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DESPATCH

FROM

HER MAJESTY'S MINISTER AT PEKING,

FORWARDING A

REPORT

BY

MR. H. E. FULFORD,

STUDENT INTERPRETER IN THE CHINA CONSULAR SERVICE,

OF A

JOURNEY IN MANCHURIA.

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*Presented to both Houses of Parliament by Command of Her Majesty.*  
*June 1887.*

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D E S P A T C H

Despatch from Her Majesty's Minister at Peking, forwarding a Report by Mr. H. E. Fulford, Student Interpreter in the China Consular Service, of a Journey in Manchuria.

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*Sir J. Walsham to the Marquis of Salisbury.—(Received May 16.)*

My Lord,

Peking, March 24, 1887.

IN my despatch of the 16th ultimo I reported the return of Mr. Fulford from the journey in Manchuria which he had been authorized to take.

Since his return to Tien-tsin Mr. Fulford has drawn up an interesting Report of his journey, a copy of which I have the honour to inclose to your Lordship. One of the subjects to which Mr. Fulford was invited to pay special attention was the cultivation of native opium, and I have thought it advisable to send an extract of that portion of his Report which contains the result of his investigations in this direction to his Excellency the Viceroy of India.

I have, &c.

(Signed) JOHN WALSHAM.

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Inclosure 1.

*Report by Mr. Fulford of a Journey in Manchuria, May to December 1886.*

General description.

THE journey was divided into two portions, the first through the mountainous district on the borders of Corea, and the second in the more populous country to the north and east of Kirin, and the return route to the port of Newchwang.

Starting from Ying-tzü on the 19th May, we followed the high road to Moukden by cart; passing the walled town of Liao Yang at 80 miles, we arrived at the capital, 120 miles, on the 22nd May.

Moukden transport arrangements.

After a stay of a week in Moukden arranging for transport we left with a train of twenty pack-mules with the intention of reaching Hunchun via the head-waters of the Yaloo River. Some difficulty was felt in providing for the expenses of the party. The trade of the country hinges so much upon Kirin and Ku'an Ch'êng-tsü that money orders could be obtained only on those towns. There was also some trouble in inducing the owners of mules to venture them upon an arduous and uncertain road. They professed themselves willing enough to take us anywhere along their usual tracks, but they objected to pioneering. We appealed to the authorities to assist us, but they showed no intention of doing so, and we finally concluded a bargain with an ex-soldier, who persuaded a relative of his who had some mules to hire them to us in consideration of a large advance. Our baggage, though reduced as much as possible, amounted to some 2,000 catties, such items as a tent (100 lbs.), cartridges (300 catties), and sycee, of which, of course, we had to carry a large supply, serving to swell the total. The pack-mules on level roads bear very heavy burdens. The pack-saddle and frame alone weigh 25 catties, and on these are bound two bundles of native cloth, each weighing some 110 to 120 catties,

a gross weight of perhaps 250 catties. We commenced with eleven packs, but soon found that we must reduce the loads to a maximum of 150 catties for the best mules over the mountain paths we were entering upon. The problem of a non-galling pack-saddle has yet to be solved, and the Chinese mules suffer as much as others in this respect, but with an extra pad here, and a little more cotton wool there, it is wonderful how soon they recover from the nastiest-looking raws. The hardening system to which the natives treat their animals is eminently successful. The pack-frames are not tied on to the saddles, being long legged, and the load well balanced, they fit as it were into a socket, a convenient method for speedy adjustment and removal. We highly approved the arrangement in our daily little accidents in the forests, for when the mules rattled down hills, lay down in bogs, or stampeded through the woods, it was better for all parties to have the packs off as soon as possible. But it was with a painful interest that we had one day to watch our sycee-pack gradually slipping off, and its bearer swimming about in the Yaloo, into which, finding, we presumed, the day rather warm, he had walked of his own accord. Fortunately, the pack did not fall till the mule had again approached the bank, and we were able to recover it.

For the first 90 miles the road ran along the Hung River, a tributary of the Liao, and its tributary the Su-tsü-ho, in an easterly direction. Up to the small walled town of Fu Shun, 30 miles from Moukden, there is good arable land, with the usual crops of millet and beans. The hills are then entered and fertile valleys drained by small streams are traversed.

Road up to  
Hsing  
Ching.

At 90 miles are situated the Yung-ling, the tombs of some of the ancestors of the present Manchu dynasty. At the foot of the wooded hills on which they stand are the barracks of the guards and the trading town which supplies their wants: it has a population of some 3,000. The old town of Hsing Ching, "Yenden" of the Maps, is some 2 miles from the tombs, and contains the residences of various officials.

The neighbourhood is interesting as the original possession of the ruling family of China. Whether Noorhachu's forefathers came or did not come from the vicinity of Ninguta, there is no authentic evidence to show; but no such place as Odoli, their reputed residence, can be now identified, though marked on Maps as fancy directs between Kirin and Ninguta. But it is certain that Noorhachu himself was born near Hsing Ching, and it was here that he prepared his forces for the attack upon the Chinese rulers of Liao Tung which resulted in the overthrow of the Mings. Sarhon, the site of his most decisive battle, was passed on our road 40 miles west of Hsing Ching.

Imperial  
ancestor  
Noorhachu.

As a trading centre it is of little importance, for the country on all sides is mountainous, and affords small scope for agricultural development, while search for minerals is strictly forbidden, even more so than in other districts, out of regard for the serenity of the Imperial tombs.

Trade,  
Hsing  
Ching.

Thirteen miles to the east is the market town of Hsin Min-p'u, which has been formed in the last twelve years. Previous to that time the district was in a very disturbed state, but in 1875 the brigands were finally hunted down. Our ex-soldier had been one of the men employed on this duty, and gave us a graphic description of the manner in which 200 robbers had been hemmed in and shot in the very valley where Hsin Min-p'u now stands. The town, with about 1,000 inhabitants, is increasing rapidly, and does considerable business with the hunters and ginseng-growers of the Shan-a-lin, the "Long White Mountains."

Hsin Min-  
p'u.

Proceeding over low ranges, finely wooded, and through narrow valleys, with a sparse population, we reached, at 170 miles from Moukden, the town of T'ung-hwa-hsien, on the Hun Chiang (Tong-kia-oola of the Maps), a large tributary of the Yaloo, flowing nearly due south. This town has been built twelve years, and is the seat of authority as far as the great bend of the Yaloo. It is badly situated for floods, on a tongue of low land round which the river curls; in 1885 a great part of the city walls was washed away. Almost all the buildings within the town are official; the space inclosed is 400 yards square. The few shops it boasts are outside, and do a small business in mountain produce such as deer-

Road to  
T'ung-hwa-  
hsien.  
T'ung-hwa-  
hsien.

horns, skins, and ginseng. The population does not exceed 2,000, and a few hundred soldiers are stationed here.

Road to  
Mao-erh-  
shan.

The difficulties of our journey here commenced. We had hitherto had a fairly good cart-road, and no rivers of any size to cross, but the Hun had now to be forded eight times, and a large mountain range, the Lao Yeh-ling, to be passed. The river rose some 10 feet after a few days' rain, and we were obliged to take a circuitous and more difficult hill route to avoid the impassable fords. The first ford we had to cross in any case, but at this there was fortunately a raft ferry which, after a few days' delay to allow the great rush from the hills, bringing down logs and *débris* of all descriptions, to subside, was able to make the passage; but at the others there was nothing but the simple "dug-out" of the country, a log of wood 30 feet long and 3 feet in diameter, hollowed to form a boat. These, though managed very well by two men, one at the bow and the other at the stern, with one-bladed paddles, were too cranky to be intrusted with our property if we could possibly help it.

Mountain  
paths.

