

Russia in the Pacific.

What the Czar is Doing in Manchuria, Turkestan and North China.

FRANK G. CARPENTER.

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Nagasaki, Japan.—I want to tell you what the Russians are doing out here in the Pacific. They are the principal actors on the stage of western invasion. Germany, England, and the United States are making a great noise about trade and development, but Russia is keeping her mouth shut and saving wood. Her policy is to work quietly but steadily. She makes no backward footsteps. She has her fingers out in every direction, and is quietly gathering in the continent. She has already a million square miles more than one-third of all Asia, and the prospect is that the whole northern half of this continent will eventually be hers.

RUSSIA IN ASIA.

Have you ever figured up the enormous property that the czar owns outside of Europe? His possessions in Asia embrace more than twice as much land as the United States proper. They are about as large as the whole of South America and almost twice as much as Europe. The Russian possessions in Central Asia alone, including the region now being opened up by the Trans-Caspian railroad, are half as large as the whole of our country, and the czar is now claiming the right to all concessions in Chinese-Turkestan, a territory twice as big as the empire of Germany. Siberia is 25 times as big as Germany or France. It is a million square miles bigger than Europe, and larger than the United States, Central America and Mexico combined. Manchuria, which is now practically annexed to Siberia, is bigger than any country in Europe outside Russia, and Mongolia, which will follow suit, is one-third the size of the United States.

HOW THE RUSSIANS WORK.

Over all this vast territory the czar is pushing his explorations. He is preparing to settle the several countries and to Russify them. His Trans-Caspian rail is carrying thousands of his peasants into Central Turkestan. His railroad already goes through Peking to beyond Camaracand, and a branch line extends down into Afghanistan. Other roads, of which I write later, are being projected to connect with these.

He is not only opening up the country, but he is developing it. He is setting out cotton plantations and introducing our American plants. His product of cotton is already enormous, and half his crop is now of the same variety as our own. It loads down the railroad during the season, and you may see shipments of it going up the Volga to be transferred to the factories and all parts of Russia. Tobacco is also grown in large quantities, and in Trans-Caspian tea plantations are being established. That region is now one of the great silk cocoons-raising places of the world, and it exports hundreds of millions of pounds of cocoons annually. The wheat lands are also increasing, and Russia seems in fact to be reaching out toward a monopoly of production of every variety for all the world.

RUSSIAN VERSUS AMERICAN WHEAT.

The Russians are already our chief competitors in the wheat markets of Europe, and they will be more so as time goes on. Russia is the granary of Europe—Siberia promises to be the granary of the world. A few years ago I traveled over the Black plain south of Moscow. It has some of the richest soil known to man, and it produces abundantly with the newest cultivators. The people are now introducing our machinery, and their crops will be increased thereby. The wheat lands of Siberia are said to be as rich as those of the Red River valley, and the climate is about the same.

COLONIZING SIBERIA.

Russia is rapidly colonizing Siberia. The soil is being broken. Irrigation works on a large scale have been started, and development is going on upon the choice tract along the new railroads. Since 1877 more than a million peasants have emigrated to Siberia, and vast numbers are now being sent by sea from Odessa to Vladivostok. The czar has built a fleet of emigrant steamers which run regularly from the Black sea to the mouth of the Amur. I see them often in these waters. They

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Siberia as the Granary of the World—The Wheat Fields to Compete With Ours—The Cotton Plantations of Turkestan—The Manchurian Railroads and Tientsin—The Russians in Korea—New Railroads for China—Trade Methods Which May Crowd Us Out of Northern Asia.



Photographed for the "News" by Frank G. Carpenter.
A SIBERIAN WHEAT SOWER.

carry peasants free from Russia to Siberia, and the government gives each family from 200 to 300 acres of land free of charge. It also loans them money to start farming and furnishes agricultural implements at reduced rates. Within seven years almost 20,000,000 acres of state lands have been turned over to immigrants and from now on the settled country will be rapidly increased. I have no figures as to the numbers which are coming in by the Trans-Siberian railroad, but they must be enormous, for the government has reduced the emigrant fares to a minimum, and it is aiding immigration in every possible way.

THE CZAR IN MANCHURIA.

