

sion of ranges and outlying spurs it is of course difficult to build roads and railways. The hilly portions of Manchuria for a long time after the plain country had become settled were inhabited by independent tribes, and when in years to come railways are constructed, these tracts which form unfortunately the greater portion of the country will always remain behind the rest. Yet it must not be imagined that the hilly tracts of Manchuria are comparable to those of the Indian frontier or of the Caucasus. They are much more like Wales, or the Highlands of Scotland. And this drawback in the country is in part made up for by the fertility of the valleys, and the richness of the forests which everywhere clothe the mountain sides. There are thousands of square miles of the most valuable timber forest, not only of pine but of hard woods, like oak and elm and walnut. These forests, situated on large rivers upon which their timber may be easily floated to the coast, may be reckoned as a capital of millions of pounds in the wealth of the country, and will one day make Manchuria famous.

But Manchuria is not all hills, and the plain