

The **Minder** box of the **Orient**

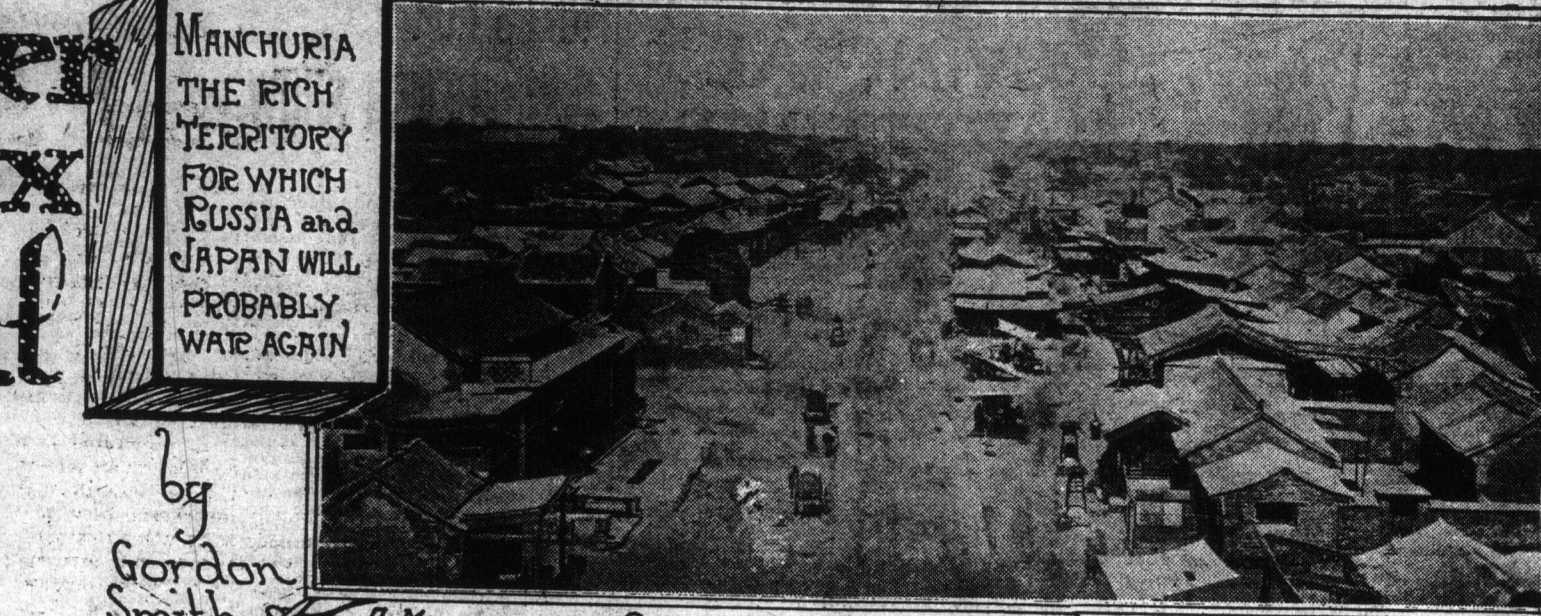
MANCHURIA THE RICH TERRITORY FOR WHICH RUSSIA and JAPAN WILL PROBABLY WAGE AGAIN

Korea was the cockpit of the Far East, but now the frontier of bayonets has been pushed forward to the borders of Manchuria. Japan rules Korea, won by big expenditure of blood and treasure from Russia, and where intrigue of China and Russia once prevailed in Seoul's tile-roofed palace, Japan holds sway. Korea is as effectually a part of Japan today as though the annexation which will come had already been effected. Manchuria now is the tinder box of the Orient, and Russia and Japan are preparing to war again for supremacy there; while America and Great Britain vie with the nations which are sharpening their swords for the rich trade of fertile and rich Manchuria.

