

RUSSIA'S BIG ROAD.

GREAT TRANS-SIBERIAN RAILWAY SYSTEM.

When the Czar's Stupendous Project Is Completed Our Pacific Coast May Become More Important than the Atlantic.

The Russian minister of railroads is quoted in recent St. Petersburg dispatches as saying that there is no longer doubt that the trans-Siberian road will be finished next year and that when it is completed it will be possible to make the trip around the world in thirty-three days. In this same dispatch Bremen is taken for the European starting point, for the reason that it is reached by steamer from New York; thence the route indicated is from Bremen to St. Petersburg in one and a half days; St. Petersburg to Vladivostok, ten days; Vladivostok to San Francisco by steamer, four and one-half days; San Francisco to Chicago, three and one-half days; Chicago to New York, one day; New York to Bremen, seven days.

Should this longest railroad in the

road thither Russia must have come to a satisfactory understanding with China. Within the present year, then, St. Petersburg will be connected by rail not only with Vladivostok, but with Port Arthur, and probably within next year by branch roads with Canton and Peking.

It is estimated that after the road is repaired after the first few years of traffic the journey from St. Petersburg to Peking will be made in five days. From London the most important harbor on the Japan Sea will be seventeen and a half days. It is now possible by the "North Express" to go from London to St. Petersburg in two days and four hours. It will therefore be possible to reach Peking from London in seven or eight days. But this in the future. While the road is new and stiff the speed at which the trains will run will not be greater than twenty miles an hour, but even so it will be possible to go from London to Japan in sixteen days and to China in seventeen days. The shortest cut at present from London to those countries is across the Atlantic, across the United States or Canada and across the Pacific, and with the best of luck it takes from thirty to thirty-five days to make it. At first thought this promised shortening of the time would seem to bode

large portions of North America, will be filled up with industrious people, and that before the twentieth century is half out all Asia will be teeming with new life and sharing modern prosperity. Secondly, it means that the United States will then exchange products on a large scale with Siberia, China and every other country in that quarter of the globe. Then the Pacific Ocean will be white with steam and sail, as the Atlantic now is—and our Pacific States will be populated perhaps not less densely than Japan. The civilization on the Pacific coast will be the best on this continent, and the splendor of its trading and commercial achievements will eclipse anything that has been known in the past on the eastern side of this continent. Only—the United States hesitates to face about and face the Pacific and the Orient.

It Is Already Profitable.

Such sections of the Siberian railroad as are being operated are reported to be earning operating expenses. The first, or western, section earned expenses the first year, which was 1894. It carried of first, second, third and fourth class passengers 152,315. It brought 189,996 settlers into the country, besides 33,000 workmen and 2,258 convicts. In 1896 the connecting, or Omsk-Obi, section carried into the country 37,500 passengers of the different classes and 116,023 settlers. In 1896 on the third section, the Chelabinsk, were carried 23,768 passengers and 3,072 settlers. That was thought to be a good beginning, but it is stated that since 1896, the road having been enormously extended and old stations improved and new stations established, the passenger business has largely increased. Official tables are not at hand, but it is believed that during the last two years not less than 350,000 emigrants have arrived in Siberia. From all accounts the most of them are contented and doing fairly well. The total receipts last year for transportation of passengers and freights were upward of \$3,500,000. These figures will serve to change the ideas many hold of that country. Siberia has ever been regarded as a frozen waste, uninhabited except by exiles and quite uninhabitable. A country that can furnish such an amount of business to a new railroad is plainly something very different from that.

When the road is completed the passenger business will be largely increased, for the way passenger traffic will increase, and it is certain that thousands every year will prefer to go all-rail around the world, especially as that way it is cheaper and quicker. Tickets from Warsaw to Vladivostok cost 120 rubles, or \$82.40. From London to Vladivostok the cost of a ticket is \$119, first-class; a second-class ticket is considerably cheaper. A Chicago person knowing the fare to New York and London can easily calculate the cost of transportation from his city through Europe to Vladivostok. The price of a first-class ticket by the Suez canal to Japan is \$428. Add the price of sleeping berth, twelve nights, by the

Russian railroad from Ekaterinburg to the navigable part of the Dwina is nearly completed and the products of Siberia will thus have an important outlet to the White Sea, and hand in hand with the building of the main Siberian water ways connecting with the railroad is progressing, and surveys are preparing for the building of branch roads to all the more important towns of the various provinces and to the mining districts. Few of these branches will be built, however, until the trunk line is completed, for most of the energy and money will be devoted to the main road until the great project is an accomplished fact.

