

CHINA THE GIANT AWAKENING

BY
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LINDSAY

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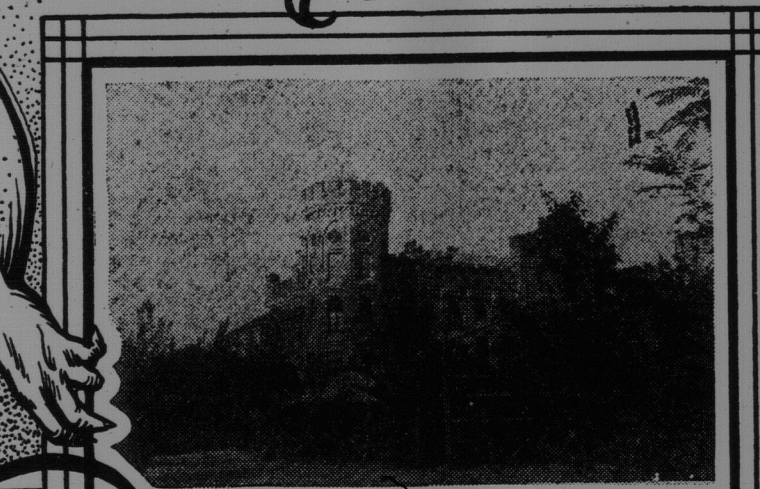
A STRIKING BRIDGE ON THE GRAND CANAL