The country of the Manchus, where Nurachu was reared near Liaoyang, whence he went with his warriors and conquered China, bounded on the west by Mongolia, on the north by the Siberian provinces of Trans-Baikalia, Amur and Primorsk, where Russia is building strategic railways and massing garrisons, and on the south by Korea and the Yellow sea and Gulf of Liaotung, has an area of 366,000 square miles. This great expanse produces grain of all kinds in profusion, vegetables, tobacco, hemp, indigo, opium. I remember how its millet waved above my head as I sat on a pony's back when riding northward through Manchuria. In the south silk culture flourishes, and the forests and mountains supply timber, skins, furs. The rigor of the climate limits the crop to one a year, but the certainty of rainfall and richness of soil insures that one being good. For 800 miles along the Mongolian steppes, cattle, sheep and horses are reared in practically inexhaustible numbers. The mineral resources are extensive, gold, both quartz and placer, being found in rich quantities in several districts, chiefly in the north, and the rich coal mines at Fushun and Yentai, near Liaoyang, taken by Japan, indicate the riches in this mineral. Until Russia built the railway from Harbin to Port Arthur, the Manchus moved their millet, beans and other wares by bullock carts, lumbering, springless, two-wheeled affairs, that were usually hub-deep in the rutted roads of the 4,500 miles of trade routes over the friable loam, where roads were only rutted ways that had been used by the drivers who had gone before. The carts took the produce to the rivers, the 650-mile-long Liao, which drains from Mongolia south, and is navigable for deep-water junks for 240 miles from the sea, to the Sungari, which joins the Nonni and waters the edge of Russian Asia, and the Amur at the northern border. To the west the Ussuri is used, while on the Korean border the Yalu flows eastward and the Tumen westward. Cart and river were the outlets of the country before the railways came.

The railways in Manchuria today were built with war as the first consideration; the new railways under construction are being laid with the same end in view. The Antung-Mukden railroad which Japan is forcing joins the trans-Korean railroad to the South Manchurian road, while another projected road from the northwest Korean border to the South Manchurian railroad at Changchun will give an alternate route for troop-trains from Korea. The South Manchurian railroad is now held by Japan between Port Arthur and Changchun and by Russia northward. From Tashihchao a short branch runs to Newchwang at the mouth of the Yalu, from where the Chinese railroad skirts the Gulf via Shanhaikwan, at the border of Manchuria, to Tientsin and Peking. As an alternate railroad to the South Manchuria China, aided by American and British capital is contemplating, despite objection by Japan, a line from Kinchow to Tsitsihar. A glance at the map will show the value of this road as an alternate trade route. Meanwhile Japan has the tightest grasp on Manchuria. Trade is being stimulated toward Dalny, now known as Dairen, to the detriment of Newchwang. Freight rates are levied with scant regard for the laws usually considered as applying to common carriers. The rates from Dalny to Mukden and other points are maintained lower than those from Newchwang to the same points although the haul from Dalny is much longer, to combat the junk traffic, too. Japan has built a bridge over the Liao between Mukden and Hainmintun which causes the lowering of masts of junks passing beneath it, and is considered a great detriment to junk traffic.

Now that troops are gathering in Trans-Baikalia, rumors of inevitable war over Manchuria prevail, charges of underhand methods by Japan to secure the trade of this great and rich country are being made, some description of the people and features of this tinder-box of the Orient will prove of interest. Manchus form but a small portion of the population of Manchuria, possibly numbering a million in the three provinces. They have the chief appointments, while their nationals of the lower classes are employed as banner-men, police, in public offices, as caretakers of palaces, or tombs; a few farm, many live by the chase or fishing. They enjoy the privileges of conquerors, paying no land tax, while the examination for degrees which open the door to preferment is easier than those Chinese have to undergo.