An enormous part of the country that is tributary to the Siberian Railroad is amply blessed by nature and is capable of supporting an enormous population. This road will be the main factor in the next century in the development of an important fraction of the earth's surface. We have only to glance over the list of the projected lines connecting the Siberian road with China to get an idea of the immense influence which Russia is certain to wield over all the interests of Eastern Asia.

Naming the Child.

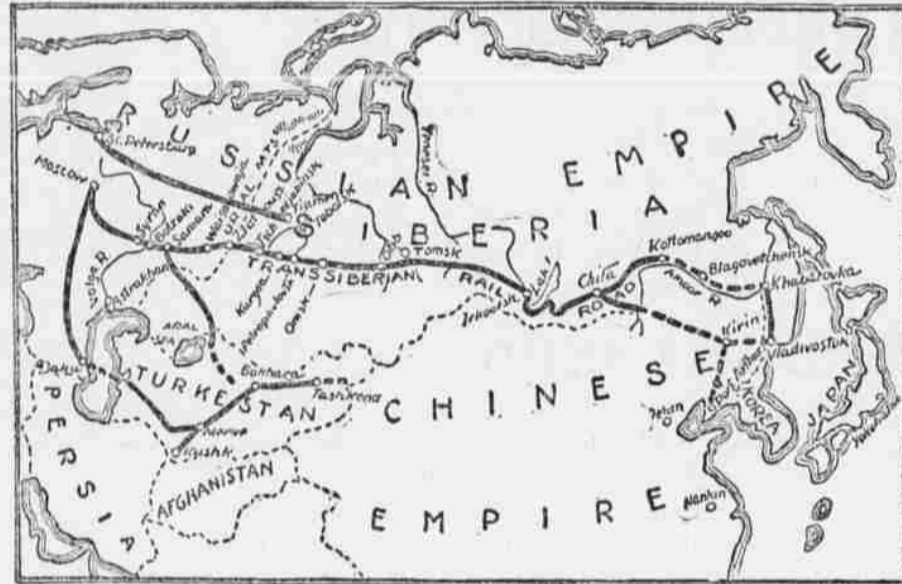
"Among the plantation negroes in the old times," writes a correspondent, "the naming of a child was a matter of great moment. Since they all had the same surname, the distinction had to be made in some other way. And since there were 100 or more to be named, the Bible, classics, literature and history were culled from very freely by the master or some other member of the family to assist the parents in this matter. Among the various names I recall this was the most original one: Elijah the Prophet Lucius K. Polk Mars Abberth L—. The later name was a compliment to one of the young masters, and not to have given the title would have been an act of discourtesy. The name, however, was abbreviated to 'Prop,' and he was so called."—New York Tribune.

Brain Stimulant.

Sleep is the best brain stimulant. The best possible thing for a man to do when he feels too weak to carry anything through is to go direct to bed, and to stop there as long as he can. Sleep is the only recuperator of brain power. During sleep the brain is in a state of rest, in a condition to receive and appropriate particles of nutriment from the blood, which takes the place of those which have been consumed by previous labor, since every act of thinking burns up solid particles just as every turn of the wheel or screw of a steamer is the result of consumption by fire of fuel in the furnace.

Siberian Gentleman's Life.

"For five months of the year the Siberian man of fashion lives in the open air, either at the mining camp or in the hunting field," says Thomas G. Allen, Jr., in Ladies' Home Journal. "He is an early bird under all circumstances, and invariably rises between 7 and 8 o'clock, although he may have had but



GREAT RAILWAY SYSTEM THAT RUSSIA IS BUILDING.

world be completed next year it will have been nine years in course of construction. The preliminary plan of its construction was outlined by the late Emperor Alexander III. of Russia in his rescript addressed in May, 1891, to the Czarowitz. Surveys were made for portions of this continuous trans-Siberian road in 1887-88. Designed to begin at Chelabinsk, near the boundary between European and Asiatic Russia, it was to end in Vladivostok on the Pacific ocean and, together with the system of Russian railroads, was destined for connecting the Baltic Sea with the Pacific. For the sake of facility of construction it was divided into seven lines under the following names, respectively: The Western Siberian Railroad, 885 miles; the Central Siberian, 1,149 miles; the Balkal Loop Line, 195 miles; the Trans-Balkal Railroad, 680 miles; the Amoor, 1,111 miles; the North Oussouri, 227 miles, and the South Oussouri, 252 miles. So that the total length of the railroad in Asiatic Russia was designed to be 4,507 miles, and the total distance from St. Petersburg to Vladivostok, or from the Bal-



RAILWAY ACROSS THE STEPPES.

tic Sea to the Pacific, was estimated at 6,222 miles. This gigantic work has been prosecuted with marvelous vigor and steadiness and a year ago was declared to be nearing completion.

