

who had died in Manchuria, and were being brought back to their homes again. The cock was intended, by his crowing, to keep the spirit awake while passing through the Great Wall ; otherwise, it was feared, the spirit might go wandering off somewhere and forget the body, and the body might be brought in and the spirit left behind.

As we neared Kaiping we were surprised to see two British navvies walking along the road, and there was not the slightest mistake who they were, for as we passed, one said to the other, "I wonder who the — — that is, Bill?" They were miners employed in the colliery at this place. The Kaiping coal-mine was in the charge of Mr Kinder, who very kindly gave us a room for the night, and the next day showed us round the mine. At the time of our visit it was nine hundred feet deep, and could turn out five hundred tons of coal a day. Now, however, it can turn out its thousand or one thousand five hundred tons without difficulty. Mr. Kinder, who is still in charge, is a man of surprising energy and enterprise. Employed by a Chinese company, over whom, however, I fancy, he has a considerable influence, he first of all got this coal-mine into working order. Then he ran a small tramway down the coast, for the purpose of carrying the coals to a port. The waggons on this were at first drawn by ponies, but after a time Mr. Kinder made up a little engine, which he called the "Rocket," to do the work. This engine he showed us with great pride. It was entirely constructed by himself on the spot, and the only parts which had been imported were the wheels, which had been brought from Hong-kong—the remnants of an old tramway service. The Chinese had been afraid of a whole engine being imported by a "foreign devil," but a machine made on the spot aroused no fears. In the course of time another more powerful engine was made and the tramway enlarged. Then, as the Chinese grew accustomed to seeing steam-engines, Mr. Kinder was able to introduce the