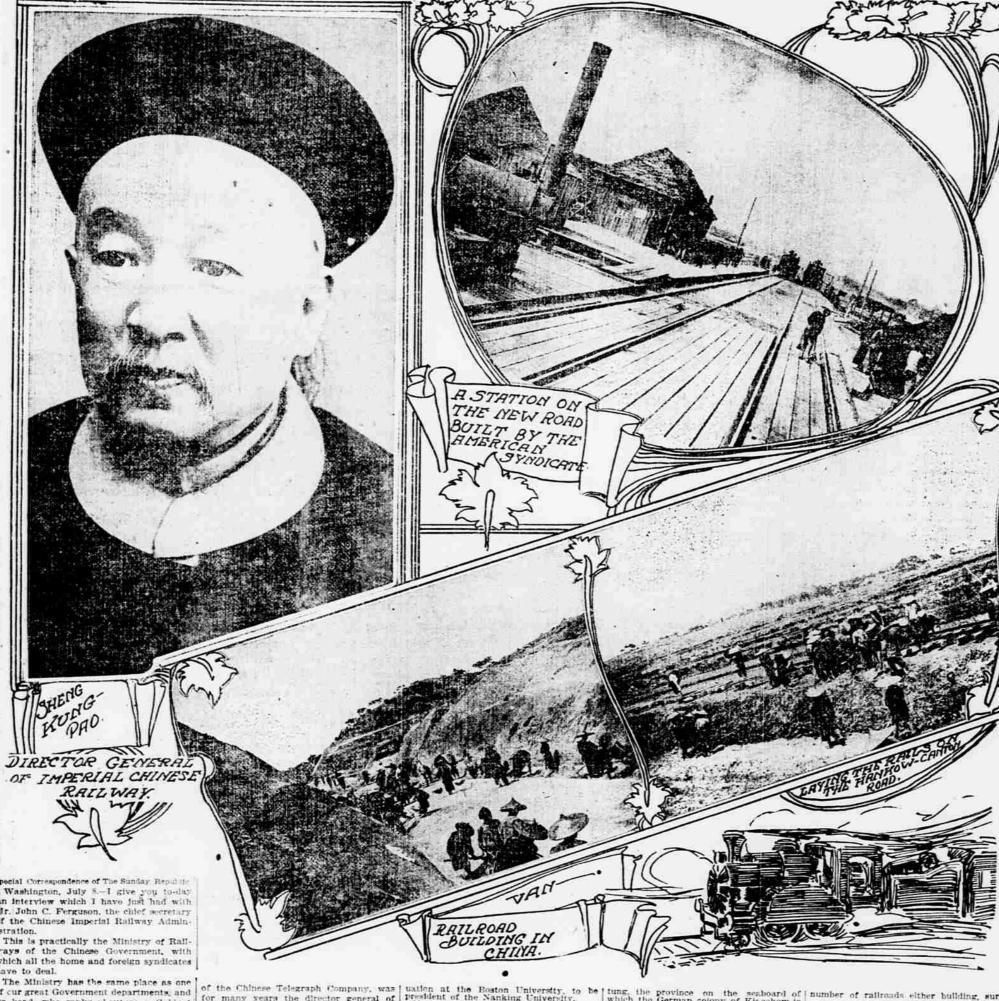
The New China | Imperial Railway Secretary Outlines | Proposed Development of the Flowery | Kingdom to Frank G. Carpenter Imperial Railway Secretary Outlines)

Railroad Adminstration and its Head - Successor of Li Hung Chang - Great Trunk Lines of North China - The Belgian Road From Pekin to Hankow -An Anglo-German Scheme and the New Road From Kiaochow-How the Chinese Regard Travel



Washington, July 8.—I give you to-day an interview which I have just had with Mr. John C. Ferguson, the chief secretary of the Chinese Imperial Railway Admin

which all the home and foreign syndicates

of our great Government departments, and fts head, who ranks about as a Cabinet officer, is Sheng Kung-pao, one of the ablest, wealthlest and most progressive of

the Chinese Merchant Steam Navigation Company, and was, up until the time of Chinese statesmen.

