ASIA

by

Nellie B. Allen

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PREFACE

The aim of the writer has been to make the Far-Eastern continent of Asia mean more to the readers of this book than a collection of colored areas, a series of names, or a maze of dots and lines.

The locating of black dots and wiggly lines with no mental pictures of the real places for which they stand, and the memorizing of lists of products only to forget the country to which each belongs, is the geography of the past. Modern geography is alive. The up-to-date teacher deals with real people, real industries, real places, and real relations. The uneven lines are mighty rivers filled with craft, furnishing water for irrigation, and power for lighting and manufacturing. The black dots are large cities crowded with busy workers whose lives, homes, and occupations are as real as those by which the pupils are surrounded.

The world is bound together by ties of close relationship, boundaries are changing, and countries heretofore closed to outside nations are opening their doors to the great world life and are entering into commerce and trade.

As the United States has reached farther and farther into the Pacific Ocean, Asia has come correspondingly nearer, and our future relations with this great continent may be as close and as vital as those which at present exist between our country and Europe.

The pupils of the grammar grades should have a broad knowledge of these densely populated countries across the Pacific; a better appreciation of the skill, industry, and thrift of the peoples; a keen realization of the fact that many products which add to our daily comfort are due to the labor of Eastern nations; and a sympathetic understanding of the lives, customs, and ideals of these millions of Orientals. They should know something of those historic lands which formed the Cradle of the Race; of the vast deserts which have been as great a barrier to communication as have the mountain ranges; of those political questions which may involve great nations in war; of the influence of European nations in the East; of the lands now under their control and of the work which they are doing to develop the resources of their Eastern possessions.

The greatest continent in the world, the most densely peopled areas, and the most abundant resources are found in Asia. The attitude of our future citizens (who are at present in the schools) toward the many questions which will arise between the United States and the awakening nations of the East will be a matter of vital importance to our country in the coming years.

Because of the interest in descriptive geography, locational geography is sometimes neglected. The maps and the questions and lists given at the ends of the chapters are intended for drills to fix in mind places and facts of importance.

Nellie B. Allen

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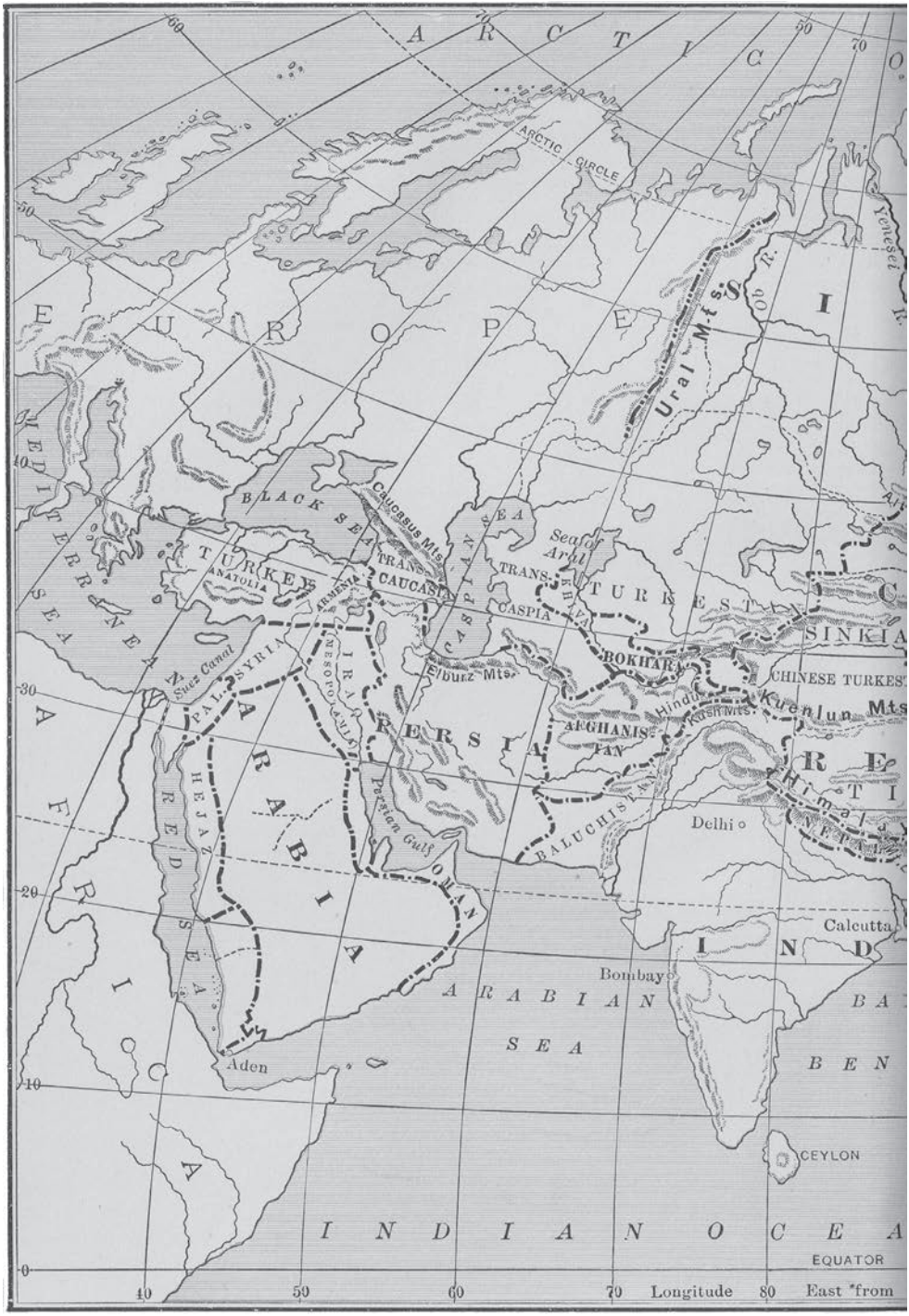
ARCTIC
ARCTIC CIRCLE
EUROPE
ASIA
Ural Mts.
Ob R.
Yenisei R.
MEDITERRANEAN SEA
BLACK SEA
Caucasus Mts.
CASPIAN SEA
Sea of Aral
TURKEY
ANATOLIA
ARMENIA
TRANS-CAUCASIA
TRANS-CASPIA
TURKESTAN
SINKIANG
CASPIA
BOKHARA
CHINESE TURKESTAN
Kuenlun Mts.
Elburz Mts.
Hindu Kush Mts.
AFGHANISTAN
PERSIA
Suez Canal
PALESTINE
SYRIA
MESOPOTAMIA
IRAK
ARABIA
HEJAZ
RED SEA
Persian Gulf
OMAN
BALUCHISTAN
Himalaya Mts.
Delhi
Calcutta
Bombay
ARABIAN SEA
Aden
CEYLON
INDIAN OCEAN
EQUATOR
AFRICA
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70
80
Longitude East from


ASIA
SCALE OF MILES
0 200 400 600 800
BERING SEA
OKHOTSK SEA
SAKHALIN
Lena R.
Lake Baikal
MANCHURIA
Amur R.
MONGOLIA
CHINESE
JAPAN SEA
KOREA
Peking
YELLOW SEA
EAST CHINA SEA
EMPIRE OF JAPAN
PACIFIC OCEAN
TROPIC OF CANCER
FORMOSA
Hongkong
PUBLIC
CHINA
BURMA
FRENCH INDO-CHINA
SIAM
SOUTH CHINA SEA
PHILIPPINE IS.
EAST INDIES
SUMATRA
Singapore
BORNEO
Greenwich
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120
130
140
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30
40
50

Something is to be learned from every book.—*Old Chinese Proverb*

CHAPTER I

INTRODUCTION

We are going to travel in Asia, the largest continent in the world. It is larger than all the lands in the Western Hemisphere and stretches from the desolate arctic shores almost to the equator. Its northern plains are so cold as to be uninhabitable, and its vast deserts are too barren to support life, yet other parts are so crowded that there are more people in Asia than in all the rest of the world.

The loftiest mountains on earth, the Himalayas, lie in the southern part of Asia. They are only a few degrees from the equator, yet they are so high that their heads are always covered with snow. Just north of this "roof of the world" are great stretches of desert land where for miles no life can be found. To the east and south are immense plains so rich, so well watered, and so fertile that more people live on them than on an equal area in any other continent.

Asia contains not only the highest mountains, the greatest deserts, and the most thickly peopled areas to be found anywhere in the world, but it has also some of the longest rivers. These flow northward from the

great deserts, eastward across the wide plains, and southward from the lofty mountains. Some of them, winding slowly through fertile fields, are filled with boats carrying food and clothing products to crowded cities. Others, rushing down steep slopes, overflow fields and towns, flood crops, and drown people. In the future this tremendous power, which now destroys life and property, will be harnessed and made to move the machinery in great factories, turn mill wheels, and light crowded cities.

Make a list of the twenty-five largest cities in the world, and you will find that more than a third of them are in Asia. Besides these there are dozens of others each containing more than a hundred thousand inhabitants. They are strange cities with narrow streets, low houses, crowded bazaars, veiled women, turbaned men and boys, water carriers, street barbers, and human steeds and burden-bearers.