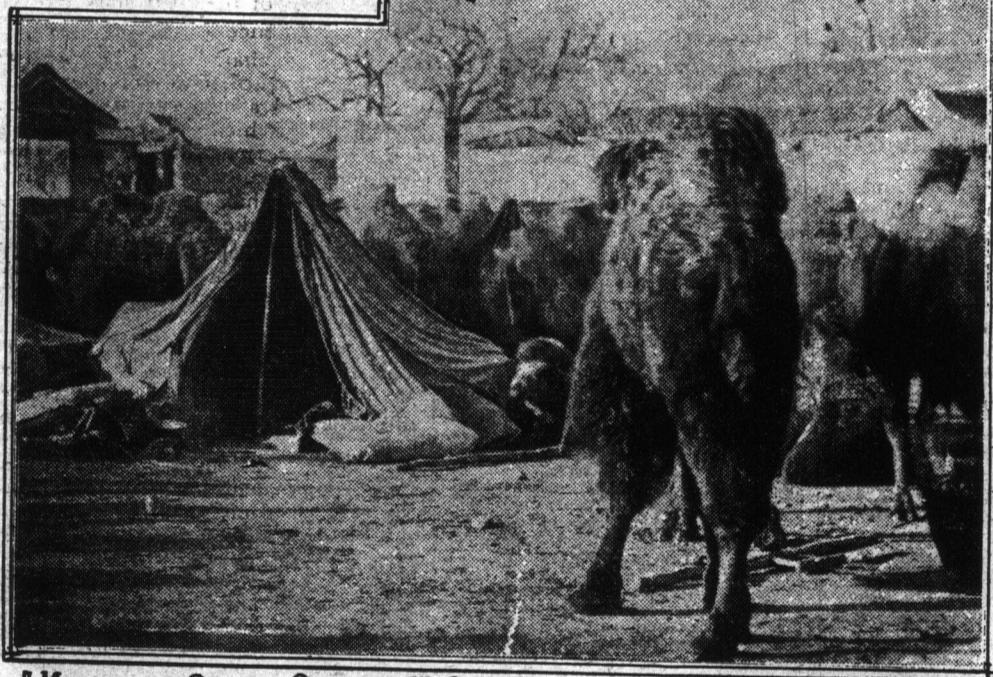
A MANCHURIAN CITY SEEN FROM THE CITY WALL



A CAMEL CARAVAN ENTERING MUKDEN



JUST WITHIN THE CITY GATES AT KAIPING



A MONGOLIAN CAMEL CARAVAN CAMPED AT MUKDEN

Chinese and Manchu dress practically alike, the only difference noted being in the garb and method of dressing hair used by the women. Loose blouses and trousers of cotton dyed with indigo in summer, and similar clothing, wadded with wool and with coverings of goatskins for winter wear, are worn by the majority, with felt boots in summer and loose leathern boots inside which layers of grass are packed for winter wear. The Chinese of Manchuria are fine, strapping, vigorous people, many of whom, driven from China by poverty or famine, regard Manchuria as a land flowing with milk and honey. Settlers in Manchuria were given land by China free of taxes for the first three years, while a land tax was charged after that time.

The country in many sections has scant supply of timber, the scattered villages of a few mud-walled houses set back in their compounds of mud adobe, picturesque with melon and other vines, being usually set amongst a few spreading elms. The houses with the mud wall of the compound and the main road are set on either side, with, usually, small temples, or shrines, at either end, where the gods who guard the village are set. A patch of millet supplies everything the average settler requires—the grain for food, the stalks for food, the thatch for his mud hut. The greater part of the native population till the land. Numbers of Chinese engage in trapping in the mountain districts, where there is much big game, others search for wild ginseng, to which as a drug the Chinese attach big values, while a large number engage in placer mining, which is carried on in nearly every river of the country. In some of the larger towns—there are several cities of over a million inhabitants clustered within the four crenelated walls of the 'castle'—are considerable numbers of Chinese Mohammedans. In some places they have big burning towers near the city walls. They are mostly butchers or dealers in cattle. Before the Russo-Japanese war there were 50,000 Russian settlers in the northern part of Manchuria, living in native houses and mixing with Chinese and Manchu, the number having grown since the close of the war. The Japanese population has increased rapidly since the war, thousands having flocked to the chief cities, while some of the southern cities, notably Newchwang outside the Japanese belt in Liaotung, are practically Japanese cities. As usual the Japanese woman preceded the merchant and settler, the frail ladies from the yeshiwaras of Japan having migrated in numbers to Dalny, Newchwang, Haichang, Liaoyang, Mukden and other large cities.