Sheng is, in fact, the successor of Li
Hung Chang, as far as international
standing is concerned. Born wealthy, he
has always been largely interested in the
leading commercial enterprises of the Em-

He was one of the original stockholders who went to China shortly after his grad-

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uation at the Boston University, to be president of the Nanking University. He acted as such for ten years, and then took the presidency of the Nan-Yang College at Shanghai, which was founded by Sheng Kung-pao.

While shere he so alded the Chinese in Important negotiations with the foreign Powers that they persuded him to give up his educational work and enter the service of the Government, For the past two years he has been connected with the commission for the revision of treaties between China and foreign countries, and he is now a part of the Imperial Railway Administration.

He has come to this country on behalf of that administration, and has, I am told, been very successful in his mission. He knows all about the modern movements in China, and perhaps more than any other American about the new projects for rillways there, and the prospective railway development of the Empire.

CEINAS RAHLROAD DEVELOPMENT. In response to my question, Mr. Ferguson said:

"The Chinese Government has for some time realized by need of religious to head."

In response to my question, Mr. Ferguson said:

"The Chinese Government has for some time realized its need of raidroads, but it has not been able to raise sufficient capital to construct them from among its ewn people, it has had to borrow, and in order to do so has been obliged to issue Government bonds and to mortgage the railways projected to the syndicates constructing them. This has required time, and the country is far behind in its railway development.

"Some small lines have been constructed, and such lines are profitably managed. One line runs from Shanghai to Wusung, and others connect coal mines with the waterways. These have been built with Chinese capital, but the great trunk lines are yet to be made, and they will be constructed on borrowed capital raised by issuing Government bonds."

"But there are already a number of roads in Northern China, Mr. Ferguson," said I.

"Yes, there is a line running from Tien-

roads in Northern China, Mr. Ferguson," said I.

"Yes, there is a line running from Tientsin to the Kaiping coal mines and to Shanhaikwan, at the end of the Great Wall, and also one from Tientsin to Pekin. The first road to be opened was to the Kaiping mines, connecting those mines with Tientsin and the mouth of the Pelho River. That line has been in operation for nearly ten years, and it has now been pushed on northward, so that it connects with the Chinese Eastern Railroad, which comes down through Manchuria from the Transsiberian road to Port Arthur. This same road goes via Tientsin to Pekin, so that one can travel directly from St. Petersburg to Pekin yeal. It gives Pekin railroad connection with every part

kin railroad connection with every part of Europe.

"Another important railroad in North China." Mr. Ferguson continued. "is the line from Pekin to Hankow. This great trunk line is being built by a Belgian syndicate. It was extended from Pekin to Pao Ting-fu before the Boxer outbreak, and it has since been built as far south as the Yellow River.

"The Belgians have been also working on the construction from Hankow northward. More than half of that part of the line is completed, and it is expected that it will reach the Yellow River by the end of the present year. Then there will be a direct line from Hankow to Pekin, broken only by the Yellow River. This will have to be bridged, and plans for the bridge have been prepared, although the actual work of bridge construction has not yet been commenced.

"The Yellow River has often been called." yet been commenced.

"The Yellow River has often been called 'China's Sorrow.' It is noted for its shift-line sands and its changing course, and it will be done, however, and we can then send cars from Hankow to any part of Europe.'

AN ANGLO-GERMAN RAILROAD. "I have understood that another line is being built from north to south, nearer

"You refer, I suppose," was the reply, "to the concession given to the Anglo-German syndicate. That line has been planged, but construction has not yet begun. It will run from Tientsln down through the western part of the Shantung Province, along one of the old freight routes, until it strikes the Grand Canal, and will then go along the banks of that canal to Chinkiang, on the Yangtse River. That project is a very important one, for the rond will form one of the great trunk imes connecting the Northern trade of the Empire with that of the Yangtse, and its traffic will be equaled only by that from Hankow to Pekin. "That road," continued Mr. Ferguson, "will connect with the line which passes through Chinan-fu, the capital of Shan-

but also as irade routes and farm roads. There are tens of thousands of small boats upon them.