Changes in the Line.

Changes have been necessitated in the line by recent events in China—originally only one port on the Pacific was thought of, Vladivostok, and that was to be reached, first, by a northerly and then by a southerly bend entirely through Russian territory. But owing to interests obtained by Russia in Manchuria it was deemed inexpedient to follow the line as it was originally surveyed, and accordingly a new line direct from Irkutsk southwest to Vladivostok was adopted. Still more recent events in China have caused another change in the main line to be made, and in consequence not Vladivostok but Port Arthur will be the terminus on the Pacific. So that the trans-Siberian Railroad divides into three prongs as near approach is made to the Pacific. One prong goes straight on to Vladivostok, another strikes down through Manchuria and a third bears in a southerly direction down to Port Arthur. Either of these latter is a shorter cut to the sea by several hundred miles, the Port Arthur route being the shortest of the three. Vladivostok is not to be abandoned; it will have its railroad and be made in consequence a commercial place of importance, but it has the disadvantage of being during one-half the year under snow and ice. Port Arthur is open the year round. But this latter port is in China and before Russia decided to extend its trans-Siberian Rail-

anything but good to the transcontinental traffic of the United States and Canada which has been heretofore afforded by England in her commerce with Asiatic countries. But the intense rivalry existing between England and Russia is to be taken into account. The trans-Siberian road will not be extensively patronized by England—it will be supported by Russian traffic and, in a degree, by German. True, it is true, is a valuable element in commerce, but it will be lost sight of by the English while pushing their own interests in opposition to those of their most dangerous rival, England, at any rate until the Nicaragua canal is constructed, will continue to support the Canadian Pacific Railroad by her shipments, and at the same time and from the same source the transcontinental lines within the United States will have each a share of benefits.

Course of Empire Turned Back.

It is for other reasons not to be feared that the course of commerce—of empire—will be changed, turned back on itself, and made to move toward the east. It has ever been westward going, and there is every reason to believe that it will continue in that direction. Civilization, so far as we know, began in the Euphrates valley, moved to the Nile valley, and then to the east end of the Mediterranean. Rome took it up and spread it entirely around the Mediterranean, and afterward it drifted out into the Atlantic. There was never any change or shadow of turning in the course civilization would pursue in its march over the world. Meanwhile eastern trade was had by the advancing nations—first Venice possessed it, then Spain and Portugal, and next Holland and England. Venice ceased as a world power, and her successors to the trade of the Orient, while continuing in the rich traffic, looked ever out toward the west. At length nations surrendered that trade to commercial companies, and themselves sought more and more to discover and occupy new lands in the distant west. Exactly three centuries ago England incorporated the East India company, when England was engaged in making conquests on the American continent. "Westward the course of empire takes its way." It was pursuing that course when it left the Atlantic States of this republic and made its way over the Alleghenies and into the Mississippi valley. Again it was pursuing that course when, in 1849-50, the Pacific coast was reached, and the intermediate country began to be occupied by intelligent people. Our interest in "empire" is, or was until recently, limited to these United States. How far that interest may extend and how permanently nobody just now can say. But it is absolutely certain that the part the United States are to have in the trade and commerce of the beyond—of all the Asiatic countries—is to be immense and soon to be realized. The completion of the trans-Siberian railroad is an event of the greatest significance to this country. It means, first, that Siberia, a country as large as all North America and about as diversified as respects climate and soil and general fertility as



AROUND THE WORLD IN THIRTY-THREE DAYS.

Siberian route, and still there is a saving of \$190. It is estimated that 100,000 first-class passengers will use the new route annually. Expectations equally high are entertained of the freight traffic. Goods going over the road to the east and those coming west will be those that can pay the highest rates, such as furs, gold, silver, platinum and tea. As the estimated cost of building and equipping the road is \$160,000,000, the highest earnings it may be capable of will be needed to pay a profit on the investment. But as the road is owned by the Russian Government and as above all things a military road, pecuniary profits are not what are mainly sought.

