



# SOME BIGGER ISSUES IN CHINA'S PROBLEMS

BY

.

JULEAN ARNOLD

AMBRICAN COMMERCIAL ATTACHÉ, AMBRICAN LEGATION, PEKING

THE COMMERCIAL PRESS, LIMITED SHANGHAI, CHINA

1928

## FOREWORD

Mr. Julean Arnold has rendered a great service to China and the Chinese people in preparing and publishing these strikingly instructive charts together with a very persuasive introduction under the title "Some Bigger Issues in China's Problems." These bigger issues are three in number:

- 1. A system of economic transportation.
- 2. Increase of individual productivity through education and the use of labor-saving and labor-aiding mechanical slaves.
- 3. Development by the individual of a sense of responsibility of trusteeship.

These are the three main roads through which America has achieved her marked success and which, Mr. Arnold rightly believes, will lead China to free herself from the fetters of medievalism and find her proper place in the family of modern nations.

These three issues are in reality only three phases of one fundamental problem, namely, the imperative need of a physical basis for China's new national life. To put it in a slightly different way, the fundamental problem facing China to-day is the immediate concentration of all attention and effort to usher in a material and mechanical civilization. As Mr. Wu Tse-hui, one of China's greatest thinkers to-day, has expressed in his most characteristic manner, "We must throw away our so-called 'classical heritage' for at least thirty years, and advocate the establishment of a dry-as-sawdust material civilization." Without this material basis, China can neither be modern, nor a nation at all.

But this material basis will never be built up without a general realization on the part of Chinese leaders of its absolute necessity. What Dr. Sun Yat-sen termed "a psychological reconstruction" must precede the material reconstruction. But the psychological construction needed to herald the great work of national modernization must be something more fundamental than the philosophy that, while to know is difficult, to act is easy. Dr. Sun's philosophy aims at instructing the people to obey their leaders who have the intelligence to guide them. But this philosophy will fail in a situation where the blind are leading the blind and know not what they are doing.

What is needed to-day, it seems to me, is a deep conviction which should amount almost to a religious repentance that we Chinese are backward in everything and that every other modern nation in the world is much better off than we are. We must know ourselves. We must confess that we are terribly poor and that our people are suffering miseries which justly horrify the civilized peoples. We must confess that our political life is corrupt to the core and that most of our homes are nests of crimes, of injustice, oppression, lynching, and suicide. We must see with open eyes that we are ruled by militarists who arose from banditry and from the scum of society and whose education and training never qualified them to rule, and by politicians who have no livelihood other than politics and who are never regulated by any system of civil service.

And for all this, we must have ourselves to blame. We have bound the feet of our women for a thousand years and smoked opium for centuries, thereby greatly weakening the race and polluting its moral fiber. And we have wasted the brains of our scholars by making them spend six long centuries mastering absolutely useless literary gymnastics for competition in the examinations. And we have resisted all pressure for reform and modernization, even in the face of the grave danger of the country being partitioned among the Powers. We are only reaping the fruit of the sins of our fathers and of ourselves.

Let us no longer deceive ourselves with self-complacent talks about imperialistic powers hampering our national progress and prosperity! Let us read the recent history of Japan and bury our conceit and self-deception once for all in shame and repentance.

### FOREWORD

And then, when we have fully and whole-heartedly repented, let us resolve, solemnly and religiously resolve, that we must learn.

Let us remember that it does no discredit to a nation to learn from others. On the contrary, it is only great nations that learn. Greece learned everything from the older and contemporary civilizations. And China, in her glorious days, built up her great civilization by an extraordinary willingness to learn from all the races and cultures with which she came into contact. The modern Chinese orchestra, for example, contains almost no instrument that is not of foreign origin: such names as the pi-pa, the la-pa, the hu-chin, etc., bear eloquent testimony to the willingness of our forefathers to learn even from their barbarian neighbors. And for almost a thousand years China had the greatness of heart to regard a foreign country as the "Western Paradise" and make the religion of Buddhism one of the national religions of her own land.

And let us remember that it is a sure sign of senility and decay when a nation refuses to learn from others and hypnotizes itself with comforting reminiscences of its past glory and greatness. When China, in her younger days, was translating thousands of books from the Sanskrit and learning from India, not only her religion, but also her philosophy, literature, art, music, and architecture, decadent India remained totally impenetrable to the influences of Chinese culture. During a cultural contact lasting over two thousand years, India learned practically nothing from China, not even printing, which went from China through Central Asia and finally reached Europe.

Let us learn and rejuvenate ourselves!

May these eloquent charts and warnings of Mr. Arnold's help to drive home this conviction necessary to any conscious and determined national policy of industrializing and modernizing ourselves at whatever cost and whatever risk!

HU SHIH.

i₹

APRIL 1, 1928.

## SOME BIGGER ISSUES IN CHINA'S PROBLEMS

ICTURE the hard-working but poorly rewarded farmer in the Wei Basin in the rich loess section of West China. By his patient and intensive methods of cultivation, he is able under favorable conditions to produce from twenty to twenty-five bushels of wheat per acre (about two tan per mow). In this cradle of the Chinese civilization, his industrious forefathers for countless generations did likewise. When nature smiles on the Wei Basin, the more industrious the farmer, the larger his crop. But the larger his crop, the poorer the reward for his industry. The outlet for his surplus is limited to a range of but a few tens of miles. Thus he is easily confronted with an overproduction, hence low prices. On the other hand, if his crop is a failure, he and his family are threatened with starvation, for he is unable to draw upon the surplus which other sections of his country may have produced. Thus he is a poor unfortunate individual in times of plenty as well as in times of want.

By way of contrast, picture his more fortunate brother in the Dakotas in Western America. He produces less per acre, but his total output is greater because he operates over a larger area. With an abundant crop, he may not only look to the vast expanse of the United States for a market, but he is also on the highway to the markets of the outside world. On the other hand, if he is confronted with a crop failure, he may, at reasonable costs, draw upon the surplus of his neighbors, near and far.

Why is the poor Shensi farmer at such a disadvantage as compared with his more fortunate brother in Dakota? The soil conditions in the Wei Basin are even better than those in Western America. Climatic conditions are equally good. The Shensi farmer and his family apply themselves most diligently,—in fact, work harder than does the farmer in Dakota. The former is in many respects but little better off than is the aborigine in an almost inaccessible island, while the latter looks out over the highway of world trade and commerce.

Within the past few decades, the modern flourmilling industry has taken root in China. At present there are about one hundred sixty of these plants with an aggregate daily capacity of one hundred twenty thousand barrels, or about five hundred thousand bags. Scarcely a year passes but that these mills are not obliged to import some of their wheat from abroad. More often than otherwise, they are running on but a fraction of their capacity, while China is importing flour from America. While the disturbed internal political conditions present added obstacles to the securing of domestically grown wheat, yet these conditions will undoubtedly gradually improve. China grows enough wheat to keep all the flour mills in the country running at full capacity throughout the year, but only a fraction of this wheat can be gotten to the flour mills sufficiently cheaply to make it profitable for the mills to buy it. These mills are scattered over the country fairly well. The principal center for the industry is Shanghai. Harbin, Tsinan, Tientsin, and Hankow follow in the order named.

Even were the Shensi farmer to present his wheat to any of these Chinese flour mills, they could not afford to take it, so long as they would be obliged to pay the transportation costs in getting the wheat to their mills. They could, in all cases, better afford to go to the Dakota farmer and buy his wheat at the prevailing American market price and transport it a thousand miles to Seattle, an additional six thousand miles across the Pacific, and several hundred miles up an interior waterway in China than to take the Shensi farmer's wheat as a gift. Fortunately, there is much wheat grown in China which is in a more favorable location for the China flour millers, but unfortunately for these millers, they are not assured of reasonably steady or adequate sources of supply from the wheat fields of their own country.

The farmer in the Wei Basin is not in contact with water transportation and is about three or four hundred miles from a railway. To carry his wheat over this distance of about one thousand li, he is obliged to follow in the footsteps of his ancestors of twenty or thirty centuries and use either pack animals or human beasts of burden. The one competes with the other, so the unit costs are the same. A coolie carrier in that section of China will carry a load of one picul (one hundred thirty-three and one-third pounds) a distance of fifty li (about fifteen miles) in one day for thirty cents Chinese silver. This appears, on the face of it, to be cheap transportation. It works out as upwards of one half a cent silver per picul per li. With the usurious interest rates which obtain in China, the long time involved in this camel-like transportation means a considerable interest charge against the capital in wheat which is thus tied up. This, combined with other incidental charges, brings the rate up to at least one cent per picul per li.

Compare these figures with transportation costs by rail in America where the highest wage scale in the world prevails. The average rate over the American railway is one and one-tenth cents gold per ton per mile. The poor human beast of burden in China is about fifteen times as costly as the luxurious railway train in America. In other words, an American railway will haul a ton of wheat for what it costs to haul a picul the same distance via a human beast of burden in China.

The Dakota farmer is about as far from Seattle as is the Shensi farmer from Shanghai. To get his wheat from Dakota to Seattle, a distance of about a thousand miles, the railway charges about twenty-three Chinese silver or Mexican dollars per ton. The steamship company will carry it from Seattle to Shanghai, a distance of six thousand miles, for about thirteen dollars, making a total of thirty-six dollars per ton from Dakota to Shanghai. Adding to this sum the cost of transportation from the farm to the railway, which is done by motor truck and which represents a distance of probably less on the average than twenty-five miles, the total cost is about forty dollars a ton. Even if it were forty-five dollars, this would mean the equivalent of three dollars silver a picul of one hundred thirty-three and one-third pounds, compared with seven dollars silver for hauling a picul of the wheat from the Wei Basin, a distance of about three hundred miles, to a railway. The railway freight charges, covering three hundred miles of line to Hankow, and also the river charges from Hankow to Shanghai, an additional six hundred miles, must then be added.

