.

Dominions, 領土; 邦土.

Driveway, 馬路.

Dynasty, 朝代.

E

Earthenware, 陶器; 瓦器.

Electric-light system, 電燈公司.

Embroidery, 刺繡.

Empire, 帝國.

Engineering, 工程.

Estuary, 江口; 河口.

Excellent, 優美.

Exported, 輸出; 出口.

Express trains, 快車.

Extended, 擴張; 推廣.

F

Fengtien City, 奉天府城 (與
奉天省不同).

Ferry-boats, 渡船

Fine weaving, 紡織綢緞.

Flour-milling, 磨粉.

Flour-mills, 麵粉廠.

Foreign loans, 外債.

Foreign trade, 國外貿易.

For the most part, 大半; 大抵.

Freight, 水脚; 運費.

Freight, 船貨.

French Concession, 法租界.

From a military point of view,
於兵事一方面之觀察.

Frontiers, 邊疆; 邊界.

G

Glaciers, 冰川.

Gorges, 澗壑; 山溝.

Government, 政府.

Grand Canal, 運糧河.

Granite, 花崗石.

Great highway for steamers, 船
舶往來之要道.

Great Wall, 長城.

H

Hanyang Iron and Steel Works,
漢陽鋼鐵廠

Harbours, 海口; 港口.

H.E. (His Excellency), 大人.

Heilungkiang City, 黑龍江府
城 (與黑龍江省不同).

Hemp, 粗麻.

Highways of commerce, 通商
要道.

Home trade, 國內貿易.

Hsuan Tung, 宣統.

I

Imperial Hunting Park, 園場.
 Imported, 輸入; 進口.
 Improve commerce, 振興商務;
 改良商業.
 Indigo, 靛.
 Industrial metals, 工業金類
 (如銅鐵鉛等).
 Industries, 工藝; 工業.
 Inland trade, 國內貿易.
 Inlets, 海門.
 Interior, 內地.
 International Settlement, 公共
 租界.

In time to come, 將來; 他時.
 Iron bridges, 鐵橋.
 Iron works, 鐵廠.
 Irrigation system, 灌溉法; 潤
 田法.
 Island, 島.

J

Jeme Tien Yue, 詹天佑.
 Junks, 沙船.

K

Kiang, 江; 河.
 Kiangnan Arsenal, 江南製造
 局.
 Kiangsu-Chekiang Railway, 江
 浙鐵路(即滬杭甬鐵路, 中
 國自辦).
 Kien-lung, 乾隆.
 Kin (Dynasty), 金朝.
 Kirin City, 吉林府城(與吉
 林省不同).

L

Lacquer, 漆.
 Launch, 小火輪; 小汽船.
 Leased, 租; 借.
 Legations, 公使館.
 Li, 華里.
 Lichees, 荔枝.
 Light-houses, 燈塔; 燈臺.
 Location, 地位.
 Loess, 黃土.
 Lowland plains, 低原.

M

Mail steamers, 郵船.
 Manufacture, 製造品.
 Maritime, 臨海; 海上.
 Materials, 材料.
 Mencius, 孟子.
 Miaotze, 苗子.
 Military station, 屯兵之所.
 Millet, 黍; 粟.
 Minerals, 礦物.
 Mineral wealth, 礦產.
 Mohammedan rebellions, 捻匪
 之亂.
 Mulberry leaf, 桑葉.
 Museums, 博物院.
 Musk, 麝香.
 Musk deer, 麝.

N

Nanyang Industrial Exhibition,
 南洋勸業會.
 Natural features, 地勢; 天然
 形勢.
 Natural wealth, 天然物產.
 Naval base, 軍港.

Near-by, 左近; 鄰近.
 Nickel, 鎳.
 Nitre, 硝; 火硝.
 North China, 北洋.
 Northern Chekiang, 浙江省之
 北部.

O

On the whole, 總之.
 Orchards, 果園.
 Organization, 體制.
 Outlet, 出路; 出口.
 Outlook, 光景; 情形.
 Overland route, 陸路.

P

Pagodas, 寶塔.
 Panthers, 豹.
 Pass, 關隘.
 Pasture land, 牧場.
 Peiyang University, 北洋大學
 堂.
 Peking-Hankow Railway, 京漢
 鐵路(中國自辦).
 Peking-Kalgan Railway, 京張
 鐵路(中國自辦).
 Peninsula, 半島.
 Periods of ancient time, 古代.
 Petroleum, 火油.
 Piculs, 擔; 石.
 Piece-goods, 洋貨; 疋頭貨.
 Pilgrims, 香旅; 香客.
 Pineapples, 鳳梨; 波羅蜜.
 Pingsiang Railway, 萍鄉鐵路
 (中國自辦).
 Plateaus, 高原.
 Ply, 逆駛.