CHANG CHIH TUNG
THE GREAT REFORM VICE-ROY



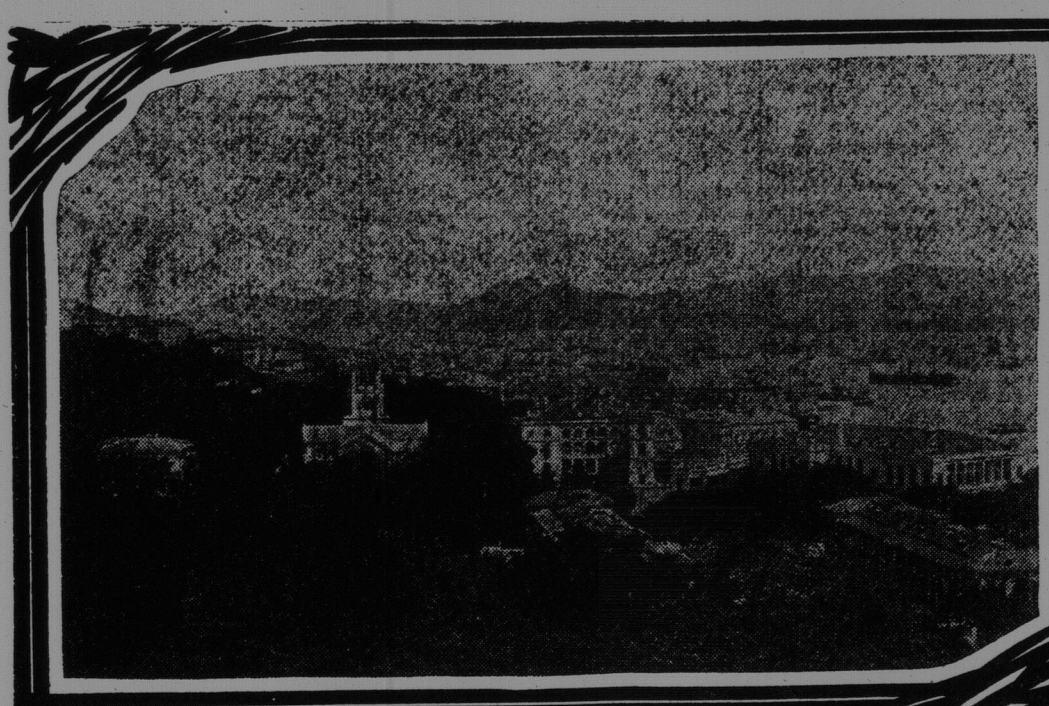
DOWRY THE HWANG-PU AT SHANGHAI



THE TOWN HALL
AT TIEN-TSIN



A HOUSE BOAT ON THE UPPER YANGTZE



VIEW OF HONG KONG AND HARBOR

The greatest movement of the present period is the awakened activity of the intellectual and material of the vast Chinese Empire. A tremendous but incalculable force has lain dormant for ages, whilst the nations treated it as a negligible quantity and overlooked its latent possibilities. What may be the extent of this arousal we can no more than conjecture, but that it will affect the entire world more or less and the United States in a great degree is almost beyond question. Once reform in China receives the genuine approval and support of the government as a similar movement did in Japan, the former country may be expected to make as rapid progress along the path of Western civilization as has the latter. We must not forget that the Chinese long since attained high planes of thought and living, that they have made valuable contributions to science, the arts and philosophy, and that their history is not one of stagnation but of considerable progress within a restricted sphere. The new movement does not involve nor necessarily create a new energy, but turns an existing force into new directions and removes the old-time hampering brake of conservatism. As a nation the Chinese will doubtless exhibit the wonderful adaptability and resourcefulness which characterize them as individuals. We may expect the country to assimilate unaccustomed ideas and to adopt strange practices with the same readiness that transforms the Chinaman abroad when opportunity is open and desire exists into a representative citizen of the country of his adoption and makes him master, with surprising rapidity, of almost any trade that he takes up.

Until recent years the so-called "reform movement" represented nothing more than the desire of a very few enlightened Chinamen—who had the advantage of foreign travel or education—for progress. Now it is distinctly a national movement, altogether too strong to be stayed by imperial opposition. A large proportion of the official class are its active supporters, and the ranks of the reformers are constantly swelled by the return of those native land of Chinamen who have been introduced to modern civilization in the schools and colleges of Europe, America and Japan. The number of these students at the present time exceeds 20,000, and it increases year by year. The government is lending its countenance, reluctantly and with doubtful wavering, to the movement. The progressive forces already to far outweigh the reactionary that the ultimate result is no longer in doubt, and sufficient has been accomplished to afford an ample promise of the future. It will be well for China if the conservatives remain for some time to come strong enough to exert a restraining force against the impetuosity of the progressives. The chief danger at present is that the process of evolution will outrun the power of assimilation. To make drastic changes in social and political systems before the masses are in any condition to appreciate or understand them cannot fail to be harmful. Material improvement and the education of the people according to Western methods are the purposes on which the reformers should concentrate their efforts. And in these directions there has been a marked advance in the past few years.

Following the lead of Chang Chih-tung and Yuan Shih-kai, many viceroys and governors have established within their jurisdictions schools of Western learning, and the system has now extended through the 18 provinces. It is significant that the metropolitan province of Chihli leads in the new educational movement and that the new schools are rapidly increasing in the imperial city of Peking. The new schools and colleges are being lamented in various provinces by non-learned and agricultural institutes, schools of manual training, mechanical engineering, electricity and other technical branches. Physical culture—to which the Chinese have been practically strangers—has been

introduced with marked success. Clubs for the practice of baseball, cricket, football and other sports, are numerous and producing good results. Not the least important phase of the educational movement is the extensive establishment of schools for girls. The difficulty that would have been encountered among the people in this respect was obviated by encouragement extended by the Dowager Empress, and several of the royal princesses. They took an active lead in the movement by opening and endowing several schools for females in Peking. There are in that city a number of public schools where girls are taught the ordinary branches of Western education and some of the usual accomplishments. It is a condition of admission to these schools that the pupils' feet shall not be bound after the ancient custom, which every one of the illustrious founders is a victim. Steps are being taken to further higher education of women, and Victoria Yuan has set on foot a project for a female medical college. One of the most enthusiastic promoters of the extension of female education is Yuan Pung, who was a member of the imperial investigating commission that visited Europe and America in 1903.

Of the thousands of Chinese who annually leave their native land for the purpose of pursuing their studies abroad, only a small proportion come to America. By far the majority go to Japan. This is largely because of the comparatively small expense involved in the journey and the cost of living, but also because of the sympathy and encouragement they receive from the Japanese. Now, the Chinaman has no love for the native of Nippon, whilst he has—despite the slights to which he has subjected him—a lively admiration for the American. He would rather come to our country than go to any other to learn, because he thinks that we can teach him more and that our methods are more practical. If we consider our own interests we shall make it as easy as possible for the young Mongolian to enter our colleges and to imbibe our culture. The time is coming when our manufacturers will be more than glad to send their goods to China and when every nation will be anxious to secure her friendship as a power and the good will of her population. Those who by long residence in the country are qualified to judge, believe that China will not only take a place in the ranks of civilization, but that she will occupy a foremost position in them—in short, they look upon the Chinese as the "coming race."