Some of the largest and fiercest animals of the world live in Asia. We shall see huge elephants carrying heavy lumber and dragging small plows. We shall hear dreadful tales of the terrible man-eating tigers, which are sometimes bold enough to enter villages and carry people off. We shall see snake-charmers playing soft music for their sinuous pets, and we shall learn what great numbers of natives die each year from snake bites.

Asia is big in many respects, and it is as old as it is great. It is the cradle of the race. From western Asia the earliest peoples migrated eastward into China, southward into Africa, and westward into Europe. We

shall see relics of these old civilizations, we shall enter temples in which people have worshiped for thousands of years, and we shall travel over deserts where to-day no life is found, but where piles of stones, crumbling ruins, and sand-choked canals tell us that, ages ago, great cities flourished there.

In our present-day civilization we use many things for which we are indebted to these people of ancient times. From their odd old libraries, made up of carvings on sun-dried brick and stone, we have learned much concerning these early nations. To them we owe the invention of the alphabet, of printing, of gunpowder, and of silk manufacture. Our mathematicians can build on the foundation they laid, our astronomers can rely on many of their calculations and predictions, and our engineers can build no greater works than the irrigation systems, canals, and giant walls which, for thousands of years, have been the wonder of the world. Some of their industries also are such that no Western nation has ever equaled them. No such wonderful rugs, soft, lasting dyes, delicate embroideries, and fine, dainty carvings are made in any other continent.

Asia is the birthplace of the great religions of the world. It is the home of Buddhists and Brahmans, who make up about a third of the human race, and of millions of Mohammedans, who are scattered in every country. In the western part of the continent we shall travel in lands where the scenes took place which are told of in the Bible stories.

Asia is as rich as it is great and old. It is rich not only



Figure 1. We shall see human burden-bearers.

in the skill and industry of the people, but in material resources—in stores of minerals, in great rivers, in limitless forests, and in fertile plains. You remember that it was to obtain the riches of eastern Asia—the gems, the spices, the gums, and the rich silks—that Columbus set out on his search for India. His theory was correct, and if North and South America had not lain in his way, he could have reached India by sailing west as easily as Vasco da Gama, the great Portuguese explorer, did by traveling east.

In the early days of trade, quantities of goods reached Europe by sea, river, and overland routes. The Italian cities of Venice and Genoa were the centers of this commerce, and eastward-bound vessels sailed through the Mediterranean, carrying metal goods, wine, glassware, and woolen and linen cloth. These goods were taken overland to cities in western Asia. To these centers

merchants, bringing silk, cashmere cloth, perfumes, gems, and spices, traveled hundreds of miles on weary caravan journeys. Venice and Genoa had become the greatest seaports of the world, and the commerce of the East had grown to immense proportions, when it came suddenly to an end. The Mohammedan hordes from the desert regions of Asia poured over the lands to the west, conquering and pillaging them. Every Christian was an object of attack. The Mohammedans, scouring the Mediterranean, captured and destroyed the ships of Christian merchants, robbed their caravans, and closed their trade routes through western Asia. It was at this time that European nations began their search for a water route to India and the East, with the result that Columbus discovered a continent and Vasco da Gama rounded the Cape of Good Hope, crossed the



Figure 2. Where to-day no life is found there are ruins of large cities, beautiful temples, and irrigating canals.

Indian Ocean, and reached what is now the great city of Calcutta.

If you were to journey through this wonderful land, you would hear more languages than you ever knew existed, you would smell more bad odors than ever before entered your nostrils, and you would have to struggle with more hard names than you ever yet tried to pronounce. You would have to do many unfamiliar things and to get along with few comforts. In entering a house you would remove your shoes but keep on your hat. In some countries you would squat on your heels like the Hindus, and in others you would sit cross-legged like the Turks. The girls would probably go barefooted, but they would keep their faces veiled and would go about in public very little. They would enjoy few picnics or merrymakings, but would spend much of their time at home. The boys might go to school, but while there they would make a great deal of noise by



Figure 3. You will be obliged to drink water out of a skin bag.

studying aloud. You would live in houses which have no chairs or tables, eat without knives or forks, and travel much of the time where there are no railroad trains or electric cars. In some countries you would sleep by day and travel by night. You would have to endure the awful heat of the torrid zone and the biting cold of northern lands and of high mountain regions. You would be obliged to drink lukewarm water out of a skin bag, be blinded with dust in a desert sandstorm, and be sore in every bone of your body from the motion of the camel which carried you.

We must lay aside for a time our Western ideas and try to see with the eyes of the far-seeing Japanese, to think with the mind of the brilliant, thoughtful Hindu, and to toil with the hands of the hard-working Chinese. As we become better acquainted with these people, we realize what a great future lies before them. There are such numbers of them, many of them are so intelligent and so industrious, their land is so big and so rich, that, when they are once started on the road to progress, no one knows how far they will go. They are our neighbors across the Pacific: our trade and commerce will increase as they progress, for they need many things which we produce and manufacture and which we shall be glad to send them in exchange for the goods for which the countries of Asia are noted. In the future we shall be closely connected with these people of the East, and the more we know of them and their land the better friends we shall be.

TOPICS FOR STUDY

I

1. The great size of Asia.
2. Surface and drainage.
3. Asiatic cities.
4. The animals of Asia.
5. Early peoples and cities.
6. The religions of the East.
7. The resources of Asia.
8. Ancient trade routes.
9. Columbus and Vasco da Gama.
10. Strange sights and customs.
11. The future of Asia.

II

1. Name the continents in the order of their size. Which is the most densely populated? the most thinly settled?

2. Sketch a map of Asia. Show the countries and the surrounding waters.

3. Name the rivers of Asia that flow north; east; south.

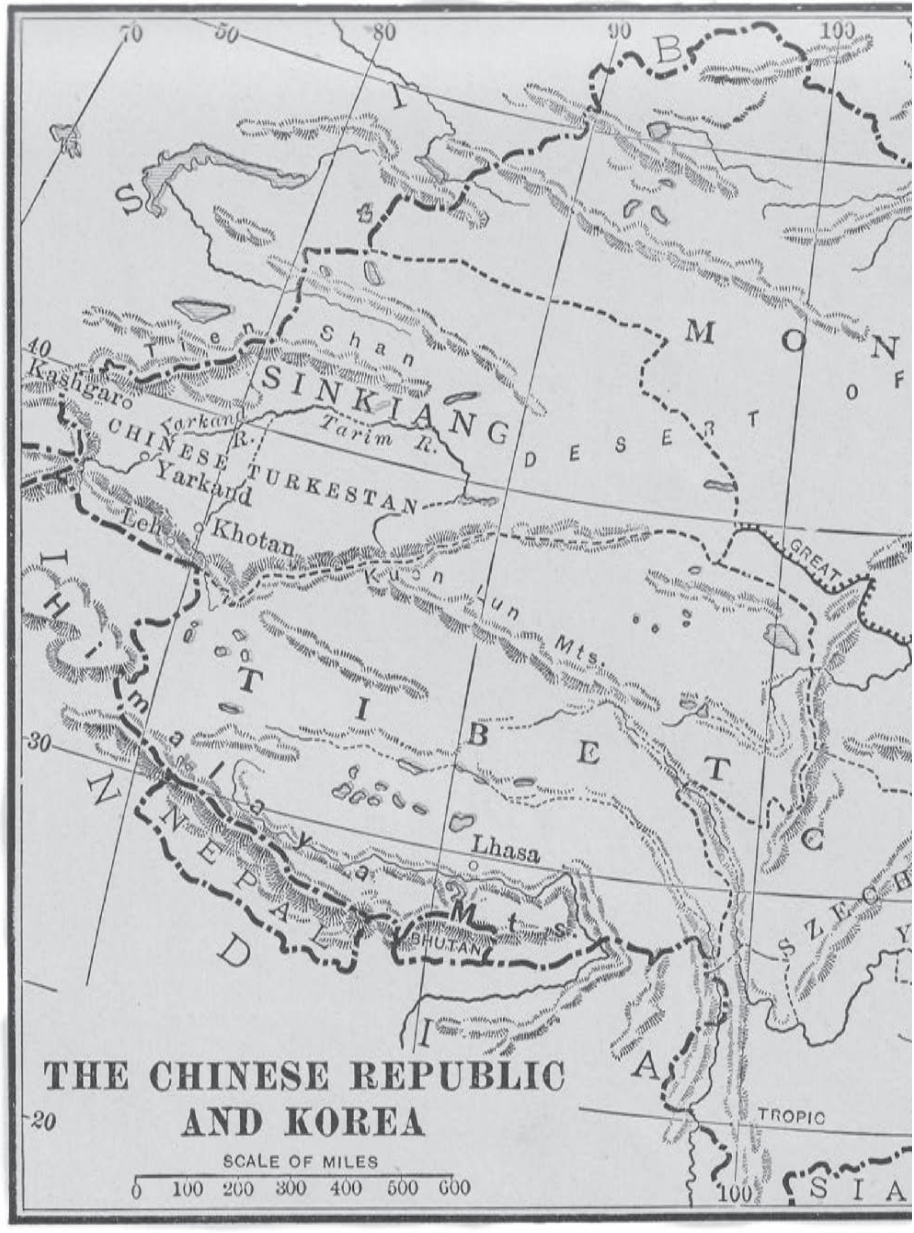
4. Tell the waters through which Vasco da Gama sailed on his voyage to Calcutta.

