

of international trouble at Tangier or the further ill-treatment of American missionaries in Asia Minor. We have the Charleston at Rio Janeiro and the Newark and Yantic on their way thither, to watch the struggle between Peixoto and Mello, while the Newark will afterwards be available, with the Yantic to observe the chronic troubles in Argentina. On the Asiatic station, the Concord, at Bangkok, is ready should fresh trouble break out between France and Siam, and the Baltimore will soon reinforce Admiral Irwin's squadron, to look after missionary riots in China. The Philadelphia and Adams are on guard at Honolulu, one of our most important stations, while the Yorktown is at Callao to protect American interests in Peru. Samoan affairs are, fortunately, quiet for the present, but perhaps when practicable a vessel may be spared for Apia, while during the coming winter the contingent for next year's sealing patrol can be made up.

It is pronounced a piece of good fortune that the Maenias will soon be ready for foreign duty and the Castine a few months later, while several other ships are coming along. It seems that, even if our merchant marine has practically disappeared from the greater highways, we are pretty well provided for at least in the matter of bellicose craft and more are yet to come.

#### AN ANTIPODEAN WORLD'S FAIR.

The example of national and international expositions is contagious, and if all such affairs already promised for the concluding portion of the century shall really materialize, the next seven years will far exceed in this particular the previous seven decades, and prior to that, any seven centuries in the world's history. The latest country to report itself as an aspirant for this sort of honor is New Zealand, or Tasmania, as the geographers now call it. A London trades journal gives the information that an exhibition, international in character, will be held in Hobart Town during the summer of 1894-95, and the government of Tasmania has granted its official patronage to the undertaking. The proposal has been taken up by the people of Tasmania and the adjacent colonies with such general approval that the necessary capital has been readily subscribed. The objects of the exhibition are: To promote and foster industry, science and art, by inciting the inventive genius of the people to a further improvement in arts and manufactures, as well as to stimulate commercial enterprise by inviting all nations to exhibit their products both in the raw and finished state. Samples of the products for which this and the other Australasia colonies have become famous will be exhibited, with a view to increase the development of their natural resources. Similar and more varied exhibits are expected from Great Britain, the continent, America, India, Canada, the Cape and other colonies, to which the government of Tasmania has forwarded an official invitation to grant substantial support to the undertaking. The site which has been granted by the government for the exhibition buildings covers about eleven acres. The growth of the

antipodes under the influence of civilization has been phenomenal, and the virgin and well-nigh limitless resources of that vast section will undoubtedly receive a great stimulus from the advertising that such a display will give them.

#### MORMONS IN MOLOKAI.

The illustrated *Catholic Missions* for October contains an article with reference to the leper colony on the island of Molokai, one of the Hawaiian group. Dr. Leonard Freeman of Cincinnati had been on a visit to the island, spent two days in the colony, and in the course of a long account of his observations he is quoted as saying: "There are several other churches in the colony besides the Methodist, including a Catholic church and a Mormon church; but the Catholics seem to be doing most of the real work. The others take it out largely in talk."

The NEWS is not particularly informed as to whether there is a Mormon church on this island or not, but there are, no doubt, a few members belonging to the Church there. Elder Napela, now dead, who made a visit to Utah many years ago, before any of his countrymen, save perhaps a child or two, had been permitted to emigrate, voluntarily took up his residence there because his wife had become a victim to the disease and had had to be removed thither. There are perhaps others who have exhibited similar heroism, besides those who were compelled to go; hence there is probably truth in Dr. Freeman's remark that there is a Mormon church there.

But the point we wish to make is that while the Church on that island may not be doing much of "the real work," its record on the other islands is conspicuously ahead of any of the rest in the matter of educating, training and civilizing the natives. For many years the Elders of this Church have labored with the Kanakas in the cane fields and the sugar mill, taking the lead and assisting in all the plantation labor, and teaching, not only by precept but by every-day example, habits of industry, sobriety and virtue. It is admitted generally that no other church has in this respect accomplished so much. It is hardly necessary to refer in this connection to the operations of the colony at Iosepa, in Tooele county, this Territory, and to the advancement in thrift and civilization the dusky colonists have there made—these matters having been repeatedly dwelt upon in this paper. We merely wished to emphasize the fact that while in the quotation above Dr. Freeman may have told nothing but the truth, there would have been no violation of fairness if he had told the whole truth.

#### A GREAT ENTERPRISE.

Four distinguished foreigners are to be in Salt Lake the latter end of the week, en route from eastern Siberia to St. Petersburg. It is probable that their stay here will be limited to the time that the through east bound train stops, as they are desirous of

taking a view of the World's Fair before the removal of the exhibits begins. Though the gentlemen referred to are not known here, except one who passed through Salt Lake on a former occasion, they are men of note in their own land. Their names are Messrs. Geletski, Ivanoff and Alimoff, eminent civil engineers of Russia, and Mr. Koraloff, a large operator of Siberian mines.

J. J. Galetski is the member of the party who has been here before. He is the superintendent of construction on the eastern division of the great Siberian railway—the most extensive project in railway building that ever has been undertaken. When completed it will be more than 5600 miles long, and will connect European Russia, at the present terminus in the Ural mountains, with the port of Vladivostok, one of the Pacific ports of eastern Siberia. The route in Siberia is close along the fifty-fifth parallel of north latitude from Zlatausk and Minsk to the Yenesei river. There branch lines will connect with the towns of Tomsk and Omsk, while the main road pursues a southerly course to Irkutsk. It then runs along the southern shore of Lake Baikal, through the valley of the Selenge river, over the Lena to the Amoor, and along that stream to a town called Khabarovka. There it will again turn southward along the right bank of the Ussuri, and on to Vladivostok, on the Sea of Japan, in latitude 43 degrees.

The cost of the road ranges from \$30,000 to \$70,000 per mile, the total expenditure being estimated at 400,000,000 roubles or about \$200,000,000. There are great engineering difficulties to be met, which render the work slow and tedious. The country is wild, with all the dangers and inconveniences of such a condition. The construction from Vladivostok westward was begun on the 24th of May, 1891, when the czarowitz turned the first sod, laid the first rail and drove the first spike. When the work was begun it was the intention of the Russian government to complete it in 1895, but in a short time this was found to be impossible, and 1897 was the date fixed. Mr. Galetski has, however, expressed the opinion that it cannot be completed till 1900.

The accomplishment of this vast project was a theme to which the czar gave much thought for twenty years before the work was actually begun. He considered that it would become the great highway from the East to Europe, and notwithstanding the high rate of speed attained over sea and rail by crossing the two oceans and America in going from eastern Asia to western Europe, there is still a large balance of time in favor of the Russian enterprise. It now takes thirty-five to forty days on the quickest journeys from Shanghai to Vancouver or San Francisco, across America and over the Atlantic to Europe. By way of the Suez canal to Genoa and Marseilles requires forty-three to forty-six days. When completed the Siberian railway will reduce the time to from ten to fifteen days. By this saving of time Russia expects to cut into the business that now falls to the United States, Canada, Great Britain, France, Italy and Germany, and to divert to