The revision of the penal code, which is now in progress, contemplates the relief of the people from the unspeakably cruel punishments that have been in vogue in the Celestial Kingdom since time immemorial. The code in its present form was adopted at the coming of the Manchus—more than 350 years ago—but for the most part it is upwards of 2,000 years old. In the main, this code was a compilation of well-digested laws, calculated to effect the general welfare, but the penalties provided for violations were barbarous in the extreme, but the severity of the punishment was due to intense horror of the crime that preceded it. The worst feature of the penal practice was the inclusion in the case of serious offenses of the relatives of the criminal in the punishment. This practice has been entirely abolished by imperial edict. The prison system in China was infernally bad as may be inferred from the fact that in the language of the country the same word is used for "prison" as for "hell." The accused frequently lingered in jail for years awaiting trial, his place of confinement being of the most wretched and filthy character and the food allowed him barely sufficient to keep life in his body. A great change has been effected in the conditions of imprisonment. The condition of the jails have been much improved, measures have been adopted to minimize unjust imprisonments, and the imperial edict requires that "each official be diligent in seeking the welfare of the

people and give earnest attention to the settlement of litigation, and so fulfill the purpose of the throne to have compassion on the lowly and to lighten their punishments." With the spread of enlightened ideas and the increase in the number and circulation of periodicals and daily newspapers, there has become apparent a marked subsidence in the old-time superstitious practices. Official action is also doing much to break down these obstructions to progress. In various districts the celebrations and offerings connected with the festivals for the dead have been prohibited. The people are encouraged to contribute to educational purposes the money formerly spent in offering sacrifices to the spirits of their ancestors. Immense sums have been expended annually in the purchase of candles, incense, paper clothes and ornaments to be consumed at the three great festivals for the dead who at that time were supposed to be allowed to revisit the earth. In addition to these outlays, large donations were made to the Buddhist and Taoist priests for their intercessory offices. It is estimated that in Shanghai alone the celebration of the Festival of All Souls would entail an expense aggregating \$300,000, and the bulk of this naturally fell upon the poorest of the people. In line with the moral movement was the recent edict against the use of opium by persons of a certain age and the gradual rejection of it by others. It is not at all likely that this edict will be carried out as contemplated, but its promulgation is a hopeful sign, and it will at least have the effect of making the drug more difficult to secure and of creating a public sentiment against it. In connection with the crusade against opium perhaps the well-wishers of China who deplore the birth of the cigarette habit have less to regret than they imagine. It is more than probable that the cigarette will afford a substitute for opium to a great many who are in the first stages of the use of the drug, and that it may be the means of preventing many of the younger generation from taking it. The ancient philosophies and religious notions of the Chinese incalculable notions of the

warrior and his neighbors and to the world at large. More miles of railroad will be constructed in China during the next 20 years than in any other division of the world. More and more they will be constructed by Chinamen, and, when completed, operated by Chinamen. Foreign capital will be employed to some extent, but to no greater extent than necessary, and in no case will outside capital be allowed to secure control of a road. When the government first granted franchises to foreign syndicates for the purpose of railroad establishment the people were strongly averse to the introduction of the new mode of transportation, which they feared would be detrimental to the interests of the poorer classes. But the new lines had been in operation but a few years when a revolution of sentiment set in, and at present the entire country is keenly interested in the extension of the present system. Recently the policy of internal control has been adopted. Such roads as were in the hands of foreigners have been purchased by the government, and in future franchises for railroad building—and for other public utilities—will be granted only to citizens. More than that, the Chinese are determined to run their own lines, and foreigners are rapidly being displaced from all positions on the roads. In the construction of new mileage, the civil engineers and all subordinates are Chinamen. Perhaps the greater number of observers believe that the Chinese will not be able to carry out this programme successfully. Personally I believe that they will. There will be errors of judgment, defective construction and partial failures, but the experience will be worth all that it costs, and in the end the Chinese will prove themselves quite independent of outside aid in the making and manning of their railroads. There are at present 3,000 miles of Chinese railroad in operation, or in course of construction, and in both respects the natives are acquiring themselves creditably. Long sections of the system have not a single white man connected with them in any capacity. A Chinese graduate of the Sheffield Scientific

School of Yale built a bridge 2,300 feet in length on the Imperial Railway. It was a difficult feat in engineering and experts have pronounced it a perfect success.