The hill-road led us up a feeder of the Hun, running through a valley called Lo Chuan-kon, itself a rapid and difficult stream to ford, and swollen as it was, it detained us for four days upon its banks. In these rapid rivulets, with the water running some 7 or 8 miles an hour, it is unsafe to attempt to ford beyond 3 feet, and the rocky bottom makes even that sufficiently difficult. We then surmounted the Lao Yeh-ling, and struck the Yaloo 20 miles to the south of the usual road. The ascent of the range was easy, but the descent was by the bed of a torrent, shut in by rocky mountain sides, the volume of water gathering as we went further down. The elevation of the pass was 2,300 feet.

The path along the Yaloo was in many places cut out of the hill-sides, and so narrow that our packs were sometimes caught by projecting rocks, and mule and load went off into the river.

Mao-erh-  
shan.

Mao-erh-shan is the name of the village on the bank of the Yaloo where the river makes its great bend, changing its westerly to a southern course. It is distant 275 miles from Moukden, and has a military guard of 100 men. The population is mixed Chinese and Corean, the latter, however, being merely field labourers.

The Yaloo  
valleys.

The Yaloo receives as many as twenty small tributaries from the Long White Mountains on its northern bank, running parallel to each other nearly due north and south; they form valleys of some 20 miles in length, separated by high and densely-wooded mountain spurs. From No. 1 valley at the bend to valley No. 20, near the northern source of the river, is a distance of about 100 miles. These valleys have been populated quite recently, chiefly by Coreans, who earn a very scanty living. The labour of clearing the land is very heavy, and the streams are apt to destroy the crops in the summer floods. Great scarcity of grain prevailed last year. The immediate neighbourhood of Mao-erh-shan is administered by the Sub-Prefect of that place, but the remote valleys are entirely beyond his control, and are governed by the Chinese Hunters' Guilds, in the same way, as will presently be described, as the district to the north of the Lao Ling, the great dividing range.

Government  
of settlers.

Yaloo.

The Yaloo at the bend was 300 yards broad, with a maximum depth of 12 feet; a fine, clear stream, making a most majestic curve through the bordering hills, which rise 1,000 feet above the water. From native accounts, small-draught steamers could ascend to this point. Large numbers of timber rafts were floating down both this and the Hun River. The wood comes from the higher portions of the river—the timber near the banks in this part being small—and consists principally of pine wood, the biggest being 3 feet in diameter, cut into 10-foot lengths. The men in charge have huts upon the rafts, and, having sold their wood to dealers at the mouth of the river, return on foot.

Wood rafts.

Attempt to  
find road to  
Hunchun.

Finding no road to Hunchun on the south side of the Long White Mountains, access to the eastern valleys above mentioned being possible only for pedestrians in the summer (during winter the frozen river furnishes a road), we decided upon crossing the range and trying the northern side. We accordingly ascended the valley known as No. 2, and at 70 miles from Mao-erh-shan struck the Sungari at T'ang-ho-k'an—

Go north.

that is, the mouth of the T'ang River, a tributary which we had been following for 30 miles.

The spur of the Long White Mountains which we had crossed is known as Lao Ling, running east and west, with an elevation of 2,600 feet, densely wooded, as is all the surrounding, with fir, elm, oak, plane, walnut, birch, larch, and pine, and a still thicker undergrowth.

The whole of this district, as far as the Hui-po ("Khui-fa" in the Maps) River to the north, comprising an area of something like 200 square miles around the highest portions of the Long White Mountains, is purely forest country, and is inhabited by hardy hunters, mostly of Shantung origin.

As the Chinese authorities at Kirin, in which province the district lies, afford them no protection, they have formed themselves into Guilds for self-government. As far as we could ascertain, there were three or four Guilds, with entirely distinct territories. At T'ang-ho-k'on was situated the meeting-house of the Guild of the surrounding country. Its members were scattered over a large district, and numbered 1,000 able-bodied men.

A Headman and Assistants are chosen by general vote, and manage affairs at the Guild-house, which serves as a refuge in winter for those driven down from the high valleys by the snow. Stringent Rules exist regarding robbery and harbouring bad characters; also for the treatment of Coreans, who are allowed to work for Chinese masters in tilling the soil, but are not permitted to hold land on their own account. A curious regulation is that Coreans must not fish. We inquired the reason of this summary prohibition, and were told that the lazy character of the Coreans, combined with their skill in the use of the rod, would result in the neglect of their farming; and grain being very scarce, the hunters are anxious that as much land as possible should be cultivated. On talking with an Elder of the Guild on the subject of the Corean settlers, he put the case thus:—

"This is Chinese soil; the Coreans have no right here. But when we hunters first came to these parts some twenty years ago, we found the ground occupied by Corean hunters, who drove us off, till we were strong enough to reverse matters. We are not allowed by the Corean authorities to cross the Yaloo, and we do not want the Coreans here; but if they come they must abide by our conditions. If they do not like them, let them go back to their own country."

T'ang-ho-k'on is 100 miles from the source of the Sungari, to which we made an excursion. The forest tracks were so narrow, muddy, and mountainous that we were obliged to leave our heavy baggage and mules at the Guild-house, and proceed on foot, with men as pack-bearers. At distances of 15 to 20 miles we came upon huts inhabited by hunters and ginseng-growers and seekers. Some of the huts accommodate ten or twelve men, but most of them have only three or four.

Travelling through such jungle as we here met with is not an unmixed pleasure. Apart from the labour of enlarging the narrow paths, cut only for the "soft packs"—that is, compressible articles slung over a saddle without a pack-frame—spongy bottoms and hill-sides into which the mass sink to their bellies, swiftly-running rocky torrents, and slippery, muddy ascents and descents, men and animals are incessantly attacked by such pests as midges, mosquitoes, and gadflies. No description can do justice to the first-named. In full sunshine they are scarcely bearable, but in the shade and at night they grant no peace. The people wear hoods, leaving a round hole for the eyes and mouth, and further protect themselves by a piece of smoking bark suspended from the front of their caps. Their animals must also be provided at night with densely smoking fires, by standing over which they may gain some relief. The hunters' huts are so filled up with the pungent smoke of the birch wood they use to cook their food that they are free from the nuisance. At every halt in the forest a small fire is lit, around which the men may have a quiet pipe. As to the gadflies, the Chinese themselves informed us that their horses, to whose feelings they are callous to a degree, could not endure the suffering

Dividing  
range.  
Lao Ling.

Character  
of country.

No regular  
government.  
Guilds.

Guild  
management  
and Rules.

Excursion to  
source of  
Sungari.

Difficulties  
of the road.

consequent on journeying by daylight through some of these infested valleys.

Ginseng.

Ginseng is grown under low sheds to imitate the natural shade the plant requires. These sheds are about 100 yards long and 3 yards broad, open at the sides, the seed being scattered broadcast on the beds. The labour in clearing the virgin forest for the purpose is very severe, and the value of the root in comparison with that of the wild kind is trifling. The man at the head of a rather large farm informed us that he produced 1,000 catties annually, and sold them at Ying-tzü for 1 tael a catty, the wild root fetching 30 to 40 taels an ounce; that the plant took five or six years coming to maturity, and that the biggest roots weighed 4 ounces. At the same time the wild ginseng is so scarce that men may search the hills for months without success.

Hunting.

The hunters' prizes are deer and sables. The deer are most valuable about the month of June for their horns, which are then "in the velvet," and sell for large prices for medicine in South China. We were shown a small pair, each horn about 8 inches long, with two tines, for which the lucky hunter had refused 200 taels. Sables are scarce, and the fur is by no means equal to the Russian. At one of the huts, with a staff of three men, we were informed that they had 60 deer-pits and 1,000 sable-traps under their care, scattered within a radius of 10 miles. During the last year they had obtained 90 sable-skins, worth 3 taels apiece.

Traps.