Policy, 政策.
 Political centre, 政治之中心
 點; 行政區.
 Poppies, 罌粟花.
 Population, 人數; 戶口.
 Porcelain-decorating, 繪飾磁器.
 Port of call, 碼頭; 口岸.
 Potala, 八達拉山寺(達賴駐
 錫之所).
 Pottery, 瓷器.
 Poultry, 家禽.
 Precious metals, 貴重金類(如
 金銀).
 Productions, 物產; 出產.
 Provinces, 省.

Q

Quicksilver, 水銀.

R

Rainfall, 雨量.
 Ranges, 山嶺; 山脈.
 Rape-seed, 菜子.
 Rapids, 激湍; 急流.
 Reclaim, 開墾.
 Relief map, 地文圖.
 Reserve power, 接應力.
 Resident, 駐紮公使.
 Resources, 利源.
 Rights, 利權.
 River-basins, 河之流域.
 River conservancy, 濬河工程局.
 River-mouths, 河口.
 River-valleys, 流域.
 Round about, 四面; 周圍.
 Ruins, 古跡.

S

Sandalwood, 檀香木.
 Seafaring people, 航海者; 水手.
 Sesamun seeds, 芝麻
 Settlement, 租界.
 Shanghai-Hangchow line, 滬杭
 鐵路(中國自營).
 Shanghai-Nanking Railway, 滬
 甯鐵路(英國承辦).
 Shansi University, 山西大學堂.
 Shark's fins, 魚翅.
 Shell-fish, 介蟲.
 Ship-building works, 船塢; 船
 廠.
 Shipping centre, 船舶往來之
 中心點.
 Shrine, 廟; 寶座.
 Silk filatures, 繅絲廠.
 South China, 南洋.
 Square miles, 英方里.
 Steamer landings, 輪船碼頭.
 Steam-launches, 小火輪.
 Stock-raising, 畜牧.
 Stone bridges, 石橋.
 Strawbraid, 草帽綆.
 Straw-matting, 草蓆.
 Sugar beets, 甜蘿蔔.
 Sugar refining, 煉糖.
 Supply the needs, 供應所需.
 Syndicate, 公司.
 System, 山脈.

T

Tableland, 高原; 平陵.
 Taipings, 金田軍.
 Tashi Lama, 班禪喇嘛.

Taxpayers, 納稅者.
 Technical schools, 工藝學堂;
 實業學堂.
 Telegraph, 電報.
 Temperature, 氣候; 溫度.
 Temple of Agriculture, 先農壇.
 Temple of Heaven, 天壇.
 Temple of the Lamas, 喇嘛寺.
 Terraced, 平頂; 臺形.
 The richest coal and iron dis-
 tricts, 最富於煤鐵之區.
 Tientsin-Pukow line, 津浦鐵路
 (英德合辦).
 Tobacco factories, 製烟廠.
 To take the place of, 以代.
 Tow, 拖帶; 曳.
 Trade agent, 經理人.
 Trade-marts, 市場; 商埠.
 Traffic, 貿易; 交通.
 Tramways, 電車.
 Transportation, 輸運.
 Treasurer, 財政司.
 Treaties, 條約.
 Treaty of peace, 和約.
 Treaty ports, 商埠; 通商口
 岸.
 Tributaries, 支流.
 Tropical zone, 熱帶.
 Trunk line, 幹路; 幹線.
 Tunnels, 隧道; 山路.

U

Undeveloped, 尚未開墾.
 United, 聯合.
 Unload, 卸(貨).
 Upland plains, 高原.

V

Valley, 流域.

Via, 經過.

W

Wang Yang-ming, 王陽明

Water-power, 水力; 水動力.

Water-route, 水路; 航路.

Waterways, 水道; 水路.

Wax-insect, 蠟蟲.

West, 西方; 西部.

Wharves, 埠頭; 碼頭.

World's fair, 博覽會; 賽珍會.

Wrought, 煅煉.

Wrought iron, 煅鐵; 熟鐵.

Y

Yak, 犏牛.

Yellow earth, 黃土.

Yuan Dynasty, 元朝.

Yueh-Han Railway 粵漢鐵路

(中國自辦).