In these calculations, we have not taken cognizance of the numerous tax impositions that are exacted against commodities in transit in China. On some of the railways in China, the military and other taxes against goods in transit are considerably more than the freight charges. In the United States, there are no internal taxes on trade and no tax impositions against commodities in transit.

The Hankow miller, who is only about six hundred miles distant from the Shensi wheat fields, could also probably better afford to purchase the American wheat than to accept the Shensi grain as a gift, if he had to pay the cost of transporting the latter from the Wei Basin to his mill at Hankow.

This unfavorable transportation situation is not confined to conditions as they exist in Shensi. It is quite typical of the land communications in most of the country. The Chinese farmer is inclined to look upon the railway as a distinctive luxury. In reality, one of the greatest luxuries, which a very considerable number of the Chinese people are obliged to patronize, is the human beast of burden or the pack animal. To the Dakota farmer, personally conducted transportation for his wheat, even at the ridiculously low wage scale which obtains in China, would be the acme of luxury—so much so, that he could not afford it. The American people are often spoken of as extravagant and wasteful. Economically speaking, the Chinese are probably the most extravagant and most wasteful people on the face of the earth; while, in many respects, the Americans are the least so.

If the cargo which is carried in one year on the American railways were placed on the backs of human beings, it would require eight hundred million able-bodied men, each carrying a load of one picul (one hundred thirty-three and one-third pounds) a distance of fifty li (fifteen miles) a day and working at least three hundred days out of the year. There still remains to be taken into account the one billion passengers which our railways carry each year. Who would carry them?

The construction of railways in Manchuria is a fair indication of the significance of the iron road to the economic prosperity of a country. Through this agency, the little soya bean has been able to make its début in the channels of world trade; in fact, it threatens to relegate the products of the proud silkworm to second place in the category of China's exports. Following the construction of railways in Manchuria, as many as twenty millions of Chinese have migrated from other sections of the Chinese Republic into that land of promise. Yet, the railway lines, which have thus far been laid in the Three Eastern Provinces, are but a fraction of what are needed to handle the demands of that great rich agricultural territory. Vast areas of undeveloped fertile lands in northwest China also await the advent of the iron road to make it possible for them to open their gates to the hordes of hungry Chinese awaiting the chance.

Tens of millions of people in the ages-old populated sections of China are not only cut away from trade relations with other regions of their own country but have not yet been brought into commercial contact with the outside world, mainly because of lack of railways. Szechwan province, with an estimated population of upwards of fifty millions, is still without a mile of railway. Where else on the face of the earth is there a community of fifty millions of industrious people who can claim this unique but unfortunate distinction? It might almost as well be on the planet Mars so far as its commercial contact with the outside world is concerned. Thus the lifeblood of the Chinese nation flows in isolated veins unconnected with great central arteries. Is it any wonder that China has so long continued in a state of partial paralysis?

If China's war lords, as well as those who are most active in nationalist propaganda, wanted to serve the greatest crying need of their country, they might well adopt the slogan "Change one cent silver per picul per li to read one cent gold per ton per mile." With the realization of this slogan, the brigand soldier would find lucrative and secure employment in a productive capacity, the farmer would find new and more profitable markets for his surplus products, the flour and cotton mills would find economic sources of supply for raw material within their own country and a correspondingly larger and more profitable domestic market for their manufactured products. Likewise, labor would be in greater demand, hence command higher wages.

It is difficult to conceive of political unity in China without at least the skeleton of a system of trunk railways. Whether this can better be developed under some arrangement whereby the various factions now struggling for control agree upon the recognition of a plan for regional or provincial autonomy with some sort of understanding regarding a loose federation, or whether the problem can better be solved in some other way, is not a matter upon which I would venture to offer an opinion. I am merely trying to point out some of the fundamental issues in the betterment of the economic conditions of the Chinese people. Basically, China's ills are economic. Thus, little headway will be possible in improving the social and political conditions of the people, without attacking the great fundamental economic problems.

Where is China to get the money to build its necessary trunk railway lines? Under the present impoverished conditions which obtain in the country, railways should be laid on the basis of a maximum amount of line at a minimum cost, as was done in railway construction in Western America during the latter half of the last century. In the past, most railways built in China were on the basis of the maximum of cost for the minimum of line. A railway should be made to pay its way. From the excess of its receipts over its expenditures, betterments and extensions should be made.

Railways, through the populated sections of China, are potential gold mines. Last year the seven hundred miles of the South Manchuria Railway earned upwards of 60,000,000 yen over and above their operating expenses. The eight hundred miles of the Peking-Hankow line, running through the heart of China, could easily be made to earn much more than this amount, as they can carry full cargo both ways, whereas the South Manchuria Railway must carry thousands of empty cars one way.

Instead of costing \$100,000 gold per mile, railway construction in China should be done at less than half this amount. As for equipment, China should be able to purchase rolling stock more economically than has been the case in the past. For instance, in the United States, because of greater hauls, railways are now requiring heavier locomotives, with the result that good serviceable locomotives are being scrapped. It may be possible to purchase these used locomotives at probably one half or one third the cost of new ones. It would seem they might serve China's present needs admirably. Stations and other structures should be built on a substantial. but on as modest a basis, as possible, with the idea of more pretentious improvements later, when the roads are able to pay for them from their earnings. Furthermore, considerable extensions could be made from the earnings of the established lines, provided the revenues of the railways were retained for transportation development and not squandered nor diverted to other purposes. In the past, foreign interests in China often seemed to consider the railway as the objective in itself, rather than as a means of fostering the opportunities for increased trade, following in the wake of improved transportation.

As for raising funds for railway enterprise, China could have constructed several tens of thousands of miles of railways, with the hundreds of millions of dollars that have gone into military operations during the past few years. Instead, the country has but little constructive to show for the vast expenditures made and the heavy taxes exacted during the past few years. In place of killing the goose that lays the golden egg, as has been going on with militarism rampant over the country, the goose should have been trained to lay tenfold more golden eggs and thereby provide vastly increased sources of revenue.

When we consider China's seven thousand alongside of America's two hundred fifty thousand miles of railways, and also bear in mind that China is larger in area and population than the United States, then we may realize the handicaps under which the Chinese people must suffer through not having developed a better means of internal economic communication. Furthermore, the United States can boast of about three million miles of roads, one sixth of which are concrete base, compared with China's several tens of thousands of miles, of which but a few thousands may be described as good motor roads. The United States has twenty-two million licensed motor vehicles in operation compared with but twenty-two thousand in all of China, another significant contrast in transportation equipment.

Chart 1, as appended, should accord the reader a fairly good idea of the density and distribution of China's population. It is worthy of note that the population has followed the lines of least resistance and developed its greatest densities along waterways. About six sevenths of China's population are concentrated in one third of its area. Considering the antiquity of the Chinese civilization, and the naturally industrious habits of the people, it seems almost unbelievable that vast areas of the country should still remain unsettled and undeveloped. In the lower Yangtze region, in what is known as the Yangtze Delta, we find within an area of fifty thousand square miles, that is, an area about the size of the state of Illinois, a population estimated at forty million, or about eight hundred to the square mile. This is China's most densely populated region. Fertile lands and economic transportation account for this. In Shantung, in a similar area, there is an estimated population of thirty million, or five hundred to the square mile; while in Manchuria, which comprises six times as much land, the total population is estimated at twenty-five million, or seventy to the square mile. It is not strange that, under these circumstances, and with the dreadful impoverishment which the natives of Shantung are experiencing because of the excessive tax impositions made against them by the

militarists, nearly a million of its citizens are this year migrating into the Three Eastern Provinces, particularly so, since new railway construction is opening up new opportunities in the north to a pioneering farming population.

This chart shows very conclusively that China's masses are poorly distributed. If China's economic ills were remedied, the country's present population would not be excessive. A population map of the United States would show an interesting contrast. Had it not been for the network of railways and roads which provided the United States with cheap transportation, the country would not have developed with the rapidity and progressiveness which have marked its history. If America had but seven thousand miles of railways, that is, the equivalent of China's mileage, its population to-day would be only a fraction of the present figures, and would be centered about the waterways and coastal regions, instead of being well distributed over the country.

A properly organized system of uniform gauge railway transportation in a vast country like the United States, in addition to facilitating the development of the country's latent resources, makes possible the utilization of transoceanic steamship facilities for bringing the nation into contact with the markets of the world. The steamship lines, which radiate from the various ports of the United States, are in reality water extensions of the American railways, making these railways far more effective economic agencies in the life of the nation than would be the case With every additional ten thousand otherwise. miles of railways in China, we may not only count upon the opening up of great stores of undeveloped resources but also additional facilities for contact with the outside world, hence additional water extensions to these railways.

The construction of railways naturally involves the improvement of harbors and waterways so as to constitute a well-coördinated transportation unit. Telegraphs, telephones, post offices, roads, and air routes are all essentials to the success of modern transportation developments, and are, in a sense, adjuncts to railways.

Some Chinese seem to labor under the fallacious impression that, with the development of automotive transportation, the railways are no longer necessary. Some have even ventured the suggestion that China, with good roads and motor transportation, would be able to get along without additional railways. The bulk of transportation, in a continental country such as China, is heavy cargo. The freight on American railways is constituted for the most part of coal, iron, grains, or, what is, in a word, described as bulk cargo. It is because of the cheap rates which obtain on this sort of cargo that the average freight rate over the railways in the United States is as low as one and one-tenth cents gold per ton per mile. Motor transportation for freight, under the most favorable conditions, would probably average from eight to ten times this amount.