The trap consists of a log of wood placed on the trunk of a fallen tree, and propped up at one end by a catch, which is released when the sable runs underneath, and the log pins him to the tree. A sort of run is made by pieces of wood driven into the tree in two parallel rows, between which the sable is obliged to run in going along the trunk. Two bits of bark are laid between these pegs, and the pressure of the animal on them makes the catch fly. Squirrels have also the habit of running along the trunks of fallen trees, and are caught by the same traps.

Deer-pits.

The deer-pits are 10 feet in depth, and are not spiked. They are dug in the usual tracks, and neatly covered with twigs and leaves. The bears, with which the forest abounds, frequently make a meal off the animals fallen into these pits. It is necessary to watch one's footing sharply in the hunting district. The paths lead continually on to pits, and one of our party, in his zealous pursuit of specimens of natural history, walked right into one of these ugly holes. The pit being narrow, and he long, he was brought up half-way down, and escaped with a shaking.

Snow.

In the higher parts of the mountains the snow is too deep, except during the fifth, sixth, and seventh Chinese months, to allow hunters to remain there. Supplies for the whole district, in the shape of the smaller millet, are brought up from Kirin, by sledges, along the frozen Sungari in winter. In consequence of the premature thaw the previous winter a great portion of the summer provision had been abandoned on the way, the land route being too difficult for heavy convoys, and food was becoming very scarce among the hunters.

Grain supplies.

Summit of Pai-shan.

We found the summit of the range to be an extinct volcano, with an elevation of 8,000 feet above the sea. The crater now forms a lake, the surface of which is 500 feet below the tops of the surrounding peaks. The upper portion of the mountain is covered with broken pumice-stone, extending in places for 1,000 feet down the sides; giving it a whitish appearance and its name. Du Halde, in his description of the Jesuit survey of Manchuria in 1709-11, gives this explanation, but recent geographers have for some reason assigned a height of 10,000 to 12,000 feet and perpetual snow to the Ch'ang Pai-shan.

At the time of our visit we found a little snow only in crevices and shady spots. We were unable to descend to the edge of the lake on account of the steepness of the crater's sides, and the treacherous footing afforded by the pumice-stone gravel. Deer, the hunters informed us, used to resort to the narrow margin left in one place by the water to eat the moss there growing, and patience at the top of the only path practicable even for deer was generally rewarded by a shot. But the deer have learned wisdom by experience. The natives have a superstition that he who reaches the lake will never return—an idea somewhat justified by

the nature of the descent. Chinese have no experience or conception of volcanoes, and account for this remarkable lake on the supposition that it is an "eye of the sea," an outlet through which the waters of the ocean force their way.

The view from the crater's edge was well worth the toilsome climb over mossy uplands, recalling misty Scottish moors, and yielding gravel. The vivid blue of the immense sheet of water suddenly bursting upon the gaze, contrasted with the sterile majesty of the high white cliffs, made up a scene the lonely grandeur of which could hardly be surpassed. An outlet was visible on the north, which our guide stated was the source of the eastern branch of the Sungari. From the slope (the western) where we stood, flowed the western branch of that river; these two branches join about 70 miles north of T'ang-ho-k'on, and on the south-eastern slope rose the T'umên and Yaloo. Some small sulphurous springs, bubbling upon the bank of the western branch of the Sungari, near the foot of the mountain, are resorted to by the natives for skin diseases. The temperature of the water we found to be 150 degrees Fahrenheit. Several of the streams running from the mountain have hollowed out deep beds for themselves, and roar along some 30 feet from the surface with overhanging banks, which nearly meet.

Ten miles to the east from our hut, we were told, is the boundary-stone with Corea, set up by order of the Emperor K'ang Hsi about the year 1713. From there to the T'umên River the frontier is marked by piles of stones for a distance of 30 miles. This boundary is supposed to be inspected periodically by officials from Kirin. Corean boundary.

Having decided from our experience on this *détour* that the mountain route to Hunchun was impracticable for our mules and packs, meaning as it did 200 miles of forest-clad hills, such as we had been traversing before gaining the roads on the east of the Ch'ang Pai-shan, we turned northwards from T'ang-ho-k'on to Kirin, a distance of 200 miles. For 120 miles the path led through the mountains till the Hui Po River was reached, where we once more entered a large agricultural district. Turn north to Kirin.

Distilleries were numerous, showing surplus of grain, more especially of the larger millet. Three large market villages lay between this and Kirin: Kuen Kai'rh on the Hui Po, Hêng Ta Ho-tzu 53 miles, and San Chia-tzu 27 miles from Kirin, each place having a population of say 3,000. A cart-road led from Kuen Kai'rh, and, though the country is mountainous, the valleys are broader and broader as you go northwards. Intervening country.

We reached Kirin on the 12th August, and were detained by the rains till the 3rd September. The wet season was a longer one than usual, commencing in the middle of June and lasting two and a-half months; July and August may be considered the ordinary rainy months. North of Kirin in the flat country the rainfall is much less. Kirin.

Kirin has been often described, and it will therefore be sufficient to say that it is built irregularly with low mud walls, small brick sections at the gates. On the northern bank of the Sungari, which is here about 300 yards wide, and makes a bend at right angles to its northern course, the town comes down to the river's edges, in fact, the street along the river front is supported on its outer side by piles rising from the water. Hills of 600 feet form a semicircle close to the houses on the north, and higher hills face the town from the southern side of the river. The dimensions are, roughly, 3 miles from east to west, and 1 mile from north to south; and the population, say, 100,000.

Very little business is done in Kirin in the summer, the state of the roads forbidding traffic. In winter the town is filled with agents from the south buying tobacco, hemp, beans, and oil, and bringing with them the manufactured articles and luxuries of China.

From Kirin we proceeded by carts north on the 3rd September, reaching Tsi-tsi-har on the 20th, nearly 400 miles. As far as Petunah, about half way and near the junction of the Nonni and Sungari Rivers, the road has on the left the wide bed of the Sungari, on the right an undulating fertile country with numerous villages, some of considerable size. North of the Sungari is a rolling prairie, with very small villages at long distances on the road. In fact, from the Sungari northwards to From Kirin to the north.

Tsi-tsi-har, and from the Nonni to the neighbourhood of the Hulan, is Mongol territory, though politically included in Tsi-tsi-har. The inhabitants are not numerous, mostly Mongols, living in huts and occupied as herdsmen. The few Chinese who are found in those parts, inn-keepers or soda-burners, pay their ground-rent to the Mongol Princes who own the land.

Petunah.

Petunah, the Chinese Hsin Ching, is a flourishing town of some 30,000 inhabitants, with a surrounding wall of mud, situated close to the right bank of the Sungari, 20 miles above its junction with the Nonni. Trade fair, but no particular industries; the head-quarters of 1,000 banner-men who assemble for drill every three months, and are armed with Chinese weapons.

Tsi-tsi-har.

Tsi-tsi-har, known to the Chinese as Pu Ku'ei, the capital of the Hei-lung-chiang Province, is an unprepossessing town of some 50,000 inhabitants, situated on sandy hillocks about 2 miles from the left bank of the River Nonni, the intervening flats being much subject to floods. As a place of trade it is not of much importance, supplying the wants of the surrounding Mongol population. Very little interchange of goods, we were informed, takes place with the Russians.

A trade route of 300 miles westward leads to Hulan-peir'h, a town near the Dalai Lake, and in the vicinity of the Russian Settlements on the Aigun.

What few foreign goods reach Tsi-tsi-har come from this place or from Aigun, on the Amoor, distant 250 miles, of which the first half consists of prairie land, liable to floods in the rainy season, on the borders of the streams running into the Nonni, and the remaining portion, north of Mergen, of low hilly country; a fairly good road as a rule.

