

滇越車之等級，分一、二、三、四等，其四等即同於外面之三等，一二兩等，均爲特車，非外人及滇省之要人不得乘，三等爲富商及次要人所乘，兩種價均極昂，平民固不得乘，亦無力乘也。余所乘者爲四等，因初次出省，爲求避免麻煩，與天然旅館包至上海，價僅法紙三十二元（約合國幣六十餘元，滇舊幣五百八十餘元），一切均由館供給，雖不冠冕堂皇，而在余心目中，則已認爲滿意，全國人人有力坐四等，

孰能無情，余雖強自寬慰，然終非太上，心亦黯然神傷矣。

We passed the Zhuangyuan Mansion, traversed Guanggu Street, and skirted Huguo Street before arriving at the Yunnan-Vietnam Railway Station. The morning glow had not yet dispersed, and there was a biting chill in the air, which only served to heighten the excitement of the journey. Bound by deep friendship, my classmates purchased tickets and boarded the train one by one to bid their final farewells. The carriages of the Yunnan-Vietnam railway are exceptionally narrow, and the arrangement of the seating differs from that of the Ping-Han or Ping-Hu lines outside the province. Passengers sit facing one another, so close that their knees literally touch. My friends sat huddled around me in a circle; it was, in the most literal sense, an instance of "pressing knees together for a heart-to-heart talk." At seven forty-five, the train pulled out. As the whistle gave a sharp blast, my classmates and I shook hands and parted ways.

兩呼賣燒年糕之人聲與洋車夫懶洋洋之腳步聲相應而已。

黨部旁由馬市口直下，因時尙早，舖面尙無一開者，綿綿大街中，僅三

16 October. Clear weather. I rose at six o'clock in the morning. More than a dozen of my fellow students, having heard that I was departing for Peking to pursue my studies, came to see me off. At half-past six, we departed from Donglu University; we hailed a string of rickshaws, forming a small, continuous procession.

旅行 雜筆

滇越旅途三日記  
Three Days in the Journey  
from Yunnan to Vietnam

Xueshan 雪山

On this journey, I was accompanied by seven Naxi people. They were travelling to escort their families, as their kinsmen held posts within military circles in Nanjing and Peking. Curiously, however, none of them were conversant in Mandarin, and I found myself obliged to translate for them at every turn. Among them were three women, all illiterate. On the Yunnan-Vietnam railway, the lavatories were marked only with "W.C." and lacked any Chinese inscriptions; I even had to explain the purpose of these facilities to them. Such are the inconveniences arising from a lack of education. This persisted throughout the journey with every flush toilet and commode we encountered.

Even more lamentable and pitiable was a certain Mr. Duan. Though well over forty years of age and escorting his son, daughter-in-law, and sister-in-law, he was hopelessly enslaved to opium. At every station, he would implore me to conceal his smoking apparatus or purchase opium on his behalf, until I had quite become his "opium compradore." His pipe was of a peculiar sort: a rubber tube was fixed to the "monkey-head" (a local term for the pipe bowl), allowing it to be coiled into a bundle for easy concealment.

I carried this object for him all the way to Shanghai, where I finally said to him: "The Government has now reaffirmed the prohibition of opium; if you do not quit now, what are you waiting for? You are but a day's journey from your brother's residence, and even if the craving strikes, it shall not kill you. I shall break this thing first to fortify your resolve to break the habit."

He took my words for a jest and offered no definitive reply. I thereupon took the pipe and flung it into the sea. He remained stunned and disgruntled for the remainder of the day. Yet, I later heard that he did indeed cease smoking from that moment forth—which I attribute to the success of my single toss.

The train set off, passing rows of pine and cypress trees that lined the route in a refreshing display of verdant green. In the distance, the Golden Horse and Jade Rooster hills seemed to bid us a lingering farewell. As this was my first time travelling by rail, I was struck by the sheer sensation of speed.