China must have its trunk lines. It is not conceivable that the country could claim to be provided with sufficient railway transportation with less than one hundred thousand miles of railways. Motor roads will naturally serve as feeders. For freight transportation in China, native carts with wide-rimmed tires running over good roads will prove in most sections of the country, for some years to come, more economical than will motor vehicles. For human transportation and valuable cargo, where speed is an essential factor, the motor bus and the motor truck will find a distinctive place.

Thus, one of China's outstanding problems, from an economic as well as a social and political viewpoint, is that of economic transportation. Those who really have the interest of the country at heart might do well to get behind a nationwide campaign to popularize railway and road construction. Railways and roads will not, however, constitute economic transportation unless they are operated in such a manner as to assure, to the public, rates calculated on the basis of a minimum charge on a maximum of trade.

With the development of economic internal transportation, China will have then placed itself in a position to profit by what modern civilization has to offer in the scientific handling of a country's natural resources.

Chart 2, appended hereto, indicates in a graphic way the contrasts between the economic and industrial developments of China and the economic society of the United States has produced, the laborer is a director of mechanical processes and no longer a beast of burden or an illiterate coolie worker.

Indicative of his increased effectiveness, which has been made possible through the labor-aiding devices, or mechanical slaves, is the success of rice production in California. Chinese laborers in this industry are paid five and six dollars gold a day, yet California rice is being shipped to Japan. Thus, in spite of the high wage scale which characterizes America, rice can be produced there at a cost making it possible to compete with rice grown in the Orient, even after paying the freight charges from California to Japan. Similarly, Californian grown oranges are extensively marketed in the leading trade centers of China in competition with Chinese oranges. In California, the orange grower rides about in his own motor car, sends his sons and daughters to college, and enjoys the luxuries of a modern civilized society, while the Chinese orange grower, whose products should be in a more advantageous position to command the domestic market, has a difficult time eking out an existence, even though his standard of living is pathetically low. The laborer in China should be educated to understand that the more mechanical aids and other agencies of a modern economic society that can be brought to his assistance, the greater will be his compensation. It is futile for him to strike for hours and wages out of harmony with his productive capacity.

The comparisons as set forth in Chart 2 are made by adding the totals for China and the United States together and representing the ratio which each bears to the whole. In making the comparison between the children of school age in the two countries, the total in America is taken at twenty-six millions, and the total in China at six millions. However, allowance must be made for the fact that, if China had the same ratio of children in public schools for its population, instead of six millions in schools, it could claim from seventy-five to eighty millions under public instruction.

The statistics as taken for China in connection with the various comparisons as presented are, in practically all cases, rough estimates only. They may be better described as educated guesses. It is only natural that, in a country like China, which is now only emerging from a medieval into a modern economic civilization, the idea of collecting and compiling statistical data should be also at the inception of its development. Under the old order, there was no necessity for an economic census. With a modernly organized society, such a census becomes a prime consideration.

It is not intended to infer from this chart of comparisons that China will in all cases develop exactly as has the United States. Conditions are sufficiently different among the two peoples to make for enough difference in the problems which confront them, to warrant the Chinese working out the situation in a manner peculiar to their own requirements. However, the physical characteristics of the two countries have so much in common, that one may expect with the application of modern ideas and methods results may not be very dissimilar.

It is primarily a question of increasing the productive capacity of the individual. Instead of a fraction of one mechanical slave for each man, woman, and child, as at present seems to be the case in China, those who would have their country elevate its economic levels would do well to strive to give each member of their society ten to twenty times as many.

The individual in this country should be raised from the status of a human beast of burden or illiterate coolie laborer to that of a director of mechanical processes. The West has nothing to fear from a modernly industrialized China; in fact, such a China would be a ten- to twentyfold greater customer of Western commodities than is possible so long as the present low economic levels in this country persist.

Chart 3 shows, in a graphic way, America's comparative position in the world of industry and trade. It is interesting to note that, while in area the United States possesses but six per cent of the land domains of the earth and but eight per cent of the world's population, yet because of its wealth of natural resources, its well perfected and well coördinated system of economic communications, and because of its ability through its varied and extensive educational agencies to avail itself of what mankind has had to offer in scientific and mechanical achievements, it has risen to a position of far greater proportionate prominence in the world of human accomplishments.

There is an important invisible factor which is an indispensable contributing cause to America's success in a productive sense. In changing from an individual to a corporate society, we are confronted with a new conception of a man's relations to his fellow man. I recall an instance when, some years ago, a Chinese put up a considerable sum of money to meet the obligations of his brother who had failed in a business project in which this man was not an interested party. Ι asked him why he felt himself duty-bound to meet the obligations of his brother, when he had no legal connections therewith. He stated that the good name of the family was at stake, hence there was no other course of action possible so long as he was in a financial position to do so. This same man was at the same time a director in a private Chinese railway. The shares in this railway had been quite widely distributed among members of the Chinese community. Each of the directors took advantage of his place on the board to help his own financial position to the detriment of both the railway and the shareholders. In other words, where corporate had replaced individual responsibility, the man, who had been very meticulous in regard to his individual or family obligations, failed to show an appreciation for his responsibility as a trustee for a larger and less personal group. An obstacle of commanding significance to any efforts to establish among the Chinese a proper conception of the responsibility of trusteeship, is the nepotism which is associated with the Chinese family system. While, industrially, China is not burdened with a system of government doles such as handicaps British economic society, yet the Chinese "family" doles, which assume varied forms, are so deeply rooted and so universal, that it will require herculean efforts to infuse in the Chinese mind the proper relationship between family obligations and the responsibility of trusteeship in a modern corporate society.

The development of the responsibility of trusteeship is not by any means perfected in the United States. It has gone through a long history of education and legislative enactments which have helped to make it the effective agency it now is. Without a body of law and the machinery of judicial organization which have been evolved in the United States defining and regulating corporate activity, the country would not have achieved the position it now occupies in the world of trade and industry. Human nature everywhere is weak. The more intricate and the more interdependent becomes the relationships of man to his society, the more necessary it becomes for society to institute safeguards which will protect it from those irresponsible or sinister acts of the individual which may be harmful to the proper functioning of that society.

In government enterprise, in business and industry, and in professional conduct, the success of a modern civilized society depends in a large measure upon a proper appreciation and respect, on the part of the citizens of that country, for the responsibility of trusteeship. May I suggest, then, for the third slogan "the development of a rightful appreciation of the responsibility of trusteeship"?

These, then, are the three fundamentals to the successful transition of China from a medieval to a modern economic, social, and political society:

- 1. Economic transportation.
- 2. The increase of individual productivity through education and labor-aiding devices.
- 3. The appreciation by the individual of the responsibility of trusteeship.

I hope it may not seem to be presumptuous on my part, if I called these the American "San Min Chu I" (the people's three principles). They account, to a very considerable degree, for the very marked success of the American people.

America has not by any manner of means achieved perfection. It has many problems which remained unsolved and is possessed of much that may be adversely criticized. However, it has achieved a considerable measure of success as a modern social, political, and economic society. It is because, in its natural settings, China has so much in common with the United States, that, I take it, the developments in America are suggestive of much that the Chinese may do with the resources at their command. These two great continental areas also have many problems which are quite similar. They lie between much the same degrees of latitude, hence the climatic and crop conditions are not greatly different. Each is possessed of a great central river valley or drainage basin. Shanghai, at the mouth of the Yangtze River, is in about the same latitude as New Orleans, at the mouth of the Mississippi. It is true that the United States is richer in coal and iron resources, but China also possesses much wealth in these fundamentals to a modern industrial society.

That the Chinese are able successfully to function as a modern corporate society is evident from the striking instances of success which they have exhibited in certain modern business and industrial ventures. The modern Chinese banking institutions, the great department stores, such industrial and merchandising institutions as leading publishing and printing houses, flour mills, etc., are ample testimony to their ability, even under distinctly unfavorable conditions, to assimilate the ideas of modernly organized commerce The Chinese communities in the and industry. Philippine Islands, the Straits Settlements, and the Netherlands East Indies are outstanding and important factors making for the success of the economic developments of those regions and indicate something of the possibilities in achievement of the Chinese when living in a well-ordered environment.

Students from China have been going abroad now for several decades, presumably to imbibe from the West those things which are calculated to be helpful to them in readjusting their own society to the new conceptions which the changed conditions in their country now demand. Furthermore, numerous agencies, including modern schools and colleges, have been operating in China for some years past in efforts to train the Chinese people to understand the opportunities and responsibilities of a modernized society. Unfortunately, too much of the Western education which the Chinese students have been receiving at home and abroad has been of an academic rather than a practical character. China to-day needs \\ more masters of the farm, the factory, the railway, the business office, the trade organization, the law court, the hospital, and the municipality, and fewer masters of arts and doctors of philosophy.

The Chinese are now in the midst of what is probably the most critical period in their entire history. To emerge from a medieval economic, social, and political society into a modern nation is naturally a tremendous task, especially so for a country of the area, population, and poor internal communications of China. It is to be hoped that the Chinese people may profit by the experiences of other peoples rather than be obliged to duplicate the mistakes and sacrifices that others have made in the solution of some of the similar problems now confronting China. Andrew Carnegie, one of America's most successful industrial leaders, once made the remark that he attributed his success to his ability to use other people's brains. The Chinese would do well to profit by the example of this canny Scotchman and not only avail themselves of the brains and experiences of other nations, but also those of the foreigners resident within their midst.

China has nothing to fear from the possibilities of the colonization of foreigners in its country. Economically, no other peoples can compete with the Chinese in such a manner as to make colonization by them in China a practical consideration. Excepting the Japanese and the Russians, the total number of foreigners in China is considerably less than the number of Chinese resident in the United States, or in the Philippine Islands.

