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SATURDAY - - - MAY 13, 1899

THE AWAKENING OF CHINA.

Eighteen years ago the only railway in China, a 14-mile line from Shanghai to Wusung, was torn up and abandoned. Native prejudice and superstition were too strong for the British promoters, and they abandoned the field in disgust.

But the world moves, even in "far Cathay." "Five years later," says a publication just issued by the United States treasury bureau of statistics, "an English engineer who had been placed in charge of some coal mines near Tientsin, found in existence a tramway over which coal was transported on cars pushed by Chinese workmen, and gradually extending it north and south, finally placed a steam engine upon it for use in transporting coal." Native prejudice gave way, the line became even popular, was extended from time to time, and is now 350 miles long, connecting the capital of the empire with two of the important treaty ports on the coast.

This is the only completed railway in China, but native superstition having yielded, and the Chinese government manifesting a disposition to grant concessions and encourage the construction of an extensive railway system, capital is going in there from all the great powers, and more than 3000 miles of railway, extending to all parts of the great awaking empire, have been projected.

The concessions under which these roads will be constructed have been granted to Russian, British, German, Belgian, Italian, French and American promoters. British interests predominate. In one instance British and German capitalists have formed a combination, and, in another, British and Italian promoters have joined hands. Of the American concessions the treasury publication says:

"American railway concessions in China are up to the present time confined to a single but very important line which is to connect Canton, the great commercial center of Southern China, with Hankow, the great interior city and commercial center already described. This line, which is about 600 miles in length, passes through a rich and important agricultural section, having a population equal to that of the United States, and at its center taps an important iron and coal area. The direction of the proposed line is almost due north and south, and while it practically touches the seaboard at its southern terminus, where it reaches the Yangtze, at the north, is several hundred miles in the interior, thus bringing to the great port of Canton the products of the upper Yangtze valley, which section is quite similar to that of the upper Mississippi, in our own country. At Hankow the proposed American line will connect the proposed Belgian line, which will bring it into direct communication with Peking, the capital of the empire, thus placing in direct communication the capital of the empire at the north, the great commercial

center, Hankow, in the interior, and the great producing center in the western interior, with the great seaport at the south, Canton. This concession was granted to American capitalists in April, 1898, under an agreement executed after due imperial sanction by the present Chinese minister at Washington, and a corps of engineers and officials is now in China, under the charge of W. B. Parsons of New York, engaged in an elaborate survey of the route, which it is expected will be completed within a few weeks."

The construction of these projected railways, and the fuller development of steamer traffic on the 6000 miles of Chinese waterways now open to the traffic of the world, must revolutionize the vast empire. The products of China will be exchanged for the products of America and Europe. A market will be provided there for the wheat, lumber, silver, coal, lead and iron of the Pacific coast, and extensive lines of ocean steamers will bear a large part of the tonnage between Puget sound and the Columbia river and the ports of China.

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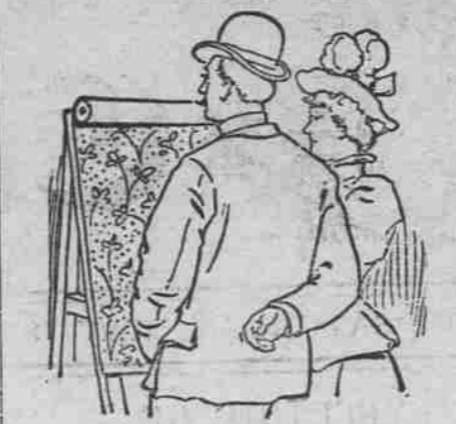
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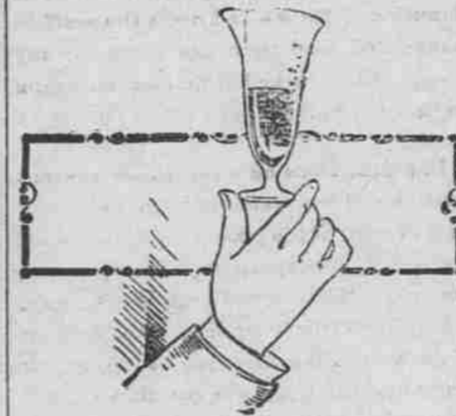
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The... Chronicle

O. R. & N.

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Spokane Flyer 5:40 p. m.	Walla Walla, Spokane, Minneapolis, St. Paul, Duluth, Milwaukee, Chicago and East.	Spokane Flyer, 5:00 a. m.
8 p. m.	FROM PORTLAND, OREGON STEAMERS, For San Francisco—January 27 days thereafter.	4 p. m.
8 p. m. Ex. Sunday Saturday 10 p. m.	Columbia Rv. Steamers To Astoria and Way Landings.	4 p. m. Ex. Sunday
6 a. m. Ex. Sunday	WILLAMETTE RIVER, Oregon City, Newberg, Salem & Way Land's.	4:30 p. m. Ex. Sunday
7 a. m. Tues, Thurs and Sat.	WILLAMETTE AND YAMHILL RIVERS, Oregon City, Dayton, and Way-Landings.	3:30 p. m. Mon, Wed and Fri.
6 a. m. Tues, Thurs and Sat.	WILLAMETTE RIVER, Portland to Corvallis, and Way-Landings.	4:30 p. m. Tues, Thurs and Sat.
Lv Riparia daily	SSAKE RIVER, Riparia to Lewiston.	LEAVE LEWISTON daily

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