英 文
中 國 地 理
地 名 表

VOCABULARY

A

Aden, 亞丁.
Afghanistan, 阿富汗.
Africa, 阿非利加.
Aigun, 璦琿.
Alaska, 阿拉斯加.
Altai Mountains, 阿爾泰山.
Amoy, 廈門.
Amur River, 黑龍江.
Anhui, 安徽省.
Anking, 安慶府.
Ansichow, 安西州.
Antung, 安東縣.
Argun, 額爾古納河.
Australia, 澳大利亞.

B

Batang, 巴塘.
Bhamo, 八莫.
Blagovestchensk, 海蘭泡.
Brahmaputra, 雅魯藏布江.
Burma, 緬甸.

C

Canton, 廣州府.
Ceylon, 錫蘭島.
Changan, 長安.

Changkiakow (or Kalgan), 張家口.
Changchow, 常州.
Changchun, 長春.
Changpai Shan, 長白山.
Changsha, 長沙府.
Changshu, 長熟.
Changteh, 常德府.
Ch'aochowfu, 潮州府.
Chaotung, 昭通府.
Chefoo, 烟台.
Chekiang, 浙江省.
Chengchow, 鄭州.
Chengtingfu, 正定府.
Chengt'u, 成都.
Chiayukwan, 嘉峪關.
Chientao, 間島.
Chihli, 直隸省.
Chinchow, 錦州.
Chinghai, 青海.
Chinglingchow, 城陵磯.
Chinhua, 金華府.
Chinkiang, 鎮江.
Chinwangtao, 秦皇島.
Chowhsien, 鄒縣.
Chowkiakow, 周家口.
Chuanchow, 泉州府.

Chuchow, 株州.
 Chung Kiang, 中江.
 Chungking, 重慶.
 Chusan Island, 舟山島.
 Colombo, 可倫坡.

D

Dairen (Dalny or Taliénwan),
 大連灣.

E

Erb-hai, 洱海.
 Europe, 歐羅巴洲.

F

Fakumen, 法庫門.
 Fengsiangfu, 鳳翔府.
 Fengtien, 奉天省.
 Fengtien (or Mukden), 奉天府.
 Fengyang, 鳳陽府.
 Foochow, 福州府.
 French Indo-China, 法屬印度
 支那.
 Fukien, 福建省.
 Fushun, 撫順.

G

Gartok, 加托克.
 Gobi (or Shamo), 戈壁, 沙漠.
 Grand Canal, 運糧河.
 Gyangtze, 江孜.

H

Hainan, 海南島.
 Haining, 海甯州.
 Hami, 哈密.
 Hanchungfu, 漢中府.
 Hangchow, 杭州府.

Hanyang, 漢陽府.
 Hankow, 漢口.
 Hanoi, 河內.
 Han River, 漢水.
 Harbin, 哈爾濱.
 Heilungkiang, 黑龍江.
 Himalaya, 喜馬拉雅山.
 Hoihow, 海口.
 Honan, 河南省.
 Hongkong, 香港.
 Honolulu, 檀香山(亦稱和諾
 魯魯).
 Hsiakwan, 下關.
 Hinganfu, 興安府.
 Huchow, 湖州府.
 Hunan, 湖南府.
 Hunchun, 琿春.
 Hungshui, 紅水河.
 Hungtze (Lake), 洪澤湖.
 Hupeh, 湖北省.
 Hwaian, 淮安府.
 Hwai Ho, 淮水.
 Hwang Ho, 黃河.
 Hweichowfu (Anhwei), 徽州府.

I

Ichang, 宜昌.
 Ilifu, 伊犁府.
 India, 印度.
 Indo-China, 印度支那.
 Indus River, 印度河.
 Irrawaddy River, 伊拉瓦第河.

K

Kaifeng, 開封府.
 Kaiping, 開平.

Kalgan, 張家口.
 Kanchow, 甘州.
 Kanchowfu, 贛州府.
 Kan River, 贛江.
 Kashgar (or Sulifu), 疏勒府.
 Kashing, 嘉興府.
 Kansu, 甘肅省.
 Khailar River, 海喇爾河.
 Khotan, 和闐州.
 Kiakhta, 恰克圖.
 Kialing Kiang, 嘉陵江.
 Kianfu, 吉安府.
 Kiangchow, 絳州.
 Kiangnan, 江南.
 Kiangpeh, 江北.
 Kiangpeiting, 江北廳.
 Kiangsi, 江西省.
 Kiangsu, 江蘇省.
 Kiaochow, 膠州.
 Kiaochow Bay, 膠州灣.
 Kienning, 建甯府.
 Kinchow, 金州.
 Kingtehchen, 景德鎮.
 Kingyüan, 慶遠府.
 Kirin, 吉林省.
 Kirinfu, 吉林府.
 Kiukiang, 九江.
 Kiungchow, 瓊州.
 Kobdo, 科布多.
 Koko Nor, 青海.
 Kongmoon, 江門.
 Korea, 朝鮮.
 Kowloon, 九龍.
 Küfow, 曲阜.
 Kuling, 牯嶺.
 Kulun, 庫倫.
 Kungpeh (or Lappa), 拱北.