5. What great achievement of the present time is having as great an effect on the trade routes of the world as the closing of the Mediterranean and Red seas by the Turks had on ancient routes?

III

Be able to spell and pronounce the following names. Locate each place and tell what was said of it in the chapter.

Himalaya Mountains	Venice
Arctic Ocean	Genoa
Indian Ocean	Calcutta
Pacific Ocean	India
Cape of Good Hope	Portugal
Mediterranean Sea	China


THE CHINESE REPUBLIC
AND KOREA
SCALE OF MILES
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70
50
80
90
100
40
30
20
Tien Shan
SINKIANG
Kashgaro
Yarkand R.
Tarim R.
CHINESE TURKESTAN
Yarkand
Leh
Khotan
Kuen Lun Mts.
DESERT
GREAT
TIBET
Himalaya Mts.
NEPAL
BHUTAN
Lhasa
TROPIC
SIA



110
120
130
140
50
40
30
20
Kiakhta
Urga
GOBI
GOLIA
MANCHURIA
Amur
Harbin
Sungari R.
Vladivostok
Liao
Mukden
Kalgan
Pei
Newchwang
LIAOTUNG PEN.
Yalu R.
KOREA
PEKING
Tientsin
Dairen
Port Arthur
SEOUL
Weihaiwei
Chemulpo
Shantung
Kiaochow
YELLOW SEA
Grand Canal
Hwang
Nanking
Shanghai
EAST CHINA SEA
Hankow
Ichang
Hangchow
Foochow
Amoy
FORMOSA
Canton
Hongkong
CANCER
WALL
PACIFIC OCEAN

CHAPTER II

THE LAND OF GREAT WATERWAYS

An old Chinese proverb says, "One seeing is better than a thousand telling you of it." This is true of any strange land, but for us it is especially true of China, as that country is very different in many ways from the United States, and the customs of the people are often the opposite of ours. Many of them seem to us very strange indeed, but we must remember that our manners and customs seem just as strange to the Chinese. In greeting a friend, a Chinaman shakes his own hand instead of that of the other; when in mourning he dresses in white rather than in black. The finest present which a Chinese boy can give his father is a coffin; he would like this gift better than any other, and would proudly point out its beauties and describe its merits to his friends. Instead of building fires in the winter to warm their houses, the Chinese people put on more clothing, and thus increase their size as the weather grows colder. They become smaller again in the spring as layer after layer is discarded. They read the long, vertical street signs from top to bottom instead

of from left to right, and begin at what we should call the last page of a book to read it through.

Chinese girls do not usually go to school, though to-day girls' schools are being slowly introduced. Those which the boys attend would seem very queer to us. The pupils study aloud and stand to recite with their backs to their teacher. When you are puzzled in school over some of the hard words in your lesson, you sometimes scratch your head, but a Chinese boy kicks off a shoe and scratches his foot. When the teacher asks the pupils' ages, they reckon from New Year's Day, as all the Chinese regard that as their birthday. If a child is born only two or three days before the end of the year, he is considered two years old on the first day of the new year. His first birthday was the day on which he was born, but his second and all his succeeding birthdays are supposed to be on New Year's Day.

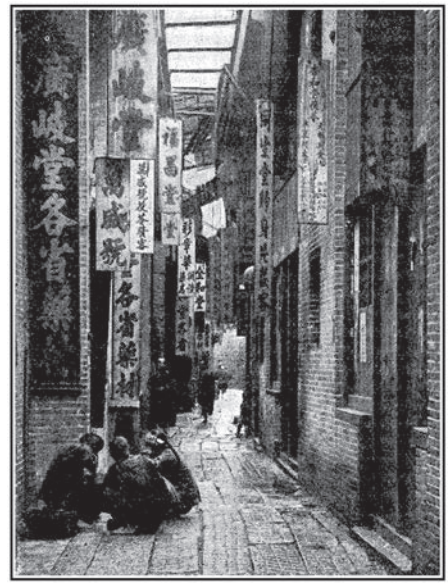

Figure 4. They read the long, vertical street signs from top to bottom.

This strange land is a very old one. When America was still undiscovered and when Europeans were only rude barbarians, the Chinese were keeping historical

records. They have seen many ancient countries—Persia, Egypt, Greece, and Rome—rise and fall. They claim the honor of inventing paper, silk, gunpowder, and the art of printing, and two thousand years before the birth of Christ they were so skilled in mathematics and astronomy that they could predict eclipses.

China is shut off from other countries by a chain of highlands and plateaus extending along a frontier line of nearly six thousand miles. Her water front faces the largest ocean on the globe, the very size of which prevented communication across it for centuries. Thus hemmed in by mountains and water, China worked out her civilization, which, because of her isolation, was different from that of any other country. Contrast these conditions with those under which European nations developed. They received help from one another, from the countries of western Asia, and from Egypt.

Whenever we read of the strange customs or the odd ways of our neighbors across the Pacific, we must remember that, without help from their neighbors, without inspiration from other more highly developed peoples, they built up a civilization superior to that of any other people on the continent of Asia, and formed a united country which has endured for more than four thousand years.

This is all the more wonderful when we remember what a large area is included in this Eastern land. Next to the Russian and British dominions the Republic of China is the largest country in the world. It stretches farther north and farther south than the United States,

and there is more difference in climate between its northern and southern provinces than between Minnesota and Louisiana. There is as great a contrast between the people of the extreme north and those of the semitropical south as between Italians and Norwegians. A Chinese of Manchuria is taller than his brother in the south, and his language is so different that he can no more understand his southern countryman than a Frenchman can understand a Swede.

There are as many people in the dominions of China as in North America, South America, Africa, and Australia. In parts of the country they are so crowded that the laud is more thickly settled than Texas would be if it contained all the people of the United States and half as many more.

"The Land of Great Waterways" is a very appropriate name for this Eastern country, for it has a greater length of rivers and canals, more boats, and a larger water population than any other country in the world. By looking on the map you can see that it is made up largely of the valleys of several long eastward-flowing rivers and the highlands between them. The largest of these great waterways rise in the lofty mountains which separate China from the countries to the west, flow down the steep slopes, rush through narrow gorges, and wander across wide plains which they have built up, to the Pacific Ocean and its arms.

The most northerly of these great streams is the Amur, which, because of its dark waters, the Chinese call "the river of the black dragon." The Amur is about

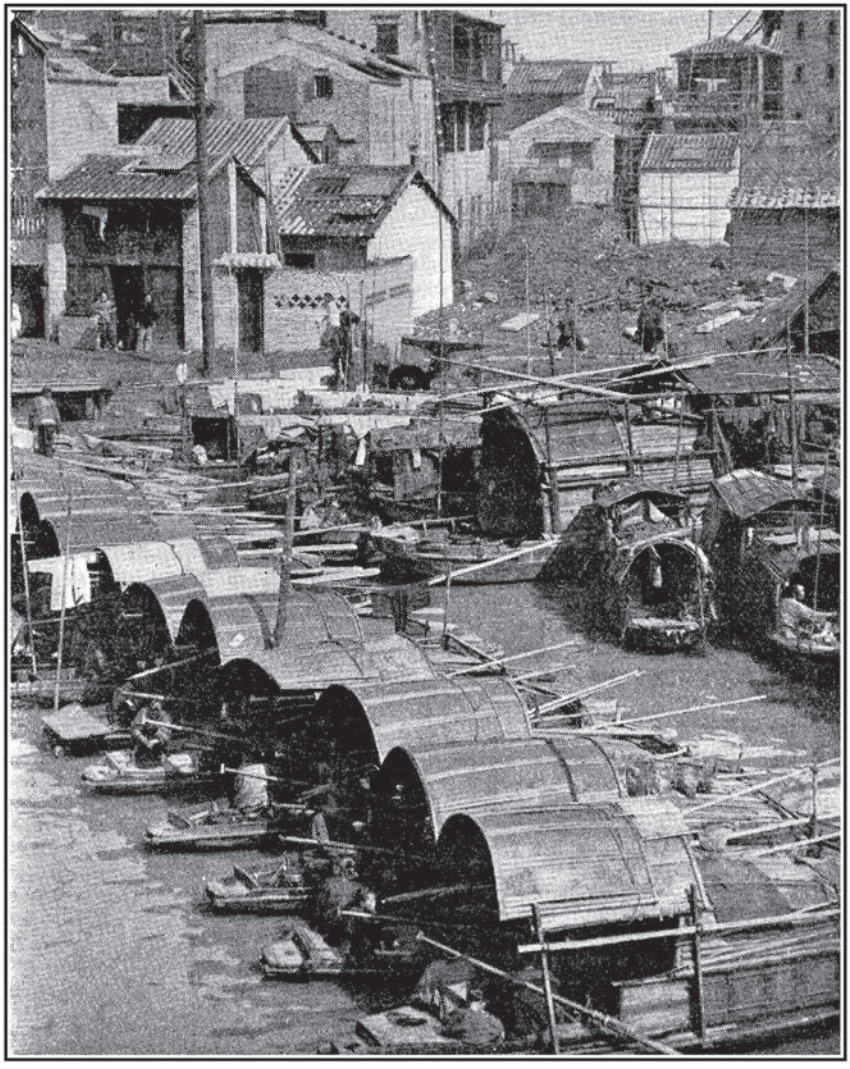

Figure 5. China has a large water population living in odd little boats called sampans.

twice the length of the Columbia, which is a few degrees farther north on the opposite side of the Pacific Ocean. For many miles the Amur forms the boundary between Russian and Chinese territory. It is ice-bound from November to April, and for this reason, and because of the wilderness through which it flows, it is not as useful as its largest tributary, the Sungari, which waters the most fertile part of Manchuria.

