

<<实业计划>>

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## &lt;&lt;实业计划&gt;&gt;

## 前言

自序欧战甫完之夕，作者始从事于研究国际共同发展中国实业，而成此六种计划。盖欲利用战时宏大规模之机器，及完全组织之人工，以助长中国实业之发达，而成我国民一突飞之进步；且以助各国战后工人问题之解决。

无如各国人民久苦战争，朝闻和议，夕则懈志，立欲复战前原状，不独战地兵员陆续解散，而后路工厂亦同时休息。

大势所趋，无可如何。

故虽有三数之明达政治家，欲赞成吾之计划，亦无从保留其战时之工业，以为中国效劳也。

我国失一速进之良机，而彼则竟陷于经济之恐慌，至今未已。

其所受痛苦，较之战时尤甚。

将来各国欲恢复其战前经济之原状，尤非发展中国之富源，以补救各国之穷困不可也。

然则中国富源之发展，已成为今日世界人类之至大问题，不独为中国之利害而已也。

惟发展之权，操之在我则存，操之在人则亡，此后中国存亡之关键，则在此实业发展之一事也。

吾欲操此发展之权，则非有此知识不可。

吾国人欲有此知识，则当读此书，尤当熟读此书。

从此触类旁通，举一反三，以推求众理。

庶几操纵在我，不致因噎废食，方能泛应曲当，驰骤于今日世界经济之场，以化彼族竞争之性，而达我大同之治也。

此书为实业计划之大方针，为国家经济之大政策而已。

至其实施之细密计划，必当再经一度专门名家之调查，科学实验之审定，乃可从事。

故所举之计划，当有种种之变更改良，读者幸毋以此书为一成不易之论，庶乎可。

此书原稿为英文，其篇首及第二、第三计划及第四之大部分为朱执信所译，其第一计划为廖仲恺所译，其第四之一部分及第六计划及结论为林云陔所译，其第五计划为马君武所译。

特此志之。

民国十年十月十日 孙文序于粤京

## &lt;&lt;实业计划&gt;&gt;

## 内容概要

《实业计划》(The International Development of China)是1919年孙中山用英文写成,集中体现了孙中山先生对中国发展交通、工业、矿业等实现现代化的宏大设想。

这是一部谈实业建设问题的专著,共包括六大计划,集中呈现孙中山经济发展和经济建设的思想,是孙中山为建设一个完整的资产阶级共和国而勾画的蓝图,也是中国近代振兴实业思想的代表作。

《孙文学说》、《实业计划》、《民权初步》,合称《建国方略》。

《实业计划》包括自序、篇首、六大计划和结论等几个组成部分。

自序讲作者写此书的动机和经过。

篇首概述全书的主要内容和基本思想。

第一计划至第三计划主张在中国沿海修建三个深水港,即位于渤海湾青河、滦河口之间的北方大港、位于东海杭州湾乍浦、澈浦之间的东方大港和位于南海珠江口外的南方大港,并且以三大港为中心,在中国北部、东部和南部由沿海至内地整修水道、修建铁路、公路、开发资源、移民垦荒和发展工农业生产。

第四计划是铁路计划,主张按中央、东南、西北、东北、高原五大铁路系统修建十万英里铁路,组成遍布全国的铁路网。

第五计划是发展食、衣、住、行、印刷等基本生活资料生产的计划。

第六计划则是开采煤、铁、石油和其他矿藏并设置采矿、冶金等设备制造厂的计划,也即是原材料和能源工业的计划。

结论部分总述实现实业计划对改变中国落后面貌和促进世界文明的作用,呼吁“国际资本家为共同经济利益”予以协助。

全书包括自序、篇首、六大计划和结论等几个组成部分。

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这次推出的《实业计划》为英汉对照版。

英文部分以美国G.P.Putnam's Sons旗下The Knickerbocker Press

1929年第二版为底本,附有孙科1928年10月为第二版所作序言;中文部分以1921年上海民智书局本为底本。

## <<实业计划>>

### 作者简介

孙中山，名文，号逸仙，1897年在日本化名中山樵，遂以中山名世。中国近代民主主义革命的先行者，中华民国和中国国民党的创始人，三民主义的倡导者。于1917年至1920年撰述《孙文学说》、《实业计划》、《民权初步》，合称《建国方略》。