China's major troubles are domestic or internal rather than foreign or external. With the solution of its major domestic issues, the handling of its outstanding questions with the foreign powers should become comparatively easy. To attempt to solve its external problems or satisfactorily to adjust its relations with foreigners, before making substantial headway in dealing with its domestic problems, is like putting the cart before the horse. In attacking the domestic situation, I am not one of those who believe that destruction must precede construction. It is unfortunate that most of the slogans which have been popularized in China during the past few years have had more of a destructive than a constructive significance. Ι

recall, when a boy in Sacramento, how deeply I was impressed by the scheme whereby a department store continued to do business in a set of old buildings, while a new one was erected in its place. Business went on pretty much as usual, in spite of the fact that the old buildings were being torn down and a new one rising on the same Naturally there were inconveniences and spot. interruptions, but these were skillfully reduced to the minimum. The owners of the shop could not afford to close down while the old buildings were being scrapped and a new one erected in their place, nor could they afford to move elsewhere in the interval. Furthermore, much of the material in the old buildings was salvaged and used in the new structure.

The ideas of some of the revolutionists in China seem to be to force business to close down while the old structure is being demolished. Can China. afford to adopt this policy? Is there not much in the old that can be advantageously salvaged for use in the new? Certainly there is no other place to which the people of the country can move while the tearing down is going on. Would it not be a wiser policy to build the new around the old and gradually tear the old away, so that some day, when the new edifice is completed, the old will have disappeared almost as if by magic, and the new stand there in all its glory and radiance? This is what the majority of Westerners in China would wish to see, for it would mean the most both to China and to China's foreign trade. The Chinese people would ultimately reap the major benefits.

Out of China's present turbulence and chaos there must emerge some sort of modernized society. There is no reverting to the China of pre-twentiethcentury days. A changed social, political, and economic society is bound to supersede the old structure. China's walls of isolation are unable any longer to withstand the impact of ideas and institutions from without. This becomes increasingly more and more apparent as the means of communications, physical and intellectual, in this little world of ours, bring peoples closer and closer together.

It is more correct to define the changes which China is undergoing as modernizing rather than

Westernizing. A race of people, with a civiliza-Ition so ancient and so distinctive as that of the Chinese, cannot become Westernized. But the influences of modern science and of modern social political and economic organizations will result in the production of a modern China. These influences know no geographical limitations. They are not the property of any one race or nation. They are the heritage of the human race. They are the composite resultant of the experiences of all peoples over all times. They represent a treasure house upon which all mankind is privileged to draw. Those peoples show the greatest wisdom who take from this treasure house those things which are most suitable to their own needs and to the demands of their greater and higher advancement, avoiding as far as possible those things which may bring to them ultimate harm. Certain of these ideas are fundamental in that they apply to humanity in general. Some of these institutions may be ill fitted to the conditions obtaining in an environment essentially different from that in which they seem to thrive most luxuriantly. On the other hand, some may improve with transplanting, while others may thrive in any sort of soil. In some cases, adjustments may have to be made to effect proper acclimatization. In their final analysis it will remain for the Chinese to decide for themselves the nature and form of the modernizing influences best suited to the demands of their changing society. Observers in China are so close to the picture that they see its ugly daubs and often fail to behold it in perspective. A few decades hence, historians, in reviewing this period of China's history, will probably marvel over the progress made, in face of the seemingly insurmountable obstacles which confronted the nation. Some of the more striking phases of these developments which will probably stand out in relief are (1) the growth of a national consciousness, (2) the sudden collapse of a monarchy of several thousands of years followed by the declaration of a republic, (3) the scrapping of a centuries-old stereotyped classical education and the acceptance of modern ideas and methods in its place, (4) the inauguration of a literary renaissance, (5) the introduction of modern industrialism, corporate institutions, and modern

#### SOME BIGGER ISSUES IN CHINA'S PROBLEMS

legal conceptions. The world generally is deeply interested, not only in the ways and means which the Chinese may elect to effect their transition, but also in the character of the resultant civilization to follow.<sup>1</sup>

<sup>1</sup> In the above article, but little mention was made of the importance of political stability and sound currency conditions in their relations to the solution of China's problems. So much has already been written and spoken on these subjects and the Chinese are so thoroughly conversant with their significance to a betterment of conditions otherwise in their country, that it seemed unnecessary to emphasize them any further. To the Chinese, it is not so much a matter of what needs be done by way of achieving political stability and sound currency conditions as it is a question of methods of attaining these ends. These the Chinese will have to work out for themselves pretty much in their own way. I have chosen to accentuate in my article the economic aspects of China's problems, believing that fundamentally most of China's ills are economic in character. My thesis has been built around three charts especially prepared for the purpose. These are reproduced herein and embrace the following: (1) A Population Map of China; (2) Economic and Industrial Contrasts Between China and the United States; (3) America's Position in World Trade and Industry. (J.A.)

自勢改有威本與要有各種代現中西中之度組種化中多國在 已力適,遷之之已之權國不中代國洋國交與織社之國者,之華 分方不地制概有物,取人能國社者,化現通,觀推會社經則海多 別適能為度,念,害以用。民認而會決之在使念翻。政會,現中外數 選合得良而能之應任之為已。政不變之人之中治決在國貿外 定於正者,於合物,自何經已此治能化。變人撞國及無騷人易僑 為 變 當 有 此 用 惟 巳 人 驗 産。種 經 使 人 化 日 動。與 經 再 擾 民 均 所 宜。化之隨地於恐較民,合此影濟之種可趨我外濟返給也有樂 觀之配處因全不為向成乃響組成之斷接倚絕變於云 重觀 察中合皆境人及高寶之全不織為具言近,小緑化二之 大其 中國者。宜遇類者,大藏者人分之西有為而小之之十時 之成。 國之總者。之者。斯進取也。類界影洋古現此之璧社世期, 意蓋 情需之尚不有為步用此之域,響,化。遠代意世壘,會,紀必 義,如 形求,何有同,於大之最種遺任結惟而化亦界終不以入 而此 者,應種幾極彼智。需,合寶產,何果現特之日中,不免前於 蒙於 皆以現種,不地其而自藏。自國形代異變益物敵將之一 其中 惠中代非適發中能已全古家成科文化,顯質外舊景種 置國化先用達有避之人迄或一學化而著精來有象。現 寛 國 利及 身人之為者。極根去需類个,人現及如非矣。神制之一代 最中

成變制之經一將堪雖整太 之二於耳。中注有中以不知此的上以化之發學,旦為:雛似理近, 比一此余國重其應達必其種政文供中輸朝,而推〔異乎中祇 較中文之多者,固有到重於問治、所獻所入。一容翻,一為有國見 國之文數全有何改述。國題,與述,於選世三納隨民言種此近  $\Xi$ 人後:字,之在之等良就家言劃於後擇界現現建族者。種一狀, 由問中方作幣中改論一解來之對代代民覺進不時不 美口 圖 動 三題,國法,為制、國造著的決世方於工之主悟步可期見 在三 種根間足也。改人中作幣中界針中業概國之之克史遠 特本題以且春氏月口刑四~~~ [二] 製上之解此政言,重頗兩問文法所義,與〔達;著之時,數 之實經決種治其要多;點,題化,而威公方〕(而艱恐十 特本題以且善民有已制國之方國主念家;發最制料景。 串门 界中 工美 商兩 表經方余題,方題:意中少開更且興制二葉數以而以後 業國 着濟面;在中法;乃義,國論重有於趣,度,巴 所 經 頑千舉所國之 占濟 想;之蓋上國而在故人及。要厚其非及文古年其有家歷 今性余文人非如余氏蓋之望因惟現學不之名進表史 之及 地工 特質深中民改何認亦開穩焉。此於代復化帶者,步,面家, 附故信所自進可為熟於定 造其法興之制恐實上於 位業

用人力紫助,同交入時中文紫而中本十狀西中於各列能不百 之,之利界勿樣通現期。國科組不國國幾况方國秩設濱確易貨 卽故用之再之之代,一現碩織、合學人年中之遣序地羣立將公 本智,他領蹈問不原國時士、商實生民,來之種派安經島,根新司, 國非人袖他題修係之所哲店、用。在使廣需種學定濟南基,工又 外惟之卡國時,乎!重經處學鐵今中之設求,設生之進洋皆商如 僑 於 思 納 人 能 所 大 濟,之 博 路、日 外 悟 大 使 施,留 狀 展 羣 足 葉 工 之他想。祺同利冀之社地士、工中所解中之足學见上島,證之商 經國中君樣用望工會,位,則廠、國受新學適以國下之及其意業 驗人國有之他者,作。政恐為農所之社校合應外,一重荷能義有 思之應言謬國中況治,為夫田、需西會等於本於種要屬力輸大 想,思師曰:誤人國中之有要之者:方之各新國今金分東之入印 亦想此彼與民人國組史也。技市教機種思社數業子。印不之刷 大與慧之儀之民地織,以 師政、育,會機想會十之於度薄。不業, 可經點成性經於廣由來 為 醫 多 與 開,者 在 年。可 是 等 華 良 麵 最院、偏貢極也。現原能足地人環粉 引驗之功也驗解人中最 用盡蘇全美以決界,世危 切法於任,力更在意性證者,之境,業, 要。院、學不訓於變叉矣。華皆在下雖 也。力格在國為目內紀急 利闌盡工已前國而之 而商理,幸嫌近化收 人為斐仍於