Nearly as far south as San Francisco is the mouth of the Hwang River, or the Hwang Ho, as it is sometimes called. The northern Chinese word for river is *Ho,* while in the south the word *Kiang* is used, and the great Yangtze River is sometimes named the Yangtze Kiang. The Hwang is nearly as large as the Missouri, but on account of its swift current, its sand banks, and its shifting channel, it is of little use to navigation. Its tremendous water power will in the future be of immense value to China in developing her manufacturing industries. By means of it enough electricity can be generated to light all the cities in its valley and to run all the silk mills in the country.

The name *Hwang,* which means "yellow," was given to this great waterway on account of the color of its water. Not only is the stream loaded with yellow silt, but the land through which it flows, the houses, the fields, and the crops are covered with yellow dust, and the sea into which it flows is of the same color.

This peculiar-looking soil, supposed to have been brought by the winds from the deserts in the north, is called loess. In some places gorges hundreds of feet

deep show perpendicular walls of it. Rivers have cut deep cañons in it and, as highways often follow river valleys, many of the roads lie in these gorges. In parts of the Hwang valley one may look for miles over vast yellow stretches of land and see no houses or roads. The houses are caves in the loess, and the roads sometimes lie many feet below the level of the country.

An area larger than the entire country of France, extending from north of the Hwang nearly to the Yangtze River, is covered with this peculiar yellowish soil. It is so productive that in spite of the centuries of constant cultivation, it has not lost its fertility, but is still capable of supporting dense populations, and this great plain of eastern China literally swarms with people.

Another name often given to the Hwang River is *China's Sorrow.* In a thousand years it caused the death of more people than were slain during the same time in all the great wars of the world. When the snows melt on the mountains, the mighty river becomes swollen with floods and spreads out over the plain, destroying crops, villages, and people for miles around and leaving behind it, as it subsides, disease, famine, and suffering. Because of these floods the river is diked for long stretches, and thousands of men are employed in keeping the dikes in repair. As the stream deposits more and more sediment, its bed and the level of its waters are gradually raised and the dikes must also be made higher. In parts of the Hwang valley, as in places on the Mississippi, the water is higher than the surrounding plain, which is therefore more easily flooded when the river breaks through the dikes.

During its flood seasons the great river has many times left its channel and sought a new course over the plain, sweeping away, in its mad rush for the ocean, the towns and cities which lay in its path. During one of these changes a million people lost their lives, and hundreds of busy, crowded towns and villages were wiped out of existence.

Going southward over the fertile plain, we come to the Yangtze River, the greatest of all Chinese waterways. In its basin live nearly twice as many people as are found in the United States, making it the most densely populated river valley in the world. From its source in the lofty highlands of Tibet the Yangtze comes dashing down steep mountain sides, whirling through deep gorges with vertical sides hundreds of feet high, winding through smiling valleys between green hills, and finally meandering slowly across the fertile plain to the sea. There it discharges such quantities of silt as to discolor the blue water for more than a hundred miles from shore.

We will start on a trip up the Yangtze at Shanghai, a city nearly twice the size of St. Louis. It is one of the largest cities of Asia and an important industrial and commercial center. We should know that it is a great world port from the number of vessels which crowd its harbor. There are great lead-gray British cruisers side by side with Chinese gunboats; there are big black merchantmen displaying the colors of many nations—England, Germany, France, Holland, and Japan; and, best of all, we see the Stars and Stripes floating from a vessel from the United States. Nearer the wharves there

are countless Chinese junks with reddish-brown sails, and rows upon rows of queer little boats called sampans, each with its small round roofing of matting and its swarm of bronze-skinned children. Let us go up from the wharves into the old Chinese city. How strange it all is! Everything which to our Western minds a great city should contain, such as fine streets, smooth pavements, sidewalks, large business blocks, policemen, cabs, and cars, is lacking.

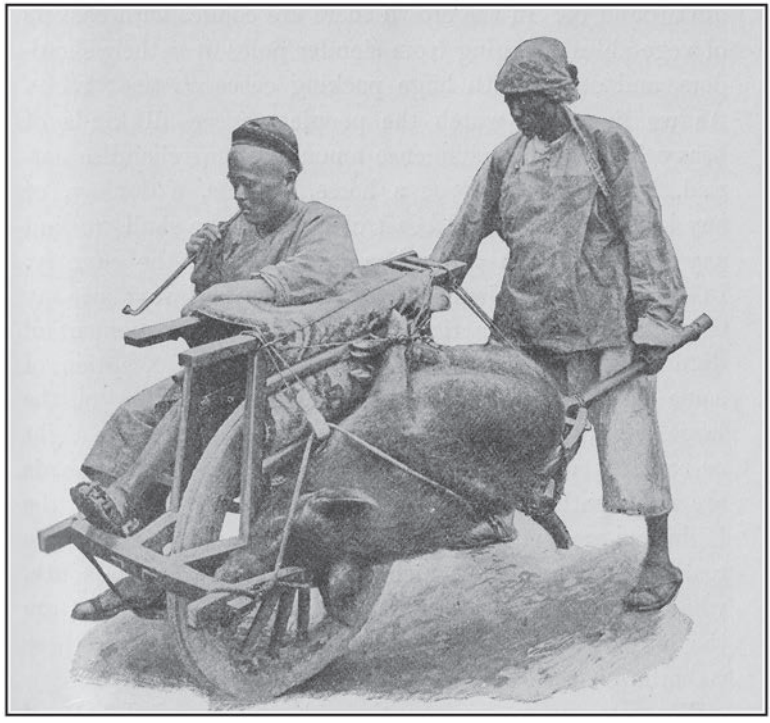

Figure 6. There is a wheelbarrow with a passenger on one side and on the other a live hog.

Through the narrow gate in the great wall which surrounds the city a crowd of Chinese are pushing,

jostling, crowding, and shouting. The water carrier balances his dripping pails on a bamboo pole over his shoulder. Other coolies carry in a similar way their ill-smelling loads of the city sewage. Should you like to ride in that curtained chair borne on long poles by coolies, who yell a warning for the people to make way as they approach, or should you prefer the jinrikisha, that little two-wheeled affair with a man instead of a horse between the shafts?

Mother Goose must certainly have had China in mind when she wrote,

> The streets were so bad and the lanes were so narrow
> I was forced to bring my wife home on a wheelbarrow.

We see in the streets hundreds of these odd Chinese vehicles. There is one with a passenger on one side and on the other a live hog, whose piercing squeals add to the din around us. In the crowd there are coolies with baskets of vegetables swinging from slender poles over their shoulders, and others with huge packing cases on their backs. As we linger to watch the people we see all kinds of heavy loads and an immense amount of merchandise carried, but we do not see a horse, a mule, a donkey, or any kind of four-footed beast of burden, nor shall we find any in our travels through a large part of the country. In all this great land there are few highways of any length which an American would think for a moment of dignifying by the name of *street*. With the exception of some in Peking and in the foreign settlements of the large cities, the broadest streets are not more than eight or ten feet wide, while

in the country regions the roads are mere paths. In the northern part of the country the highways are just wide enough to accommodate the mule teams and pony carts which are used there. In the south, wheelbarrows which carry both passengers and freight are the largest conveyances; everything not carried in these is borne on the backs or shoulders of men.

We manage to squeeze through the crowded gate of Shanghai and find ourselves on a street not much wider than some American sidewalks. Our sight-seeing is



Figure 7. But although, as we linger to watch the people, we see all kinds of heavy loads, we do not see a four-footed beast of burden.

beset with difficulties. We are so interested and amused by the strange scenes on every hand that we are nearly knocked down by a chair runner. Stepping quickly aside, we almost fall into a pile of garbage which lies in our way. There are no sidewalks in the narrow streets of Chinese cities, no modern methods of street cleaning, no good system of sewerage. In the larger cities street cleaners collect the refuse which is thrown into the streets. The farmers are very glad to get this material, which they use to fertilize the land on their little farms. In most Chinese cities there are no watering systems. Coolies bring the water in pails from canals, rivers, or, in some cases, from wells, and the constant slopping keeps the streets in places continually muddy. There are few city lighting plants. In some of the large cities of China such conditions are giving way to-day to more modern ones, but these changes are in most sections taking place slowly.

The shops which line the streets in the Chinese quarter of Shanghai are very different from our large department stores, where one can buy anything from a handkerchief to a kitchen range. The Chinese shops are low, one-story buildings with no windows or doors. They are closed at night by shutters, and when these are taken down in the morning, the whole interior is open to view. In many stores no goods are displayed, but when purchasers appear, the merchant brings out rolls of costly silk, priceless bronzes, delicate lacquered ware, dainty china, or whatever line of goods he may have to sell. He asks much more than the goods are worth, and if one is wise he will offer less than he intends to pay.