"The farmers carry their produce to market in boats, and the merchant thus sends his goods to all parts of the country. These canals will be feeders to the trunk lines, and they will be as valuable as branch lines are to our railroads. The farmers will take their produce to the railway stations in boats, just as our farmers take theirs upon wagons.

"The lines planned to open up this rich country." Mr. Ferguson continued, "are naturally laid out so as to connect with the trunk lines on the north of the Yangtse. One of the chief ones—indeed, I say the most important of all—is the concession of the American-China Development Company to build a trunk line from Hankow to Canton, thereby counceting the chief industrial and some of the most fertile parts of South China with the trunk line form Hankow to Pekin, of which I have already spoken.

"This road will start from Wuchans, the capital of the Province of Hipeh. Wuchange is situated directly opposite Hankow and for that reason the line is called the Canton-Hankow line, or in Chinese the Yuchhan line. This road runs through three provinces connecting three great capital cities, all centers of official and commercial life. Canton, for instance, has a population of a millon and a half and it is the busiest city in China.

"It is close to Home-Kong, the chief British seaport of that part of the world, and it is so connected by waterways that it can send goods to all parts of the Province of Canton and by the West River and its canals into Kwangsi. In addition to the manufacturing and agricultural possibilities of this country are the large mineral deposits which are found along the line of the Canton-Hankow road.

"The land is rich in coal, fron, copper and antimony. Indeed, the greater part

found along the line of the Canton-Hankow road.

"The land is rich in coal, iron, copper
and antimony. Indeed, the greater part
of the antimony of the world row comes
from that locality."

"When will the American road be completed?" I asked.

"I think the work will be steadily
pushed." said Mr. Perguson. "About forty miles of track have already been built
northward from Canton. Further construction work is now being done, and if
this is carried on with vigor the line
should be finished within four or five
years. It ought to be very profitable.

BELONG TO THE BRITISH.

BELONG TO THE BRITISH. "But there are important lines further cast, are there not?"
"Yes," said Mr. Ferguson, "There are a

tung, the province on the sechoard of which the German cotony of Kisochow is situated. It will be connected with the roads that the Germans are now building from Klacchow Bay into the interior, and it will add in opening up the large coal of the country of the country in the comment of the country in the country has been practiced by the old methods of travel through train bassed over it about two months ago, making the run from Kinochow to Chinan-fu. The first through train becaused over it about two months ago, making the run from Kinochow to Chinan-fu in twelve hours. The time required by the old methods of travel to mean a fourney of them days. They went to the port of Chefoo and then north or south by sea. They can now make the same journey already and then north or south by sea. They can now make the same journey already can only the post of China's sacred mountains, and passes near the old home of Confidents. There is considered the post of China's sacred mountains, and passes near the old home of Confidents. There is considered the post of the control of China's sacred mountains, and passes near the old home of Confidents. There is considered the post of the control of China's sacred mountains, and passes near the old home of Confidents of Confid

A NEW CHINA. "Will not the arilroads ald greatly in bringing the Chinese people together?" "Yes, they will probably result in the breaking up of the dialects in the various

districts, in uniting the people of the vari-

ous provinces, and in creating a national

ous provinces, and in creating a national spirit. The Empire has been so divided by natural barriers, by differences of language and by the lack of intercommunication that the various provinces seem as different is the states of Europe.

"When the railroads now projected are in operation, the several elements of the Chinese nation will begin to know one another better, they will become firmly united in business and trade and the unity.

basis."
"Where are to be the great railway centers of China?" I asked.
"It would seem that they will be situated where the chief trade centers are now," said Mr. Ferguson. "First, take Canton. It has been a trade center for hundreds of

said Mr. Ferguson. "First, take Canton. It has been a trade center for hundreds of years and as the terminus of the trunk line from Canton to Hankow it will grow more rapidly than ever. It is situated near Hong-Kong, where the most of the imports from Europe and some of those from the United States are now entered, and it will continue to be a great distributing point for that place.

"Gring northward, Shanghai will hold its e'n as a trade center in the railway development of the future. It is so near the Sa that nearly all the big ocean steamers call there, and it is the terminus of the steamboat traffic on the Yangtse and of the steam hunch traffic of the vast system of canals from the region about.

