to see the old Chinese city. The new town lies outside of the walls of the old and is a Japanese concession; the native city is still governed by the Chinese.

The Japs have built up a distinctively English type of settlement around the railway terminal, with fine broad and well paved avenues lined with modern brick buildings, attractive shops, office buildings, warehouses and barracks. The different foreign and diplomatic service compounds also lie within this concession; the buildings of the Japanese, English and German are especially elaborate, as usual in the East. As Mukden is the junction point and headquarters of the various Japanese railways in Manchuria, as well as the terminus of the Chinese Government railways, it is growing rapidly and is destined to become an important town. We took jinrickshas for the old city, some two miles away and got along well while we were on the well-paved Jap streets. As we approached the old city walls, however, we got into a sea of mud and splashed along over the most execrable roads into the city through its imposing double walls.

A most curious old town, formerly the political capital of Manchuria. It is surrounded by a massive wall, about 3 miles around, and of black bricks. This wall is about 35 ft. high and 25 ft. wide at the base. Outside of this there is a "mud" wall about 12 ft. high and ten miles in circumference. Its narrow streets are swarming with people and are lined with curious little shops. Occasionally a carved gateway allows one a glimpse of a small court-yard tastefully laid out with garden patches, small trees, stone lanterns, etc. There is an elaborate royal palace within the enclosure; this we unfortunately did not have time to visit.