



Li Hung Chang (Li Hongzhang). (1823-1901), Viceroy (Governor-General) of Chihli (Zhili), who in 1880 was China's most powerful Imperial court official. Li was able to defeat the conservatives opposed to railways and push through reforms permitting this railway to be built.

李鸿章（1823—1901），直隶总督，1880年中国最有权势的朝廷官员。李鸿章战胜了反对铁路建设的保守派，并通过改革推动了铁路建设。

Tong King Sing (Tang Tingshu 1832-1892). Tong was the foremost founder of Kaiping's modern mining industry. He died at a relative young age, shortly after the railway, which was built to serve the coal mine, was extended. He did, however, live long enough to see the railway opened between Tongshan and Tientsin. This was China's first standard gauge railway line.

唐景星，又名唐廷枢（1832—1892）。唐是开平近代采矿业最重要的创办人。用于煤矿运输的铁路延长线建成后不久，唐便因病早逝，但幸运的是，他亲眼见到了中国第一条标准轨距铁路线——唐山—天津铁路的开通。



In 1880, China still had no railways and was some 40 years behind Europe, America and many other small countries, which collectively already had thousands of kilometres of railway lines. For years the prospect of railways for China had been discussed by her rulers but conservative hardliners in the Imperial Court had, until then, successfully blocked attempts to introduce railways. There were three key men who were eventually able to overcome these obstacles, initially by stealth. These were LI Hung Chang (Li Hongzhang), Tong King Sing (Tang Tingshu) aided by an English engineer, Claude William Kinder, who together succeeded in getting China's first railway established. Had these particular individuals not been so persistent and devoted to overcoming the many challenges they faced, China's 20th. Century history might possibly have taken a very different course.

A group of European staff at Tongshan (Tangshan) with Chinese officials. Seated on the left is most probably the mining company's chief engineer R.R. Burnett, who left Tongshan in 1881 shortly before his death in 1883. In the centre is Tong King-sing a.k.a. Tang Tingshu. To Tong's left is believed to be Chu Yu Chi a.k.a. Xu Run and to the right of Tong probably Wu Chi Chang (a.k.a. Wu Nangao) another co-director of the Chinese Engineering & Mining Company (CE&MCo.) Standing at rear centre is a young Claude W. Kinder and to his right is likely to be mining engineer J.M. Molesworth.



这是几位欧洲工作人员和中国官员在唐山拍摄的照片。坐在最左边的很可能是矿务局的总工程师伯内特 (R.R. Burnett)，1881年离开唐山后，不久于1883年去世。坐在中间的是唐景星，又名唐廷枢。唐左边的应该是徐雨之，又名徐润。唐的右边很可能是吴炽昌（又名吴南皋），开平矿务局的另一位联合董事。站在后排中间的是年轻的克劳德·威廉·金达，他的右边可能是采矿工程师莫尔斯沃思 (J.M. Molesworth)。



Claude William Kinder (1852 -1936). Kinder, an English civil engineer, first joined Tong Kong Sing's mining company at Tongshan in 1878. He went on to build Imperial Railways of North China and served as the railway's Engineer-in-Chief for 30 years until his retirement in 1909.