Many Branch Roads.

From almost the first the activity of the Russians in Siberia has not been confined to building the main line. Branch roads were early contemplated and some of them are completed. The

a couple of hours' rest. Nearly every meal is succeeded by a nap. However, dressing operations do not take very long, for when he retires the Siberian only divests himself of his coat and boots. Shirts are unknown in Siberia, and in many houses beds, also. The samovar is set on the dining-room table at 8 a. m., together with eggs, black and white bread, sardines, jam and cakes, etc. Breakfast is eaten, and washed down by five or six glasses of tea stirred up with sugar, cream and sometimes jam. At 1 o'clock dinner is served, and at 5 in the afternoon another small meal, much like that of the morning, is taken. A meat supper follows at 9 o'clock.

The smaller the woman the easier it is for her to twist a big man around her finger.

Adam was not born. Probably that's why he never wrote poetry.

"Durability is Better Than Show."

The wealth of the multi-millionaires is not equal to good health. Riches without health are a curse, and yet the rich, the middle classes and the poor alike have, in Hood's Sarsaparilla, a valuable assistant in getting and maintaining perfect health.



BITS FROM ABROAD.

The value of the fruit consumed in Great Britain every year is estimated at £10,000,000.

The queen of Italy, says a gossip, weighs 176 pounds; Queen Victoria, 171 pounds; the queen of Spain, 147 pounds, and the queen of Belgium, 143 pounds.

There is a quicksilver mine in Peru 170 fathoms in circumference and 480 feet deep. In this profound abyss are streets, squares, and a chapel where religious worship is held.

It appears that they are to have a new form of field sport in England, as several gentlemen are busying themselves in the process of training man-hunting bloodhounds. As the sport is followed on horseback it will probably be supplementary to—if not a substitute for—fox-hunting. It is not mentioned what is to be done with the man when he is run down. He can hardly be treated in the same way as the fox now is.

A Mistake.

The young man who prefers to owe a tailor rather than to wear a suit which has been taken from the counters of a clothing store, says that he never cared for a counter fit anyway.—Boston Advertiser.

SHAKE INTO YOUR SHOES

Allen's Foot-Ease, a powder for the feet. It cures painful, swollen, smarting, nervous feet and instantly takes the sting out of corns and bunions. It's the greatest comfort discovery of the age. Allen's Foot-Ease makes tight or new shoes feel easy. It is a certain cure for Ingrowing Nails, sweating, callous and hot, tired, aching feet. We have over 30,000 testimonials. Try it today. Sold by all druggists and shoe stores. By mail for 25c, in stamps. Trial package FREE. Address, Allen S. Oimsted, Le Roy, N. Y.

A silk factory in which only women are employed has been opened in a suburb of London.

There was a young man from Lenore, Who boldly went off to the war; The "beef" made him sick, He recovered quite quick By the prompt use of old Jesse Moore.

Reports from 23 British towns show that London, the only one supplied with river water, has almost the lowest death rate from fever—67 per million. The rate at Plymouth is 40, while at Glasgow it is 184, and at Belfast it reaches 1,667.

Chronic Constipation Cured.

The most important discovery of recent years is the positive remedy for constipation. Carex Candy Cathartic. Cure guaranteed. Druggists, 10c, 25c, 50c.

Nearly 20,000 pounds of bread are daily eaten in the Sultan of Turkey's household.



An Excellent Combination.

The pleasant method and beneficial effects of the well known remedy, SYRUP OF FIGS, manufactured by the CALIFORNIA FIG SYRUP Co., illustrate the value of obtaining the liquid laxative principles of plants known to be medicinally laxative and presenting them in the form most refreshing to the taste and acceptable to the system. It is the one perfect strengthening laxative, cleansing the system effectually, dispelling colds, headaches and fevers gently yet promptly and enabling one to overcome habitual constipation permanently. Its perfect freedom from every objectionable quality and substance, and its acting on the kidneys, liver and bowels, without weakening or irritating them, make it the ideal laxative.

In the process of manufacturing figs are used, as they are pleasant to the taste, but the medicinal qualities of the remedy are obtained from senna and other aromatic plants, by a method known to the CALIFORNIA FIG SYRUP Co. only. In order to get its beneficial effects and to avoid imitations, please remember the full name of the Company printed on the front of every package.

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