新建無種時,中之能屋精造時,深為流建匹問若一中日爭由中 基築他政該國用遷建巧新仍刻不行設之題,於旦國人勝,經國 矗完處策公一者,移築之屋,在之幸之之前或內解之外,而濟對 五成可耶?司部故他時法,仍原印之口論也。修國決,紛全使觀於 有後,以在必分宜處,間使照址像。事。號,者,至正問則 紜數 祖點外 如將移改強革其且中,之常繼其曾多不於與題對在不民而人 神普殖。造令命採普公诚 營續事 懦 屬 能解外未列於及為論,殖 助,建然工全家此屋司至業,管即幼破贊決人有強內旅患無民 豈 築 則 作 郡 之 法 之 主 極 窒 業。一 時 壞 同。内 之 具 之 而 美 於 論 本 非拆何進歇意也。材人少礙該百在性在國關體懸不或中何國 料,既度。與公貨施貨,過之係,進案,在旅華國 一除不行業見, 多不蓝不司公葛而去問是行皆於斐國人節, 較之,從之者,以 數能於便,雖司蘭非幾題,無前,比外。之土。民可 智則 舊 時,中 為 可暫此自將於門建年余異即較內華旅均以 之一地全國在 供歇舊是舊改督設中,於置思的國僑華不毋 政日起國豈舊 改营屋鞋屋造地性中破車解易之之外能須 策嘗新人能屋 造業,拆免,拆新方,質,國壞身決於大衆備,與恐 耶!屋屋,民容折 新復卸然卸,屋得此種先於對著問也。除華懼。 此俟俟當納除 屋不新以改之一實種於馬外手。題 俄人蓋 為去,新然此之

以相當之重視與明社會之成功端論政府之企業為	正當之動作不為個人之邪惡或不負責之錯綜依賴則制定種種適當之保衛以保護	释恐國家於世界,不經立法團體如	为,重了为女之,我们就有现在之成績保固教育及立法之運用始有现在之成績保國於保管的責任之發達亦未臻完善之境,千鈞氣力從事之	管的責任之適當關係注入於中國人之腦中須深而普遍欲將家屬之責任與現代團體所負保濟社會者然有家制之流弊焉此弊為狀不一根濟化之中國縱無政制上之流弊若阻撓英國經黑百山黑了具中國第後角度有容支關係故紹	而上出人與口國民族則是可容加同系文確立其穩定之意義其故蓋在此偏愛親人管責任之觀念在華人中無論如何努力終管財產之責未免有虧	戊原齋之資务計会以團體代個人之責 仲則鐵路本身及各 廣各董事如皆利用
商業之企圖證明之即如中國新式之銀行國人必能應用新團體社會而抵於成可於社會之要素亦寶藏甚多, 無異美國富有煤鐵誠為實事然中國於新	江口岸與紅與林之居密士色必河口異兩國中部各有大河流或灌溉城流編度幾全村同具以天時與田醫之情	兩大陸地域所有多數難題全係彷彿兩國天產建相同之事業也。	而於天然背覺觀代經濟社會及政	完善之境放有未能解决之難益於美國所有之成功有絕大不以余為僭安余將名之曰美加	(三) 周之时冬天下的青生之主(二) 超教育及省力之方法以增(二) 經濟的運輸(二) 經濟的運輸	f:化濟保 之社管

8

旦	步	此	可	新	無	<b>国</b> 2	異	必	此	夹	有	亦	現	推	不	與	兆	Ī	雖	ぇ	相	第	₹	資
将	老	全	揣	万	疑	₹	已	依	種	₹	經	正	代	测	過	於	え	學	然	, EE	加	<u> </u>	舉	奥
國	幼	寪	测	法	義.	、需	足	美	ĿŁ	圖	濟	在	經	解	寪	中	譜,	校	假	較,	表	種	動	彼
家	毎	增	者	え	踓	要	證	國	較	也	,₹	發	濟	释	竉	國.	而	受	若	美	明	表	业	.₹
經	ス	加	业。	,應	然,	必	兩	え	表		譋	軔	×	較	統	く	非	敎	中	國		嶅		生
		個			兩															總				産
地	得	ス		其	國	特	所	例	原		自	初	, 會	,適	計	計	、	者,	就,	數	對	示		力
位	幾	生		結	え	殊	有	而	非		近	自	騆	當,	算.	,用	兆	在	人	寪	於	Ł		失
提	分	産		果	天	₹	待	行。	推											_				於
髙,	,₹	能		必	時	万	解	緑	想		私	天	統	國	種	趶		貫	中	+	額	較,	,	協
則	幾	力		不	地	法	Ł	兩	中		會	然,	。計	現	統	較		Ŀ	有	六	え	乃		胡
無	⋞	Ł			理						义	蓋	資	JE.	計	如		應	同	兆,	, ££	将		₹
異		問		殊	多	決	題	ス	各		來	,依	料	自	作	上		得	樣	中	率。	,中		時
使	機	題,	5	異。	,所	目	不	民	種		譋	照	Ł	中	為	述		ト	₹	國	兩	美		罷
毎	祴	現		叱	相	前	同。	,中	事		查	雈	搜	<del>-₩</del> -	合	者	,	+	ĿŁ	繐	國	兩		I
人	奴	在		則	同,	,₹	中	情	業		始	例	,集	紀	於	寊		Ŧ	率	,数	學	回		寊
垍	僕	中		我	新	情	國	形	⋞		認	固	與	而	敎	際		<u></u>	則	為	齡	ぇ		寪
雇	者,	,國		ス	恩	形	,依	え	發		為	無	編	へ	育	上		へ	在	大	見	繐		無
+		男		所	想	P	本	歧	展	,	首	貴	製	,於	₹	皆		╋	公	兆	,童	數		盆

辨付,此何詢係,在一葉義有位獻搣然國附十現實代提中者。至 鐵則刀以之然商種易上一超人之以僅圖倍在上工高國 \_\_\_ 路在彼代日:仍葉新而之種越類成天占三,也。低中葉而之 + 董勢全令閣代計的組成無世所就,產全表 俉 下國化為個 事不家弟下其劃概為功形界能經之球示 Ł 之而之機人 撽 之得名情既弟失念團所而任致各富地美 經臻中搣須 搣 職,不譽償於允敗曾體不重何力種饒,域國 濟此國,工由 奴 狀地西作負 該代所債令付後記事可要一之及經百在 僕, 况位方之重 路償。緊,務,第巨彼數葉,或之國,事遠濟分世 中則人管牛 此 股此彼有之額本年人少原此業。届運之界 所銷民理馬 卽 分公之似商金人前與之因則故之輪六,工 中 銷用賃者或 在當經責業錢,雖有人一焉,大其教之全業 歐 中時濟任無以於一之種為堪在育完球商 者,西無方不 ス 當洋庸可。學 國任地所法情該中關助美注人機備,人業 と 大之其對苦 社中位在律債事國係因。國意道開,而口中 會國既者!上務。業人由自在者事得科百之 至貨疑於力 歽 當 中某尚彼之余毫為是個生也。業盡學分地 十品,擢。如之 銷一堪答開奇無其發人產 之力及之位。 至且蓋此身 勉 力 二較事現分 地供微八美 售商應謂係而開弟生事意

ンスのジノ防ィ目気三くも	文美國商業不寫於州大委名目於各之子	為廣然全國 我有一重 稅 開 而 歐州 則 為 二,	一理由其第十種理由即為美國土地雖較	則我知其論述	若與司丁與路易於遊美以前曾往歐洲考	之智人	樊勵學者作更深之探討逼求世界上善於	利而满意故工人得由是踌躇任事 (九)美	清潔光明之環境中佈置種種設備務使工	所費於衛生方法者倍於高率之工資處工	除對於時間空間及精力皆設法節省(八)	甚能合作 (七)美人精明警策對於耗費力:	工資從不反對(六)美國廠主與工人交換	倦研求節時省力之工具(五)美國雇主對	品由是迅速之周轉送得穩固(四)美國政	求簡單及低廉務使用少額之資本出一定	動取利雖薄已成富矣 (三)一切手續工作	)美國抱定薄利多賣主義多賣則資本週	因舉理由九種如下 (一)美國以成績定升	一册小書也」是書論美國經濟情形發達	以後英國發生實業恐慌以來是乃最有價	書所述倫敦觀察報主筆加文氏評為一自	得著成一書名為「高率工資之秘設」開	有英人奥司丁與路易兩君蒞美遊歷
金多則彼所得之報酬亦必愈厚在此	<b>或現在涇癣社會所產生之別重</b>	存尚虞不給中國工人應使之明	為近便然欲求過一生活程度極	修品反觀中國之種橘者雖所出	見女入大學復能享受一切現代	一理也在加州種橘者既能駕自	能廣銷於中國通商各大市與中	使之與東方所產者競爭於市場	<b>産米成本卽加以由加州運往日</b>	能運銷於日本是以美國雖以工	<b>農業者日可得工資金洋五六元</b>	奴僕有以增進工人之效能致之	爾福尼州米糧之大熟卽由於省	為機械工作之管理人也	負重之牛馬工作與夫不識一丁	代經濟社會所產生之種種省力	論何時何地從未得有之優越矣。	受不足之人蓋所處之地位已達	國宣傳而不著成效者更何足怪	為工人實則已進而為資本家矣	自身所工作之公司中往往執有	自有工人所居之住宅亦常為彼	美國工人之饒裕工人駕駛之汽	人之旅美考察者評論美國之狀

苦法,等人工産券。自大時,

力久藉類人主是有半往 地已助史中義以工為往 位,脫於上無在彼人彼言

....