"It is already a good manufacturing place and its mills will grow in number and size. Another center will be Hankow, which might be called the Chicago of the future China. It lies almost as far inland as Chicago, and it has the broad and deep Yangtse-Klang connecting it with the sea.

"It will be midway on this trunk line from Peking to Canton, thus giving it railroad communication with nine of the provinces of Central China. Hankow has two sister cities. Wuchang and Hanyang, which are of great size.

"There are already cotton mills there,



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and large iron and steel works. In the north Tientsin will be the chief trade center, and from it roads will radiate in every direction. Since the boxer trouble it has been growing by leaps and bounds; the old city wall has been taken away and a broad carriage road has been made in its place. Indeed, Tientsin will always be one of the chief trade centers of the Empire."

CHINESE AND THE RAILROADS. "Just one word more, Mr. Perguson," said I. "Are not the Chinese changing in their opposition to railroads?"

"To a great extent, yes," replied the tion. "Those of the people who have had

an opportunity to use the railroads realize their advantages and are anxious to see the construction go on.

"As soon as a read is built people of all classes, officials, merchants, farmers and working, take advantage of it and it is patronized in every way. During the metropolitan examination held has year at Knifeng-fu, the capital of Honan P owner, thousands of students used the railway from Hankow northward to Sinyang, the then terminus of the line.

"At Sinyang they had half of their journey yet to make and the only means of travel was by mule carts. They found that the recond half of their journey would cost them from twenty to thirty times more than the first half, and that instead of having comfortable cars they would have to ride in dirty carts through the rain over almost impassable roads.
"As a result, 500 or 500 of the students." would have to ride in dirty carts through the rain over almost impassable roads.

"As a result, 5000 or 500 of the students refused to undergo the hardships of the rest of the lourney and went back by rail. Those students ten years ago might have written essays against railroad introduction as a piece of foreign impudence.

"To-day they will be among the most ardent advocates of our modern methods of transportation. "No," concluded Mr. Ferguson. "I think the hetter class of the Chinese are now in favor of the railroad development of the Emutre.

"There will always be more or less opposition at the start from the people owning property through which the lines are to run, but this is an incident of construction rather than a fixed opposition to railroad development."

FRANK G. CARPENTER. Copyright, 1904, by F. G. Carpenter.

MOTHER SAVES SON AT RISK OF HER OWN LIFE.

Mrs. Emma Green Lets Horse Trample on Her in Effort to Protect

Child.

REPUBLIC SPECIAL. New York, July 9.- Dodging an automo-bile, only to be run down by a swiftly chief secretary to the railway administra-Fulton street, Brooklyn, protected her son, George, aged 3 years, so heroically with her own body on Surf avenue. Coney Island, that while she was rendered unconscious, the child was only slightly bruised. The automobile was driven by Max Tautwater of No. 519 West Fiftleth street, Machattan, and the horse by John Ashiey, of No. 3 Greene avenue, Brooklyn, Mrs. Green was picked up unconscious, with her child still clasped in her arms, and was taken to the Reception Hospital. She was able to take her boy home an hour later. Fulton street, Brooklyn, protected her son;

FACED DEATH ON ALL SIDES. Man Caught on Bridge and

Tossed by Locomotive. REPUBLIC SPECIAL. Pottsville, Pa., July 9 .- Caught by a fas freight on the high Pennsylvania Railroad trestle bridge which spans a chasm 166 feet deep between Newcaste and St. Clair. Charles Mallis, aged 40, met death.

The man was nearing the lower end of the structure, and the train came upon him before he was aware of its approach or the crew perceived him. It was a case of death in a leap from the bridge into the depths, and the same fate if he remained on the bridge.

The harrowing problem bewildered him, and he stood, palsied with fear, until he was struck. The engine hurled him thirty feet ahead, but his body did not drop from the bridge, and fell across the rails, to be struck a second time and ground into a pulp. freight on the high Pennsylvania Railroad

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per cent should awaken to the facts at nce and investigate his methods and

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