By 8:20 am, we reached Chenggong. The town sat about three or four li to the right of the tracks. The area surrounding the town walls abounded with pear trees; I am told there are still orchards there today producing fruit of exceptional quality. Should one travel here during July or August, a mere ten or twenty cents of the local currency would secure dozens of pears. They are so cheap and of such fine quality that some residents even transport them as far as Vietnam to sell.

After leaving Chenggong, the train wound its way through small hills, seemingly gaining even more speed. At 9:10 am, we arrived at Shuitang Station and began the ascent up the Qikong slope. From atop the slope, one can glimpse Yangzong Lake, where the scenery is utterly sublime. Xie Bin noted in his *Travels in Yunnan*: "With its rippling blue waves, one might fancy oneself at the West Lake." One can well imagine the likeness; yet Yunnan possesses many places far superior to this, which Xie Bin, alas, never saw. Had he beheld the Cangshan Mountains and Erhai Lake in Dali, the Snow Mountains and Mirror Lake in Lijiang, or the Buddhist temples of the Jizu Mountain and the five lama monasteries, he would have found even the Kunming Lake unworthy of praise—let alone this place.

九時四十五分，抵可保村，村在兩山之麓，屋宇極簡陋，頗類苗居，人亦無一白晰者。惟山間有清流，流穿崖石作聲，如奏天然音樂，頗引人駐聽。該地盛產煤，設有掘煤公司，爲官商合辦，聞每日可出千噸有奇，煤質極佳，滇越鐵路之所依賴也。

過可保村，沿南盤江北源下山，屈曲如羊腸。高峯聳處，即有山洞，車行洞中，每洞淺者約需五分鐘，深者則七分至八分不等，有一洞竟至需十二分。車至洞中，前後均燃油燈，燈暗不明，不能就燈觀察山洞建築之形態質料，幸余帶有電筒，持筒觀察，極其清楚；洞成橢圓形，多用白石，略如石橋，然石與石間之緊密整齊，及其環扣之穩固，不能不令人有觀止之嘆。然此一帶山地，因多土石相間，建築雖工，亦時有倒塌之虞，故洞之出入口均有路警，車每入洞出洞，警舉旗，車鳴笛以相應，蓋防意外之失也。連穿十四洞，十時二十五分，抵宜良。

Yiliang is a major stop on the Yunnan-Vietnam Railway. It produces rice of the finest quality, upon which both Gejiu and Kunming depend. By the time I arrived here, I was famished; I alighted immediately to purchase a bowl of rice cake and shredded pork soup. The flavour was exquisite, surpassing even that found in Kunming—no doubt owing to the superior quality of the local rice.

Upon reaching Yangjiezi, a minor station, the train made a brief halt. As the day happened to be a 'Sheep Day' in the sexagenary cycle, it coincided with the local market day, and a great many passengers disembarked. From here, the train traversed open country all the way to Goujiezi, the entirety of which was level plain. Goujie is likewise a small station; as it was not a market day, the streets appeared rather desolate.