Today in the principal cities of China visible evidences of the reform movement are present on every hand, and are more striking because Chinese towns have been notorious for their filth and disorderliness. Peking at the time of the Boxer rebellion was one of the worst in these respects. Today its broad thoroughfares are macadamized and laid with paved sidewalks, along which have been planted shade trees. The streets are drained and the city sewered. Neatly uniformed police preserve order. A tramway is in operation and telephone service, electric lights and other conveniences give the place the status of modern urban centers. In the city of Tientsin, which grew into importance as a result of its occupancy as a base by the allied forces during the late trouble, has undergone an even greater transformation than the capital. A broad boulevard extending along the water front, paved and improved by trees, has replaced the ancient wall. This thoroughfare is lined with attractive shops and traversed throughout its length by a tramway line. Almost all the old shack-like houses have disappeared, and in their places are houses of European patterns, many of them two stories in height. In fact, the entire city has been torn down and reconstructed, and in the process the streets have been widened and relaid with paving and drainage, and a good supply of drinking water has been secured. The improvement in the health of the population is already very marked.

The new spirit of China is evinced to the satisfaction of the traveler wherever he may go. Even in the districts that were formerly noted for the hostility of their people to foreigners he experiences friendly treatment. He notices a marked desire for information and a marked decrease in the evidence of superstition. The conviction is forced upon him that the reform movement has penetrated to the remotest corner of China and to the core of the social fabric. He realizes that nothing can stop its course, and that full government reaction and the machinations of the priests are able at most only to deferable temporary checks.

Floating Slums of China.

Cities, aside from their historic value to mankind, are principally notable for their location, whether as mountain, seashore or plain. Each of these classes has been duplicated in every country and in every period of recorded history. There remains but a single type of city which is as different to all other sea and land, which has existed for countless ages, but in a single country.

These unique cities are the floating slums of China, where, with the land over-run with countless hordes of human beings, like rats in an old stable, the extra hundreds of thousands of Chinese have been driven from a foothold on another earth and live and die in their famous cities of boats without ever putting foot on terra firma. In appearance, dress and habits of life these queer dwellers on the bosom of the coast and river waters of China differ but little from the remainder of the down-trodden millions of this oriental empire.

They are born in a filthy corner of their boats, live and die on them, and no dog that dragged out an existence at the end of a 10-foot chain was ever so cramped and restricted as these people. The size of the boats which by tens of thousands make up the dozen big floating towns of China vary from the sampan, a small five-foot craft worked by a clumsy car called a yuloh, to big junks that generally make voyages up and down the enormous rivers of the Yellow Empire, carrying the coast-wise trade of the country from the coast cities far into the interior.

The little sampan is barely wide enough for two persons to sit in abreast. Yet eight people are about the average number of the family which inhabits it. Next in importance to the sampan is the houseboat, which is usually 15 to 40 feet in length. The junks run from one to two hundred tons in weight. In every Chinese river there is a floating slum, and they cluster together around some central anchoring place which is named by the nearest civic authorities.

The biggest of all floating cities is in the Pearl River near Canton, China. Seen from the towering deck of an ocean steamer, this water city seems limitless in extent. Unending lines of thousands of boats crowding with people to their water's edge, aggregating altogether a population of 200,000, this low, reeking slum of big and little boats rocks with the tide and in hot weather smells to high heaven. The very houses on the river bank for miles cannot be seen because of the forest of masts in the boat city.