Kunshan, 崑山.
 Kwanchengtze, 寬城子.
 Kwangchow Bay, 廣州灣.
 Kwangsi, 廣西省.
 Kwangtehechow, 廣德州.
 Kwangtung, 廣東省.
 Kweichow, 貴州省.
 Kweih sien, 貴縣.
 Kweihwating, 歸化廳.
 Kweilin, 桂林.
 Kwei River, 桂江.
 Kweitehfu, 歸德府.
 Kweiyang, 貴陽府.
 Kwenlun, 崑崙山.

L

Laichow, 萊州.
 Lanchow, 蘭州府.
 Laos, 南掌 (亦稱老撾).
 Lappa (or Kungpeh), 拱北.
 Lhasa, 拉薩.
 Liangchow, 涼州.
 Liao Basin { 遼河流域.
 Liao Valley {
 Liaotung Peninsula, 遼東半島.
 Liping, 黎平府.
 Li River, 澧水.
 Litang, 裏塘.
 Liuchowfu (Kwangsi), 柳州府.
 London, 倫敦.
 Loyang, 洛陽.
 Luchow, 瀘州.
 Luichow Peninsula, 雷州半島.
 Lungchow, 龍州.
 Lu Shan, 廬山.

M

Macao, 澳門.
 Maimachin, 買賣城.
 Mamoi Island, 馬尾島.
 Manchouli, 滿洲里.
 Manchuria, 滿洲.
 Mediterranean Sea, 地中海.
 Meiling Pass, 梅嶺關.
 Mekong, 瀾滄江.
 Meng'sz, 蒙自縣.
 Miao Ling, 苗嶺.
 Min Kiang, 岷江.
 Mongolia, 蒙古.
 Moscow, 莫斯科.
 Mukden, 奉天.

N

Nanchang, 南昌府.
 Nanking, 南京.
 Nan Ling Mountains, 南嶺山脈.
 Nanningfu, 南甯府.
 Nantao, 滬南; 上海南市.
 Nanyang, 南陽府.
 Nanzing, 南潯.
 Nevada, 內華達.
 Newchwang, 牛莊.
 Ninghia, 甯夏.
 Ningpo, 甯波.
 Ninguta, 甯古塔.
 Nonui River, 嫩江.

P

Pacific Ocean, 太平洋.
 Pagoda Anchorage, 羅星塔.
 Pai Ho, 白河.
 Pakhoi, 北海.

Paoshan District, 寶山縣.
 Paotingfu, 保定府.
 Peking, 北京.
 Persia, 波斯.
 Petuna, 伯都訥(亦稱新城府).
 Philippine Islands, 菲力賓羣島.
 Pingsiang, 萍鄉.
 Pingliang, 平涼府.
 Pinglo, 平樂府.
 Pingtingchow, 平定州.
 Port Arthur, 旅順口.
 Poseh, 百色.
 Poshan, 博山縣.
 Potala, 布達拉(達賴喇嘛之宮殿).
 Poyang Lake, 鄱陽湖.
 Pukow, 浦口.
 Putu Shan, 普陀山.

R

Russia, 俄國.

S

Sachofu (or Yarkand), 莎車府.
 Samshui, 三水.
 San Francisco, 三佛蘭西斯哥
 (即舊金山大埠).
 Sanhsing, 三姓.
 Sanmen Bay, 三門灣.
 Santuao, 三都澳.
 Shamo (or Gobi), 戈壁沙漠.
 Shanghai, 上海.
 Shanhaikwan, 山海關.
 Shansi, 山西省.
 Shantung, 山東省.
 Shaohingfu, 紹興府.