至徐家渡時已十二時十五分矣。

徐家渡亦爲大站，然居人稀少，村民聞車至，均到車內賣餅及豆

又過一橋穿二洞至滴水，再穿四洞

腐、雞子等物，同路之七「摩些」人，爭相購食，余以其不潔，惟買雞子數枚食之；每枚僅三大子，較之北平尤便宜。下午一時至祿豐村，亦爲煤礦，亦有公司人員駐此，而木材極多，林樹參天，故於煤礦外，尙有人在此開木炭公司，木炭密多至五十餘個。穿一洞，至糯租，情形與祿豐村同，而炭密則較少，有水注之色紅濁，頗與黃河相類。大約因土質而然也。自此左傍南盤江北源，水流湍急，聲如怒潮，車行其間，若兩雷並鳴，頗足驚耳駭目。道傍瀑布不下數十處，處處如練，而兩岸石壁，屹立千丈，色赤如丹。穿三洞，過一橋，右傍江行，復穿五洞，至西洱。即民國六年地震最重之處也。復穿三洞，過一鐵橋至小河口。小河水自東北來，冬季水小，惟七八月則山水匯集，聲若雷鳴，故特架鐵橋於其上。二時十五分，過小河口，約行十五分至壟，今地略平，有小鎮市，市中有小店，亦大站也。十六七歲之少女，聞車至，均上車賣食品，中多滷肉，購食之，味不甚佳。聞此地多甘蔗，味極甜，惜余福薄，空望蔗田止渴而已。三時十三分，抵熱水塘，經一洞，至西扯邑。再經五洞至拉里黑。地與祿豐村同，盛產木炭。時已五十五分，山勢益密，經大龍潭，依山而行，四時二十五分至巡檢司，過巡檢司，山勢又漸開，人亦漸密，三里一村，五里一鋪，很覺有處處山村，家家清吉之慨。穿三洞，五時十分，至小龍潭。過小龍潭，循南盤江北源左岸，過一橋，穿二洞，改循右岸，復穿二洞，改循南盤江南岸，五時五十五分抵阿迷。

望，頓成大觀。

由小龍潭至阿迷，雖有山洞，均不甚大，而山旁均成平原，田疇彌

阿迷爲滇越一總站，居民之繁，不下於宜良，而滇政府，設保護路務之軍警於此，經費皆由滇政府支出，全與鐵路公司無干，蓋因保護地權而然也。阿迷城距站尚二里許，城內僅有行政機關與學校，近來添設夷人學校一所，然多以教漢人之教育方法施之，故入校者甚少，而進者亦未收實效，與英法人之教育夷人，相去遠矣。

今日爲余開始離省之第一日，沿途疲命於記山洞車站，不覺別離之感，比至阿迷，夕陽在山，人影散亂，寒風侵骨，心身瞭然，憶昆明之親友不置。

That evening, we put up at the Dong'an Hotel. Apprehensive of the perilous road ahead on the morrow, I tossed and turned, unable to find sleep. My travelling companion, Mr. Duan, however, had no sooner entered the establishment than he began his "love affair" with Lady Opium. He remained wreathed in clouds of smoke until one o'clock in the morning. The fumes permeated the room, serving only to further agitate my sleeplessness.

The 17th. Clear weather. I rose at six o'clock and called out to my Naxi companions, but there was no reply. Only after I had rattled their door did they stir from their slumber. Half-dazed, one asked: "壺可瓦妹思，崖慢意木局斯，耻组你偶敌阿子每噴沙？" (Note 1)

I replied: "明多意你卡古色，喜意偶敌好子油，五侯没敌色，兀五东五子每冷陌妹？" (Note 2)

Upon hearing this, they started up in alarm. After breakfast, we made for the station. As we stepped out of the hotel gates, they still laboured under the delusion that it was early; I, too, assumed we should be the first to arrive. To our utter astonishment, when we reached the station, the carriage was already packed with passengers.

Note1 "It's only midnight, and the rooster hasn't even crowed, what's the point of getting up so early?"

Note2 "It has been long since dawn, and the peers have already eaten, if you don't leave, I will go by myself!"

八時火車開行，初奔於平原中，回望阿迷縣城，歷歷在目，駐兵晨操之號聲，隨風送入耳際，一似爲我輩送行，而枝頭小鳥，亦趁朝陽高吟送客之歌，極視聽之娛，可謂別有一番風味。過盤江橋，再過一橋，穿七山洞，八時三十五分至大塔站，出阿迷之第一車站也。復穿九洞，過一橋，每穿一洞，略有平地，始經平地，又見山洞，法人測量之精，於此可見。九時二十分至大莊，至此始爲大平原，皆稻田，眼目一新，如將到昆

