

# China's Railroad Facilities Being Developed to Meet Growing Needs



Canton-Kowloon Railway. Now Building  
This view is at Kowloon, opposite Hong Kong



American freight in the heart of China



Chinese brakeman on the Peking-Kalgan R.R.



Trains are guarded by Soldiers

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**S**HANGHAI, 1909.—(Special Correspondence of The Bee).—During the last few months I have traveled over most of the new railroads of China. The empire has on the iron boots of modern progress, and it is laying out roads in every direction. It has already more than 4,000 miles in operation and double that in course of projection and construction. The systems already under way will give easy access to all the big cities, and with the additions which are bound to come, they will eventually gridiron the country.

Today the Chinese have the poorest railway facilities of all the great nations. Their empire is larger than the United States, and it has four times our population. Nevertheless, its railroads compare with ours in the ratio of about one mile to sixty. We have now almost 230,000 miles of railroads. When China is in as full swing she will need 912,000 miles, and her iron track mileage will not stop at 1,600,000.

**On the Manchurian Railways.**  
 I began my railway travel in China on the chief Manchurian system. I landed at Dahn and went north to Mukden. The trip was over the road built by the Russians and remodeled by the Japanese. It is 1,180 miles long and goes north to Hsianbin, where it connects with the Trans-Siberian system, taking passengers from Dahn to London in sixteen days. This road came to Japan at the close of its war with Russia. It is now financed and operated by the Japanese, and is a living evidence of their ability as practical railway managers. Its tracks have been entirely relaid, and that with American steel. New bridges have been put up, using materials ordered from the United States, and the rolling stock is mostly American. The express trains have Pullman cars, lighted by electricity, and the travel is as comfortable as anywhere in the world. The road is well financed. The gross receipts last year were about \$3,500,000, and its net earnings were 14 per cent on the common stock. The chief officers of the road are Japanese, but the present position is to use Chinese for all subordinate positions. It is found that they are cheaper and more experienced. They speak the language of the country and do better in handling the traffic.

**New Road to Kirin.**  
 A branch of this Manchurian railway is to Kirin, which lies north of Mukden about 100 miles to the eastward. Kirin has 100,000 population. It is surrounded by a rich agricultural country and is a great lumber center. The new road has been financed by a combination of Chinese and Japanese capitalists, and Japan is lending most of the money. The civil engineers are taken from both nations, but the road will be Chinese.

In addition to this line, preparations are making for constructing a standard gauge road to Antung, on the borders of Korea, and there connecting with the Korean railway system. There is already a two-foot track running over this route. This will be torn up, and where the new road line is laid, the Trans-Siberian trains will be shifted to it and will go directly to Antung. They will be ferried over the river then go on down the roads already built through Korea to Pusan, within a night's ride of Japan. This will bring Tokio into railroad communication with Europe.

**From Mukden to Peking.**  
 I stopped some time at Mukden, and thence went by express to Shanhaiwan, Tien-tsin and Peking. The depot facilities of Mukden are indescribably bad. There are no arrangements for baggage and passenger must stand out in the rain while waiting for the trains. The cars were crowded and I had difficulty in getting accommodations. There was no sleeper, and the passengers for Tien-tsin and Peking were forced to sit up all night. To avoid this I stopped off at Shanhaiwan where the road goes through the great wall, and took the day train on the following morning.

The road from Mukden to Shanhaiwan is well built and fairly well managed. The conductors and trainmen are Chinese, as are also the station masters and laborers. The district through which we went is infested by brigands and we had soldiers on the cars as well as at the stations. Landing at Shanhaiwan, we were in China, proper, and from thence on to Tien-tsin we rode over the first railroad successfully operated on Chinese soil.