Though the capital of the Province Tsi-tsi-har boasts only of a mud wall some 5 miles in circumference, with the usual brick gateways and gatehouses, a feature of this town and also of Petunah are the flat roofs, which serve as drying-places and lounges, and offer less resistance to the violent winds. The grain crop of Tsi-tsi-har being scanty, is supplemented by purchases from the Hulan district, afterwards described, which also sends large quantities of spirits. There are no manufactures of any sort in the town. The shops are few and poor, the goods displayed being of the rough description purchased by the Mongols, from whom are obtained in return skins and felt. The principal firm, on whom we had a money order, were dealers in ready-made clothing.

Road to Hulan.

From Tsi-tsi-har we turned south-east to Hulan, a distance of 200 miles across the well-grassed steppe. The population is exceedingly scanty, groups of eight or ten Mongol huts occurring at a distance of 20 miles. The roads were just recovering from the summer rains, and convoys of wine and grain carts were rolling along from Hulan.

Soda-boilers.

Here and there are seen the chimneys of a soda-boiler. The soda deposit is rich in many parts of the plains, more especially on the borders of evaporating water. A simple process is adopted by the Chinese to separate the soda from the earth. The scrapings from the ground are first soaked in water, which is then strained, the product being simmered from boiler to boiler, and the resulting solid residue is shaped into bricks of 55 catties apiece, selling on the spot for 30 tael cents each. It is used in dyeing establishments and the manufacture of soap. We passed some ten of these works. At the largest fifteen men were employed, who were turning out thirty such pieces a-day. The boilers, of which there were three in use, were the usual Chinese cooking utensils arranged in a row, with a flue running under them to a tall chimney at one end; the fuel used was the dry grass of the plains.

Country by Hulan River.

At about 20 miles from the Hulan River we again entered a highly cultivated country with flourishing villages. This strip of reclaimed prairie lands extends northward from the Sungari along the west bank of the Hulan for some 60 miles to the hill country. The people informed us that much more of the plain we had just passed over would be opened up in the same way but for the opposition of the Mongol Princes. From what we could learn all this country looks to Ying-tzū as the outlet for its produce and basis of supplies.



We crossed the Hulan River by ferry, and reached the town of Hulan on the 29th September, the principal place in the wonderfully fertile district, bounded on the south by the Sungari, on the west by the Hulan, and on the north and east by the mountains, that is a length from north to south of 100 miles, and a breadth of 70 miles.

Hulan, which has no wall, contains a population of 30,000. The main north and south street is 2 miles long, and is terminated at its southern end by the Hulan River, 7 miles by road from the Sungari.

We then proceeded 60 miles north-east to Pei T'uan-lin-tzū, the out-post town in that direction, then to Pa Yen-su-su, known officially as Tung Chi Ch'ang, 60 miles south-east and near the Sungari. These two towns have each a population of some 25,000.

From a commercial point of view this was an interesting portion of the trip, as the focus of present emigration from the south. The country has been opened up in the last twenty years. The French Mission has recognized the fact by stationing three priests in the neighbourhood, at Pei T'uan-lin-tzū, Pa Yen-su-su, and Hsia Shih-t'on-ho, 7 miles further east.

These gentlemen were able to give us some information as to the state of affairs during their residence of some four or five years. They have not been able to gain a footing in Hulan itself, the seat of authority. A few years ago they bought a site, and were preparing to build, when, after being warned off, the resident priest was severely beaten by soldiers sent to intimidate him. One of their number was shot by him as they burst into his room, and he was then dragged off to the Yamên, and subjected to every indignity in the presence, he says, of the Commandant himself.

M. Dillon was dispatched in the winter of 1882-83 by the French Minister to investigate the affair. He visited, in company with M. Raguit, who is now stationed at Pa Yen-su-su, both Tsi-tsi-har and Hulan, but no settlement was arrived at.

To meet the difficulty of governing this large Chinese population the Manchu military authority is mixed with the Chinese civil system, and Chinese Magistrates have lately been sent to the three towns above mentioned. They exercise jurisdiction over their fellow-countrymen, but the taxes are still paid to the Manchu officials.

The number of large distilleries in the district is very remarkable. They pay a heavy tax for their privileges—from 400 to 800 taels a-year, according to size. The grain used is millet, and the spirit is sent to all parts of the country in great wicker-work jars. But the business of these establishments is not confined to liquor; they are the general trading places, and being in some cases small forts in themselves, surrounded by good strong walls with armed men on guard, can venture to store produce which might bring trouble to less formidable protectors. For it is only of late years that the district has been quiet enough for ordinary traders, and even now they keep to the precincts of the towns. Formerly, all the business was done by the shops of Kuan Ch'êng-tzu, the large commercial town known so well to foreigners at Ying-tzū as the ruling market for beans and oil, and which has lost some of its importance in the eyes of the Chinese, as much of the trade is now carried on directly with the producing districts. Hulan is 500 miles north-east of Ying-tzū, and K'uan Ch'êng-tzū lies between the two, 200 miles from Hulan.

The great crops are beans, pulse, millet, tobacco, hemp, and opium. Taxes here, as elsewhere in the Tsi-tsi-har and Kirin Provinces, are levied on the sale of produce, the purchaser paying. Taxes were considerable on all staple articles, tobacco, oil, fish, &c.

The great obstacle to progress in these parts is the insecurity of life and property from brigands. The state of the country in this respect is pitiable. Many stories were told us of their ravages. The precautions taken by every householder who has property to lose show good cause for fear. It was common for farmers a few years ago to carry arms while tilling the fields, and even now attacks are occasionally made upon the towns by numerous bands who have their haunts in the mountainous country to the north-east, which stretches away to the Amoor 200 miles.

The military officials in charge show but little capability in dealing with the evil. A General is stationed at Chao Hu-loo-p'u, a market village 30 miles south of Pei T'uan-lin-tzū, who is supposed to have 2,000 banner-men under his command for the sole purpose of suppressing brigandage. Executions are frequent, after very summary trials, but as yet things are very little improved. Only as lately as 1885 an organized raid was made on Pei T'uan-lin-tzū by the robbers, who, it was said, had bribed the Magistrate to offer no resistance to the plunder of the shop-keepers, who are, of course, the victims, being carried off and held to ransom. Such a vigorous defence, however, was made by the citizens that the robbers were repulsed, and the official has since been disgraced. We saw enough to convince us that the district had been in a very troubled state, from which it is but just emerging. The Chinese settlers have a poor opinion of their Manchu rulers, and a still worse one of the Manchu bannermen sent for their protection. The establishment of Chinese Tribunals has given them great satisfaction.

Absence of a Manchu population.

Along the whole of our route we found nowhere a distinct Manchu population. It seemed that the Manchus were collected in the principal towns, such as Kirin, Petunah, Tsi-tsi-har, Ninguta, and that the number of Manchu agriculturists must be very small. In the villages near Petunah, we were informed, Manchu was spoken as the daily language, but Chinese was also understood. The fact of all Manchus being enrolled as bannermen must have had some effect in concentrating the race. Proclamations by the Manchu officials are drawn up sometimes in both languages, more generally in Chinese alone.

Water communication.

Two Russian steam-launches ascended the Sungari five or six years ago as far as Hulan, and tried to trade, but some disturbance took place, and their visits would appear to be now forbidden. The water-ways of Manchuria seem little used. At Kirin we saw some twenty junks, the largest of 30 tons capacity, which navigate the Sungari as far as San Sing, and the Nonni to Tsi-tsi-har. Smaller boats can reach Mergen and Hulan. But the great traffic is by carts during the winter, when the roads are smoothed by the trodden-down snow. The products of the grain country are thus conveyed either through K'uan Ch'eng-tzū, or by Petunah directly, to Moukden and Ying-tzū.

Great road.

Asheko district.

South of the Sungari, on the opposite bank to Hulan, is also a very rich district, with a rapidly increasing population and towns, of which Asheko is the chief.

