

H.E. ITO. The war is confined to our countries, no others will suffer.
 H.E. LI. It is said that England is averse to another Power taking Formosa.
 H.E. ITO. If China should present Formosa to another Power the gift would be received with thanks.

H.E. LI. Formosa has been made a province of China and cannot be ceded away. Twenty years ago when His Excellency the Japanese Ambassador Okubo passed through Tientsin on his way to Peking to make peace, while war was going on against the savages of Formosa because they had murdered Japanese merchants, he said "China and Japan are neighbors, and this affair is like a quarrel between children—enemies for one moment and better friends than ever the next." War between our countries was imminent then, but in the councils I led in advocating peace, and said that the killing of Japanese merchants by these savages did not concern us to the extent of making it an occasion for international war....

FIFTH AND LAST INTERVIEW

APRIL 15, 1895

H.E. LI. Last year the officials at Peking denounced and impeached me as being friendly with Count Ito, Prime Minister of Japan; and now that I am here negotiating a Treaty with you their suspicions of friendliness will be confirmed.

H.E. ITO. Not understanding the situation they misjudged you; but now their eyes must be opened and they will regret their rashness.

H.E. LI. And if I sign this gruesome Treaty I am certain to bring down another avalanche of curses on my head. Think of it!...

H.E. LI. The Chinese in Formosa [Taiwan] are unwilling to remove and are equally unwilling to sell their property. If hereafter Proclamations are issued requiring them to do so and they revolt, the Chinese Government cannot be held responsible.

H.E. ITO. My Government will assume all future responsibility.

H.E. LI. I have received a telegram from the Governor of Formosa stating that the Formosans have revolted and swear that they will not be subject to Japan.

H.E. ITO. Let them revolt. We can manage that.

H.E. LI. This is not said to alarm you. I am telling you the truth out of good-will.

H.E. ITO. I have heard of it.

H.E. LI. If the Formosans kill the officials and band together to resist, you must not blame me.

H.E. ITO. Let China transfer the sovereignty to us and the whole responsibility will be assumed by the Japanese Government....

H.E. ITO. Our intention is to send troops and officials to take Formosa over within a few weeks after the Treaty has been ratified.

H.E. LI. Someone can be appointed to consult with the Governor of Formosa about all matters pertaining to the transfer.

H.E. ITO. As soon as ratifications have been exchanged the Chinese officials should proclaim the transfer to the Formosans and we will send troops and officers to take charge for the time of all war material.

H.E. LI. Will you also send Civil officers?

H.E. ITO. Yes.

H.E. LI. The transfer is a highly important matter, and rules should be made first to prevent confusion.

H.E. ITO. We cannot wait six months. As soon as ratifications are exchanged we will send our people there....

H.E. LI. One month is rushing the matter. The Zongli Yamen and myself are too far removed from Formosa to know the actual situation there. It would be much better for China to delegate the Governor of Formosa to arrange with the Japanese Governor on the spot what the conditions of transfer shall be. Then, the Treaty having been exchanged, we shall be on friendly terms and arrangements can readily be made.

H.E. ITO. One month is sufficient.

H.E. LI. There are many things to consider. Two months would give us more time to arrange to mutual advantage. Why such headlong haste about Formosa? The plum is already in your mouth.

H.E. ITO. But we shall hunger for it until we have bolted it down.

H.E. LI. One would think the 200 millions enough to satisfy your cravings. After exchange of ratifications it will be necessary to ask for an Imperial Decree appointing an official. One month is too brief.

H.E. ITO. We can make it "within a month an official shall be appointed by Edict, etc."

H.E. LI. Do not mention the Edict.

H.E. ITO. Can you appoint an official within a month or not?

H.E. LI. Yes, but the arrangements for the transfer ought to be made by the Governor of Formosa.

H.E. ITO. We should specify that within two months the transfer shall be wholly accomplished.

10.3 SINO-RUSSIAN RAILWAY AGREEMENTS, 1896

The key mover behind the Triple Intervention was the Russian Count Sergius Witte (1849–1915), who sought to deny the Japanese control of Southern Manchuria and diminish the role they would play in Korea.