時法機之銷明之土如之昴加僑方

間能械可售社汽産加水貴州之法

及利之憐國會車,爭州腳,著之從與 工用助的內,之資勝,之尚稱,米事機

6

路	<u>دی</u>	經	是	方	為	軸	可	自	中	亦	宜。	運	臣	₹	其	路	建	翰	近	皆	等	通	鐵	垍
々	國	濟	故	得	經	⋞	為	謂	剅	需	<u>æ</u>	貨	<u>بط</u>	,貨,	大	貫	言	,發	有	附	事,	機	道	其
宣	家	的	由	顈	濟	シ	運	鐵	必	へ	於	價	綀	以	宗	無	酮	達	ス	禼	皆	閞	え	便
傳	福	運	於	其	而	車	翰	道	先	俉	汔	目	,此	煤	運	需	中	後,	誤	於	為		建	利
運	利	翰:	,中	功	轉	載	₹	運	建	╋	車	平	種	鐵	翰	푥	<u>.</u>	鐵	信	鐵	現	貫	築,	业。
													貨											
													栫											
		目									-		運		-			-	-		,展	其	俢	
•		前											價								交	他	建	
		切				-							⋞									電		
_		要				道							低								Ł	報、	儊,	,
		問			-	路,	-	•			-		廉,			-	~			,		電	-	
		題	•			恐							是					. –			-	話、		
		₹				將							以								事	郵	河	
	-		-			較							美									,政,		
	_	我				汽							國		_							道		
-	-	人		,		車		-					鐵								-	路、		
	•	果				載					-		道		-							航		
非	大	阴	種		車	運	筧	則	而		均	便	ペ	貨	載	者	鐵	步	運		卽	空、	交	

人國四之一力組業名然之百業十鋼以復見之附實在內則將 民四分經百增織之之美餘分者分鐵貫多兩相圖益文國仍價 比百之濟十進情社機國糧,之占之之業至國反二、也。化經不格 擬兆三效兆效形會搣無亦三百一。消眼三所比以 所溶得之 **頁的為計** 祗人之能之能之中奴論多十分此費,光倍占例。表 得民一也。人是下,有僕男於五;之事按觀以經以格 獻運經算 九所機反民,故實形焉。女中而八原人之,上。緯美之 之輪濟基 科一的於 適國法, 分有械觀得由足與此老國。全十。因,口中 之之奴中有實使無種幼中國然半計國 學旦運大 相輿指 等。圆示 一生僕。國二葉該形奴皆國之美由之,貫 **方 發 翰**。宗 耳。産此男十及社之僕各之給國於中處 然蓋中 法展, 生 意, 中於美 力意女五經會媒即推潛養,農中國於 以則 國中經 開中 與由老至濟中介係有伏反人國止落 運 力 開國 美實幼,三觀各物。現三人優雖人得伍 版國濟 國質每十點個在代十力於僅民美者 圖地及 天方 彽 較圖賞 産,可 小 一言人倍而人美經名富中占從國之 え 百之,約於言,之國濟或於國,全事一地 大,之業 而應 十卽計人美生完及二美出人於百位。 入上,發 受用 原 則, 兆中得口國產備實十國;口口農八蓋 口可展 其 現

5

里	在	慣	,方,	, <b>E</b>	,地	密	插	種	則	照	哩	,中	况	<b>町</b>	線	我	艀	生	家	此	軍	<u> </u>	為	西
え	拐	而	武	全	方	₹	圈	顯	砥	行	且	六	T	聧	則	ス	金	金	仍	×	事	於		ス
地,	,子	尚	思	窽	<b>쯋</b>	程	-,	著	不	駛	其	分	所	然	僅	武	₹	卵	未	圆,	者	建	種	在
其	ĩ	有	中	ተ	展,	,废,	觀	ぇ	過	え	中	Ł	受	中	ナ		鹅	以	有	幾	約	路	改	蕐
大	T	矌	<b></b>	分	故	夫	此	FF	<u> </u>	汔	শ		や	IJ	千	思	え	充	些	年	千	事	進	Ł
																							運	
約	卽	大	開	六	河	D	者	业	,=	카	汔	₽	楚	民	以	國	业。	國	⋞	橫	元,	,₹	翰	方,
奥	所	地	,化	え	道	₹	可		千	有	車	鋪	矣,	,在	奥	₹		庫;	建	徴	此	集	⋞	視
美	謂	未	最	ス	⋞	散	知		輛	_	路	石	开	此	美	版		不	設。	暴	正	資	方	鐵
	-			Þ					而	千	者	路;	美	等	埿			宜	此	欱	可	方	法,	,路
意	子	開	₹	密	へ	往	E.								₹			再	後	<	築	法,	, 卽	本
里	江	拓	,人	集	D	往	人		此	T	幾	中	有	Ð	_	р,	•	使	當	所	鐵	按	所	身
				、於					叉	萬	千	1	大	運	+	皆		戰	曓	得,	路	前	以	為
省	角	<b></b>	復	Ξ	密	抵	え								Ŧ			事	養	畫	幾	幾	增	目
相	洲,	,人	有	分	此	抗	分		交	え	美	有	Ξ	不	萬	於		逼	孵	箏	萬	年	進	的,
彷	此	何	勤	キ	應	力	佈		通	多	國	大	百	便	哩	美		2	金	虚	喠	中	其	而
彿,	王	從	畜		注	最	及		事	而	領	路	萬	利	相	國,	,	有	え	쳵;	も	,國	商	不
				え		-			葉	中	有	幾	哩,	,Ż	ĿŁ,	而		敎	鹅	,而	乃	用	葉	恩
へ	方	信。	,習	地	者	⋞	絷			<u>ي</u>	牌	苒	其	情	卽	路		却	多	國	不	於	业。	,共

增利故伸國方當中流國美者,比是經此開東日怪覺萬,致最口 之源,中線。海可統國海人國必例。為濟圖一省入近人合此稠四 鐵得國而口利一宜濱口亦不美過上足新自窮年口每耳。密千 道以如鐵各用之仿之當若克國多。之示生建因山共方在之萬, 線;開能道岸,汽鐵做間,占中有若美弊中機,築之東計哩山地即 而開,增之航船道美必現國如非國端。國則鐵覺,人二五東也。每 中即築為線海運國、不在鐵其鐵之一人移路移民,千百省,蓋方 國 航 萬 全 四 運 翰,在 若 雄 道 歷 道 人 旦 口 民 以 居 處 五 人 於 以 哩 與程哩國展,之加全个數路史網口革分之來,東於百而同其有 世亦之經在便,以國日之線,上布,地除,佈 踴 無 三 軍 萬,東 其 土 人 界因鐵濟實與勵大之一祗所使圖則之躍,異省閥合三大壞口 間是道,之際世行地勻小七紀全實中不更為者統每省小肥八 之增非媒上,界全之均部千載國為國勻。意進幾治方占之沃,百, 連廣,惟介無市國上,散分,哩之運最現很中取有之哩地地,交此 合,以本物,異場天組佈且者,迅輪有有若事之百下,七計得通即 送便國於鐵相產織於集則速低趣人中耳。北萬賦十大人便中 亦即之焉道周之一全居今發廉味口,國 方人税人。六口利国 因接天益之旋開種國於日展。便之並一 晨也。頻是倍,三有人 是所産顯。引美發,適也。河美使利反不切 民况繁,無全千以口

													身											
쭞	<sub>1</sub>	,國	大	,亦	則	ス	種	担	有	國	怪	國	ш.	界	哩	有	鐵	貿	千	線	富	在	省	皮
冾	貪	<u>æ</u>	而	於	在	শ	Ц		志	え	哉,	,≮	液,	, <del>*</del>	$\stackrel{\scriptstyle <}{}$		道	易	,萬	生	饒	袛	E	來,
方	難	少	エ	是	國	得	號	分	以	軍		命	旈	商	鐵	哩	え	卽	ス	機	釆	供	成	卽
案	、於	須	貧	得	內	沾	如	銀;	應	閥	,	脈	於	業	道。	,₹	交	與	民	业	方	應	Ł	有
在	設	築	遂	較	可	利	能	改	國	以		蓋	隔	閞	其	鐵	通	本	居	-	甚	其	鐵	_
聯	思,	,若	得	有	得	ト	成	為	家	及		仪	綛	係	為	道。	耳。	國	於		多,	, <del></del>	道。	,+
省	<u></u>	Ŧ	垍	利	經	巿	為	毎	Ł	逺		₹,	。≯	宛	特	有	四	其	毌		晢	部	按	兆
自	於	鐵	進	Ż	濟	場	,事	哩	急	力		因	血	如	殊	Ŧ.	川	他	居		亟	分	え	人
治	此	道	业	<b>.</b> 國	₹	銷	貫	毎	需	宜		×	管	,火	ペ	+	人	各	Ł		待	而	該	民
ፑ	事	幹		內	來	售	則	頸	者	,傳		常	而	星	不	兆	民。	地	,地	,	鐵	E,	,處	由
貫	え	路	,	巿	源	,其	兵		宜	エ		患	不	中	幸	,勤	鈂	亦	非		道	中	富	他
現	進	否		場	供	剰	可	分	採	作		局	與	ス	毌	奮	稱	沙	惟		₹	1	饒	處
唭	行	,則		矣。	其	餘。	。樂	숲	用	え		虲	大	え	無	入	五	有	不		建	西	袅	移
以	由	欲		勞	産	麵	葉	, –	<b></b> -7	國		Ł	動	與	其	民	+	往	能		築,	,北	퐈	來
他	怸	求		I	料	粉	匪	₹	打	民		癱	厭	地	匹	,₹	兆	,來,	奥		為	未	所	此
種	爭	政		Ł	而	與	不	n	倒	黨		浜	接	球。	。彼	地	,然	共	外		窮	經	需	福
方	闞	冶		需	出	棉	横	號,	。毎	員	,	赾	,流	銜	扊	而	£.	故	팘		民	墾	朿	地。
佉	各	×		求	産	花	行	,萓	里	如		叉	者	,人	與	無	仐	蓋	通		閉	葅	者	,但