Climate of Manchuria.

The climate of Manchuria north of the Sungari is very severe. The French priests informed us that, from careful observation, the lowest temperature was minus 56 degrees Fahrenheit, 88 degrees of frost, and that in the latitude of 46 degrees north, south of the Sungari, there is a marked difference; at Kirin the lowest reading being reported as minus 20 degrees, and at Ying-tzū minus 10 degrees. We noted the first frost on the 25th September, on the plains of Tsi-tsi-har, but had no severe weather till November at Ninguta. On the 10th December, at Kai Yuan, 70 miles north of Moukden, we had our greatest cold, minus 13 degrees in the early morning.

Road to San Sing.  
San Sing.

Travelling along the north bank of the Sungari, over undulating country, mostly uncultivated, with mountains close by on the north, we arrived at San Sing, 200 miles east by north from Hulan. San Sing is a town of, say 10,000 inhabitants, with a small trade, and a rather large garrison in barracks on the Sungari. Its business is chiefly in furs and fish, of which the "ta-ma-ha," a sort of salmon, averaging 10 lbs., and sturgeon, said to be as much 1,000 lbs. in weight, are the most remarkable. The "ta-ma-ha" is the fish so useful to the Yu-p'i Ta-tzū, the Fish-skin Tartars living by the Sungari 100 miles nearer the Amoor, who eat its flesh, burn its oil, and dress in its skin. Po-li Kai is the Chinese name of the Russian Settlement frequented by the few boats which trade beyond the frontier. We assumed it to be Khabaroffka, at the mouth of the Ussuri River; the statements of distance being as vague as usual, the average being 400 miles. Foreign goods were chiefly conspicuous by their absence in this and most of the remote towns we visited. Matches, however, were to be seen nearly everywhere. In the rest of Manchuria Austrian brands,

in coloured round boxes and with variegated heads, were the only description; on the eastern border American matches obtained from the Russians were used.

From San Sing we followed the course of the Hurka to Ninguta, nearly 200 miles due south. As far as Wei-tzū-hu, 40 miles, the valley of the river is cultivated, but from that place to within 40 miles of Ninguta there is no population; in fact, settlers are forbidden to take up land, it is said on account of the gold to be found in the mountains, the Government always fearing disturbances, especially near the border. The road is hardly worthy of the name, and up to last year it was only a bridle-track, used by the couriers conveying despatches. Post stations occur at intervals of 20 miles, each occupied by some ten foot soldiers, whose duty it is to forward despatches and suppress brigandage. A good many of them are armed with repeating rifles, Hotchkiss or Winchester, the rest with Tower muskets, or similar weapons. The brigands are also said to possess repeating rifles, bought in Vladivostock.

Road to  
Ninguta.

An attempt was made to improve the road last year in preparing for the telegraph line which is to be laid along it. The ranges over which the track lies are either bare or grow only scrub and stunted trees, so the poles cut in the more wooded mountains were conveyed along the route in carts, and the swamps in the valleys were consequently roughly bridged. We were thus able with great difficulty to proceed, our carts capsizing and sticking in bogs continually, but it would be utterly impracticable for the clumsy goods waggons.

Road made  
on account  
of telegraph  
line.

A few boats of small burden, 6 tons at most, make the trip from Ninguta to San Sing yearly, when the river is full after the rains. At other times it would not be possible even for these light-draught vessels on account of rocky shallows. At Ninguta the river was 100 yards broad, but only 3 or 4 feet deep, as a rule, in the deepest parts.

Boats on  
Kurka.

At Yeh-ho, 20 miles north of Ninguta, we found a camp of some 1,000 men guarding the road to the Russian Settlements on the Sin-fên River, the nearest of which, Nicolsk, is 130 miles away; the road is practicable for carts, and a small trade is carried on between the Chinese town of San-ch'á K'on and Nicolsk, about 30 miles apart. Russian cloth was to be seen in the shops at Yeh-ho and Ninguta.

Yeh-ho road  
to Russian  
frontier.

Ninguta has been increasing much of late years, since the frontier assumed importance in the eyes of the Chinese. There are now 30,000 people there, and the surrounding district, the broad valley of the Hurka, and those of its tributaries, furnishes a large supply of grain, notably wheat, a considerable amount of flour being sent to Hunchun for the troops.

Ninguta.

We availed ourselves of the telegraph office recently opened, and found things in good working order, getting an answer from Peking in the course of a few hours. The line was put up last year from Moukden to Kirin, Kirin to Ninguta, and Ninguta to Hunchun, where it is carried to the Russian frontier, 10 miles from the town, but not connected with the Russian line, a military one ending at the outpost 5 miles from the boundary.

Telegraph  
line.

The Chinese line has been constructed for military purposes, and will be continued this year from Ninguta to San Sing, and from Kirin via Tsi-tsi-har to Aigun on the Amoor, where it will probably connect with the Russian line at Blagovestschensk, a town 20 miles higher up and on the northern bank of the river. The work, which has been of great difficulty from Kirin to Hunchun, on account of the thickly-wooded ranges and boggy valleys, has been well executed under the direction of M. Schiern, a Dane. The General Superintendent and Surveyors of the line is M. Bohr, formerly in the employ of the Great Northern Company. The undertaking is entirely under Chinese management. Taotai Shê has been intrusted with the arrangements for the section above mentioned.

A cart-road, a very bad one it is true, leads to Hunchun, 150 miles south by east, and is used chiefly by the flour carts from Ninguta. For the first 20 miles the valley of the Hurka is traversed, then by the valley of the Ma-hen-ho the hills are entered, and range after range is passed till

Road to  
Hunchun.

the T'umên is seen some 30 miles from Hunchun. The direct route from Kirin to Hunchun is here joined. Instead of taking a northerly course, this leads north-west and meets the Ninguta-Kirin road midway between those places at Oh-mo-so. This route is 300 miles as against 400 miles by Ninguta, and is used chiefly by mules, but carts are also taken over it.

Both roads are very mountainous, and between each range there is sure to be more or less boggy ground to cross; late autumn is the only period of the year at which they are practicable for carts.

East of Kirin sledges are the chief means of transit, when the winter has fairly set in and snow has fallen and hardened. Three feet is the average depth of the snow at Ninguta, which may be taken as the standard for the region.

The only thickly wooded range between Hunchun and Ninguta is the Lao Sung-ling, 50 miles from the latter place. This is covered with a dense forest of dead fir trees which gives the name of "Old Fir Range." The road passes through 15 miles of this curious jungle. A glance at the Map will show that this range is a continuation of the Long White Mountains, off-shoots from which intersect Manchuria in all directions. They are much loftier than their surrounding hills, and are invariably well wooded.

T'umên  
River.

The T'umên, as we saw it in the beginning of November, is an insignificant stream, 100 yards wide, and with numerous shallows, which must render it useless as a water-way, at least above Hunchun. No boats were to be seen upon it with the exception of the light "dug-outs" of fishers and ferrymen.

Hunchun.

Hunchun is a small town of about 5,000 inhabitants, exclusive of the garrison, owing its existence to its situation as the frontier town on the Russian and Korean border. It lies 6 miles north of the T'umên on the west bank of the Hunchun River, a small stream with a wide sandy bed suggestive of floods. Hills on the north are 2 miles distant.

Trade is now allowed freely with the Koreans, who cross the boundary, the T'umên, as they please. A few are farming on the northern bank. They are treated with contempt by the Chinese, who invariably address them as "men of the little nation," and style themselves "men of the great nation." Both the Hunchun and the neighbouring Russian district depend mainly on the Koreans for their supply of beef. Little else but cattle, some indifferent fruit, and a small amount of grain is sold by the Koreans at Hunchun. They get, in return, manufactured Chinese goods and foreign articles. The shops contain a good deal of foreign odds and ends, such as tinned provisions, fruits, biscuits, lamps, oil, cups, and glasses; these are nearly all English or American, obtained from Vladivostock. What cloth is seen is Russian. Prices seemed moderate; for instance, kerosene oil 1.20 taels a-tin. The convoys of mules leaving for Kirin were carrying sea-weed, deer-horns, ginseng, medicinal roots from the hills, hides, and a few cases of Devoe's kerosene oil.