These anti-Japanese gestures, which were scarcely generous since they were all too apparently motivated by Russia's own desire for territorial gain, nonetheless, won the gratitude of the Qing court. Zhang Zhidong, Liu Kunyi, and Li Hongzhang, despite their different views of domestic affairs, shared the belief that China might use an alliance with Russia as a counterweight to the Japanese influence in Manchuria and Korea.

Portions of Count Witte's memoirs record his efforts to build the Triple Alliance and describe his discussions with Li Hongzhang in Saint Petersburg in 1896. The practical result of these talks was the Secret Agreement between China and Russia of June 3, 1896, that promised Russian support for China in conflicts with Japan and allowed the Trans-Siberian Railway to be extended across Manchuria to Vladivostok.

Number 1986/5.

Russia (Russo-Chinese Bank) and China.

CONTRACT FOR THE CONSTRUCTION AND OPERATION OF THE CHINESE EASTERN RAILWAY.

SEPTEMBER 8, 1896.

Between the undersigned, His Excellency Xu Jingcheng,³ Minister Plenipotentiary of His Majesty the Emperor of China, at St. Petersburg, acting by virtue of an Imperial Edict, dated Guangxu, 22nd year, 7th month, 20th day (August 16/28, 1896), of the one part, and the Russo-Chinese Bank, of the other part, it has been agreed as follows:

The Chinese Government will pay the sum of five million Guping taels (Guping Tls. 5,000,000) to the Russo-Chinese Bank, and will participate in proportion to this payment in the profits and losses of the bank, on conditions set forth in a special contract.

The Chinese Government having decided upon the construction of a railway line, establishing direct communication between the city of China and the Russian South Ussuri Railway, entrusts the construction and operation of this railway to the Russo-Chinese Bank upon the following conditions:

1. The Russo-Chinese Bank will establish for the construction and operation of this railway a company under the name of the Chinese Eastern Railway Company.

The seal which this Company will employ will be given to it by the Chinese Government. The statutes of this Company will be in conformity

with the Russian usages in regard to railways. The shares of the Company can be acquired only by Chinese or Russian subjects. The president of this Company will be named by the Chinese Government, but paid by the Company. He may have his residence in Peking....

2. The route of the line will be determined by the deputies of the president (named by the Chinese Government) of the Company, in mutual agreement with the engineers of the Company and the local authorities. In laying out this line, cemeteries and tombs, as also towns and villages, should so far as possible be avoided and passed by.
3. The Company must commence the work within a period of twelve months from the day on which this contract shall be sanctioned by imperial decree and must so carry it on that the whole line will be finished within a period of six years from the day on which the route of the line is definitely established and the lands necessary therefore are placed at the disposal of the Company. The gauge of the line should be the same as that of the Russian railways (5 Russian feet—about 4 feet, 2½ inches, Chinese).
4. The Chinese Government will give orders to the local authorities to assist the Company to the extent of their ability in obtaining, at current prices, the materials necessary for the construction of the railway, as also laborers, means of transport by water and by land, the provisions necessary for the feeding of men and animals, etc.

The Chinese Government should, as needed, take measures to facilitate such transportation.

5. The Chinese Government will take measures to assure the safety of the railway and of the persons in its service against any attack.

The Company will have the right to employ at will, as many foreigners or natives as it may find necessary for the purpose of administration, etc.

Criminal cases, lawsuits, etc., upon the territory of the railway, must be settled by the local authorities in accordance with the stipulations of the treaties.

6. The lands actually necessary for the construction, operation, and protection of the line, as also the lands in the vicinity of the line necessary for procuring sand, stone, lime, etc., will be turned over to the Company freely, if these lands are the property of the State; if they belong to individuals, they will be turned over to the Company either upon a single payment or upon an annual rental to the proprietors, at current prices. The lands belonging to the Company will be exempt from all land taxes (*impôt foncier*).

The Company will have the right to construct on these lands buildings of all sorts, and likewise to construct and operate the telegraph necessary for the needs of the line.