**China's First Railroad.**  
 The first track ever laid in this country was a little stretch of twelve miles, running from Shanghai to the port of Woosung, on the Yangtze-Kiang. It was constructed in 1876 by a British company at a cost of \$100,000 and was operated a few weeks. The native officials were opposed to railroads and they tried to keep out this opening wedge. The story goes they paid a coolie \$100 to allow himself to be run over by the cars and killed. At any rate, the man threw himself in front of the cars and was taken out mangled and dead. Upon this a mob tore up the road and the officials decided it should be abolished.

The railway from Shanhaiwan to Tientsin, or rather that part of it from the Kaiping coal mines to Tientsin, was constructed about ten years later, being started as a tramway, with cars hauled by horses, and finally changed to a steam railroad. This scheme was backed by Li Hung Chang and Wu Ting-fang, and its original capital was \$250,000. The English engineer in charge was W. C. Kinder, who until now has had the control of the great coal mines at Kaiping and practically of the Peking-Shanhaiwan-Mukden railway system. When Mr. Kinder changed his horse road to steam he was afraid to order an engine from abroad, for fear that the anti-progressive officials would object. So he made up a locomotive out of scrap iron and used it. This locomotive is still kept in the shops at Kaiping. It is labeled "Rocket of China," and it should have a place in any national museum which the empire may build. Later on locomotives were ordered from the United States, and after some years one was built at Kaiping. When the latter was being painted, the Chinese workmen decorated the smokestack with two big eyes. Upon Mr. Kinder being asked why they did so the men replied: "Engine must have eyes. No have eye no can see. No can see, how can walk?" Nevertheless, Mr. Kinder blotted the eyes off the engine.

benches, and it seemed to me they looked the full kernels, embedded in sugar. The conductors on this train were English. They had boxcars, which were entered at the ends by doors so low that one had to stoop to get through them. The cars had no seats, and the passengers either stood or sat on their baggage. All the cars were well filled, and the road is said to be paying.

During the trip lunches were brought in to the first-class passengers. These consisted of tea, cake and sweets. We had candied citron in the shape of little green balls and delicious English walnut meats, benches, and it seemed to me they looked the full kernels, embedded in sugar. The conductors on this train were English. They had boxcars, which were entered at the ends by doors so low that one had to stoop to get through them. The cars had no seats, and the passengers either stood or sat on their baggage. All the cars were well filled, and the road is said to be paying.

**Road to the Great Wall.**  
 While in Peking I learned much about the new railroad, which is now building through the great wall into Mongolia. This is a branch of the imperial railway system and it is being constructed out of the profits of the Mukden-Peking line. It begins at Peking and goes northward past the Ming tombs to the Nankow pass. One hundred and twenty-five miles are already built, and a connection has been made with the Mongolian city of Kalgan on the other side of the great wall. Kalgan has 50,000 inhabitants. It is the great center of the caravan trade, a half million or more camels passing it each year. The road will have a considerable traffic in carrying meat, furs and grain from Mongolia to Peking. It will also take tea to the Mongols. The present plan is to extend it across the Gobi desert to Lake Balkash, where it will connect with the Trans-Siberian railway, and form the shortest route to Europe. It will put Peking within thirteen or fourteen days of London, and the time to New York by fast express train and steam will be about twenty days. When I visited the Nankow pass a few years ago I traveled by donkey and mule

## New Presbyterian Church at Minden



**T**HE First Presbyterian church congregation of Minden, dedicated its new \$15,000 church several weeks ago. All the other churches of the city had closed their services for the occasion and joined in the ceremonies. On Saturday evening the celebration was opened by a pipe organ recital on the new \$2,000 pipe organ. The dedication was in charge of Rev. Schaible of Burlington, Kan. Funds were raised sufficiently that the church was dedicated in the evening. One of the features of the dedicatory ceremonies was an original poem by Rev. C. A. Longquist of the Swedish Lutheran church near Axtell. This makes two modern church buildings in the city of Minden. There are also a large number of frame churches.

## Curious and Romantic Capers of Cupid

**Wedding in a Print Shop.**  
**A** MARRIAGE performed amid the rattle of typewriters, the click of telegraph instruments and the steady grind of linotype machines in the St. Louis Republic office early Saturday morning was a successful termination of the courtship of Miss Elsie Barton and Harry Wright of Shelbyville, Mo. The event is featured by the Republic as a "best."