Visit to  
Russian  
outposts.

Having no passports for Russian territory, we felt some diffidence in crossing the frontier. We therefore wrote to the Commander of the Russian outposts, 15 miles from Hunchun, inquiring if there would be any objection to our visiting Nova Kyeosk. Some delay occurring in the reply, we started, and met two Cossacks on the road with an invitation from Colonel Solokovski. Crossing the Hunchun by a ford, after a level ride of 6 miles, we ascended a low ridge, forming the water-shed between the Hunchun and the streams falling into Possiet Harbour. Here ends the Chinese telegraph line, and here, in an inn yard, stands the brass pillar erected by the Imperial Commissioner Wu Ta Chêng in commemoration of his successful negotiations last year in settlement of the disputed frontier. The Russians, it is said, were making preparations for building an outpost on this important position, commanding, as it does, the Chinese camp at Hunchun. They have now retired 5 miles to the next, and a lower ridge, where they intend to form a considerable station. The Treaty of 1860 did not define this boundary very clearly, and the Chinese have cause for congratulation that their diplomacy has gained their point. The ridge where the frontier pillar stands is called by the Chinese Ch'ang-ling-tzû, and the present Russian outpost Hêng-ta-ho-tzû. The Russian

name for the latter is Schwanka. We found it in course of building, with a guard of 130 men.

At Nova Kyeosk, known to the Chinese as Yen Chi Ko, 15 miles further to the east, there are 1,500 men; a great part of this force will be moved to Schwanka when possible. Nova Kyeosk is a miserable-looking collection of barrack huts built irregularly in a broad valley which slopes down to the sea, distant about 3 miles, and is surrounded by the most barren hills imaginable. A small colony of Coreans, one or two thousand, occupy the northern end of the valley, 2 miles from the town, and earn a hard living. Steamers cannot approach Nova Kyeosk, but there is deep water off Possiet, the road to which leads round the shore of the harbour in a north-easterly direction for 10 miles. Possiet, as seen in the distance, is a small group of little white houses. The aspect of the country is exceedingly sterile, and the occupation of the place is solely military. The harbour is blocked for four months, from December to March, by ice. Steamers visit it during the summer at long and uncertain intervals.

Nova  
Kyeosk and  
Possiet  
Harbour.

Nova Kyeosk possesses some four small stores, three of which are kept by Chinese. We had some difficulty in our intercourse with the Russians in the matter of language. The Colonel at Schwanka spoke French, and the civil official at Nova Kyeosk, the Commissary Maturin, whom we met at Schwanka, spoke English, but with these exceptions we met with no one who understood any tongue save Russian. M. Maturin was well acquainted, from various journeys he had made, with the Chinese frontier towns. He described the strained relations of 1880. When peace was assured he was dispatched with a guard of fifty Cossacks to inform the Chinese Commanders of the welcome news. He was not well received; they declined to believe him, or to admit him into the town of Ninguta, and endeavoured to prevent his purchase of supplies. At the present time the most friendly intercourse exists between the Chinese General I at Hunchun, who is in charge of the frontier troops all the way to San Sing, and the Russian officers. General I was the most courteous official we met on our entire journey. He has had many years' experience of foreign relations at Aigun and his present post.

Russian  
officers.

We left Hunchun on our return on the 11th November. Our movements were somewhat hurried from fear of snow among the mountains, and we therefore had no time to visit Vladivostock, 130 miles by land from Hunchun. A road exists, but all traffic seems to be carried on by sea when possible. The cold weather should have set in earlier, but the season was fortunately a late one, and we had hitherto had no readings below zero. On reaching Ninguta on the 17th November we found the Hurka frozen, but not strongly enough to bear a cart.

Return to  
Ninguta.

We then proceeded to Kirin by the road traversed by Consul Adkins and described by him some fifteen years ago. It has been somewhat improved since that time, but is a very difficult one for carts. Brigands are still heard of, but, considering the wild nature of the country, are not numerous. Measures have been taken for their suppression; for instance, a strong guard occupies the summit of the Chang Tsai-ling, a formidable usage mentioned by Mr. Adkins as the most dangerous locality. The population of these parts is scanty, and shows small signs of increase, the hills being incapable of cultivation, and the valleys in many places were morasses.

Ninguta to  
Kirin.

Kirin, as seen at the end of November, presented an appearance very different from what we observed in the summer. Every inn was crowded with commercial travellers from the south. The fur and timber trade of Kirin is considerable. The timber is floated down the Sungari, and a good deal of it is landed 10 miles to the north at Chin Chan, thus avoiding the hills by which Kirin is surrounded, on its way to K'uan Ch'êng-tzû and other towns.

Kirin in  
winter.

One's attention is attracted in this and all Manchurian towns to the shoe-shops, which are hung with a curious pattern not seen in China, and known as the "wu la." This is made from one piece of the usual poorly tanned Chinese leather, roughly rounded up at the heel and toe, the upper having often a big flap to cover the instep and keep out snow. These shoes are water-proof and are consequently much used on the boggy

Manchurian  
shoes, the  
"wu la."

mountain tracks; the hunters, in fact, wear no others, but they cannot stand the friction of a stony road. Like other articles of Chinese attire they are cheap, costing about half-a-*tael* (2*s.* 3*d.*). They are very hard to the feet, and must be well padded with a peculiarly long soft grass growing only in the swamps and known as "wu la" grass. This grass is highly valued, and considered one of the special products of the country. It is used as packing, we were informed, for the Imperial sable-skins sent yearly from San Sing on account of its anti-frictional qualities; and one can well believe, from experience of the roads, that something of the sort is required.

K'uan  
Ch'êng-tzŭ.

From Kirin we took the road to K'uan Ch'êng-tzŭ, 80 miles north-west, being desirous of seeing that busy trading town. It is situated on the I-tung River, a small stream flowing north to the Sungari, has low mud walls, one big street, 2 miles from north to south, and four streets running east and west, the longest 3 miles; the population may be estimated at 70,000. It has on the north and west a fine agricultural district, extending 50 miles west to the Mongolian prairie, of which it once formed part. It is now treated in the same way as the Mongolian portion of Tsi-tsi-har, rent being paid to the Mongol Princes. Chinese officials have been stationed here recently to govern the large Chinese population. As previously mentioned, K'uan Ch'êng-tzŭ used to be the centre, not only of the trade of the immediate vicinity, but also of the country to the north-east as far as Hulan, but a good deal of the traffic now passes to the north-west, making directly for Petunah or Asheko. As an instance of the magnitude of this traffic, I may mention that in going along this route we have counted as many as 400 carts passing in 4½ hours, nearly all drawn by teams of seven, mules and ponies, and carrying up to 2 tons weight of produce.

French  
Mission.

From K'uan Ch'êng-tzŭ we visited the French Mission at Hsiao-pa-chia-tzŭ, 20 miles north-west. The village, in which are situated the church and schools, contains about 1,000 inhabitants, all of whom are converts. The Assistant Bishop, Mgr. Boyet, and two priests, MM. Liton and Maiul, are resident here, and gave a good account of the people among whom they live, describing them as well-to-do and industrious. All this country is closely cultivated, the Mongol prairies commencing some 15 miles to the westward, where there is a considerable trading town, Pa-chia-lei. The Chinese in the neighbourhood of the Mission spoke of the Fathers with great respect.

Road to  
Moukden.