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Preface to Second Edition During the eve of the Manchu R é gime<sup>1</sup>, the first spark of industrialization took place in China in the forms of various state and quasi-state enterprises; railways and steamship lines, iron and steel works and coal mines, arsenals and docks all began to bedeck the Empire but they were soon found toiling under a corrupt and decadent political system. Then came the 1911 Revolution with its almost immediate reverses in the hands of Yuan Shi-kai and his military satellites. It has taken the Kuomintang fully seventeen years to wipe out these reactionaries and establish its undisputed political authority over the whole country. Although much to the sacrifice of our economic progress, we have, in these long years of bitter struggles, achieved a great political revolution; and a new, healthy political order is necessary for proper economic development. How would Nationalist China carry out her program of economic reconstruction and development? This is necessarily a question of world interest. In 1921 my father, the late Dr. Sun Yat-sen, wrote this "International Development of China." It was then his desire that international capital should come to China to develop railroads and highways, river conservancy and irrigation, new ports and modern cities, basic industries and public utilities. The nature of the whole plan, in the words of my father, is a "rough sketch-from a layman's thought with very limited materials at his disposal; alterations and changes will have to be made after scientific investigations and detailed survey." It shows the stupendous requirements to modernize China. It will be the acme of economic rationalization when fully carried out. In its policies of reconstruction and economic development, the Nationalist Government will essentially follow this plan as its supreme guidance. Naturally, working schedules will have to be carefully mapped out in order of the importance and urgency of these different projects. As means of communication are a prime mover to drag a country out of its economic stagnation, construction of sufficient trunk lines of railways with highways serving as their feeders should engage our serious attention at present. In my father's plan, seven great systems of railways are to traverse the whole of China. As North China is comparatively better served with railways at present than South China, special preference should be given to regions in the latter, especially to those places where even proper means of water transportation are lacking. In this respect, some trunk lines of the Southwestern System, which is to cover Kwangsi, Kweichow, Yunnan, southeastern Szechuen, southwestern Hunan and the western half of Kwangtung, should be constructed to tap the rich mineral resources in these regions and to provide rapid means of transport in place of the present tedious travel requiring weeks to reach these inner provinces. Turning back to the north, the Northwestern System is all important to open up Mongolia and Sinkiang and to release the population pressure in China Proper by colonization of these grazing lands and irrigable tracts. As to the existing railways, the completion of the unfinished section of the Canton-Hankow Line and the extension of the Lunghai Line to Lanchow should merit special attention. Then the improvement of the present telegraph system and the extensive introduction of long-distance telephones and wireless service should contribute much in promoting greater efficiency and stronger unity of the national life. Some of the projects have the great advantage of being immediately very profitable. Concerning other parts of my father's plan, that which will directly help agriculture and promote industry should form the complement to the communication program and should be as equally urgent. River conservancy and land irrigation to add more acreage to agriculture, better mobilization of coal resources and proper harnessing of water power to provide cheap motive power for industry; these are the agencies through which national production will be stimulated and increased. Past studies have shown the Hwaiho regulation and Sikiang regulation to be immensely profitable. Possibilities of the North River of Kwangtung for hydroelectric development have also been carefully studied and found to be very attractive. Incidentally, increased national production means greater purchasing power, and that in turn means bigger international trade. Enough have been mentioned to indicate the vast opportunities of profitable investment. To show our readiness to accept foreign capital upon equitable and businesslike terms, we can do no better than to refer again to the words of my father. He tells us that "the Chinese people will welcome the development of our country's resources provided that it can be kept out of Mandarin corruption and ensure the mutual benefit of China and the countries cooperating with us." He further says that "international cooperation of this kind cannot but help to strengthen the Brotherhood of

Man." For the realization of the worthy objects of such financing, all necessary safeguards will be granted to the lenders, who should provide us with "organizers, administrators and experts." In other words, we welcome sound business arrangements. Looking over the activities of the international capital market in recent years, we find it has been principally absorbed in the Herculean task of the reconstruction of post-war Europe. Capital did not merely flow passively to openings already safe and lucrative, but, on account of preponderant interests involved, it actually went to put things to order. Now Europe has fully revived, and in some quarters there is even an alarm against American financial imperialism. But New York and London will keep on busy finding outlets for the immense accumulation of wealth in America and England. Hand in hand with financiers, there are also producers of industrial equipments who constantly seek wider and greater markets. As to the China market, what is mostly needed at present is information. Always more information, better collected and more widely distributed. Finally, let us consider the economic development of China as a world problem. Commenting on the purpose of his book, my father tells us that it is his desire "to contribute my (his) humble part in the realization of the world peace-for the good of the world in general and the Chinese people in particular." The mere thought of the size of China and her population will prompt one to the correct appreciation of the question. I have no doubt that far-sighted and well-meaning statesmen will actively help in solving it. Sun Fo. NANKING, Oct. 6, 1928.



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### 媒体关注与评论

《实业计划》是孙中山在当时国内各派势力争权夺势，政治上“你方唱罢我登场”的情形下，高举科学、民主大旗，以发展促和平，提出的实业强国方针。

他深刻地认识到中国的落后状况，急迫地提出雄伟的中国国民经济建设计划，确实是救国、振兴中华的革命先行者。

——肖涵静孙中山以伟人的胆略和魄力撰写了《实业计划》一书,为中国的经济现代化绘制了一幅宏伟的蓝图,为中国人民留下了一份珍贵的思想遗产,这些思想对我们今天的现代化建设仍具有宝贵的参考价值.——刘云虹《实业计划》的悲剧在于其生不逢时。

袁世凯时代的北京政府维持着全国统一局面，在拟定经济法规、劝奖实业方面曾有些许建树，袁世凯“登基”后全国分崩离析，各派政治力量竞相角逐。

——《中国经济周刊》

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### 编辑推荐

《实业计划》编辑推荐：孙中山的百年救国梦。

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