明，蓋以蒙自縣城及壁風寨之海水均在望故也。十時五十分至壁風寨，阡陌縱橫，居人約千戶，信爲農村之佳者，右望大莊壩子之水，一片汪洋，與大屯湖相對，不減昆明之滇池，而四圍之山，雖在嚴冬，猶青翠可愛。旁有箇碧鐵路，由箇舊經蒙自縣城，於此與滇越交軌，此路長僅百里，交滇越道尤窄，乃專爲運錫之用，其建築費亦均爲華資，毫不借助於外人，雖工程較小，實有足稱者。聞此路興工於民國三年，至八年三月，由碧風寨通雞街，九年九月由雞街通甸甸，十年十一月始達箇舊。箇舊爲雲南產錫著名之地，每年輸出，占雲南出口貨之第一，錫質純白如銀，器物裝飾均適用，惟一切採鍊方法，至今仍用土法，聞清末曾一用新法，後以錫業不振，故復改用土法，足徵其積習之不易移也。蒙自縣城，距壁風寨十餘里，自壁風寨右望，隱約可見，爲滇省迤南最富庶之區，亦滇省南部最險要之地。自此穿七洞，十時四十五分抵黑龍潭，穿二洞，鐘嶺，十一時二十五分抵芷村，由黑龍潭至芷村一段，山路極傾斜，上下均不易，聞由河口來者，至此以二車頭駛登分水嶺云。由芷村經落水洞至戈姑，穿七洞至裸姑寨，停車約半時，候河口車過始行。由芷村至裸姑寨，爲夷人麕居之所，法初開路時，夷人極爲仇視，恆有殺傷之事，今則已司空見慣矣。停車時，夷人三五售食物，頭裹青布，耳墜大環，繫裙赤足，聲音如猿鳴，不辨其所謂，余姑購一二雞子食之，予以五六枚銅幣，大喜而去。蓋行客均以夷人爲有「蠱」，食則中毒，故夷人雖若何之叫囂，終少人購，余幼時曾隨家人至永北，深知夷人之忠實，決非以蠱毒人者，故敢購而食之。由此計穿二十六洞，一時五十分抵波渡箐，中經鐵橋，架兩山之腰，甲洞與乙洞之間，兩岸壁立千仞，猿嘯風號，下爲絕澗，視之膽落神驚，火車甫出甲洞，飛過鐵橋，又入乙洞，建築之精巧，形勢之險惡，爲滇越全路之第一。聞初建此橋，法之工

程師，經營年餘，旋築旋毀，終不能固，後乃攝圖登報懸賞徵求，有一女子按圖探究，利用力學支點，創一圖案，應徵，按圖建築，乃告成功。法人築路之毅力，實爲可佩；然其築路之深意，則又我國人所當惕省者也。

由此復穿二十五洞，二時二十分抵灣塘，加車四輛，開來車至此，亦須卸車數輛，否則不能上山，不過車行至此，乘客已稀至百人，以若大之車頭，非加車輛，速度太快，自易發生危險。而來車至此卸車之情形，一面與此相同，而他一面則正與此相反。穿十一洞，過五橋，至白寨，又穿五洞，三時二十分抵臘地，穿山洞一，四時五分抵大樹塘，有小水自東來注，過大樹塘，循南溪右岸前進，後有小水，東注於南溪，上架小橋，車由上過，復經一鐵橋，改由溪之左岸，三時三十分抵老范寨，四時抵馬街，五時十五分抵南溪，五時三十五分抵螞蝗堡，六時五分穿一洞，入河口市。乘客多由此下車，爭向督辦署呈驗行李護照，驗查甚寬，惟時間耽延，必過七時始已。蓋過七時則南溪橋上之鐵門上鎖，非經督署照會不能過，勢非在河口留宿不可，蓋所以保持河口市之繁榮也。余在省時，督辦亦在省，因人介紹，得督辦之特別許可，並將此七摩些人，求督辦致函檢查處，得提前檢查，遂於七點前過南溪鐵橋，投宿於老街天然旅館。夜間八時，到老街法督辦署繳驗護照，十時就寢。

