

for a wide extent of territory. This makes Hong Kong the gateway for the whole of the area served by these trade routes. The most important is the West River route from Canton, which commands the whole of the trade of the province of Kwangsi and penetrates into Yunan and Kweichow. Other routes deserving of mention are the North River route which serves the province of Kwantung north of Canton, and by means of the Cheling Pass affords communication with the waterways of Hunan, and the East River route which penetrates over the Moiling Pass into southern Kiangsi. With the outports along the coast and the valleys cut off from the Canton River, and by system of mountain ranges, excellent communication is afforded by the numerous coastal services from Hong Kong.

The territory tributary to Hong Kong commercially therefore comprises the whole of the provinces of Kwantung and Kwangsi, and a part of the provinces of Fukien, Kiangsi, Hunan, Kweichow and Yunan. Foochow may be said to be the most northerly port, where the trade influence of Hong Kong overlaps with that of Shanghai. The territory outlined is what is known as the South China trade field, extending over an area of about 300,000 square miles and with a population of upwards of 40,000 people.

RAILWAYS IN SOUTH CHINA.

The south of China is even more poorly provided with railway communication than are the districts north of the Yangtze river. The most important line at present



in operation is the Canton-Kowloon railway, 111 miles in length. This railway is partly under British and partly under Chinese administration. From Canton a line also runs north to Shao-chow. This is a section of what will eventually be the Hankow-Canton railway, with a total length of 730 miles and connecting the south of China with the railway system of the north. The other railways already in operation in South China are mostly short lines running from points on the coast and are not of very great importance. Mention may be made, however, of the French railway from the coast of Tonking up into Yunan. This line has diverted a part of the traffic which formerly came down to Canton by the West River route. Lines in South China for the construction of which arrangements have already been made include a railway from the Yangtze river southwest to Yunan, a line from the Hankow-Canton railway