達擴時,固,國以用因少昔品,其萬南鐵善一之世在建人在濟出 之充再然鐵半之需一時而所銀滿道及路路紀全築民乎狀之, 用,路行設道價機用半。建南贏元。洲之延之線。後國中社經況非 其線改備之或頭,較而路滿餘,京七築長築,往半現國會濟。中我 所之善。不需三稍重購每則必漢百於之須年美在所政故之所 收建更妨用。分有機置哩必較鐵哩中道。使中國窮需治不幾欲 之國西之之之思種進 入築有因車之擦頭,機需有南道,之國 自建部之鐵狀解根言。 不費。進陋站一損,載頭金一滿計鐵人 可此者,就及之即運亦十次為長道,口 給,路,之情道况,決本余 移意鐵簡,其原葉較宜萬拖優。へ除繁 於皆例,况幹成經問所 挪即路以他價置重視元,還緑百去盛 入取以下,路,功濟題欲 不費最建其實上耳。述 作謂上待建購之。貨往在空京里,開之 為鐵所他築置此物,年今車漢攢支境, **敷 浩 少 路 經 鮮。之 根 者,** 出而之方費 間本刀 別路生日物之,種往節日數來貫外,有 之成費法,將 題,上 討 用專餘該之以機往省。之千往中計如 是為利路經應頭有譬中輛皆國盈金 時,路用,應從 而中論 求國中 也運應能嘗現中甚如國也滿之餘錄。 應知。建仿何 改之國 從翰專自宜時國堪美應 載中一去 謀今最十而 善弊經 前發作給鞏中可使國滅 貨部,萬年 改則長九來?

矣。	,₹	費	Ξ	不	頸	均	繐	千	毎	海。	违	國	翰	見	Ø	運	≞	計	擱,	在	運	英	<b></b>	結
	江		元	過	為	約	計	英	剪	由	科	火	者	,中	鐵	翰	界	運	而	莾	輸	,哩,	百	果,
																							Ξ	
	抵	Ł	E,	塘	+	<u> </u>	費	輪	蕐	州	袅	可	+	人	運	價,	I	至	有	率	價	得	+	抵
	E	E	D	$\sim$	Ē.		盆	船	敝	汇	人	谊	五	力	諭	1-1-	資	シー	庶	其	井	I	Ξ	於
	盗.	. <b>2</b> 18	顧	X-	卽	王	Ξ	運	<u> </u>	麥	×		倍	. 韓	₹	擬	最	當	忂	髙.	廉	資	磅,	平.
	平	X	自	8 J	便	哩	+	僧		<u>æ</u>	去	頸	換	運	僧	. <u> </u>	髙	為	く	此	計	1	_	蔎
	運	Ξ	渭		提	兩	ᅔ	約	Ξ	西	西	业	言	Ł	為	剢	₹	毎	息	種	算	銀	毎日	逊
	費	百	河	自	髙	₹	元。	計	元	,华	, 亞		え	,價	,毎	₹	地,	,里	寪	慢	Ł	元	Ħ	I
	兩	里	流	<u> </u>	×.	汽	再	+	卣	計	德		中	超	嚬	數,	當	毎	數	性	得	Ξ	行	ス
	相	え	域	-†-	假	車	益	Ξ	西	程	埠	•	ធុវ	於	毎	瞠	推	擔	e	Ł	毎	枚,	,路	毎
	FF	火	運		定	運	以	元	,华		獪		入	美	哩	平	美	值	巨	運	哩	由	Ŧ	ス
	較	,車		<u>×</u>	寪	載	,自	自	£	千	脥		I	洲	金	不	國,	銀	加	翰	,毎	表	+	負
	卽	抵	搪	三叉 三ム	凹	故	郷	達	上	英	西		運	昂	元	及,	然		以	使	擔	面	里	重
	চ	漢	麥	分之	+	繐	間	科	海	,哩,	。農			貴		₹	以	分。	,共	資	值	上	_	
	知	D .	,托	~	玊	칽	<u></u>	他	計	鐵	ス		擔	Ł	分	均	美		他	本	鈒	觀	約	担
	其	大	重		元	運	車	重	海	道	Ł		Ł	鐵		計	國		雜	因	半	₹,	,計	
	貴	百	站	磅	카	費	站	上	程	運	失		重	,道	釐	, <i></i> ₹,	鐵		費	而	分	,此	+	約
	賋	哩	須	費	亦	毎	平	海	六	價	, <u> </u>		美	運	可	美	道		總	延	然	種	五	칽

之苴經東容,方三載設則濟力他之人鐵國此為費漢物較國此 絲始濟三又克磅,運,若在立應農奢藉道其種便而口通運數項 〕則將多論,付人侈以焉他不宜受距運,费處計 荫,得 發 省 将 成 ` 在出 展之使事。每 需 美 數 恐 也,用 品。應 著 各 利 也。渭 陕 亦 為 鐵 算 赏现有建谁此日壯國事中世人蓋用名地之 河西不巨;路尚 際於何築負外行夫每業國人工卽之之陸運 之祗徽而對未 上世等鐵之更路八年上人每載以人奢運輸 **餛 六 税。在 於 將** 已界重路,以有五萬鐵實為謂運中力侈之情 美通中 袭,百 有貿要足行一十萬,道為地美其國及品,大形, 毋哩, 國,運 國 易易意以耶!問里,每所限球人麥,之負然概不 寧然 則物貨 題,每人載費上浪彼最載按情特 地之義。表 出磨 內品,物 即年負運程最費必低動之形限 之場,因後 價粉 國附通 虞。即有鐵 每祗一之度浪無認工物,實也。於 購業 運從運 年少担貨最費度,為價實際,中陕 東中此路 買人 翰,軍 税 省國鐵之 一工 , 物,低射殊太而為刀國西 美與 例用計 自出道,於 兆作一易者力,不脅論,天中農境 國其 不税入 兆三百以也。而知侈,使下國人內, 建口東一 之應 徵及在 築最省國 之百三人 美由而達最多素乃 変 付 税,雜內。 鐵盛之之 旅日,十工 人經無科大數視中 較運 貨 税 中

其	作	河	運,	由	く	田	幅	總	影	回	舋	く	全	感	物	獲	馵	地,	,狻	新	足,	試	
故,	而	流	相	是	剰	禾	圎	數	焉,	,觀	年	不	家	生	え	愈	蒙	而	<u> </u>	麥	而	觀	+
蓋	言,	,域,	, <u>}</u>	觀	餘	イ	⋞	亦	彼	美	饑	便,	即	産	銷	豐:	,天	勤	+	쀺	狻	中	中
由	陜	較	ネ	₹,	,也,	,熟,	,美	較	毎	Ø	饉,	亦	有	過	掦	其	佑,	畜	至	쥩,	利	<b>(</b> )	國
於	西	優	下,	陝																	卙		問
陜	Ł	於	何	西		亦	焽	맻	え	部	寪	由	餟	巿	限	得	曟	為	+	收	微。	部	題
西	農	西	雷	農		可	內,	田	産	達	不	得	え	價	於	エ	人	該	Ŧ	毎	彼	髙	題裏
		美,				以	E.	疇	額	科	幸	而	虞。	。低	四	作	愈	地	籬,	,献	忍	腴	褁
		而																			艱		的
		天																				地,	幾
		時			-																深		必加
異	科	地	何	與			於	•	_	•		是	縱	反	里	則	獲	傳	乃	摣	耕	水	個
	-	利,		-			國														耨,		根
孤	農	亦	以	科		騨	外	能	地	曟												濵,	大
		相		-		•	巿				-										遇		本問
	-	伯	-	-		-	場。			-				-			-				風		巴
		伸。				近	不	於	而	得											譋		題
		、汉					幸														兩		-
島	探	I	渭	幸		鄉	而	大	産	反		論	通	彼	易	産	收	域	,₹	可	順,	,胝	

肩二三渭實大之之程,國亦縱上此費使局紛運麥;約家,近生民, 負 三 四 河 無 幸。魏 海 達 之 必 使 海,項 過 全 必 亂 用 中 五 現 數 息 而 之千百流把然贈程,西市以陝哈粉昂,國逐之一國十計十耳。達 外,年哩域握,廠也。數亞價其西爾廠,故廠漸時,部一萬百年 科 實來之之則家在百德向運農濵,散廠家復內份方包。有來, 他 無祖遙。農尢於中哩埠,達費人,天布家運歸國機運然六中 え 曟 他宗彼民,為本國中復科之願津,全購用於產器,銷諸十。國 法。經欲無大國廠國由他昂將漢國,製全太麥九美廠總麵 民, 運由運內不原家之西農貴,該口而而部平之為國家計粉 則 費之麥河幸料所河亞人不項等其得之也。取常之幾用事 চ 之行過運也。之在運,德購願產準。主贏機夫用,事。麵無麥業, 藉 要利器,中自现粉,年量漸 ≞ 單程此輸 供之而埠取領麥, 給,地,不經其受。魏 地者,經國然當而不日丘 界 位,雇干之 商 點, 祗 年 所 更 國 一 仰 可 基 因用哩便 能產願六麥,廠贈 依其不産多內方給十礎 雺 相性 迢利, 百麥受千經家廠 **次一息。之障政廠於二考** 航 互畜理去 繼甚陝 哩千寧家, 迷郡然麥,礙;治家外萬全 路, 競或之鐵 續多,西太哩願而 之分因足惟情抵洋籬,國 以 不此農平之出廠 爭人途,道 資 得耳運以時形能之即廠 之力舍約 斷,實人洋陸美家