There was a copyboy for the ringbearer. The telephone operator acted as bridesmaid and the staff photographer took the wedding picture. A "day" from the composing room conducted the couple to the corner where the ceremony took place. Printers, pressmen, reporters, editors, messengers and the miscellaneous human equipment of a newspaper office made up the guests.

Even the charivari was arranged. All the pieces of metal in the composing room were employed and furnished the noisiest noise imaginable.

"Oh, I'm so glad we are married at last," said the bride with a sigh of relief. "I was just afraid that something might happen a minute to stop us. My folks have objected to our marriage on account of my age, but I am old enough to know that I love Harry, and that's enough. Isn't it dear?"

Reaching St. Louis, almost strangers in the town, the marriage license office closed and apparently no minister available, the young couple appeared to a reporter to

know how a wedding might take place at that hour, which was close to midnight. The reporter was sympathetic.

The ruse by which the bride got away on the train with her sweetheart is a new one in the history of such affairs. Her folks have been watching her constantly, she says, for fear that she would slip away with Harry.

Friday it was necessary for someone to take a package from her home to the store of her brother, a jeweler in Shelbyville. There seemed to be no one to take it, as the little town has no messenger service.

Miss Elsie volunteered to do the errand herself. She dropped in at the home of a girl chum and telephoned to Harry, telling him that she would be able to catch the train, which usually arrives in St. Louis at 5 o'clock.

Harry didn't need any further details. He finished up the business he had on hand and caught the train. Elsie dropped the package at her brother's and hurried for the station.

**Portola Queen Weds.**  
 Miss Vergilia Bogue, daughter of Virgil Bogue, the western railway magnate, crowned queen of the golden state at the girl chum and telephoned to Harry, telling him that she would be able to catch the train, which usually arrives in St. Louis at 5 o'clock.

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Baron, working as a street car conductor in San Francisco, rescued Miss Bogue from injury, when, alighting from his car, she slipped and fell in front of a big truck. She gave the young conductor her card and Baron, getting on his feet financially, shortly after, called upon the girl whose life he had saved.

He made great headway in his suit, for with him it was a case of love at first sight, and finally his family became so interested that last summer they sent to a San Francisco bank making inquiries into the social standing of the girl the heir to the Perugian title wished to marry.

The facts gleaned from the bank in connection with the investigation were such that the last scruples of Baron's family were overcome and arrangements quietly made for the wedding.

The bride's father is vice president of the West Pacific railway, and is well known throughout western railway circles. It was while making a trip through the United States a year ago that Baron dropped from sight and being unable to get into communication with his relatives had to go to work. When he was in straitened circumstances he showed his pluck by going out and getting a job. He could speak English well and secured a position as extra conductor on the San Francisco street railway system.

It is said Baron's family is wealthy, and that the present match is not the bolstering up of an impoverished title by the acquisition of American millions.

litter and it took me three days. By this new road the journey can be made in six hours or less.

The road starts from Peking, and, until it nears the mountains, the country is comparatively smooth. It then rises rapidly, and the track ascends 1,500 feet in ten and one-half miles. At the pass itself a tunnel about three-quarters of a mile long has been constructed, through which the trains pass under the great wall. This road is well built, although it has been planned by Chinese engineers and constructed entirely by Chinese labor. It will cost about \$15,000,000 to extend it to the Siberian boundary.