是日儘行於崇山峻嶺間，雲南煙瘴之地，愈下愈熱，至河口而極，自壁虱寨至大樹塘，山勢之險惡，山洞之複雜，爲世界任何鐵路所未有，過山洞時，才出又入，所穿之洞，有猶以爲未入，而實已穿過；有如已穿過，而實尚未入。又到第二洞時，回視第一洞，已宛如天上；至第三洞，則第一洞已不知消失何所。山路之迴復，山勢之險峻，於此可以想見。一切動植物，與滇中悉異，而山中特別多竹，大如柱者有之。聞夷人多取之以爲草紙，運昆明，河口以易鹽布食物。自大樹塘至河口，則山勢

漸平，亦漸有小平原，而南溪至河口一段，僅行於山間溪傍，兩岸松篁，四圍山色，小鳥啁啾於篁間，炊煙網縵於山麓，頗有「山重水複疑無路，柳暗花明又一村」之慨。

河口街市寬廣，市民約萬餘家，粵、越、滇人參半，體格強健，其住者，不畏瘴氣，惟新來者，則二月以後，均移住山頭，霜降後始敢復到街市，否則易得瘴毒。市之周圍約百里，均屬河口特別區域，歸督辦直轄，督辦署，由督辦一人，勤務督查員二三員，科員四五員，翻譯、檢查、吏書、記錄事三四員，汛兵一二百名組織而成，其職務：（一）保護國界；（二）履行中法對汛章程；（三）偵緝出入私貨；（四）辦理兩國人民犯法事件。督辦署建於山上，一則因形勢扼要，俯瞰老街，二則因督辦署人員，多爲昆明內地所產，久在河口，恐中瘴毒。建築皆西式，電報、郵政、電話、電燈俱全，人民亦太半西服革履，可謂全盤西化。惟學校開僅二所，一以教夷，一以教漢，然余因行促，均未及參觀，其設備如何，莫由而詳也。

河口爲遜清光緒三十四年孫中山先生及黃興先生舉義之地，與於三月二十九日夜，舉兵河口，警察即殺其管帶以應，戰勝駐防汛營，佔領河口，並據附近四砲臺，分兵三路：一沿富良江攻蠻耗，爲西路；一由滇越鐵路攻古林箐，趨開化，爲東路；一直攻蒙自，爲中路。後爲清兵所敗，始退入法屬安南。事雖不成，而於河口，留有一段光榮之史料，年逾不惑之老河口人，尤能津津述之。

當余等由法督辦署檢護照歸來時，求館中伙計爲指導，往遊老街市；市與河口隔河而建，建築亦全爲西式，與河口並美，而街道之整潔則過之。市中所賣物品，多絲少毛，即在嚴冬之一月，猶有着單絨衣者，足徵其氣候之熱也。街巷簡單，除一二大街外，不見有小巷。

往來之人，多爲越人，次爲粵人，再次爲法人；而三種人所穿之衣



服，亦各不同；法人西服革履，粵人則廣東裝，越人則越裝，越裝極無精神，袴寬而長，衫寬而短，寬者拖地，短者及膝，男女均同。頭亦皆以薄紬包髮，加大蒲葵帽於上。服色多赭，間有白黑；以面黃肌瘦之人，着此種衣服，益形其民族之衰弱。而滿口黃牙，令人視之作三日嘔，與吾鄉之久吸阿芙蓉者極相似。

十八日陰 是日因由老街至海防之路特長，發車較前兩日爲早，四時半即被同館人驚醒，盥漱後，即就餐，餐後即由館出發，步行至車站，行李皆過磅，照磅納費，余輩行李均甚輕便，故得早登車頭，靜候開行。六時五分車發，三十五分抵庸買，自初發至此，皆行於村莊之中，三里一村，五里一落，由車中四望，時見小小洋屋，點綴於綠蕉長竹之間，儼若內地要人之野外別墅，頗饒雅趣。車過村中時，村內越兒，不知亡國之恨，猶唱洋歌，寒風習習，送入行人耳際，未嘗不悲其遇而憐其愚也！