Figure 8. Much of the freight in both Chinese and Japanese cities is carried on the backs or hung on poles from the shoulders of coolies.

After a discussion over the ever-present cups of tea a bargain will finally be struck.

We laugh to see a barber plying his trade in the open street, but it is a common sight in this strange land. Except for a round place under the cap, where the hair was allowed to grow for the queue, the Chinese have worn their hair closely shaved for two hundred and fifty years. As our fashion of wearing the hair is being generally adopted, the number of barbers in the streets of Chinese cities will be considerably lessened.

See those filthy beggars with dusty rags just covering

their bodies, which are repulsive with disease and sores. Some blind ones among them find their way by walking with their hands on the shoulders of the one in front of them. China is a land of beggars, who make a trade of their infirmities. In some cities they band together and go from shop to shop, asking for cash, as the small coin of China is called. Everyone gives them a mite, not freely, perhaps, but because, if they refuse, the beggars will take their stand in front of the store and so drive away all customers, for no one wishes to come near such filthy creatures.

All classes of people throng the streets. On the corner there is a juggler performing some wonderful sleight-of-hand tricks before an admiring audience. A dignified Chinese in his silken gown draws close to the shop counter to avoid the coolie with his pails of filth. A fish dealer hurries past, calling to us to get out of the way. As he stops for a customer we take a peep at the fish wiggling in the pails of water which hang from his bamboo pole. The customer selects his fish, the dealer produces a small board, and in the twinkling of an eye the fish is laid on it, killed, cleaned, and delivered to the waiting purchaser.

We should know from his long gown, his proud, thin face, and his air of superiority that this person passing us is a scholar. In no country in the world is learning more highly regarded than in China, and though a scholar may be very poor and his dress rusty and threadbare, yet he is treated with great respect by all who meet him. That coolie coming at a steady trot with great bundles of brush for fuel hanging from his

pole takes up more than half of the street, but at his cries everybody goodnaturedly makes way for him to pass.

We are very glad to leave the noise, the dirt, and the smells, and go outside the walls of Shanghai to the part of the city where the Europeans and Americans live. The foreign settlement is as different from the Chinese city as the slums of New York are different from the Fifth Avenue shops and the residences of the millionaires. In the foreign settlement are electric lights and cars, broad streets, parks, and pleasant residences. The natives of Shanghai have seen for years the improvements which foreigners have made in their part of the city, but few



Figure 9. The foreign settlement of Shanghai is as different from the Chinese quarters as the slums of New York are different from Fifth Avenue.

as yet have been introduced into the Chinese quarters.

Shanghai is situated on a small stream which enters the Yangtze Kiang near its mouth. At the busy wharves

we will take a fine large steamer for our trip up the great river. It is hard to realize that we are on a river at all, as for some miles no land is visible on either side.

We should like to take a coasting steamer or a house boat for a trip to Hangchow just at the head of the wide mouth of the Yangtze, for it is so beautifully located, overlooking the river, the sea, and a lovely lake, that an old Chinese proverb says, "Above is heaven and below is Hangchow."

For miles around, the mulberry trees tell us that we are in the center of the silk region. The trees are planted, in every possible place—along the canals, on the ridges separating the fields, and in great orchards. There are also many nurseries where young trees are raised. If we were to explore the city, we should find many rude hand looms in the little houses, thousands of power looms in the factories where silk is woven, and many fascinating shops where it is sold.

Hangchow is situated at the southern end of the Grand Canal, which stretches northward to Tientsin and is continued by the Pei river to Peking. This canal, six hundred miles in length and connecting the waters of the two greatest Chinese rivers, is one of the longest canals in the world. Enormous sums have been spent in building and maintaining this great waterway, which is made up largely of small streams and lakes, with artificial connections, and which seems more like a winding river than a canal. Formerly this water highway through the heart of the densely populated country was of immense importance and was crowded with junks

carrying rice, tea, silk, and other goods to Peking, the capital of China. More recently this traffic has been carried on by sea to Tientsin and thence by rail or water to Peking, and the canal in places has been so out of repair as to be unnavigable. Repairs are being made at present in several places on the canal, and in the future this waterway will once again be of great value to the nation.

Hundreds of canals branch off from the Grand Canal and from the rivers of the region. These subdivide into still smaller ones, which branch yet again into ditches and creeks. It is said that in the low delta plains of China there is a canal for every farming area of forty acres. No other country in the world has such an immense number of waterways intersecting so large an area. From an airship we could get a good view of the network of canals and of the fertile fields, covered with rice and millet, cotton plants, and mulberry trees, lying between them. Even if the scattered villages were not visible, we could tell their location by the willows and elms clustered about them. Elsewhere the plain is bare of woods. Near each village is a narrow creek or canal which winds far inland through the rice country. Curious-looking craft—junks, sampans, fishing boats, and house boats—fill these waterways so that it seems impossible that any boat can ever free itself from the tangle; yet with much shouting and confusion the boats finally separate from the crowd and slowly start on their different journeys.

Besides serving as highways, the canals are useful to the Chinese in many other ways. They serve as hatcheries

in which to breed immense numbers of fish, duck farms are found everywhere along them, and a bulb, known as the water chestnut, is raised in them in great quantities and used by the people as a cheap food. The farmers dredge the canals for the mud which accumulates, and spread this on their fields, thereby serving the double purpose of enriching the land and keeping the canals in good condition. Baskets are woven from the grass and reeds which grow in and around the canals. The most important way, however, in which the canals serve the people is by carrying the enormous amount of traffic which is necessary in this densely populated country. So important are they in this respect that the Chinese would be as helpless without their canals as we should be without our railroads.

Continuing our trip up the Yangtze, we come to Nanking, the old capital of China and at one time the largest city in the world. The word *Nanking* means "southern capital," in contrast with *Peking*, which means "northern capital." The city itself lies five miles away, and from the river one sees only the encircling walls and the modern forts and barracks which overlook the stream.

Your grandmothers will perhaps remember using for their dresses a strong cotton cloth called nankeen. As you may imagine from its name, this cloth was made originally in Nanking, where cotton manufacturing is still an important industry.

China is the land of fans. In the southern portions especially, everyone—the policeman on his rounds, the soldier on guard, the coolie in the ricksha, and the

lady in her apartments—carries a fan in warm weather and uses it constantly. Nanking is a center of the fan industry, and thousands of people there are engaged in making the folding fans such as we use, as well as the coarse, strong palm-leaf fans so necessary for the comfort of the Chinese. This latter kind is also made in immense numbers in and around Canton.

Perhaps you have heard of or have used rice paper, a dainty, thin material on which delicate painting and printing is done. It is made, not from the rice plant, but from a reed which grows in the swampy lands. Nanking is the chief center for the making of this paper and also for the manufacture of an excellent quality of India ink.

Until one travels on the Yangtze one cannot realize what an immense river it really is. Six hundred miles from its mouth it is a mile wide, and even a thousand miles from the ocean it is fully three quarters of a mile from shore to shore. Many large tributaries, canals, and creeks open up the country around and make it possible for everyone to reach the river, which is the only outlet for some of the richest farming lands in western China. The lines of junks which crowd the stream at every town and city tell us of the vast amount of goods which are carried on these waterways.

The Yangtze is not beautiful, for it is yellow with the silt that it carries. During its summer floods it deposits this silt on the land and drops it in enormous quantities in the sea at its mouth; because of this annual fertilization of its valley and the careful cultivation which the farmers give to it, the soil yields abundant

harvests of rice, vegetables, and grain. These great crops are necessary to feed the immense numbers of people who live in the Yangtze valley.

A little more than six hundred miles from the ocean, just where the Han River enters the Yangtze, is Hankow, one of the great centers of the republic and the most important tea market of the country. This city is the largest distributing center in China, and as we notice its location we can see the reason for this. It is on the railroad which runs from Peking to Canton. On this road great quantities of goods are shipped to and from the north. An enormous amount of freight is brought on the Yangtze from the east and from the west, to be reshipped up the Han River and thence, by its branches and intersecting canals, through the region to the north. For miles along both rivers lie the junks which are engaged in this carrying trade. The city, inclosed by walls, lies near the river, and farther away along the creeks and canals are the crowded suburbs. We shall find but little paving in the narrow, dirty alleys which serve as streets and which are consequently worn into deep ruts by the wheels of the thousands of heavily loaded wheelbarrows constantly passing and repassing.

At Hankow we must leave our large, comfortable steamer and change to a smaller one for our trip of five or six days to Ichang, the head of navigation on the Yangtze. On the way we meet many boats filled with raw cotton, raw silk, wheat, and the ever-present rice and tea. So much of the last-named product is carried on the Yangtze that it is sometimes called the River of Tea.

