

at Chuchow to the coast at Chinchow and another north from Chinchow to the province of Kweichow. It is expected that the building of these lines will be proceeded with as soon as the war is over and the necessary supplies and funds are available. The construction of these railways and especially the completion of the Hankow-Canton line should greatly assist the commercial and industrial development of South China.

PEOPLE AND LANGUAGE.

The inhabitants of South China are an industrial race and are to be distinguished from the more literary Chinese of the Yangtze valley. Agriculture is the chief occupation of the people and the standard of living is low. The surplus remaining after providing for the bare necessities of existence is very small. On the other hand China is beginning to respond to the influence of western ideas. The future will undoubtedly be progressive and the modernizing tendency and the raising of the standard of



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living will be reflected in a greater demand for many of the products of the West. Owing to the density of population, a slight increase in the consuming power of the people results in a great increase in the demand for goods imported from abroad.

A multitude of different dialects are spoken in South China, each district almost having its own language. In Hong Kong the prevailing dialect among the Chinese commercial classes is Cantonese, but the people of the surrounding districts speak the Hakha language. The ricksha and chair coolies and porters are immigrants from Swatow and speak the dialect of that district. The majority of educated Chinamen are able to understand and talk moderately well the official Mandarin language. Pidgen English is the "lingua Franca" for nearly all dealings with foreigners.

TREATY PORTS.

The commercial activity of foreigners in China is largely confined to certain ports opened by treaty or voluntarily by the Chinese Government and subject to regulations agreed upon by the parties concerned. Up to 1842 European traders were