If there is one thing that has done more than any other to revolutionize vehicular traffic throughout the world it is the internal combustion engine, a much execrated but exceedingly useful mechanical devise, which has been the means of placing within the reach of the 20th Century man-of-the-streets sufficient controlled motive force to transport him and his chattles at a previously undreamed-of speed from place to place.
with an ease and at a cost that is incredibly small. Adapted to form the motive power of every conceivable type of vehicle and craft, it has become the great rival of the steam engine both on land and on water, while until its discovery or invention the air as a medium of travel remained completely beyond the reach of mankind.

In one way or another it has eclipsed every other means of transport on land, and is bidding fair to put steam-driven vessels out of the running on the ocean. By its means previously unassailable deserts have been conquered, and to-day, as the motive power of the aeroplane and the air-ship, it is doing in a few hours what took months and even years to do before in the way of polar exploration.

Never before has the human race experienced such mobility, as, with the minimum of effort and enjoying every comfort the while, its members tour from place to place, extending the scope of their activities by hundreds of miles in every direction and giving them continents instead of counties for their playgrounds.

It is impossible to say how much the motor car has done for America in the last thirty years, and it has become a byword that every labourer and domestic servant in that country can have his or her car. While Europe is still behind America in this respect, possibly because of a more fully developed railway system, the effect of the motor car and motor lorry on the community and its well-being there too has been tremendous, so much so, indeed, that the people of the 20th Century seem to be living in a totally different world from those of the 19th Century. It was the existence of motor transport in Great Britain that was mainly responsible for the failure of the general strike in 1926 to paralyze the nation and force it to the will of the trade unions.

To China now comes this tremendous boon, and, finding but a comparatively few railways and fully ninety per cent. of the population and their goods travelling or being moved by methods that date back at least a couple of millenniums, offers a solution of the transport problem of this great country so sound and simple that it is bound to be the one most universally adopted.

While there is no gainsaying the advantages of railways, either for the transportation of passengers or merchandise, the fact remains they are so slow in coming into being in China, especially as this country finds herself so close to bankruptcy, that it is a foregone conclusion that the motor car and motor roads will be carrying the greater part of her traffic, human and otherwise, long before the iron ways have wound their snail-paced tracks over their destined courses.

While railways are being planned and projected and budgetted for, motor roads are materializing in every direction, and while the Government and international financial groups are discussing the wherewithal to purchase rolling stock, automobiles are pouring into the country at a rate that is little short of astounding, considering the financial state of the country.

It took nearly fifty years to complete China’s seven thousand or so miles of railroad; it has taken less than a decade to complete her eighteen thousand miles of motor road; and during the time that it will take for
The First Flying Machine made in China. It was built in 1922 at the Lungwha Aerodrome, Shanghai, and was flown in July, 1923, by Major W. E. Holland. It was a Two-seater with a 200 h.p. Mercedes Engine, and a Wing-span of 38 ft.

A British Avro Machine purchased by General Ho Fan-lin in 1920 and still in use at Nanking. It is a 504 Model, Two-seater with an 80 h.p. Renault Engine. It was the first Government Machine to fly over Shanghai.
The Modern Gipsy Moth, 80 h.p. Cirrus Engine, Two-seater, Light Plane as Piloted by Captain Jones in Shanghai. It is considered the ideal type of Plane for Flying Clubs and Training.

Two Hydro-Gliders in use on the Chien Tang River by the Ta Hwa Navigation Company. They draw only 4 inches when running, carry 20 Passengers and can do 30 Miles an Hour.
Mr. Rowland Bandinel beside his Car on one of the Magnificent Roads through the Jungle in Indo-China. Note the Trailer behind.

The Car and Two-wheeled Trailer used by Messrs. E. Edgar and R. Bandinel on their trip last Winter into Indo-China after Tigers. This facilitated their Movements to such an extent that they were able to kill no fewer than seven Tigers.
The Skins of the Seven Tigers and the Skull and Horns of the Magnificent Gaur shot by Messrs. E. Edgar and R. Bandinel in Indo-China last Winter.

The Camp set up by Messrs. E. Edgar and R. Bandinel while hunting Tigers in Indo-China last Winter, when everything was carried on a Motor Car and two-wheeled Trailer imported for the Purpose.
Mr. Ernest Edgar, a Chinese “Snipey” from Tientsin, and the best Tiger shot on his and Mr. R. Bandinel’s recent trip into Indo-China.

Bringing the Bag into Camp. An incident of Messrs. E. Edgar’s and R. Bandinel’s expedition after Tigers in Indo-China last Winter.
A fine Sambur Stag shot by Mr. R. Bandineel in Indo-China. These Deer were used for Tiger Bait, being extremely abundant.

Almost a Record Gaur shot by Mr. E. Edgar at night from a Motor Car while on a Trip last Winter into Indo-China after Tigers.
Mr. E. Edgar and one of the Tigers which he shot recently on a Trip in Indo-China.

Mr. Rowland Bandinel and one of the Tigers he shot in Indo-China last Winter.