We then proceeded to Moukden via Ta-pa-chia-tzŭ, a bustling town of some 20,000 inhabitants, recently made a district town under the official name of Hwai Tao Hsien, and so on to Mai Mai Kai, on the main road from K'uan Ch'êng-tzŭ. From there we went to Ssŭ-p'ing Kai, Tzŭ Lu Shu, Yü Shih Ch'êng-tzŭ, K'ai Yüan, and T'ieh-ling, all large and flourishing places of business. This is a well-travelled part of the Newchwang Consular district, and calls for little remark. The country was under snow, never-ending strings of carts passing along the big roads, giving employment to a numerous population. We met many families going north out of the flooded districts near Newchwang. The men were generally trudging along, their wives and children in carts with a poor covering of matting. They were in no mood for conversation as to their prospects; coming from the south and travelling north was the extent of their confidences; their destination, any place where grain was cheap. Rough prairie land can be taken up in the north on payment of about half-a-*tael* an acre English; after five years' occupation, a land tax of 13 *tael* cents an acre is charged. Land in the neighbourhood of Hulan, rich soil and in cultivation for some years, sells at 4 *taels* the acre.

Moukden.

We reached Moukden on the 11th December, and were most hospitably entertained by the members of the Scotch Presbyterian Mission there resident.

The name of Mr. Ross is widely known, both in the city and as far as the Korean border on the east, and Dr. Christie's hospital is highly valued both by the officials and the people.

Opium.

We made careful inquiries on our journey as to the cultivation of opium, and came to the conclusion that the poppy is grown in great

quantities throughout the whole of Manchuria, and that no restrictions whatever are put upon it. Even the hunting community I have described on the Corean border grows sufficient for its own use.

The grand opium district, however, is the new country near Hulan. Here, we were told, it almost takes the place of money as the circulating medium. Convoys of opium are sent out of the district in payment of incoming supplies. The French missionaries informed us that it was having a very bad effect upon the population, more especially the better class and the soldiery. We saw that smoking opium was a common habit with the Manchu soldiers, but among the travellers in the inns it was not remarkable. Great quantities of the drugs are bought by agents from all parts of North China and Southern Manchuria, who arrive yearly in the autumn and take away their purchases in the smaller and faster class of carts known as "hang ch'ê." The price ruling in this district at retail amounts to 240 taels a picul; the tax must be paid by the purchaser, and is about 5 per cent.

Hulan  
principal  
opium  
district.

Prices and  
taxes.

Prices generally, we found, varied from 240 to 400 taels a picul, the dearest at Ninguta and Hunchun, but the tax was more elastic, and as far as we could ascertain was at the discretion of the local Mandarin. At K'uan Chêng-tzû it was 20 per cent. The landlord of our inn there informed me that he had had at least twenty buyers stopping at his inn alone last year from Shantung and Honan, where the crops had not been good. I asked if they had not to pay heavy transit dues, to which he replied that in their light carts they were able to cut across country and avoid Customs barriers.

Foreign opium is very little used. Procurable only in the biggest towns, and at double the price of the local opium, it finds small sale. An objection made to it is that, besides being so much dearer, it does not last so well as the locally grown, and the ashes cannot be passed through the pipe so often as those of the native drug.

Foreign  
opium.

In former years fruitless Proclamations were issued by the Kirin and Moukden authorities prohibiting the cultivation of the poppy, but no such action has been taken in the Hulan district, no extra land tax is imposed, and no idea of illegality is entertained. Though the Hulan neighbourhood has the largest surplus stock, the rest of Manchuria produces at least as much as is required for local consumption, and I may say that we found no cultivated district where the poppy was not grown to some extent. We saw or heard of no prohibition on the part of the authorities. There can be no doubt about the fact that the native opium has driven the foreign drug out of the market in Manchuria, and if its cultivation increases at the present rate, we may safely predict that it will prove a serious rival all over Northern China.

No prohibi-  
tion on  
growth.

Mr. James, who has had some experience of the poppy cultivation in India, was struck by the superficial way in which the Chinese extracted the juice from the pods. Two men go round the field, one armed with an ordinary knife, with which he slashes the pod horizontally; the other follows at a short interval and wipes off the exuding sap. This operation having been repeated on three consecutive days, the pod is considered exhausted. In India the cuts are made vertically with a three-bladed knife, and the sap is not wiped off till the following day. The Chinese objected to this that the dew was so heavy that the sap would suffer.

Mode of  
gathering.

Minerals we found but little worked, considering the resources of the country in that respect. Coal is mined to the east of Liao Yang at Pên-hsi-hu. This field is well known, and was visited and described by Mr. Adkins. At T'ung-hwa-hsien we examined the site of some old gold washings, on the margin of a little stream known as Miao-eh-kon. Operations had been stopped on the establishment of regular government some twelve years since. The workings had been carried on in the usual superficial manner of Chinese alluvial washings with but little success. Silver mining had also been tried in the neighbourhood, but had not been found remunerative. Coal was being worked 20 miles to the north of T'ung-hwa-hsien, but a local supply was all that was being obtained.

Minerals.

T'ung-hwa  
gold wash-  
ings.

Iron-works  
near T'ung-  
hwa.

Twenty miles to the east of T'ung-hwa-hsien, in the valley known as Lo Chuen Kon, are situated some small iron-works; the ore is obtained in the hills 7 miles away, and is brought here to some coal mines for convenience of smelting. The establishment is on a small scale, and was doing less than usual at the time of our visit.

The ore, we were informed, was easily worked, and yielded 60 to 70 per cent. The demand for the iron seems merely local, though a small amount finds its way to Moukden, 190 miles over what would be a good road in winter. It is turned out in balls of about 10 catties weight. The local price was about 2 taels a picul, equal to 3s. 4d. a lb. Foreigners, we heard, had visited these works many years ago.

Gold wash-  
ings, Mao-  
erh-shan.

The next instance of treasure-seeking we came across was in the gully of the small tributary of the Yaloo we ascended on our way north from Mao-erh-shan. Here we found a party of eight men washing for gold at a distance of some 16 miles from the authorities at Mao-erh-shan. They were evidently in dread of an official visit, for upon the approach of our rather large company, attended with a good deal of noise and shouting, along the narrow rocky path, they took to the woods and hills, and no coaxing would induce them to return. From all accounts, they lead a miserable life. The gold in this, as in other workings we saw, is found in the gravelly soil in the valley bottoms, which is shovelled out to the depth of 10 feet and washed in little troughs by divers from the rivulets. It is merely a rough process of sieving and scouring, with very poor results. It is difficult, however, to obtain details; the miners, being very suspicious, would naturally conceal any success they had met with. From the accounts of the hunters, it would appear that the gold-seekers barely earn a living, and from the fact that little or no washing is carried on in the hunters' Republic, where, of course, no restrictions exist, it would seem that it cannot be remunerative.

Gold wash-  
ings, Chin  
Ch'ang, 100  
miles south  
of Kirin.

The largest field we visited was on the way to Kirin, 120 miles south of the Hui Po river, and 100 miles from Kirin. The Hui Po being the boundary of regular jurisdiction, operations proceed *ad libitum*. There were some 300 men engaged, in gangs of from 5 to 10, in a large valley and its offshoots. This place has been worked for twenty years, and is known simply as Chin Ch'ang, the gold-fields.

Our hunter-guides spoke in tones of pity for the men at their ill-rewarded toil, but a certain amount of gold must be obtained here. We were shown by a native banker in Kirin a fine 10-tael bar as a specimen.

At San Sing  
and neigh-  
bourhood.

Gold is also worked in the neighbourhood of San Sing, both by soldiers and private persons. The authorities profess to forbid private mining, but it is carried on secretly by small parties in the mountains all along the eastern frontier on both sides of the Hurka. On casual acquaintance the natives are very loath to give any particulars concerning the results, but though, as in other countries, the individual obtains but little success, the combined out-turn seems to be considerable.