Everywhere when the city is approached

can be seen the river Chinese following their daily avocations. The shoemaker, the tailor—even the undertaker—can be seen carrying on each his particular trade just as his father and grandfather did before him, and in the same unsavory city of boats. Some can be seen playing fan-tan, or even reclining on the deck smoking the opium pipe. Old men, horrible with terrible diseases which often break out into frightful plagues, can be watched dandling dimpled babies. Leprosy is frightful in its ravages among these outcast people, who live most of the time on bad rice and even worse dried fish. Men, women and children sit silently in many places; tragic figures without the intelligence to feel an ambition to revolt, or even a realization of the depths of degradation to which the entire city has sunk. The Indian in his forest and the African on his hills is a king amongst men as compared with the beasts of burden who inhabit the floating hells of China.

During the day the streets, which are only three-foot canals, down which tiny rowboats pass with merchants and passengers, are nearly always empty. The city presents no possible attraction to a European during daylight, but after night has fallen and the twinkling of thousands of tiny lamps glitter among the boats, the city takes on a fascination for the occidental traveler. Music and laughter echo down the narrow canals that serve it as its thoroughfares. Singing and dancing girls come in heavily laden boats and go upon the larger vessels, which serve as floating theatres.

Pestilence which slays half a city's population in a month occasionally breaks out in these floating slums. The plague runs riot now and then, killing an enormous percentage, which, however, is made up with new inhabitants. Once a river Chinese always a river native. Strict police watch is kept over the big floating slums to prevent any large exodus of its inhabitants, as otherwise the diseases which infest them would speedily travel over the nearby districts. Upon the great Yangtze River these floating cities form almost a continuous streak for a hundred miles of its mighty mouth. Nowhere else is human life so cheap or does it exist under such inhuman and appalling conditions.

DISABLED STEAMER CROWDED WITH HUNGRY AND THIRSTY IMMIGRANTS

Towed Into Boston, But Authorities Fear Disease Aboard on Account of Sanitary Conditions—Newcomers Russians and Poles.

Boston, May 21—Disabled by the breaking of her "thrust pin" when 600 miles east of Boston light, and with 1,348 Russian and Polish immigrants suffering the pangs of hunger and thirst from having subsisted for two days on short ration of salt pork and water, the steamship Korea, of the Russian East Asiatic Steamship Company, from Lohan, April 29 from New York, was discovered off Boston light today dying signals of distress.

The ship's pumps were rendered useless through the shortage of water, thus creating unsanitary conditions throughout the ship, but the result was a scene of indescribable filth on those decks occupied by the steerage passengers.

Captain Kirscheletsk asked that he be provided with food and the tug Juno and Jenny and Confidence, of the Boston Towboat Company, went down the harbor and brought the Korea up to the inner harbor, where she dropped her mud hook off the Cunard pier.

A party of newspaper reporters and photographers who went down the harbor to meet the Korea, boarded the steamship before the immigration officials, in violation of the United States immigration laws, and were severely criticized by the officials, who threatened to hale the men into court tomorrow.

The captain of the steamer ascribed no reason for the shortage of supplies, and was generally reticent about conditions on the ship. He stated, however, that if the ship was found so badly disabled that any considerable delay was necessary here, he would disembark the passengers here and send them on to New York by rail.

A careful investigation was made to-night by the immigration officials in the fear that scurvy and kindred diseases may appear among the immigrants as a result of the unsanitary conditions and food served to the passengers the past two days.

Besides the 1,348 Russian and Polish steerage passengers the Korea brought over fifteen second cabin passengers.

The Thing for Sportsmen.

The Telegraph has received a copy of the seventh edition of Fishing, Shooting, Game Trips and Camping published by the Canadian Pacific Railway. This pamphlet contains some seventy-five pages and is full of information valuable to all who are intent on the enjoyment of any of the kinds of sport treated of.

The letter press is good and the illustrations clear. In addition to the usual information as to the best places to go to hunt or fish will be found some excellent hints on camping and the articles most necessary for comfort in the woods. The book is comprehensive in its scope and deals with the game and fish found from British Columbia to the eastern provinces.

Sawmill Wages Question.

The report that a general movement among the saw mill employees for higher wages may develop is revived.

Saturday last Randolph & Baker announced a ten per cent. advance in the wages of their 133 employees and as the other operators have not yet followed suit the workmen may present a demand.