

1920
Jeffrey's trip into China
to see his fiancée + her parents

Vietnam

Hanoi

Summer Travels in Annam

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from Hanoi into China

From the city of Hanoi, the capital of French Indo-China, one may go by rail in different directions that, if continued, will lead into various sections of a great mission field. The writer has been privileged to follow some of these routes and hopes that this article will lead some into better understanding of the field and its needs.

In Indo-China there is, as yet, only a handful of Protestant missionaries. From Hanoi to Vinh is one day south by railway and yet there is not a mission station in between. Another day by automobile and train brings us to Hue, the ancient capital of Annam; still no mission station until about noon the third day when we come to Tourane. From here one may go four more days by auto and poose-poose (rickshaw) without seeing a mission station until he reaches the large city of Saigon. And then beyond lies Cambodia still untouched.

A Vast Concession.

Indo-China is a French colony and Protectorate combined. We have permission to work in the colony which includes the cities of Saigon, Tourane, Haiphong and Hanoi and all the province of Cochin-China, but permission has not yet been granted to work in the Protectorate.

If from Hanoi you go by train in another direction, you will arrive on the third day in the city of Yunnanfu in China. It takes one day to reach the Chinese border at Lao Kay and from there on we are in Chinese territory. No mission stations are reached until after the border has been crossed. This railway trip is one of the most beautiful in the world and in a little more than two days,—no travelling being done by night—we climb 6,000 feet and change from a tropical to a temperate climate.

The city of Yunnanfu is quaint and very interesting but going ahead in modern improvements. Here a number of missions have head-quarters and from the city spread themselves out among the 12,000,000 inhabitants of Yunnan. Last year there was much trouble owing to numerous bandits who were difficult to round up, owing to the mountainous nature of the province. However, God is blessing and protecting the work. One of the remarkable movements in China today is that among the tribes people of Yunnan, carried on by the C. I. M. and other missions. Here too is where the Chinese have commenced a work which is supported and carried on entirely by Chinese Christians.

A More Recent Journey.

A great deal might be written about either of the above journeys but the most recent was taken from Hanoi this summer in another direction. The only other railway line from the city, excepting that to Haiphong and the coast, leads to the Chinese Quangsi border. Half a day's travel brings the traveller to Langson and a few hours next morning bring him to "La Porte de Chine"—here again not a single mission station on the way. Owing to some difference of opinion between

the French and Chinese governments, the railway halts a short distance this side of the border and Mr. Traveller must have his luggage carried from where the line ends so abruptly. There isn't much doing and the only signs of what might be are the towering forts on the hills. After a little time, in which passports are examined, we are free to proceed.

It took the rest of that day to reach a main branch of the West River by horse and cart. It is slow going and at times rather rough but the scenery is delightful. Everything is quite different from Tonkin—people, dress and language are different and instead of good roads, hotels, etc., everything is just opposite. The most exciting incident was when one cart and horse, with baggage, turned over, which meant a little delay until we got things right side up. I never fail to connect the incident with the town near by the name of which to British ears sounds like Up-Side-Down. At this place also I thought of Paul and Silas and those who said they turned the world up side down. The whole population did turn out but it was only to see the foreigner bargaining for a sampan.

Travelling by River.

That evening after a few hours down river by moonlight we reached Lungchow and a missionary's home. Another day and a half in a launch brought us to Nanning where there is good work being carried on. After a few days more on a larger launch in which, this time, it was possible to stand upright and where there was a little more air, we arrived at Wuchow, the headquarters of missionary effort in South China. Here we were privileged to attend the C. and M. A. Annual Conference for South China workers. Missionaries had gathered from all parts of this needy province representing both Cantonese and Mandarin districts and God was with us. There was special rejoicing in what God had done through Mr. Goforth last winter and there was prayer for the coming meetings of Dr. Griffith Thomas this fall. From Wuchow a river steamer brings one after a night on board to Hongkong. From the river the scenery is superb and it is a beautiful sight as one moves into Hay Kay harbor with the city, its white buildings, hill and peak spread out before you.

Four days more on the "Columbia" bring us to Shanghai and here again is a busy city but different from Hongkong in that it is not built on a hill nor an island. At night with electric displays and busy thoroughfares, one might easily imagine it was Yonge Street, Toronto, again.

The river trip from Shanghai to Hankow may be taken by Japanese steamers and on these lines it is possible to travel Chinese fare first-class. It is interesting all right and apart from the heat might be humorous and not too bad, but one of Dr. Thomas' favorite phrases would come at intervals—"For those who like that sort of thing that's the sort of thing they like."

The Yangtze is much larger than the West River but the scenery is not so beautiful. The current is strong and going up it takes lots of steam—there are many strong currents and under-currents in China today but the Gospel is going ahead just the same.

You might be surprised in visiting Hankow to see a large city with splendid roads and large modern buildings. Across the river is another large city, Wuchang. Hankow is a great manufacturing and commercial center. It is a distributing point commercially and also in missionary enterprise. From here you may go on in to West China and Thibet or you may follow the railway toward Peking.

Disorganized Train Service.

On account of fighting the railway service between Peking and Hankow had been discontinued but it was in operation though still rather disorganized when we arrived. There was a train out that evening and we were ready hours ahead. There were many travellers and it was hot and the cars were stuffy so that it was a relief to reach our destination, Sintien and Ki Kung Shan, in the wee small hours of the morning. A long climb up the mountains in

the clear moonlight and cool night air made the previous hours a nightmare.

Ki Kung Shan is the name of a mountain and a summer resort. Most of the missionaries who go there are from inland stations although it's a popular place for many. A year ago Dr. Torrey conducted meetings and this year Mr. and Mrs. Turnbull were there for a week. Dr. Griffith Thomas and Mr. Turnbull were greatly used of God this year and the meetings at Ki Kung Shan were no exception to those conducted in other places. Some of us had heard Mr. Turnbull before in America but it was in a new way that one could understand Victory in the atmosphere of the mission field. And with unbelief at the point of the bayonet there is the miracle of Victory daily.

These three lines run out from Hanoi but they do not cover *all* the ground. I have shown some of the blessing and some of the need. This summer was epochal for China but there is only a beginning. In South China there is still a large section untouched. In Indo-China we need for the 17,000,000 of this land a continuation of what God has done in Korea. And everywhere we need revival for there are many adversaries.