七時十分抵太年，五十分抵富流，八時四十分抵保河，九時三十分抵廊欄，十時五分抵案聰，四十分抵茂阿。沿途皆循富良江而行，僅豐草長林，不見若大田野，亦時時行小山中，眼界尚未如何廣闊。至茂阿，則山盡源湧，漸覺天闊，十時五十五分抵外洽，十一時二十分抵鼓腹，四十分抵安沛，大站也，停車半小時，越人爭上車賣食物，言語不通，僅以手代言，再以銅幣爲譬喻，所買之物，余所識者僅糯米元霄及糯米麵饅饅兩種，元霄每碗賣法銅元五分之四枚，饅饅則每個兩枚，味均較昆明所食者爲佳，余已購食二碗，尚欲再購，而賣者搖手止余，余亦悟熱帶之物，不能飽食之語，即領而謝之，足見異國亦有善人也。此外尚有多種食物，爲余所未悉，其中有一種，極類醬，色綠而香，越人以一青葉包而食之，似甚可口，惜不一嚐也。

十二時二十五分抵富文，自富文出發，復行山中，依山峽曲曲行，山之峻不及前二日，而顛震則過之，蓋因行速人少車輕故也。四十分抵上丹，五十五分抵蔭上，下午一時十分抵永真，復皆爲平原，二十五分抵青波，四十分抵致主，二時抵富壽，十分抵仙崗，二時三十分抵扶德。自青波至扶德，又爲山路。然自安沛以來，雖忽而山路，忽而平原，而山皆小邱陵，無高山，沿途稻田彌望，土地之肥沃，中國內地各省中，實無其匹。四十五分抵越池，經一鐵路，至白鶴向賴，三時半抵永安，自越池至永安，又成平原，過香耕，其地盛產審器，道左山坡上，行人極多，詢之皆爲趕集者。經塔福廟安及石磊，二十五分抵美內村，道左有東英衙門及學校，經東溪安因，五時五分抵嘉林，嘉林爲河內及海防之分道，若往河內，可坐原車，若往海防，則於此下車，改乘到海防之車，余輩因船期在邇，遂下車改乘直往之車，經廷岫、樂道、春桃至錦江，道右有鎮市，尚稱繁華，七時抵高舍，二十分抵陽海，大站也，經前申八時至萊溪，則由海防來河內之車，已候於道矣。復經范舍、泰富、義喻、物格村四站，九時十分抵海防。由嘉林至海防，平疇千里，一望無際，惟因陰雨晦黑，寒風砭人，一似爲安南悼也者，且至前申，莫辨南北，惟有靜坐車中，聽雨聲風聲與車聲相應而已。下車後，雨止，萬家燈火，另有一番景象，天然旅館之伙計，早已候於車站，聞距館尚遠，乃呼車代步，街闊路平，又加越洋車夫之善走，乘之如釋重負，九時二十分抵旅館。至此則又風靜月明，滿街笙歌矣。

雲南昆明，高出海面二千一百密達，河口猶高出海面四百米達，迨至海防，則僅二百米達矣。海防與河內老街，同佔安南之重要，爲出海必經之地，距海岸約二里，輪船林立，街市櫛比，工商兩業，極爲發達，皮木兩行之出品，既精且良，旅客多於此購物以備用，又因地近海岸，