1

	所以我們應該感謝安立德先生,感謝他是不肯呢?
~~~~~	三萬六千萬元一年內軍費,而不能給全國兒軍費。(這是財政部的估計。) 一個國家肯用而今日全國各方面每天至少要用一百萬元的
	義務教育辦不成,也只因經費沒有·然了·
	成粵漢鐵路,還可以造大鐵橋貫通武昌漢口年之中便發了近一萬萬元的公債,不但夠完
	這六千萬元那裏去籌・然而國民政府在這一需六千萬元才造得起・多少年來,我們都說
	译央•肇中粤冀戴各鼍央二百八十英里,约只要我們有决心,這三個大問題都容易
	辦理工業,整理國家政治。學人家怎樣用種種防弊的制度來經營商業,
	征服自然,抬高人的能力與幸福·我們必須來打倒愚昧,用實業來打倒貧窮,用機械來
	國家統一起來・我們必須學人家怎樣用教育機,無線電,把血脈貫通,把肢體變活,把
誼	們必須學人家怎樣用鐵軌,汽車,電線,飛進得成的,也不是口號標語喊得出來的·我
生,	一個現代國家不是一堆昏庸老朽的頭腦才會出來・
給費	入學起;學的純熟了,個性才會出來,天才

記書の書であります。

一九二八、六二四夜・

£

治社會道德都不如人。	<ul> <li>□</li> <li>□</li> <li>○</li> <li>○</li></ul>	機械來提高生產,用防弊制度來打倒貪污: 、 、 、 、 、 、 、 、 、 、 、 、 、
------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------

. **凶** 

國有句古話説・「先小人而後君子」・先要承	查自壬戌至丙寅最近五年內,歷年虧
~ 道德日高,乃在乎制定锺锺访弊钓制度·中~ 造成的·故救濟之道不在乎妄想人心大變,	頁說: 現形記一樣,處處都是怪現狀・上册五十九
▲ 人性是不容易改變的,公德也不是一朝一夕	查整理招商局委員會報告書」, <b>竟同看官</b> 場
~ 之保衞,愈為急需矣。	的責任心的好例子・我們翻開一國民政府猜
《 係 愈 互 相 錯 綜 依 頼 , 則 制 定 種 種 適 當	招商局的全部歷史,節節都是缺乏保管
天下人性同為脆弱・社會與個人之關	長!
~ 怎樣救濟呢?安立德先生說:	到了法庭上,這位家長說他竟不知道他是局
【工業與大商業所以不能發達的大原因・	的職務,弄得弊端百出,虧空到幾十萬元。
這樣的輕視保管的責任,便是中國的大	上的局長,實際上却是他的子姪親戚執行他
不問可知矣・	顯的例子・據報紙所載!一個家長做了名義
一	最近招商局的一個分局的訟案便是最明
曾經本會国調帳籍備查,而該廠忽以	這種舊習氣 •
↓ 員當然與該局辦事者關係甚密・	?最奇怪的就是今日的新官吏,也不能打破
● 既係該局附屬分枝機關,內部辦事人	圓滿之後,他的全家雞犬也都可以跟着登天
} 費三十一萬四千餘兩・惟內河廠	成佛既是那樣很艱難的事,為什麼一人功行
全額之半・査丙寅年内河廠共計修理	幾千年來,大家好像都不曾想想,得道
而內河廠 (所承辨) 實居最多數,約占	何況喫肉的官人?何况公司的經理董事?
修理費總計每年約六七十萬兩・	說,二人得道,雞犬登仙·一仙佛尚如此,
→ 又六十頁說:	古話説的,二子成佛,一家生天・」古話又
ー 中員司獨享此厚酬・	這個問題,其實只是「公私不分」四字・
~ 亥年來,股東未獲得分文息金,乃局	慚愧汗下了・
二十四萬五千九百九十四兩・査自癸	這幾句話雖然說得委婉,然而也很夠使我們
~ //> ///////////////////////////////	從事之・
新總額計有四百三十七萬餘兩・然總	注入於中國人之腦中,須得千鈞氣力

Ξ.

費銀元一分七厘而已。而我們在上海遇着緊 一個英國工人每年出十二個先令(六元): 一個英國工人每年出十二個先令(六元): 一個英國工人每年出十二個先令(六元): 一個英國工人每年出十二個先令(六元): 一個英國工人每年出十二個先令(六元): 一個英國工人每年出十二個先令(六元):	り無 エ・	中國人每人只有大半個機械奴隷・ 所以第一個大問題是怎樣趕成一副最經 所以第一個大問題是怎樣趕成一副最經 等的交通系統・ 美國人每人有二十五個機械奴隷・ 美國人每人有二十五個機械奴隷・	谶路钓夢想,然後可以有统一的可能,然後 ~
---------------------------------------------------------------------------------------------------------------------------------------------------------------	-------	------------------------------------------------------------------------------------------------------------	-----------------------

現代團體所負保管的責任之適當關係 現代團體所負保管的責任之適當關係 要力終不能確立其穩定之意義・其故 要力終不能確立其穩定之意義・其故 一,根深而普遍、欲將家屬之責任與 國家族制度有密切關係、此弊為狀不 國家族制度有密切關係、此弊為狀不 國家族制度有密切關係、此弊為狀不 國家族制度有密切關係、此弊為狀不 一,根深而普遍、欲將家屬之責任與	福· * * *	人的痛苦,增加人的生產能力,提高人的幸故第二個大問題是怎樣利用機器來缄除機械奴隸的指揮官。	我們的工人是苦力・人家的工人是許多個車夫輪租的人力車!	一根扁担挑担子,四個轎夫換抬的轎子,三們却得全靠赤手空拳,—我們的機械奴隸是三十個機械奴隸代他做工,幫他做工,而我有以有這個大區別呢?因為人家每人有	急事,要打一個四等電報到北京,每十個字
· 翻 仕 狀 典 其 如		<b>町</b> 源 幸 除	許多	, <b>隸</b> 而人 三 是 我有	· 人 接 托 到 個 作 送 車 ! 字

=

•

這是中國今日的三個根本問題・責任心・	第三,怎樣養成個人對於保管事業的	能力・	幫助人力的機器,來增加個人生產的	第二,怎樣用教育及種種節省人力,	<b></b> <b></b>	全國的各部分有一個最經濟的交通機	第一,怎樣趕成全國鐵路的幹線,使	•	根本問題ー・他指出中國今日有三個大問題	一篇長序,題目就叫做一中國問題裏的幾個	勤他在中國出版·他答應了之後,又預備了	去年他把這幾張圖表送給我看,我便力	們生一點羨慕,起一點慚愧。	的地位,也是給我們做一面鏡子用的,叫我	目己的百不如人・第三表是美國在世界上佔	麀的比較,處處叫我們照照鏡子,照出我們	中國和美國的經濟狀況,生產能力,工業狀	太不均匀,在於邊省的太不發達,第二表是	示中國的人口問題不在過多,而在於分配的	三張圖表:第一表是中國人口的分配表,表	美國使館的商務參賀安立德先生製成這	請大家來照照鏡子 胡遠	
甯漢		做	凉	在	你		$\pm$	能		遠	代		幹	以	빗			Ę	我				

湖鐵 爭路所統 等,以二	的杨苑 中森我去 央同活年	売到 「	表前・・・	南 , ,我汽 沒們車	一十六分重	中 安 立
·幹完成嗎。 ·幹成在? · 一, · -, · 一, · 一, · 一, · 一, · 一, · 一, · 一, · 一, · -, ·	政劉,胡之府湘南若又在京愚五	水・人家 ! 雲 要 祇 遠 隣 ()法 一	,比索分之 路京的之 上,一一一一一一一一一一一一一一一一一一一一一一一一一一一一一一一一一一一一	有試路一個一個一個一個一個一個一個一個一個一個一個一個一個一個一個一個一個一個一個	  們的面積比美國大   美國 3,743,500	(福先生的筆
命鐵件 現,事	4川中 龍 麼又央雲 法打政在	元的匯水!這樣的國家不成一個國家	「表赴會,路上走了一百零四天才到出前年北京開全國商會聯合會,一位之意。」表。這樣的國家不成一個現代國家・运行。	南,沒有一條完成的鐵路幹線・我們試睜開眼睛看看中國的地,汽車路只抵得人家一百分之一	高大,但鐵 250,000	一步
孫建是山川進	子的府雲	決到,• 不比經 成原過	零聯個域,沒有	路中百 幹國分 線的之	抵鐵 200 22	7,000 7,000
「湘等等幹路,拚命實現孫中山先生十萬里」鐵路,完成隴海鐵路,趕築川嫨,川淇,所以現在的第一件事是造鐵路・完成粵(到統一嗎?	的中央政府又有什麼法子?這樣的國家能為森同劉湘在四川又打的個你死我活,南京的中央政府有什麼法子?現去年胡若愚同龍雲在雲南打仗,打的個	- 元的匯水!這樣的國家決不成一個國家・到上海・雲南匯一百元到北京,要三百五雲南人要領法國護照,經過安南,方才- 「人要領法國護照,經過安南,方才樣的國家不成一個國家・	「表赴會,路上走了一百零四天才到北京,前年北京開全國商會聯合會,一位甘肅二線・這樣的國家不成一個現代國家・	南,沒有一條完成的鐵路幹線・京漢鐵路,沒有一條完成的鐵路幹線・京漢鐵路,汽車路只抵得人家一百分之一・	十六分之一,摩託車只抵得人家一千分之,們的面積比美國大,但鐵道線只抵得人家美國 3,743,500 250,000 22,000,000	摩毛 22,000 22,000
里,粤	能南現個	・五才	, 肅 路	路  江	之家	

商務印書館業行

云 ぎ、顔 裏 F

商務等發去安立德原著美國駐華 唐 鳴時 譯