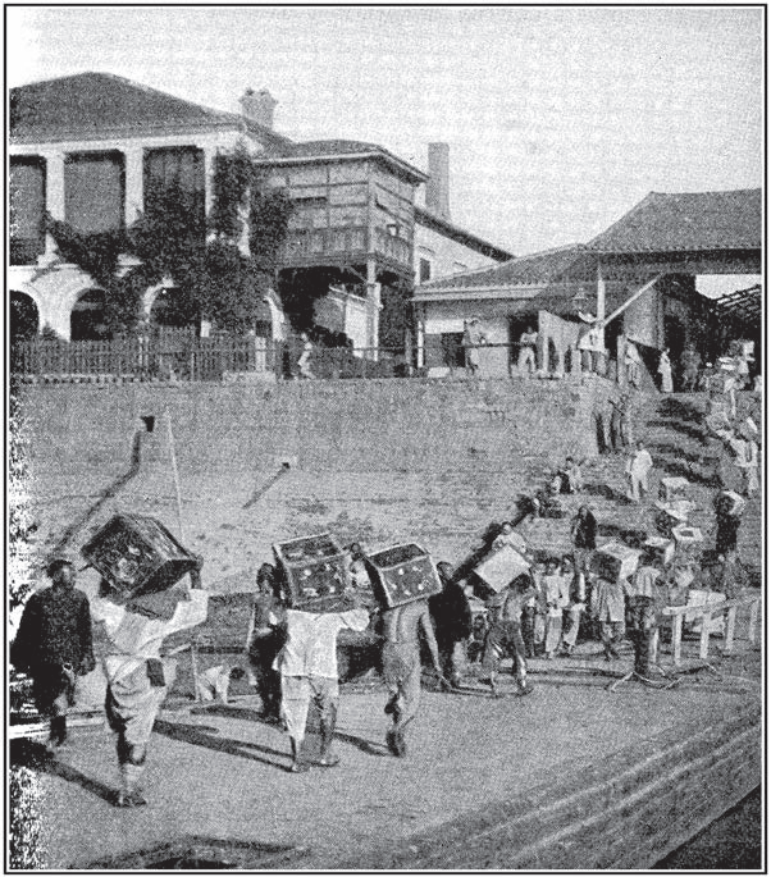

Figure 10. Coolies unloading tea at Hankow, the great tea market of interior China.

We see also many timber rafts come floating down with the current, and sampans lashed together, yet kept apart by platforms built between them. These are loaded with the great reeds which line the bank for hundreds of miles. Many people along the river are engaged in cutting and transporting reeds, which are used for roofs, for fences, for fuel, and, plastered within and without with mud, for the walls of houses.

The fuel question is a serious one in China on account of the scarcity of wood. Roots, straw, leaves, weeds, manure, everything in fact which will burn and which is not needed for other purposes, is used for fuel. In the cities the hot-water peddler is well patronized, as it is cheaper to buy of him what is needed than to use the precious fuel to heat water at home.

In parts of its course the Yangtze is protected by huge dikes, over which we call see nothing except the carved roof of a temple as we pass some city or town. These places, usually walled and fortified, are dirty and unattractive. The refuse is thrown into the river and accumulates in great heaps which at low water give off odors better imagined than described. Filthy beggars, black pigs, and dirty dogs wander over these heaps, picking up here and there stray bits which may help to quiet the pangs of hunger.

The river narrows and becomes more and more crowded with craft of various kinds as we approach Ichang, where all passengers and cargoes have to change boats. Heavy junks built to withstand the rapids of the

upper stream lie waiting for their loads. Those going down the Yangtze have their masts lashed along their sides, as with the current there is no need of sails.

Beyond Ichang lie some of the grandest gorges found on any river in the world. Towering cliffs hundreds of feet high shut in the whirling mass of waters, which tear down over the wildest rapids ever navigated by boats. The Chinese sailors are very skillful in guiding their boats through this dangerous stretch of waters, yet in spite of their skill hundreds of junks are dashed to pieces and many lives are lost in this part of the river every year.

The heavy boats are drawn upstream by hand, as in China hand labor is cheaper than steam-driven machinery, and coolies' food than coal. Strong bamboo cables attached to the boat are seized by scores, and in the case of large junks by hundreds, of sweating, screaming, scrambling coolies. Over rocks and cliffs, now falling on sharp stones, now slipping into the water, now straining forward until they appear like animals walking on all fours, they tug and pull with might and main, taking as many hours to pull the boat a few miles upstream as it will take minutes for it to come down with the swift current. Each junk carries many men to pull her up the river, but at the rapids many more are needed. The coolies who do this hard work are called trackers, and they represent one of the lowest classes of Chinese laborers. During the navigable season they come from long distances to the river, and their miserable villages can be seen all along the upper

Yangtze. Close to the water, in rude huts of matting, they live, half clothed, dirty, and noisy, eking out a miserable existence on a few cents a day until their exhausting labor wears them out.

Even more exciting than the tug up the river is the plunge down through the whirling waters. As a great junk takes the leap into the rapids, the rowers, all yelling and screaming, direct her course, while the captain's voice, as he shrieks his directions, rises above the tumult. The foam and spray dash high over the boat as it spins around, but it usually emerges safe and sound at the foot of the rapids, some are less fortunate and are dashed against hidden rocks. Timber and wreckage are carried downstream, and the crews are lost beneath the foaming waters.

Perhaps you wonder why this river traffic is carried on against such odds, and whether the goods transported are of sufficient value to justify this loss of life and property. The Yangtze River with its tributaries is the outlet of the province of Szechwan in western China. This province, the largest in China, is smaller than Texas, yet it contains two thirds as many people as the entire United States. It is one of the richest divisions of the country; from it fruits, vegetables, grains, opium, tobacco, rice, silk, hides, musk, rhubarb, and many other products are shipped in immense quantities down the Yangtze, and there are rich stores of coal and other minerals awaiting future development. A railroad has been planned for the Yangtze valley, but for years the river will carry much of the immense trade from the inland provinces to the coast.

There are other rivers in China which are much smaller than the Amur, Hwang, and Yangtze, but which are of great importance. One of these is the Pei River, which, though only about the length of the Hudson, is the most important river in the north. The city of Peking is only about twelve miles west of the Pei, and Tientsin, the greatest commercial port in the northern part of the republic, is about eighty miles from its mouth. The Pei is one of the crookedest rivers in the world, and its twists and turns are so many and so sharp that it needs a short ship and a good pilot to navigate it as far as Tientsin. Beyond that city it is unnavigable except for small native craft.

The province of Chihli, which the Pei River drains, is about as densely populated as the plain farther south, and near Tientsin and beyond, the river is nearly filled with Chinese junks, European vessels, and other craft. The banks are lined with villages of mud huts and little one-story houses packed so close together that every available inch is covered. Women doing men's hard work, children with interesting faces and bare, brown bodies, and men with loose, dark-blue cotton blouses and trousers, such as are worn by nearly all Chinese, are as thick as ants on an ant hill, and as busy.

Tientsin is the port of Peking and the door of northern China, Mongolia, and the adjacent Russian possessions. It is situated at the northern end of the Grand Canal and at the head of steamer navigation on the Pei River, where many waterways and highways converge, and it dominates northern China as Shanghai

does the part of the country farther south. It is a city of nearly a million people. The low houses built of dingy gray brick, the dull-tiled roofs, the crowded quarters, and the narrow streets have no beauty or splendor, yet Tientsin is much cleaner and healthier than many Chinese cities. In the Boxer riots of 1900 much of it was destroyed, and in its place, under foreign engineers, a modern city has been built for the Chinese, which, compared with many native cities, is clean and decent. The streets are not so wide, however, but that we must crowd against the buildings to avoid being run down by the long line of shaggy, soft-footed camels, which, with noses high in the air, move silently along, turning their heads neither to the right nor to the left. If we could peer into the heavy packs on their backs, we should find them full of wood, furs, hides, grease, plaited straw, and other products from the tribes of Mongolia, and Central Asia. In the part of the city near the river are warehouses filled with brick tea, the refuse from the tea factories of the south pressed into hard cakes. After a short rest the camels will be loaded with baskets of this brick tea and will start back on their long journey to Mongolia and the northwest.

The rice, grain, and tea which formerly came northward by the Grand Canal is now shipped by sea to Tientsin, where it is stored. From there it is sent to Peking and thence distributed through the northern provinces. In the river we can see the junks and steamers which have brought these products from Shanghai, and the smaller native boats which will carry them through the surrounding region.

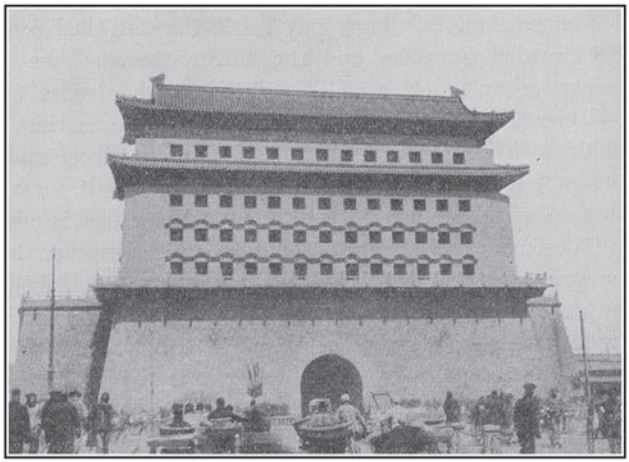

Figure 11. The gate of Peking is a center of life.

By taking plenty of time we might, if we wished, go from Tientsin to Peking on a wheelbarrow, or we might make the trip a little more quickly, though not much more comfortably, in a jolting, thumping mule cart. For thousands of years camels and coolies, horses and mules, have traversed the same path between the two cities, which no one in the Western world would dream of calling a road. In all that time it has probably never been repaired, though it is the main land highway for the swarms of people whose villages border it for nearly the entire distance.

