

line. There are two classes of cars, the first and second, and the second-class fares bring in the most profit to the country. Only foreigners and a few of the big Chinese officials travel first-class, and a mandarin and his retinue of from ten to fifty servants usually have passes. The fares are, I believe, the cheapest in the world. The first-class passenger tariff is less than two cents a mile in silver, and the second-class less than one cent a mile or less than half a cent a mile in our currency. For a distance of thirty-one miles the fare was twenty-seven silver cents or about fourteen American cents. The tickets sold are of the same size and shape as our ordinary local tickets, each being about as large as the smallest size of a gentleman's calling card. They are on yellow card board, the color being that of the emperor and all connected with him, and they are printed in both Chinese and English. There are no mail cars, and if the Chinese had their way they would run the freight and passenger cars in one train. As it is, there is an open car back of the engine in which all sorts of baggage and freight are carried. This is made in the shape of a pen, with walls about four feet high, and its contents are cattle, baggage and freight. On our train there were a pony and two donkeys in this car. They were tied by their bridles to the iron rail which ran around its top and were surrounded by bags and boxes and bales of all sorts of goods. The train, all told, consisted of about a dozen cars. Back of this half-cattle, half baggage car was one containing passengers and freight; behind these a large number of second-class coaches, the car of the viceroy being attached to the end of the regular train. These second-class cars were well filled. They were of half English, and half American pattern, each coach being as long as one of our passenger coaches, but the seats running in the same way on the two sides of the car with an aisle between them. Each car was divided by partitions running across it into three sections and in some of the cars one section was devoted to Chinese ladies, who sat with the toes of their club feet resting on the floor in the solitary grandeur of their paint, powder and gorgeous silk clothes. In the men's compartment every seat was occupied, and each passenger had his bed and baggage piled up about him. The seats were plain wooden benches with straight backs, and were very uncomfortable. Many of the passengers had their shoes off, and their gaudy pantaloons of wadded silk were tied about the ankles above their socks of white wadded cotton. Some were smoking long-stemmed pipes, with bowls no bigger than a thimble, and others slept and snored. There was only one first-class compartment. In this the seats were well cushioned, and it was as comfortable as any American passenger coach. The occupants were a half dozen foreigners going to Taku at the mouth of the Peiho river to take the boat for Shanghai, and a couple of richly dressed Chinese merchants.

The stations all along the line are well built. They are of one story, painted white, and their platforms are of stone, which run almost parallel with the bed of the cars, and below which the tracks are sunken. They are comfortably furnished in Chinese style, with

different rooms for the different classes of passengers, and the people of every class gather about the stations in the small towns of China just as they do in an American village. There are soldiers in their red and blue cotton uniforms everywhere. There are swell mandarins, with servants bearing their official caps, with the feathers of rank sticking out at their backs. There are coolies carrying great loads on their shoulders, and half-naked men and altogether naked children, who stand and look at us, the foreign devils, in open-mouthed wonder. Now and then they crowd us too closely, when the guard makes assault upon them with his red club, swinging it about as though it were a scythe, or pounding them lustily over the heads with it, and starting the hundreds into a screaming run to the rear. A bell rings at every station before the car starts, and the switches and signals are carefully managed. No Chinaman is allowed to touch a switch without he is connected with the road, and yesterday when the engineer saw a coolie with his hands on the point of one, he stopped the train, jumped down and caught him. He was dragged by his cue to our car, and will come before the magistrate tomorrow. When I saw him he was ghastly pale and was trembling all over. He was probably a farmer who had seen a railroad for the first time, and had no thought of injury to the track. Still, the sentiment against railroads among the people is so great that the greatest caution is preserved, and the least offense is punished with a good flogging across the bare thighs with a club of bamboo.

When this first railroad in China was built the company had to move very slowly in order to overcome the opposition of the people. It is hard to understand the real power of the masses in this country. The government seems to be autocratic, but there is no place where the voice of the people has more weight, and China is to a large extent democratic. The country is divided up into classes and the power of organization is well understood. Every trade, from the beggar to the banker, has its union, and when the line was first planned the carters' guild made a great outcry against it. This kept it back for some time, and the mining company dug a canal at a cost of half a million dollars along the line of the railroad, and for some years hauled their coal to the sea in barges by means of steam tugs. They next built a road for cars to be pulled by mules, making it strong enough for heavy engines, and gradually put on cars and locomotives. The first locomotive used was one made at the works here and called "The Rocket of China." It was patched up out of old pieces of iron and machinery gathered from different parts of the country. The boiler was that of a stationary engine which had been imported years before from England. The wheels were American, and other parts of it were stray pieces from different parts of Europe. I saw this engine in the shop here yesterday. It is kept as a curiosity, but it has carried freight cars for more than 100,000 miles and did the whole work of the line for one year. When the road was first built no freight was carried, except the coal belonging to the company, in order to keep the carters in a good humor, but now all classes of goods are taken, and the freight rates between Tien-Tsin and

Tong Shan, a distance of nearly 100 miles, are eight and one-half American cents a picul of 133 pounds for first-class freight and half that for second-class freight.

Another instance of the power of the people in China was seen when the road was extended from the seacoast at Tong Ku, where it first stopped, to Tien-Tsin. It came up on the opposite side of the river and Li Hung Chang naturally wanted it to go right into the city of Tien-Tsin. A bridge was begun and a vast amount of money was spent in the sinking of the foundations and in importing the iron work. When the structure was almost completed the boatmen who carry on a traffic up and down the Peiho organized a movement against it, and their voice was so strong that Li Hung Chang directed that the work be stopped and the station be placed on the other side of the river, and there it remains today a monument of the power of the masses in China. You can almost throw a stone across the river at this point, and if you will imagine a city of the size of Philadelphia, with a trade amounting to perhaps a hundred millions of dollars a year, connected by the seacoast with only one railroad and bordered on one side by a river not as wide as the Schuylkill, separated from its railroad station by the strike of a lot of American cab drivers, you will get the situation of Tien-Tsin with regard to its railroad station. The viceroy has to travel three miles from his official palace to the depot, and when I took the train yesterday I was hauled in a jinriksha to the ferry, and after crossing the river my baggage had to be carried by coolies several blocks before the station was reached.

In the building of the new railroad, however, there has been much less trouble. The Chinese respect the edicts of the emperor and this is an imperial road. If the government at Peking should decide to build roads all over China there would be no trouble in their construction and the wages and labor are such that they could be laid and equipped more cheaply here than in any other part of the world. Ordinary coolie labor costs about eight American cents a day and the farm wages in this part of China are about four of our cents for ten hours' work. The brakemen on the trains get six silver dollars or not much more than three American dollars a month as wages, firemen receive from five to ten dollars in silver and engineers get from eight to thirty American dollars a month. The best engineer and the best workmen come from the south of China, and these receive the highest wages. The Cantonese engineers start in at thirty silver dollars and they can rise in nine years if they are good workmen, as high as sixty dollars a month, but they cannot make more than this. Northern men begin at \$15 and can rise to \$35 a month. These wages are for sixty hours a week, anything over that being paid for at the rate of 15 cents an hour. Conductors receive less than the engineers and certain classes of workmen get two Sundays off in each month as holidays. In ordinary labor there are no holidays in China and the contractor expects his hands to work Sunday and every day, except a week or so at the Chinese new year. In the works here there are a