churia to a specially-formed company, composed exclusively of Orientals, to own, operate, and expand, but reserving a half interest in the capital stock with a fair portion of the emoluments.

In addition to reconstructing the Russian line and making it into a first-class, thoroughly - equipped, standard - gauge railway, with numerous new branches and extensions, the company has launched out into various allied activities, among which may be mentioned the following:

Highways
Tramways
Bridges
Tunnels
Streets
Parks
Harbors
Breakwaters
Wharves
Steamship lines
Railway terminals
Postal, telegraph, telephone, and wireless systems
Coal and other mines
Afforestation and orchards
Experimental farms
Summer resorts
Waterworks
Sewerage
Power plants
Gas works
Hospitals
Courthouses and City Halls
Hotels
Dwelling houses
Banks
Schools, colleges, universities, and technical institutions
Museums
Laboratories
Libraries
Observatories
A geological institute
Warehouses or godowns
Cement, lime, brick, and ceramic plants
Mills of various kinds
Factories
Glass, salt, silk, and iron works

Nearly all of these constructions are designed and built on first-class, modern, and economic lines; for the Japanese Government, during the last half century, has been constantly sending its engineers abroad to study what is latest and best in every line of technical activity—and they certainly know how to profit by their observations. Moreover, they are not content with being merely copyists; for, especially of late years, they have been evolving improvements on foreign practice — for example, the wonderfully effective manner in which they handled their medical department in the Russo-Japanese war, setting a record for the entire world.

The following photographic illustrations will serve to verify the preceding general statement concerning the character and quality of the Japanese constructions in South Manchuria:

A careful study of some of these photographs will indicate that, in the development of South Manchuria, the Japanese engineers not only were influenced by considerations of efficiency and economy but also that they paid due attention to the important feature of aesthetics. No one can travel around the cities of Dairen and Mukden without being forcibly impressed by the artistic character of their architecture.

Besides the three large cities already mentioned, the company has reconstructed and developed a large number of old Chinese towns along the lines of its railway system and has built many new ones, the principal locations being Liaoyang, Changchung, Fushun, Anshan, and Antung.

The natural resources of Manchuria adjacent to and feeding the railway system, arranged, as nearly as may be, in the order of their importance, are coal, timber, shale-oil, and iron.

The principal agricultural products are beans of several varieties (including the noted "soya"), kaoliang (or sorghum), millet, corn, and wheat. The total output of agricultural products for 1927 was estimated at 20,000,000 tons, the value of the beans, bean-cake, and bean-oil alone being some 800,000,000 yen ($400,000,000).

The principal goods transported are beans, bean-cake, and other staple products, and the company's Fushun coal. The export traffic being greater by fifty