魚蝦價賤，每食必具，儼如雲南內地之燕客，與家鄉風味，又迥然不同。物以稀貴，於此尤足徵信。

今日沿途所見之景況，爲余在滇時所未觀，一出河口，頓覺天空地闊，宇宙無邊，莽莽平原，稻田彌望，雖春苗初發，而嫩綠滿阡。所見樹木，無一凋者，與吾昆明之草木搖落，萬頃無一痕綠，恍然兩個世界。聞安南種稻，不資施肥，一歲可三穫，穀物之豐盈，實爲世界所罕有。礦產亦最富，如煤、鋅、錫、鎢、鐵，所在多有，而東京興化兩處之煤礦，其煤層從廣西邊外，迤邐而西至東州，長約一百八十里，深約五公尺至八十公尺，其富可知矣。鋅則多產於屈蘭達、蘭歇、蘭莫、高定、延齡諸地，每年產額約八萬噸，多銷於日本，其他所產，亦不在少數。此外如咖啡、棉花、胡椒、茶、麻及橡樹、蔗糖、絲蠶之類，產量亦頗豐，魚業則每年出口，不下數千萬金佛郎，而塞門德土之產量，亦佔南方第一。惟最可怪者，在此天府之國中生活之越人，不惟極少富庶，甚至足衣足食者，亦僅十之一二，是以所見之人，面有菜色，乞丐載道，小偷滿街，生人經過，則一羣蜂擁而來，使人應接不暇，偶一不慎，袋中之洋，卽不翼而飛，行如流星，追之莫及，惟有徒喚奈何。余初抵館內，卽有二同鄉來訪，一黃姓，一則安寧某氏子也，年均十六七，云欲到京求學，行至此，皮袋中洋，全被竊去，現在此候家中匯款，求學尙可稍緩，若急公者遇此，鮮有不誤其事。推其致此之源，一方固由於越人民氣不振，懶惰性成，有以致之；然大半由於法人課稅太高，剝削至不能生活，生活不足，自無以知禮節榮辱也。

法人對越人之殘忍刻毒，越人潘是漢所著之天乎地乎一冊中，述之極爲哀痛詳盡，現雖較前稍好，然據館中久留越者言，進學校須納稅，升班須納賄，女生爲教員情婦，男生爲教員姦童則如故。學校課

程，一切頌揚法之德政，而對體育一科，極不注重，深懼越人之成健全國民也。至於法律，法人逼人致死，僅受六月以上之拘役，或二十元以上之罰金。凡二人以上商議，卽謂之陰謀，處以放逐之刑。法人多以越人爲奴隸妻妾，主殺奴或夫殺妻，僅有一年以上之徒刑，反之則殺無赦，視越人之生命，直草菅之，不若矣。每日集會，須經政府許可，方能舉行。報紙期刊，須經政府檢查，方能出版。禁用漢文，悉以法文爲準，凡此種種，不一而足。尤有甚者，如因越人之嗜好，設專局造烈性之酒，以專賣與越人，勸銷鴉片，使越人皆成廢物，又凡欲爲法之官吏者，必（一）去六親之累，（二）能呼父母之名而罵之者，蓋取其忘本無所顧忌也。又獎勵賭博，特設賭局，越人之入賭局者，則法待之如上賓，稱之爲好友，必使罄其所有而後已。故街頭之車夫，亦以進賭局爲榮，每得一二法郎，輒荒其業以入賭局，罄而不悔。亡國之民，其慘痛蓋有不勝言者。

今吾國之危其矣，其不爲安南之續者幾耳，願吾四萬萬五千萬同胞，團結一致，奮起直追，內息鬭牆，合力禦外，以致吾國於富強，不然，悔無及矣。

計以上三日之途程，由昆明至老街，共行二百八十九英里零七，此段鐵道，由一八九八年（清光緒二十四年）中法北京條約，允歸法國建築，並設郵務司，俱由法人經理。自一九〇四年（清光緒三十年）滇越鐵道公司成立，籌定資本法幣一千七百五十萬佛郎，開始建築，至一九一〇年（清宣統二年）工程完竣，全部通車，計架橋梁四百二十五座，共長一萬六千七百二十八尺；計鑿山洞一百五十八處，共長六萬零六百八十尺，工程之鉅，爲全國已成諸路所未有，且路線所經，俱在鳥道懸崖之上，法人開拓之毅力，實可佩可懼也。

（完）