The Old Method of Travel on the Mongolian Plateau. The so-called "Peking Carts" or *Chiao Cheh*, can only be used in this Region in Summer. In Winter a larger Cart drawn by a Camel is used.
the railways at present projected to be built, the country will have
become a network of motor roads, and one will be able to travel almost
the length and breadth of China in one's automobile.

Not, let it be understood, that in making this statement we are
prompted by any idea that railways should not be constructed. On
the contrary, we believe that this country's ultimate prosperity will
depend upon the extent and efficiency of her railway system, since in the
long run, the railway must prove the most economical means of overland
transport. Merely it is intended to point out how that, in the interim,
the motor car offers the best solution of China's great transport problem.

One has only to glance over available figures regarding the importation
of automobiles to realize that the Chinese people are seizing upon this
means to overcome the difficulties with which they are faced in the matter
of transport.

At the end of 1927 there were estimated to be 24,466 motor vehicles
of all sorts in China. Five years earlier there were but 8,200. Just
under four thousand were imported during the year 1927. In 1928
some 4318 motor vehicles (motor cars, cycles and lorries) were imported
into China from the United States of America alone, while they are
coming in at an even greater rate since January of this year. The total
number of motor vehicles in China at the beginning of 1928 was over
twenty-four thousand.

In another article we have seen the tremendous impetus that has
been given of late to the construction of motor roads.

Everywhere motor bus companies† are springing into being, in
many cases, the companies themselves undertaking the construction
and maintenance of the roads, while motor car dealers are having difficulty
in coping with the orders they receive. Large orders are being taken
for districts where there are practically no roads, which only goes to
prove what many have contended, namely, that there is no need to
wait for roads. That is to say, given motor cars, roads will almost immedi­
ately follow, and this is as true of China as it has been found to be of
other countries.

To give an idea of what the motor car importing business has become
in China it may be stated that there are over two hundred and seventy
importers and distributors of automobiles and accessories in this country.
These are scattered throughout the treaty ports, the number only in­
cluding firms or individuals actively, not sporadically, engaged in the
business.

It is almost superfluous to mention in detail the advantages offered
by motor transport in this country. Anybody with any knowledge of
China and with any imagination can appreciate what it must mean to
the Chinese to have so adaptable and rapid a means of conveyance as
the automobile at their disposal, but, for the sake of those who are not

*Automotive Importers and Distributors in China, by A. Viola Smith, 1928.
† There were 26 such companies in China in 1926, many more have been
started since,
familiar with conditions in the interior, a few points may be offered for consideration.

To begin with, even where human labour is as cheap as it is in China, it cannot compete with motor-driven machinery, for which reason the motor lorry is bound to come into its own in this country, especially on the northern and north-western outskirts of the Republic, where tremendous stretches of more or less flat, sparsely inhabited country exist, and enormous quantities of produce—grain, wool, skins and hides—are brought in from Mongolia and Central Asia. Motor lorries must also be used to feed the existing and future railways with freight from the country side, while motor bus services will perform the same function as regards passengers. Then, too, there are many areas where railways are, for the present at least, impracticable, an example being the valley of the Min River in Fukien. Here a motor road has been, or is being, built along the river bank at a comparatively low cost, whereas a railway would be excessively expensive and difficult to construct.

Probably the best example of what automotive transport can do for this country is offered by present conditions in Mongolia, where motor transport services have been established from Kalgan to Urga, accomplishing a journey in four days, that, under old conditions, used to take twenty-eight days or a month.

It is many years since the Gobi was first crossed by a motor vehicle, one of the first to accomplish this being Professor E. T. Nystrom of the Shanhs University, Taiyuanfu, as long ago as 1907. He performed his journey on a motor-cycle. Everybody to-day knows what has been accomplished with the aid of motor transport by the American Museum of Natural History's expeditions into Mongolia under Dr. Roy C. Andrews.

In discussing motor transport in this country, we must not fail to mention the increasing use of motor vessels of all kinds on China's inland waterways. In the vast network of creeks and canals that covers the area between the Yangtze and Chientang Estuaries in Kiangsu and Chekiang, motor driven launches and ferries are becoming almost universally used, to such an extent, indeed, that it is possible to get almost anywhere in this area from Shanghai in a few hours. On the Chientang River in Chekiang and the Min River in Fukien motor-driven boats of light draft, drawn by aeroplane propellers and capable of ascending the rapids with which these rivers abound, have been established.

Finally we have the introduction of the aeroplane into China, and here, too, rapid strides are being made. Up to the present aeroplanes have been imported mainly for war purposes, but at present the commercial side of the question is receiving attention, and we may soon hope to see regular air-mail services established.

In short, when we consider the enormous extent of this country and her tremendous population, and realize that the people have waked up to the advantages of Western modes of transport and that their need in this direction is possibly greater than in any other country in the world, it becomes evident that there is certainly no greater potential market for motor vehicles than China, and it behoves all those engaged in the motor manufacturing industries of America and Europe to take full
advantage of the great opportunities that will be offered them in the immediate future.

China’s salvation lies to a very great extent in good roads and motor transport, and it is certainly incumbent upon those who wish to sell motor vehicles to do all in their power to help bring into being an adequate system of good roads.