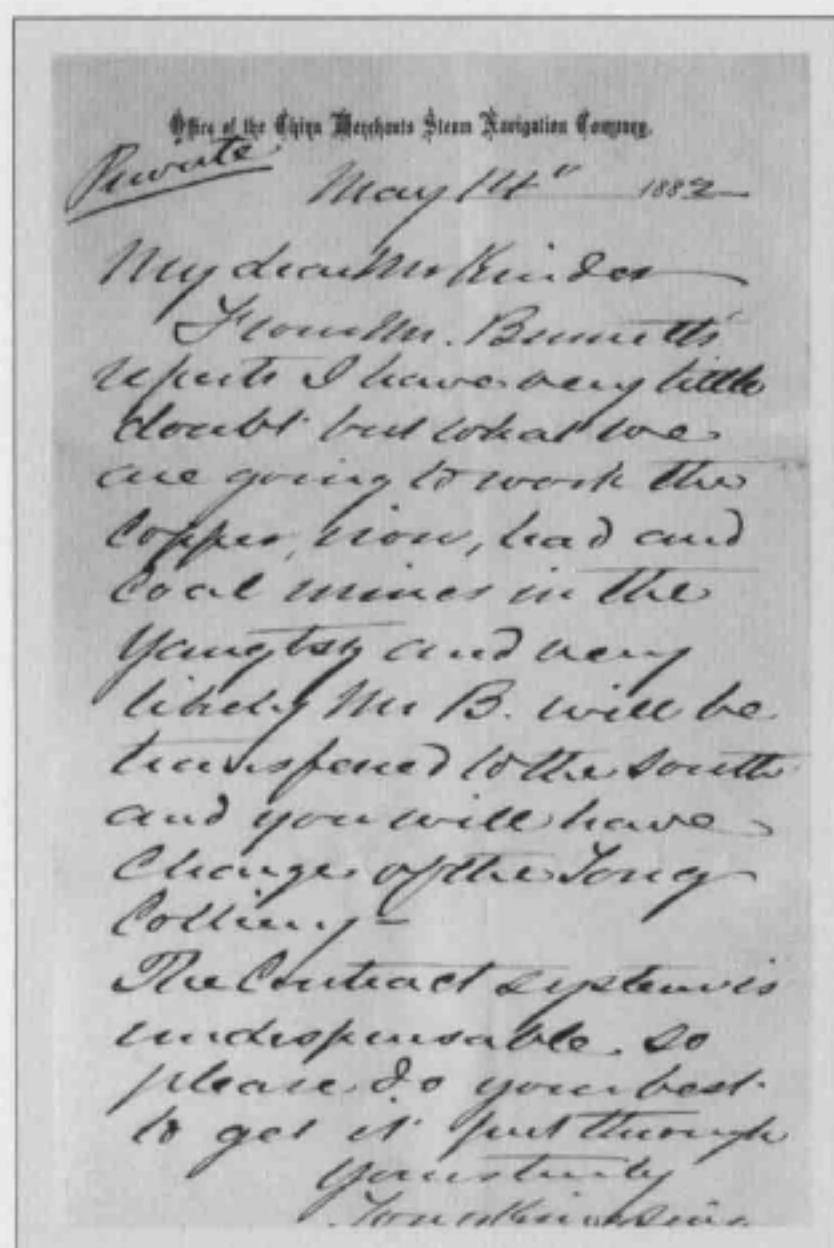
克劳德·威廉·金达（1852—1936），一名英国的土木工程师，1878年加入唐景星在唐山的矿务局。他一直致力于关内外铁路的建设工作，担任铁路总工程师长达30年，于1909年退休。

1880年的中国仍没有铁路，而欧洲、美洲和许多其他小国已拥有总长达几千公里的铁路线，领先中国近40年之久。中国的统治者们针对中国铁路建设的前景进行过多年讨论，但直到成功阻止了朝廷中强硬的保守派后，才得以引进铁路。最终通过秘密行动克服这些困难的有三位关键人物，李鸿章、唐廷枢和给予他们莫大帮助的英国工程师克劳德·威廉·金达，在他们的共同努力下，成功建成了中国第一条铁路。如果没有这些杰出人物的坚持、没有他们在面临挑战时的奉献精神，20世纪的中国历史或许会呈现出一番截然不同的景象。



## Early History

Cantonese merchant Tong King-sing (Tang Jingxin a.k.a. Tang Tingshu) was a fluent English-speaking Hong Kong Government interpreter who later became Jardine Matheson & Company's head comprador in Shanghai. In 1878, Tong, who by then had been appointed Director-General of the China Merchants Steam Navigation Company, commenced coal mining operations in the Kaiping district with the backing of the powerful Viceroy (Governor-General) of Chihli, Li Hung Chang (Li Hongzhang). The first shaft was sunk at Tongshan in 1879 by the new Chinese Engineering and Mining Company (CEMCo). The Chinese name of this company translated into English was 'Kaiping Mining Bureau' (Kaiping Kuangwuju) but Tong Kong Sing decided to use the English name of 'Chinese Engineering and Mining Company' on company documents.



Transcript : Private

May 14th 1882

My Dear Kinder,

From Mr. Burnett's reports I have very little doubt but that we are going to work the copper, iron, lead and coal mine in the Yangtsz and very likely Mr. B will be transferred to the south and you will have charge of the Tong Colliery. The Contract system is indispensable so please do your best to get it put through.

Yours truly

Tong King Sing

抄本：私人信件

1882年5月14日

亲爱的金达：

根据伯内特先生的报告，我非常肯定我们将去扬子江的铜、铁、铅和煤矿山工作，并且伯内特先生很可能被调任到南方，而你将负责唐山煤矿。合约体系是必不可少的，故请尽您所能将其完成。

敬启

唐景星

A letter dated May 14, 1882 on the official letterhead paper of the China Merchants Steam Navigation Company. The letter, which was written personally and signed by Tong King Sing (Tang Tingshu) in English, was promoting Kinder as the Engineer-in charge at the Tongshan (Tangshan) colliery following the transfer of Burnett to other mining interests in central China.

这封信注明的日期是1882年5月14日，信纸上的官方信头是China Merchants Steam Navigation Company（轮船招商局）。这封信由唐景星亲自用英文书写并署名，信中提到在伯内特调任到华中地区矿山后任命金达担任唐山煤矿的总工程师。

This is one of the exploratory diamond-tipped rock-boring drill rigs imported into Tongshan (Tangshan) in 1878. This was used for test bores to locate coal deposits.

这是1878年进口到唐山的一台勘探用带金刚石钻头的钻岩钻机，用于检测钻孔以定位煤矿床。

