

the Balkash to Constantinople were transferred to the eastern side of the Caspian Sea, and a railroad built east across the desert.

After the conquest of the Turcomans, difficulties arose between Russia, Afghanistan, and England, and the railroad was continued in a south-easterly direction towards Herat and India. When the Afghanistan boundary was settled, the line of the railroad was turned to the north-east. It was carried through Merv, across the Oxus to Bokhara and Samarcand, nine hundred miles from the Caspian.

The railroad runs for two hundred miles along the foot of the mountains, separating Turkestan from Persia. All the mountain-passes in Persia are controlled by the Russians; and Russian products are taking the place of English in the markets of northern Persia, Turkestan, Afghanistan, and even Thibet. The influence of Russia in Persia is to-day paramount to that of Great Britain.

France was formerly a competitor with England for the Empire of India. Defeated there, she has built up for herself a principality in Cambodia, Anam, and Tonquin.

The Future of Asia.

England has successfully met and stopped the progress of Russia in Europe, but in vain has she opposed her in Asia.

Only a few years ago Russia was bounded on the south and east by the Caspian Sea: now her outposts are one thousand miles east of the Caspian, bounded by the Pamir and China, and only Afghanistan separates her from India and the English Empire. They will soon meet among the mountains of Afghanistan as friends or foes. These nations from either extremity of Europe are neighbors in Asia, but are as far apart as the poles in their methods of dealing with conquered Asia.

The Russians are Asiatic in their origin, and easily adapt themselves to Oriental customs and manners. Their conquest of Asia is a conquest of Orientals by Orientals. After a sojourn in civilized Europe, they return as colonists, as merchants, as inhabitants, where they soon become acclimated. The expansion of Russia in Asia is the natural growth of the parent stem.

The English are mere sojourners in Asia as officials for a longer or shorter term of years. Every Englishman yearns for the expiration of this contract, and for his English home. The English are of a race entirely foreign, never becoming one with a conquered people, but widely separated in interest, thought, and habit. They instruct the people, send missionaries to them, build railroads and irrigating-canals, substitute low and regular taxation for irregular and exorbitant exactions of all kinds, yet in every act and deed they are conquerors, and not inhabitants.

The climate of India presents an insurmountable obstacle to the English, and renders English colonies an impossibility. The expansion of England in Asia is like a graft on an uncongenial stem.

Whether England will maintain her sway in India, notwithstanding all she has done for the prosperity of the country, is a question which Englishmen are discussing. The English are hated by the Hindoos, and it is said even by Englishmen that India would prefer the lawlessness of their old rulers to the order and rule of England.

Long before the mariner's compass or the invention of gunpowder in Europe, canals were in use in China. For hundreds of years they have intersected the country. Centuries ago they had made great progress in civilization; but then they came to a stand-still, beyond which they have only recently advanced. For many years the more advanced and intelligent Chinese have tried to introduce telegraphs and railroads into China, without success. But now the party of progress has prevailed, Chinese steamboats crowd the inland seas and rivers, and a railroad will soon be built from Peking, through Nankin, to China Kiang, 600 miles, crossing the two great rivers of China, the Hoang-Ho and the Yang-tse-kiang, following the line of the Imperial Canal. French, German, and American engineers are waiting at Ticutsin to take the contract, but it will be undertaken and completed by the Chinese.

Until recently, the carrying trade between the seaports of China, and the commerce between China and Europe, were in the

hands of English and American merchants; but the Chinese have bought or driven off the foreign steamers and taken the business, and now only one English and one American house remain. The Mandarins have recently opened a large depot in London to sell their teas and silks. China has awakened from her long sleep, and has entered on a new course. Her emigrants are found in the islands of the Pacific, and are only stopped by our laws from passing the Pacific Ocean and possessing the western coast of America. China, like Japan, has awakened from the sleep of centuries to a new and higher life.

Europeans have taken possession of the whole continent of America, and have exterminated the aborigines. Not content with America, the Europeans have surrounded Africa with a fringe of white settlements. They have occupied the valley of the Kongo, have worked their way from the Cape of Good Hope north towards the centre of Africa, from Zanzibar west to the Great Lakes, and from Algeria south towards Timbuctoo. The English have taken possession of Australia and New Zealand, and the natives are disappearing as rapidly as they disappeared from America. Over all the islands of the Pacific the flags of European nations wave.

All the northern and western portions of Asia are under Russian rule. Persia and Afghanistan are neutral; Russian influence predominating in Persia, English in Afghanistan. The Queen of England, the Empress of India, has extended her empire over Burmah and the Straits Settlement, down Indo-China to Singapore and the equator. East of the English are the French in Anam and Tonquin. Over the islands of Sumatra and Borneo, Holland and England rule.

There remain, then, China and Japan. Again and again foreigners have apparently succeeded in affecting an entrance into China and Japan, but as often they have failed, met by a steady, persistent, and inflexible resistance. China and Japan are the only nations in the world that have successfully resisted the encroachments of Europeans.

NOTES AND NEWS.

It is reported from Paris that the engineers sent out to examine the condition of the Panama Canal found that only three-tenths of the necessary work has been done, and that much that has been done will have to be done over if operations are ever resumed.

—It is reported that a bridge across the Bosphorus is projected by a syndicate of French capitalists. At the points elected for bridging, the channel is about half a mile wide.

—Mr. Robert Moore stated at a meeting of the St. Louis Engineers' Club, March 5, that *lignum-vitæ* ties were being used successfully in Mexico. Their cost was about a dollar each, and they lasted indefinitely.

—Among the subjects to be discussed by the International Labor Conference at Berlin are the regulation of mine-work with reference to the prohibition of the labor of women and children under ground, the shortening of the shifts in particularly unhealthy mines, the insuring of a regular output of coal by subjecting the working of the miners to international rules, the regulation of Sunday labor, and the regulation of the labor of women and children. The question whether there shall be future and periodical conferences of the same nature will also be discussed.

—The Pan-American Conference has adopted a report recommending that the governments represented give their adhesion to the treaties on literary and artistic copyright, trade-marks, and patents adopted by the South American Congress at Montevideo. These treaties, which were subscribed to by the Argentine Republic, Bolivia, Brazil, Chili, Paraguay, Peru, and Uruguay, provide that authors and inventors shall enjoy in all States the rights accorded them by the laws of the State in which the original publication or grant takes place, but that no State is obliged to recognize such rights for a longer time than that allowed in the original State. The conference also recommends the adoption of the metric system by the United States in all official business.