Brigandage is one of the scourges of Manchuria. The Hungtuzes, who fought as mercenaries for Japan during the war, are chief among the organized brigands. With the ordinary robber the officials take little concern. If the victim brings him to justice, rather, before a magistrate, he may be bamboozled if he fails to bribe the court, or he may be beheaded. The duty of defending property devolves on the owner. Pawnshops—these places are a feature of the life of Manchuria—maintain their own armed guards. Some bankers in Kirin employ as many as thirty. At night bank, pawnshop or house, beating a small drum to warn the thieves that the watchman is on the look-out. The organized brigands, who know that if captured their skulls will

bleach on sticks in the clefts of the crumbling stones of the city gates, do not prey upon the poor, their prey being the rich convoys and caravans, or officials and rich men who can afford to pay ransom. They have their guilds and agents and it is a common thing for the traveller to pay for protection to the agent of the brigands who guarantee immunity from robbery. When riding from Liaoyang to Newchwang by pony I was 'protected' by paying ten dollars for a small white flag bearing the district brigand chief.

Inns and pawnshops are notable features of Manchurian life. On the main trade routes of Manchuria inns are frequent. Usually they are regular hostleries, often only ramshackle places temporarily constructed. The smaller inns cost little to build. They are nothing but mud walls held up in a timber frame, with a 'k'ang, a raised bed of brick and baked and beneath which a fire is built in winter. On this 'k'ang' usually occupying the length of the room travellers who had matting or bedding roll it out, while others who have not cover themselves with their padded garments, and, in winter, and as many as fifty cuddled close on the 'k'ang' can keep warm at small cost for fuel. The kitchen is at the front, not the back, of a Manchu inn, and in summer the cook will usually be seen at the streetside kneading and rolling leathery dough-cakes, for Manchurians to a great extent are wheat-eaters. Not much furniture is provided, a few chairs, tables, boilers, some wooden spoons, hay fork for digging out the mameat, some gourds as bales, are usually all that is required. At roadside inns the caterers form a big percentage of the guests, and they are treated with much deference by the innkeeper for their reports can do much to make or mar an inn. A foreigner in a Manchu inn will form the main source of conversation for the other occupants, and if the natives were not so dirty and so inquisitive—they will come and finger the buttons of your clothing, your leggings, etc.—they would not be unpleasant neighbors.

The wealth of a district is gauged by the number of its pawnshops. These are institutions. Here it is usual to associate a pawn-

shop with poverty. Not so in Manchuria. They are a certain indication of prosperity. It is not calculated to bring discredit upon a man to pawn his property. The average householder cannot well protect himself from the robber, but the pawnshop, a fortified building with big wall guarded by many armed men, is considered a safe place to deposit anything of value. Winter clothes, farm implements, every sort and condition of article is placed in pawn. One day a carter who had been engaged to make a start at daybreak appeared some hours late, and on being reproached for his tardiness excused himself on the ground that the pawnshop had not been open and he had been unable to get his cart wheels out of pawn. The usual interest charged by the Manchurian pawnshop-keeper is about one and a half per cent.

In the western conception of the word there are no railroads in Manchuria, although there are defined tracks leading from city to city. Their condition, however, depends on the weather. The rains are in July and August, and roads are then practically impassable. The government spends little money on roads, only in cutting of zigzag roads over passes when soldiers are employed for the work, which is done for strategic reasons rather than to facilitate trade. Sometimes an energetic official, or philanthropic individual, builds a bridge or an innkeeper keeps the road in repair near his place, but everything is done spasmodically. In the cities it is the duty of each householder to keep the road in front of his premises in repair to the centre of the streetway. Carters often make detours to avoid bad bits of road and there is constant warfare between farmer and carter. The landholder digs trenches at right-angles to the road to keep the carter to the rutted thoroughfare. The great trunk road is the Peking Imperial road from the Korean frontier to Peking, 692 miles, the road over which the Korean tribute-bearers once went bearing their gifts to the rulers of China. The Imperial trunk road from Port Arthur to Kirin via Mukden is 557 miles long and follows the route of the Chinese Eastern, now South Manchurian railroad. Other roads of consequence

are from Mukden to Petuna, 300 miles; from Kaiyuan to Kirin, 281 miles; Kirin to Taitsihar, 613 miles; Kirin to Sansing, 337 miles; Kirin to the Russian frontier at Sanchiakou, 368 miles, and to the frontier at Hunchun, 342 miles.

