



*A Chinese Jew at Kai-feng-fu.*

same time, as is intended, Si-an-fu may really be connected in 1912 with the railway system of the empire and the question of prolonging the line via Lanchow to Sinkiang can scarcely come to the fore before that. If it is then constructed from one end (Si-an-fu), it cannot be calculated that more than about 200 km will be built annually, or in other words, its continuation to Ili and the Russian frontier will take about 15 years. It is problematical, however, whether such energy will actually be displayed as to provide Si-an-fu with a railway within 3 years. It would be necessary to convey the rails in barges to the rail-head of the Tung Kwang — Si-an-fu section, which should be feasible, at any rate from Sze-shui hsien. Above all, however, the necessary funds must be available and no time must be wasted. As regards funds, it is stated that 5 million taels have already been collected, and that Yuan Shih-k'ai's son has been appointed manager of the Honan-fu—Tung Kwang section. If the same rumour is to be credited, 1 million of this sum is already missing. The question is also being seriously debated with regard to continuing the line from Kai-feng eastward until its junction with a line that is being planned southward from Tsinanfu. — According to Marting, a line is under construction from Nanking to Kai-feng.

Nothing seems to have been done to develop the industry and mines of the district. Large deposits of coal are said to have been discovered near the Pien-lo railway and their mining, which is important for the railway, to have been started. The Chinese manager