The Chinese authorities are particularly afraid of gold rushes on the Russian border, and took very severe measures recently with their subjects on the Amoor in the neighbourhood of Albazin, or Yaksa, as the Chinese call it, 400 miles above Aigun, where operations were entirely stopped.

We had heard rumours of a gold-field on the T'umên river, but were assured at Hunchun and by the Russians that there was no truth in the report.

Coal.

Coal is worked after the usual simple method in several places. The arsenal at Kirin draws its supply from the neighbourhood. At Hunchun is burnt a peculiarly soft, muddy coal, obtained in the hills 5 miles to the north, at Lo To Ho-tzũ. This sells in the town for 1.20 taels a-ton, say 5s. 4d. It somewhat resembles peat.

No other  
mining.

We saw no signs of mining for other metals in the Provinces of Tsi-tsi-har and Kirin. Gold-washing alone invites individual effort, and all extensive operations would be put a stop to by the Government.

Archæolo-  
gical.

The absence of archæological remains in the parts of Manchuria we passed through is remarkable. We had not much time to devote to search in that direction, but from comparison of our own with the experience of other



travellers, it is evident that such relics either do not exist, or, as is more likely, are entirely beneath the surface. From very early times Manchuria has been the scene of continual struggles. Kingdom after kingdom has passed away, leaving hardly a sign to tell the tale. The severity of the climate, the heavy rain-fall continually denuding the hills of soil to deposit it in the valleys, is no doubt answerable for the disappearance of ancient cities. The site of the old town of Tung Ching Ch'eng, 30 miles south-west of Ninguta, is an instance. All that is left of this important place, which was, about the year 1000 A.D., the capital of the powerful Kingdom of Bohai, are the ruins of the walls, some 13 miles in circumference, composed of lava-rubble lying in disintegrated masses 5 to 10 feet in height. No trace of the buildings within the town can be seen on the surface, and the present inhabitants have no ideas on the subject.

A large portion of the population of Manchuria being emigrants, or their descendants, from Shantung, the Mahomedan religion is found to have many members in all the towns. In Kirin they number 1,000 families, with three mosques. We visited them, and found them provided with Arabic and Persian rituals, which are expounded by their Elders. They belong, they told us, to the Sunni sect. Their mosques were invariably furnished with a tablet to the Emperor, such as is seen in Buddhist temples. Similar mosques were found in all the larger towns, and the Mahomedans generally were well-to-do, orderly citizens, no prejudice being entertained against them by the Mandarins or people.

Mahom-  
medans.

The officials, as a rule, preserved a neutral attitude towards us. They were inclined to do just as little as would absolve them from blame. Instructions had apparently been sent to all the towns which it was thought we should visit to "protect and escort" us. Our lengthened stay in the mountains on the Corean border, however, delayed our arrival for months after the announcement was made. No objection whatever was urged to our entering the Ch'ang Pai Shan district, and among our friends the hunters we felt our property to be more secure than in many an inn yard on the high roads, where robbery was a daily occurrence. We found the Mandarins only too willing to send escorts with us from town to town; in fact, they insisted upon it, for their own sakes, they said, though the brigands, whether from fear or superstition, have never been known to molest foreigners. But they were not so ready to give us any effectual aid in business transactions with the people, such as hiring carts, &c., and arranging money matters.

Official  
attitude  
towards  
party.

Tsi-tsi-har was the only town in which we had to request them to find us an inn, and this they did with no delay. At Ninguta and Hunchun the Military Commanders were most civil, sending out a small official with an escort to meet and conduct us to our quarters.

The officials showed, as might be expected from the national character, a great objection to receiving us, excusing themselves on the grounds that they had no authority to hold relations with foreigners, and feared complications.

We had fears at one time that we should have had to apply to them for a loan of sycee, as our stock was running short, in which case no doubt our trip would have had to be curtailed, for the most we could have expected would have been to be supplied with sufficient silver to reach Ying-tzū. We, however, fortunately discovered an enterprising firm of Shan-si bankers in Kirin, trading as "Tsun I Kung," with branches all over Northern and Central China, who consented to negotiate a telegraphic transfer; the money to be paid by the Hong Kong and Shanghai Bank in Peking to their firm there, and advices forwarded by wire. The line was unluckily interrupted after our telegram had been sent off, and though we waited for three weeks, the floods were still so high that communication was not restored. Under these circumstances, Tsun I Kung agreed to advance a certain amount on security of sundry valuables we lodged with them, and we dispatched a special messenger to Ying-tzū, 370 miles, to bring up some more sycee. Our man was stopped by brigands half-way between Moukden and Kirin on his return; but as he had prudently invested in a money order, and was not carrying silver, he was allowed

to proceed pending the arrival of three more tempting carts which were seen in the distance.

(Signed)

H. E. FULFORD.

Tien-tsin, February 8, 1887.

ITINERARY.

Date.	Name.	Direction.	Li.	Remarks.
1886.				
May 19 ..	Ying-tzŭ .. ..	.. ..	..	Flat country, rutty roads.
" 22 ..	Moukden .. ..	N.E.	360	
" 29 ..	Ditto.			
June 1 ..	Hsing-ching f.. ..	E.	265	Hilly, cart road.
" 3 ..	Ditto.			
" 6 ..	T'ung-hwa-hsien .. ..	E.	245	Ditto.
" 15 ..	Ditto.			
" 16 ..	Lo-chuan-kou .. ..	E.	55	
" 21 ..	Ditto.			
" 26 ..	Mao-erh-shan .. ..	E.	260	Difficult ranges and streams.
" 29 ..	Ditto.			
July 2 ..	T'ang-ho-k'on .. ..	N.E.	210	Ditto.
" 4 ..	Ditto.			
" 12 ..	Ch'ang-pi-shan .. ..	S.E.	280	Tracks for men only.
" 18 ..	Ditto.			
" 21 ..	T'ang-ho-k'on .. ..	N.W.	280	Ditto.
" 27 ..	Ditto.			
Aug. 12 ..	Kirin .. ..	N.	583	Mostly mountainous. Here changed mules for carts.
Sept. 3 ..	Ditto.			
" 9 ..	Petunah .. ..	N. by W.	557	Roads fair, but boggy in places. 2 days' delay.
" 20 ..	Tsi-tsi-har .. ..	N. by W.	568	Ditto. 2 days here.
" 29 ..	Hulan .. ..	S.E.	545	Road over prairie, good.
Oct. 1 ..	Pei T'uan-lin-tzŭ .. ..	N. by E.	175	1 day here, good road.
" 4 ..	Pa Yen-su-su .. ..	S.E.	175	2 days here, good road, and 1 day delay.
" 13 ..	San Sing .. ..	E.	410	Undulating country, swampy streams. 2 days here.
" 26 ..	Ninguta .. ..	S.	560	Hills and bogs. 2 days here.
Nov. 6 ..	Hunchun .. ..	S.	465	Hills and bogs.
" 9 ..	Nova Kyeosk .. ..	E.	90	Good road.
" 10 ..	Hunchun .. ..	W.	90	
" 17 ..	Ninguta .. ..	N.	475	1 day here.
" 26 ..	Kirin .. ..	W. by S.	655	Hills and bogs, mostly bridged. 3½ days' stay.
Dec. 2 ..	K'uan Ch'êng-tzŭ .. ..	N.W.	240	Hilly road. 1 day here.
" 11 ..	Moukden .. ..	S.W.	685	Good road. 3 days here.
" 19 ..	Ying-tzŭ .. ..	S.W.	370	
			8,598	Say 2,866 English miles in 142 travelling days = 20¼ miles per day.

Inclosure 2.

Map of Manchuria.

R U S S I A

A M O O R P R