The small, slow boats on the river would be much more comfortable than any land conveyance, but if we would combine speed with comfort, we must go by train. The cars are by no means as luxurious as those to which we are accustomed, but they are much to be preferred to any other method of travel, and after a ride of four or five hours we find ourselves in Peking, the capital of China.

As you can see by the map, Peking is really a city within a city. The Chinese quarter, in the shape of a rectangle with its greatest width from east to west, is at the south. North of this and partly within it is the Manchu, or Tartar, city with its greatest length from north to south. Inside this rectangle is the Imperial city, walled and fortified like the other two, and in the heart of this inner city lies still another, the Forbidden city, sacred to the ruler, his household, and his guards. From the plan of Peking given on the following page you can note these various divisions and can see that the sacred city with its yellow walls lies in the very heart of the capital.

The family who ruled China for more than two hundred years previous to 1911, when the government was changed to a republic, were not native Chinese but Manchus, people from the province of Manchuria in the north, an interesting region of which you will read in another chapter. The Manchus differed in many ways from their southern neighbors, and the people of China always resented the power of these foreign rulers. For fear of a sudden attack the Manchus separated their city from the southern Chinese section by a wall thirty to fifty feet high and broad enough at the top for three or four carriages to pass one another.

There are hundreds of walled cities and towns in China. Think of the time and labor spent in building these defenses, which are practically useless in modern warfare. The walls of some of the cities are in ruins, but those of Peking are in excellent repair. In years past the gates were closed at night, and travelers in the roads

around the city made all possible haste to get inside before they were shut.

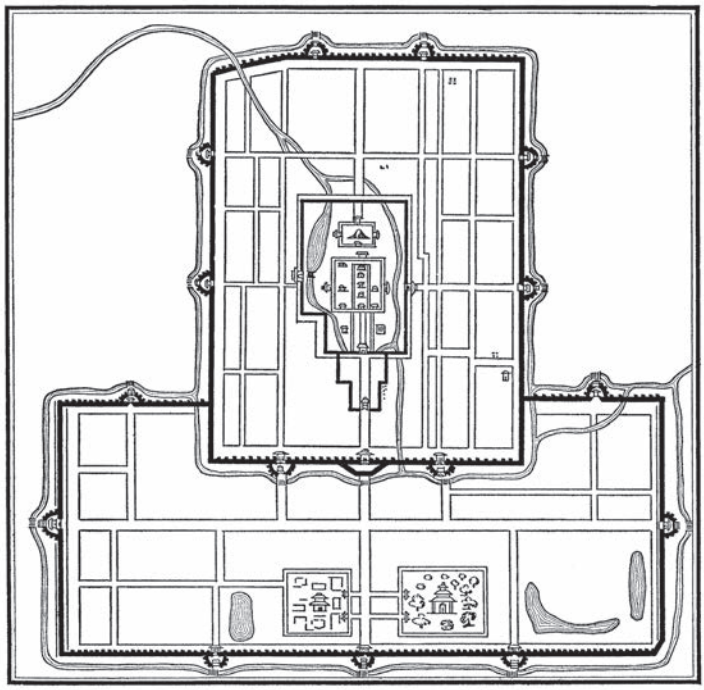

Figure 12. Peking is really a city within a city.

The heart of Peking is where the center gate of the Manchu city opens into the Chinese quarter. The great streams of trade and travel, the dust, the hum, the shouts, and the smells are thicker here than anywhere else in the city. Here we should meet numberless beggars, heavily laden donkeys, endless processions of Peking carts (which some one has described as red and blue dog houses on wheels), long lines of ungainly camels bringing their heavy loads front the north, closely curtained sedan chairs containing some royal beauty or high official, creaking wheelbarrows pushed and pulled

by coolies and mules, and the never-ending stream of sweating, shouting, bending, straining human carriers forcing their way through the crowd.

Peking is the only Chinese city which has any considerable length of wide streets. In the Manchu portion there are several macadamized highways and some others wide enough for two carriages to pass each other; extending southward from the center gate of the Manchu city through the Chinese quarter is another wide avenue two miles in length; but elsewhere in the great capital there are few wide or paved streets. Most of the traffic made necessary by a population of a million people is carried on through narrow lanes, which are dusty, muddy, or cut into deep ruts.



Figure 13. We should meet many Peking carts.

The numerous workers, barbers, cobblers, blacksmiths, and sewing women, the tea, fruit, and rice stands, and the wares displayed before the doors of the shops serve to make the narrow streets even narrower, so that in many cases they are not more than ten or twelve feet wide.



Figure 14. The tea, fruit, and rice stands make the narrow streets even narrower.

These narrow streets are lined with tiny shops, and if it were not for the dirt and the smells, we could wander for hours among them and see everywhere something to interest us. In the bazaars one can find anything from a jade belt buckle and dainty fan to second-hand clothing and furs. The lantern bazaars are interesting

and carry on a thriving business. In certain parts of the city where there are no electric lights everybody carries a lantern at night. Many of the houses are lighted with these oddly-shaped lanterns, though lamps are coming into use more and more each year.

The houses all look very much alike, and as we ride through street after street lined with odd little dwellings, we wonder where the wealthy people live and where the poorer families are found. It is one of the strange things about China that the houses of the rich and the poor are crowded together in the same streets. Most of the buildings are one story high with blank walls facing the street and with windows and yards and courts in the rear where they can be enjoyed in privacy.

In the Manchu city we meet many tall, fine-looking women with graceful carriage and well-formed feet. The Manchus have never disfigured themselves by foot-binding. In the Chinese quarter, however, we see a few women hobbling along on their poor little stumps of feet in a most ungainly fashion. Imperial edicts have forbidden foot-binding; missionaries have labored for years against it; educated Chinese have seen the folly of it. Much progress has been made, but foot-binding is still done in places. When a little girl is from five to eight years old, her toes are bent down and tightly bound in that position. From time to time the bandages are drawn tighter around the poor deformed feet, and for weeks and months and even years the pain is dreadful. But no matter how great the suffering, there are still some mothers who pull the bands closer and closer, in

order that their daughters, when grown, may have the much-desired "golden lilies," as the tiny dwarfed feet are called.

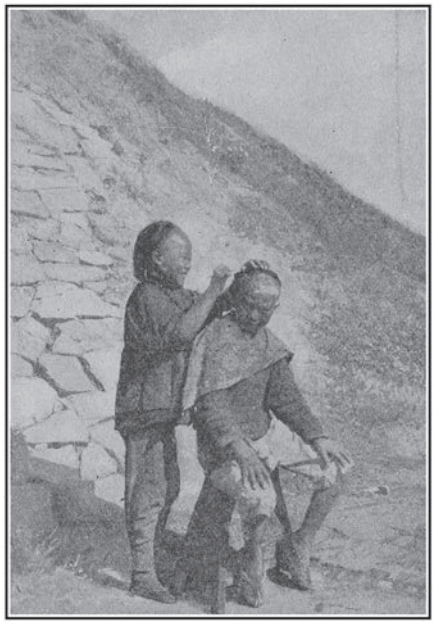

Figure 15. The itinerant Chinese barbers have their places of business wherever they find customers.

Peking is one of the most interesting cities which we shall visit, and even though we spent weeks instead of days inside its high walls, we should still be loath to leave it. We shall not have a correct impression of this great nation, however, unless we visit southern China, as the life there is different from that in the north. So we shall leave the great capital for a trip on the Pearl River, a southern waterway which, though shorter than any we have mentioned, is of great importance and, through its branches and canals, penetrates hundreds of miles into the interior. Because the great city of Canton is situated on its banks this waterway is also called the Canton River, while in the Chinese language it is known as the Si Kiang.

Strange as the scenes on the banks of the river may seem to us, the life on the water itself is yet more

interesting, for the river is inhabited as well as the land. Thousands, even millions, of people in China live on the water. Not only the Pearl, but the Yangtze, the Hwang River, the Grand Canal, and many of the smaller waterways are crowded in places with the house boats of people who know no other homes. They have never been out on the open sea, perhaps, and many thousands of them have never lived in a home on the land. Many of the boats have huge, staring eyes painted on them. Their use was explained by a Chinese in his broken language as follows: "S'pose no got eye, no can see; s'pose no can see, no can walkee."

The boat in which a family lives serves not only as a home but as baggage car, peddler's cart, ferry, and workshop for "butcher and baker and candlestick maker." On these little crafts, shaped something like a watermelon cut lengthwise, the people live busy lives, fishing, tugging, cargo carrying, and peddling goods of every description. The boats swarm with naked children and yellowish-brown dogs. Many of the children, especially the boys, are tied to some object on the boat, to prevent their falling overboard. In some cases they have fastened to their backs a small sealed cask, which will float in the water and so prevent drowning.

Each boat is numbered and has its own particular mooring place at night. The river people can buy everything necessary from boats, just as the people on land buy from stores, and each boat displays from its mast a sample of the goods it carries for sale. There are boats with vegetables, groceries, cloth, flowers, fish, crockery, and fuel; there are barbers' boats, doctors'

boats, kitchen boats, and boats with everything needful for life.