The cart used in Manchuria is either the covered Peking cart, or the large lumbering two-wheeled freight cart. The structure of the wheel is peculiar. It turns round the axle, gripped only by the outer and inner edges of the nave composed of iron plates. These carts carry the traveller and his belongings from 20 to 30 miles a day. Often an ox is used in the shafts with ponies or mules as leaders. The draft-animals are not bitted, but a piece of thick cord is passed between upper gum and inside of lip, and a rein attached on the near side. The driving is done by voice or whip. There are no horses in the country, but the China or Mongol pony, and mules furnish a good substitute. There are few hardier animals in the world than a Mongol pony. They can be fed on the thatch of the roadside house, if necessary. Great pony fairs are often held. I attended one at Haichong, where several thousand ponies were sold on a serai just inside the city wall.

Manchuria offers a rich market, in which Japan has the chief advantage. The chief exports are beans, bean oil and bean cake—many large steam freighters engaged in this trade of late, over 30,000 tons of steam tonnage being chartered now for this trade from Dalny alone. Probably beans and bean products make up 85 per cent. of the exports, the remaining fifteen per cent. being made up of silk, millet, samshu, hides, ginseng, melon seeds, furs and cattle. Of the imports cotton and piece goods and yarn rank first, being valued at about fifty per cent. of the total imports. Of cotton goods forty per cent. are native cloths, the greater portion junk-borne. Japan, which country before the war with Russia, had but ten per cent. of this trade, now has the biggest share, many advantages being possessed by the Japanese trader not held by others. Other imports of importance are sugar, tobacco, old iron, chiefly horseshoes, tea, opium, railway materials, kerosene oil, matches, flour, coal and wheat.

Chief among the great cities of Manchuria are Mukden, the capital, Liaoyang, the ancient capital, Kirin, Harbin, Dalny (new known under the Japanese name of Dairen), Newchwang, Port Arthur, Taitaihar, Ninguta, Tieling, Khalair, Haicheng and Antung. There are numerous other crowded cities with similarly high battlemented walls bounding them, but those mentioned are the more important. Since the war between Japan and Russia large ploughs of Japanese have been added to the population of each, first the frailer women, then the traders. Mukden, bounded by four great walls, each as wide as a streetway, over thirty feet high, with crenelated battlements and picturesque towers over the city gates, lies in a plain two miles north of the Hun river, which enters the Taize river flowing past the walls of Liaoyang, about twelve miles from that city. Three miles from the city are the Pei-ling tombs and temple where the remains of the son of the founder of the Manchu dynasty lie. The city walls inclose a square, rather more than a mile in width. The population is about three-quarters of a million. During the Boxer uprising the Roman Catholic mission cathedral here was burned and the bishop and his staff massacred. Russia made Mukden the base of operations during the fighting in South Manchuria; now Japan controls, though nominally China rules. Liaoyang is a big walled city similar to Mukden, slightly smaller, and with the exception of Port Arthur, the well known fortress town, Antung, on the Yalu, Dalny and Newchwang, the other interior cities are similar in appearance. Dalny, which means in Russian 'Far Away,' was constructed as the outlet for the Manchurian railroad by Russia and many fine Russian buildings still stand. The harbor is one of the finest on the Pacific, free of ice and ships drawing 30 feet can enter on any tide.

Antung, on the Yalu, whence the new railroad to connect with Mukden starts, is the centre of a big silk growing district. It was a small city before the war with Russia, now it is expected to grow, and many Japanese have flocked there. A big steel bridge is to be constructed across the Yalu and when the military railroad which is being converted at a cost of \$15,000,000 to a permanent road is complete, trains will run across this bridge from Fusan in South Korea.

MIGHT BE USEFUL

August Belmont in the smokeroom of the Lucania told, apropos of luxurious motor cars, a story about the young Marquis of Anglesey, who died in Monte Carlo some five years ago. "Lord Anglesey's cars were the most luxurious then known," said Mr. Belmont. "The young man went to extremities in everything. He was very intelligent, though. Once, at his historic castle in Wales there was a slight fire. So lest the priceless pile burn down, he ordered an enormous quantity of hand grenades, or extinguishers, from London. When the grenades arrived they were hung all over the castle, but though it was an enormous place, there were still several dozen grenades left over at the end of the hanging. 'And what shall I do with them, my lord?' the butler asked." Lord Anglesey coughed—he was already in a pretty bad way—and said dryly to the butler: "You may put them in my coffin."