The income of the Company, all its receipts and the charges for the

3. Xu Jingcheng [1845–1900] was Peking's representative at the railway talks in Berlin in 1896.

transportation of passengers and merchandise, telegraphs, etc., will likewise be exempt from any tax or duty. Exception is made, however, as to mines, for which there will be a special arrangement.

7. All goods and materials for the construction, operation, and repair of the line, will be exempt from any tax or customs duty and from any internal tax or duty.
8. The Company is responsible that the Russian troops and war material; despatched in transit over the line, will be carried through directly from one Russian station to another, without for any pretext stopping on the way longer than is strictly necessary.
9. Passengers who are not Chinese subjects, if they wish to leave the territory of the railway, should be supplied with Chinese passports. The Company is responsible that passengers, who are not Chinese subjects, should not leave the territory of the railway if they do not have Chinese passports.
10. Passengers' baggage, as well as merchandise despatched in transit from one Russian station to another, will not be subject to customs duties; they will likewise be exempt from any internal tax or duty. The Company is bound to despatch such merchandise, except passengers' baggage, in special cars, which, on arrival at the Chinese frontier, will be sealed by the office of the Chinese Customs, and cannot leave Chinese territory until after the office of the Chinese Customs shall have satisfied itself that the seals are intact; should it be established that these cars have been opened on the way without authorization, the merchandise would be confiscated.
- Merchandise imported from Russia into China by the railway, and likewise merchandise exported from China into Russia by the same route, will respectively pay the import and export duty of the Chinese maritime Customs, less one-third.

If merchandise is transported into the interior it will pay in addition the transit duty—equivalent to a half of the import duty collected—which frees it from any further charge.

Merchandise not paying the transit tax will be subject to all the barrier and likin duties [internal transit tolls and duties] imposed in the interior.

The Chinese Government must install customs offices at the two frontier points on the line.

11. The charges for the transportation of passengers and of merchandise, as well as for the loading and unloading of merchandise, are to be fixed by the Company, but it is obliged to transport free of charge the Chinese official letter post, and, at half price, Chinese land or sea forces and also Chinese war materials.

12. The Chinese Government transfers to the Company the complete and exclusive right to operate the line on its own account and risk, so that the Chinese Government will in no case be responsible for any deficit whatsoever of the Company, during the time allotted for the work and

thereafter for a further eighty years from the day on which the line is finished and traffic is in operation. This period having elapsed, the line, with all its appurtenances, will pass free of charge to the Chinese Government.

At the expiration of thirty-six years from the day on which the entire line is finished and traffic is in operation, the Chinese Government will have the right to buy back this line upon repaying in full all the capital involved, as well as all the debts contracted for this line, plus accrued interest.

If—in case the profit realized exceeds the dividends allowed to the shareholders—a part of such capital is repaid, that part will be deducted from the price of repurchase. In no case may the Chinese Government enter into possession of this line before the appropriate sum is deposited in the Russian State Bank.

The day when the line is finished and traffic is in operation, the Company will make to the Chinese Government a payment of five million Guping taels (Guping Tls. 5,000,000).

Guangxu, 22nd year,
8th month, 2nd day.

(Signed) Xu.

Berlin, August 27/September 8, 1896.

RUSSO-CHINESE BANK

(Signed) ROTHSTEIN

(Signed) PRINCE OUKHTOMSKY.

10.4 ZHANG ZHIDONG ON THE CENTRAL GOVERNMENT, 1898

Zhang Zhidong (1837–1909), the leading *qingyi* scholar,⁴ sought to combine Chinese and Western learning in a way that would enable China to launch reforms without losing the essential qualities of the Confucian political and cultural way. In 1898 he published *Quanxuepian* (Exhortation to study) a highly influential work designed to boost the reform cause, which was issued by the Guangxu emperor for distribution to all officials and students. It was Zhang Zhidong who coined the expression “Chinese learning as the foundation, Western learning for application” (*zhongxue wei ti, xixue wei yong*), a phrase suggesting the material aspects of foreign culture were valuable to China only when fitted to a philosophical and ethical matrix that remained Chinese. After chapters devoted to national unity, travel,

4. Outspoken scholars of the *qingyi* or “pure-opinion school,” who voiced reform sentiments.