Many Chinese are engaged in fishing, as fish is a very common article of food, and many and strange are the devices employed in catching them. One of the queerest methods is training cormorants to do the work. A cormorant is a large fish-eating bird with a long neck, around which the fisherman fastens a ring just large enough to prevent the bird from swallowing its prey. The cormorants stand on the edge of the boat until the fishing grounds are reached, when they are put one by one into the water to dive for fish. When

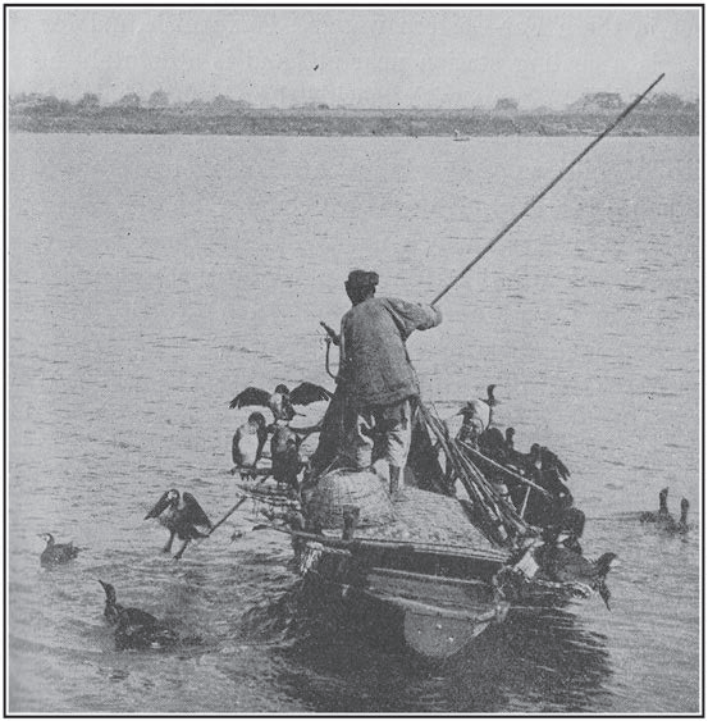

Figure 16. One of their queerest methods of fishing is training cormorants to do the work.

a bird has one or more in its mouth, it returns to the boat, where the owner removes the fish and puts the bird back into the water to catch more. So well are the cormorants trained, and so quickly do they work, that three or four will support a family.

Another strange occupation which we shall see on the Pearl River and its branches is duck farming. On some old junk the farmer raises both his ducks and his family. At suitable places the ducks are put on shore to feed, and at night they are driven back to their quarters in the junk. They come in a hurry, flying and quacking, as the last one on board always gets a whack from the farmer's stick.

The island of Hongkong, near the mouth of the Pearl River, is one of the most distant colonies of England. The lonely soldier stationed there was right when he said in his humorous way that they could not send him farther from home without sending him nearer. This Chinese colony is of immense importance to England. On account of her business interests in China and Japan and her possessions in India it is necessary for England to keep a large war fleet in these Far-Eastern waters. To furnish fuel for the vessels a coaling station near at hand is absolutely necessary, and Hongkong, with its wide, deep harbor, makes a fine one. The island also commands the trade of southern China, with its millions of people just awakening to a knowledge of the great wealth of their own country, and of the necessities and luxuries which must come to them from other parts of the world. Hongkong is the meeting place for freight and passenger steamers from North America, South



Figure 17. On the first floor, nestling at the foot of the cliffs, is the business quarter, and above, in the second story, are the homes and the gardens.

America, Europe, Africa, New Zealand, Australia, and India. On the water front we meet representatives of nearly every nation on the earth, see a motley collection of costumes, and hear a variety of languages, from the familiar English and the musical Hindu to a jargon of mixed Chinese and English spoken by the natives of the southern coast towns and known as "pidgin English."

The first view of Hongkong is very different from the approach to Shanghai or Peking. Those cities are situated on low, wide plains, while Hongkong is on a rocky island with mountain peaks rising behind the city to a height of nearly two thousand feet. The city itself is built in stories like a house. On the first floor, nestling at the foot of the cliffs, is the business quarter. Above, in the second story, are beautiful houses with many of the comforts and conveniences common to Western cities, such as good streets, parks, gardens, and



Figure 18. You will find in Hongkong good streets, gardens, parks, and electric cars and lights.

electric cars and lights. On the hills behind these rise the summer residences, where most of the Europeans find it necessary to go during the hot, damp season. Hidden in the cliffs and rocks are forts which command every landing place, and the British soldier is as familiar a sight on the cliffs of Hongkong as he is on the heights of Gibraltar and in other British possessions.

Leaving Hongkong, we will sail up the Pearl River to Canton, ninety miles away. This city, a great center of southern China, is nearly three times the size of San Francisco. As we approach, the river grows more and more crowded with craft of all kinds, until the tangle of boats is so great that it seems as if we could not possibly get through; but with much shouting and confusion we finally succeed and tie up at one of the wharves.

Here in Canton, as in other Chinese cities, the foreigners live by themselves in a section which they have made to resemble in many ways their Western homes. No one except a Chinaman could live and work surrounded by such crowds and smells and dirt as are found in the native quarters. The foreign settlement in Canton is on an island in the river, where we shall find attractive houses, gardens, and broad streets well lighted and paved. But all these we can find in our cities at home, and as we wish to see new sights, we will remain for a time in the native quarter.

Can you imagine a city of a million and a third people, one of the largest centers of the most populous nation on earth, with no wagons in it, or horses, or other beasts of burden? Can you imagine St. Louis with no

water supply except what is obtained from the river and carried around the streets in pails by water carriers? Can you picture Chicago with no electric lights and with no street cars; with policemen who sound a rattle as they make their rounds in the darkness, to frighten away rather than capture burglars; with buildings only one story high instead of skyscrapers; with streets only eight feet wide and in some cases roofed over with matting to keep out the sun? Can you imagine, in front of the stores, long, narrow vertical signboards several feet long and brilliantly painted in yellow and black? If you can picture all these things, you will then have some idea of what certain parts of the Chinese city of Canton are like.

As in other Chinese cities, each kind of business is carried on in a section by itself. The little shops with open fronts which line the alley-like streets are extremely interesting. We see not only the goods for sale but the men at work on them. There are jade polishers, carvers of ivory, sandalwood, and teakwood, and fan makers pressing, drying, and binding the huge palm leaves. Perhaps the matting on your floor, the candied ginger root which you like so much to eat, or that beautifully embroidered silk robe which you saw displayed in a shop window may have come from some little shop in Canton.

There are markets with curious products, such as birds' nests for soups, which only the rich people can afford, and rats for the very poorest. There are many shops filled with articles which the Chinese

think their dead may need in another world—paper money, weapons, and tools. These are purchased in great quantities, as not even the poorest Chinese coolie would think of allowing any of his relatives to wander through another world lacking the means of making himself comfortable. Canton is a center of the silk industry, and besides the thousands of little shops such as we have described, there are large factories filled with modern machinery.

Having seen the great waterways and a few of the cities of this interesting nation, let us next visit the country portions and see the farmers at work. We shall find the farms small and the methods of work strange to us, but for all that, the Chinese are the best farmers in the world and care for their tiny farms in a way that would make even a thrifty New Englander open his eyes in astonishment.

TOPICS FOR STUDY

I

1. Strange customs of the Chinese.
2. Age of the Chinese Empire.
3. Isolation of the country.
4. Size and population.
5. Land of great waterways.
6. The Amur River.

7. The Hwang River.

8. The Yangtze River.

9. Cities of the Yangtze valley.

10. The Grand Canal.

11. The Pei River.

12. Tientsin and Peking.

13. The Pearl River.

14. Hongkong and Canton.

II

1. What do you know of the ancient history of Persia, Egypt, Greece, and Rome?

2. Name the natural boundaries which separate the Chinese possessions from the rest of Asia.

3. How wide is the Pacific Ocean? How long does it take to sail from Hongkong to San Francisco?

4. What river for a part of its course bounds Manchuria on the north? Which is the most useful river of China?

5. Find the mountains in which each river rises.

6. Write a list of the Chinese cities which are mentioned in this chapter. Beside each one write the name of a city in Europe, and one in America, in the same latitude; make another list of European and American cities of about the same size.

7. Name the waters sailed on and the cargoes carried in going from Shanghai to some port in England; in France; in Germany.

8. Sketch a map of the Chinese provinces. Show in it the following.

a. The surrounding countries and waters.

b. The chief cities.

c. The chief rivers.

d. The Grand Canal.

9. Name any articles that you have seen which you think may have come from China.

III

Be able to spell and pronounce the following names. Locate each place and tell what was said about it in this chapter.

British Empire	San Francisco
Russia	St. Louis
Persia	Chicago
Siberia	Hongkong
Japan	Ichang
Egypt	Nanking
Greece	Tientsin
Rome	Hangchow

France
England
Germany
Holland
Minnesota
Louisiana
Texas
Florida
Mongolia
Manchuria
Tibet
Chihli
Szechwan
Peking
Shanghai
Yangtze River
Hwang River
Pei River
Pearl River
Amur River
Sungari River
Hudson River
Mississippi River
Missouri River
Columbia River