Shasí. 沙市.
 Shekichen, 除旗鎮.
 Shensi, 陝西省.
 Shigatse, 日喀則.
 Shiuchow, 韶州.
 Siam, 暹羅.
 Sianfu, 西安府.
 Siang Kiang, 湘江.
 Siangtan, 湘潭縣.
 Siberia, 西伯利亞.
 Si Hu, 西湖.
 Si Kiang, 西江.
 Singapore, 新嘉坡.
 Siningfu, 西甯府.
 Sinkiang, 新疆省.
 Sinminfu, 新民府.
 Sinyangchow, 信陽州.
 Soochow, 蘇州府.
 South America, 南美洲.
 Suchow, 肅州.
 Süchowfu, 徐州府.
 Suez Canal, 蘇彝士運河.
 Suifenho, 綏芬河.
 Suichowfu, 敘州府.
 Suitechow, 綏德州.
 Sulifu (or Kashgar), 疏勒府.
 Sünchowfu, 潯州府.
 Sungari Basin, 松花江流域.
 Sungkiang, 松江府.
 Sunning, 新甯縣.
 Swatow, 汕頭.
 Sydney, 悉尼.
 Szechow, 思州府.
 Szechwan, 四川省.
 Szemao, 思茅廳.
 Szenan, 思南府.

T

Taichow, 台州.
 Tai Hu, 太湖.
 Tai Shan, 泰山.
 Taiyüanfu, 太原府.
 Talienwan, 大連灣.
 Talifu, 大理府.
 Tangshan, 唐山.
 Taokow, 道口.
 Tarim River, 塔里木河.
 Tashi-Lunpo, 札什倫布(班禪喇嘛之宮).
 Tatsienlu, 打箭鑪.
 Tatung, 大通.
 Tatungchow, 大東溝.
 Tengchow, 登州府.
 Tengyueh, 騰越廳.
 Tibet, 西藏.
 Tiehling Pass, 鐵嶺關.
 Tien Shan, 天山.
 Tientsin, 天津.
 Tibwafu (or Urumchi), 迪化府
 (亦稱烏魯木齊).
 Tinghai, 定海.
 Tongking, 東京(亦稱越南).
 Trans-Himalaya, 特蘭士喜馬拉雅山.
 Tsechowfu, 澤州府.
 Tsientang River, 錢塘江.
 Tsinan, 濟南府.
 Tsinchow, 秦州.
 Tsingkiangpu, 清江浦.
 Tsingtao, 青島.
 Tsingwha, 清化鎮.
 Tsitsihar, 齊齊哈爾.

Tsisingkwan, 七星關.
 Tsungming, 崇明.
 Tumen River, 圖們江.
 Tungchow, 通州.
 Tungchowfu, 同州府.
 Tungchwan, 東川府.
 Tungjen, 銅仁府.
 Tungkwan, 潼關.
 Tungting Lake, 洞庭湖.
 Turfan, 吐魯番.
 Tzü Kiang 資江.

U

Uliassutai, 烏里雅蘇台.
 Urga, 烏爾戛 (即庫倫).
 Urumchi, 烏魯木齊.
 Ussuri River, 烏蘇里江.

V

Vladivostok, 海參崴.

W

Waichow, 惠州府.
 Wanhsien, 萬縣.
 Weihaiwei, 威海衛.
 Weih sien (Shantung), 濰縣.
 Weih sien (Chibli), 威縣.
 Weihwei, 衛輝府.
 Wei River (Honan), 衛水.
 Wei River (Shensi), 渭水.
 Wenchow, 溫州.
 West Lake, 西湖.

Whangpoo, 黃浦.
 Woosung, 吳淞.
 Wuchang, 武昌.
 Wuchow, 梧州.
 Wuhu, 蕪湖.
 Wu Kiang, 烏江.
 Wukiang, 吳江縣.
 Wu Ling Mountains, 武陵山脈.
 Wusih, 無錫.
 Wutai Shan, 五台山.

Y

Yachowfu, 雅州府.
 Yalung Kiang, 鴉龍江.
 Yalu River, 鴨綠江.
 Yangchow, 揚州府.
 Yangtse Kiang, 揚子江.
 Yarkand (or Sachofu), 莎車府.
 Yatung, 亞東.
 Yellow River, 黃河.
 Yen an, 延安府.
 Yenping, 延平府.
 Yentai (or Chefoo), 烟台.
 Yingkow, 營口.
 Yochow, 岳州.
 Yuanchow, 沅州府.
 Yuan Kiang, 沅江.
 Yu Kiang, 右江.
 Yulin, 榆林府.
 Yungchow, 永州府.
 Yunnan, 雲南省.
 Yunnanfu, 雲南府.

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