Her—Wake up, Jim. You're talking in your sleep!

Him—Lemme 'lone! It's the only chance I ever get!

Caller—Are you sure your mistress isn't in?

New Maid—I hope you don't doubt her word, sir!

Frederick

Among the treasures of the British is a silver shield, which bears a curious design. Its centre is occupied by a head of a man, beneath are seen the rites of baptism. Lord's Supper, the two sacraments by the Protestant Church. The space of this symbolical piece of armor, to be found in the subjects to and left of the Saviour's head. On it is plainly the entry into Jerusalem, the nature of the other is not so clear. It is a steamer nearing the shore. An arm at the wheel, and on the deck is a group of men gazing towards the land. Its arrival is awaited by three figures, he recognized as those of St. George, the patron saint of England, the Prince of Wales, and the victor of Waterloo. ever, would today be able to get passengers on the steamer, or to subject of their mission. The central of the group is none other than the King of Prussia, Frederick William of Prussia and eldest brother of the Emperor, and he is bound, as is the vessel's deck, for Windsor, sponsor to the present ruler of the British Empire. Only one of the august travellers deserves to be mentioned. It is Alexander von Humboldt, who is ed as carrying in his hand an olive branch, this momentous and historical journey which the new epoch of Anglo-Georgian relations may be said to date. For 1842 was but the prelude to the birth of the Princess Royal to the son of the sumptuous to the throne of Prussia.

Immediately after his return to Prussia and while he was still under the overwhelming influence of his experienced land, that country, which he never more than ever believed to be the natural home of the Prussian Sovereign entrusted the signing of the shield to Peter Corn, member of that band of distinguished who had been assembled in Berlin Royal, Maecenas, in the hope of making Athens of the North. The rough id as usual, supplied by the monarch. The shield was to symbolize the spirit of which the little Prince had put solemn ceremony in St. George's Church when it was completed it was for Windsor as a christening gift.

A Forgotten European Figure

At that time Frederick William most brilliant, fascinating and bewilderment on the political stage of Europe. is entirely forgotten outside his own and only remembered in Germany as arch who capitulated before a street, who rejected an imperial crown, fered at Austria's hands the humiliating mutz, who propounded with an interest of conviction a new doctrine of the div of sovereigns which was never more hensible than to his own generation, closed his days in the isolation of madness under the regency of his young son. Conventional history will, perhaps, with a few lines the twenty years' reign which he managed to keep that peace sacredness he so unceasingly asseverated the Prussian constitution which he so a reform rather in name than in substance no great change, religious, political, was left upon his country by his brilliant versatile intellect. But though the ge which have succeeded him may have rarely estimated the achievements of arch, they have, at the same time, done injustice to the notable talents of one of the cleverest and best-intentioned of men can say but that, under the guidance of a man who could have controlled the ebullitions of his spirit, Frederick might not have fulfilled many of the diarily high hopes with which his was hailed, and with which his reign

Frederick William III. was not popular at the time of his death in he had disappointed the aspirations of ple. Under the influence of Matter Liberal movement in favor of a unit many, which had contributed so la the emancipation of 1813, had been the most generous of the patriots we languishing in prison, pining in exile, ing in obscurity. The promised con which was to have been the reward of tional self-sacrifice in the rising age, peon, had not been granted. At politicians ceased to look for radical from a monarch who was approaching score years and ten, and set all their the Crown Prince, who was twenty-f younger.

Early Hopes and Ideals

And these hopes appeared to be well ed. All Germany rang with the fame of King's dazzling and varied gifts great talent," declared Goethe, "his awakened other talents." Even as a boy von Sybel, "he had shown unusual sense and a marked independence of was highly gifted with attainments at ests of every kind, and from his early he had been guided by his instructor direction of religious, aesthetic, and in al development. Thus, he appeared adult well equipped with knowledge and with an effervescent intellect and talents, and at the same time morally the core, tender-hearted, and of easily emotions, but always enthusiastic on every lofty and noble cause, and full confidence in God and humanity." I grim caprice of fate that a monarch should qualities of head and heart should brought to his people and himself not