**China's Big Railroad Centers.**  
 China has many cities, already large, which are bound to grow enormously through the new railroads now projected and building. The chief of these are Peking, Tientsin, Hankow, Canton, Nanking and Shanghai. Another railroad center will be Chengtu, the capital of the province of Szechuen, in western China, and another will be Yunnan, the capital of the province of the same name, in the southwest. At all these places railroads are either in operation or in projection and eventually the iron tracks will go out from them like the spokes of a wheel. Tientsin will be a second New York. It has already a million, and is growing like a green bay tree. It lies near the coast of the Gulf of Chihai and is the chief center of trade for north China, with the enormous coal fields of Shensi and Shanai tributary to it. It is on the trunk line from Canton to Europe, and is the chief port for the capital. It has a connection with the Hankow-Peking line, and is now building a road southward, through Shanai to Nanking, on the Yangtze-Kiang. Another road, a little further eastward, will strike the river at Chinkiang, and this will eventually be continued south to Canton, making a great trunk line through eastern China. That railway will pass through some of the richest lands of the world, and it will have the traffic of millions. It ought to pay almost as well as the early days of the California gold discoveries.

**Nanking's Connection.**  
 The railway from Tientsin to Nanking is fast approaching the yellow river, and the cars will be running to that stream by the first of the year. Its northern section will be built by German engineers, and the Germans are supplying the money. The road is 300 miles long. It goes from Tientsin to the southern boundary of Shantung, the province which they claim as their sphere of influence. The southern section of 200 miles will extend from Shantung to the little town of Pukou, opposite Nanking, on the other side of the Yangtze. It will be built by the British, who claim the Yangtze valley as the chief field for their investments.

This railway will be 60 miles long and every bit of it through a richly populated territory. Its ordinary passenger traffic will be further added to by thousands of pilgrims, who will use it to visit the grave of Confucius, which it runs. The road passes through the great states of Chihai, Anhwei and Kiangsu. It will be the shortest line between Shanghai and the Trans-Siberian road and will form the direct line to Peking. It is hoped that it will be open to traffic by 1911.

**Shanghai's Big Railroads.**  
 Another important railway center, which will boom under the new conditions, is the city of Shanghai. It is already the Paris of China, and it begins to take on the aspects of a European city. It has big business blocks, mighty factories and magnificent residences. The line of railroad construction it is moving most rapidly than any other city in China. It has recently been connected with Hangchow, one of the wealthiest cities of eastern China, and a railroad is building from there to the seacoast at Ningpo. Another line is projected to Chinkiang, and the trains are now running over the trunk road which passes through Suchow and Chinkiang to Nanking. Other projections are planned north and south.

I came over the Nanking-Shanghai road this week. It is under the control of the victors, and it is 175 miles long and cost about \$17,000,000. The fares are low, ranging from \$5 to \$3, and the fast trains go from one place to the other in about seven hours. In the past the trip had to be made by boat on the Yangtze, and the time was two days. Riding over this railroad is like going through Holland. The country is cut up by canals and is even more thickly settled than Holland, but you can visit almost every man's house in a boat. The water is held back by dykes along and there. It has many villages of grey mud huts, thatched or tiled, frequent

**In Southern China.**  
 A number of important railway projects are under way in southern China. The chief of these just now is the short line from Hongkong to Canton. This is the Canton-Kowloon road. It will be less than a hundred miles long and through villages all the way. Canton contains 2,000,000 or more. Hongkong is one of the chief ports of the world, and the road will soon need double tracks to carry the traffic. The trunk line from Canton to Peking will be an enormous feeder for this little line, and several other roads already projected will all contribute to it. Many railroads will be continually built from Canton north and south, and it is bound to be one of the world's chief railroad centers.

The same is true of Yunnan, toward which the French are constructing a road from Tonkin, and to which the Burmese railways will probably come. The roads are to be extended from Yunnan north to the Yangtze, passing through the town of Chinking, which is about 200 miles up the river, and other roads will be built to open up the enormous mineral deposits of that territory.

In addition to all this are the German railways, which have been constructed from Kiaochoo bay westward through the German hinterland of Shantung. These already comprise about 274 miles of track, and when completed they will probably be three times as long. They will cost, all told, over \$50,000,000. The lines already built are doing well. The concessions in the state right to all mineral deposits lying within ten miles on each side of the tracks. — FRANK G. CARPENTER.