The czar has already begun to colonize Manchuria. The soldiers who guard the railroads have in many cases brought their families with them and they are settling along the line as they build it. The Russians make no bones of saying they own Manchuria. Gen. Gribsky, who has charge of the territory, recently sent out a proclamation that the Chinese would not be allowed to settle in certain sections, as the lands were to be used for Russian colonization. He forbade them to build in the town of Alzin, as it was needed for quarantining the Russian troops and for Russian warehouses. It was in vain that the Chinese fought the Russians. The town was destroyed and the villages near it. Gen. Gribsky has warned the Chinese that if one of them dares to shoot at or injure a Russian he will have his village or town burned to the ground. He has issued his proclamation with the following:

RUSSIA'S MANCHURIAN RAILROAD.

The czar is rapidly pushing his railroad to the northward to connect with the Trans-Siberian system. Short passages by rail to Europe are already adjoined at the leading ports, and are shall soon be able to go from Port Arthur to Paris. The railroad is nominally under the control of the Eastern Chinese railroad company, but this is another name for the Russian government. The company itself has a capital of two and one-half million dollars, but its bonds are guaranteed by the government and are supposed to be held by it.

The provisions of the concession forbid China to collect a tariff on goods in transit upon it, and the Russian officials and Russian mails are to be carried free. Russia is to have charge of the postal system along the line, and with it goes the privilege of opening up and developing the mineral resources of Manchuria. Russian engineers and surveyors are now traveling over the country prospecting it. They have already found coal and iron and some rich mines of gold. There are large fields near Mukden, the capital of Manchuria, which will be tapped by the railroad. The coal there is said to be better than the Japanese and equal to the Cardiff and anthracite of the Port Arthur and Tientsin, and the mines will pay well. At present the most of the mining is done by the natives. The coal is gotten out by hand and carried to the market in Chinese carts. It is both anthracite and bituminous.

THE CZAR'S METROPOLIS ON THE YELLOW SEA.

The czar has already chosen the site for his metropolis in this part of the world. It is to be at the terminus of the Manchurian railroad system, within a few miles of Port Arthur. This place will surpass Vladivostok, as it will have an open harbor the year around, and will be more easily accessible. The Russians are building it much as Peking. The Great Wall, St. Petersburg. They are laying out the city on a grand scale, expecting to bring in the people after it is completed. They are building immense breakwaters out from the shore and are so dredging the harbor that it will admit the largest of the ocean steamships. They have already built warehouses and piers and are putting up other buildings suitable to the great city of the future.

The name of this town is to be Tientsin.

chief port for Manchuria, and it has English, German and American houses. The Russians have built a branch railroad to it, the Russo-Chinese Bank has opened a house there and the foreigners fear that their trade will be gobbled by Russians.

Mukden, the capital of Manchuria, will be the chief interior city along the line. It is a walled town of about 600 people, and as the seat of the Chinese government it has been the center of everything Manchurian. The town is said to be like Peking and to have fine Chinese houses.

WILL RUSSIA GRAB KOREA?

The question as to whether the Russians will take possession of Korea is one of the future. They will certainly concede it to Japan. The Japanese are very jealous of Russia and resent their acquiring territory on the Korean peninsula. They threatened war in the spring of 1900 when the office of the czar took possession of the harbor of Asan, on the south coast. Some land about this harbor was granted to a Russian steamship company, but a private Japanese individual had bought the land of the company owners and for this reason the Russians were not able to get it. They did get, however, other lands at the same place, and they are now said to be planning a naval and commercial station there. This will give the commander of the strait and they will not be far away from Japan and from the Shimonoseki strait, where there are great Japanese fortifications.

THE CZAR AND THE COREAN EMPEROR.

The Japanese are jealous of the friendship which the emperor of Korea has for the Russians. It will be remembered that during the troubles which followed the Chinese-Japanese war, his majesty left his palace and fled to the Russian legation for protection. He sneaked out in a closed sedan chair with a woman walking on each side of it just like a common nobleman's wife, in order to escape the Korean nobles who had him in keeping. The Russian minister took him in and for a long time the Russian legation was the seat of the government of Korea. From the emperor sent forth a decree that his cabinet should be arrested. He ordered that the members have their heads chopped off, and that the said heads be brought to him at the legation, which you will agree with.

"A faintly die to see before the king." At this same time Russian officers were chosen to drill the army, and it looked for a while as though Korea was to be at once Russian. Shortly after that the emperor of Korea, who had concluded to take Manchuria first, and they signed a treaty with the Japanese that neither government should interfere in the politics or trade of the Korean peninsula.

In the meantime the Japanese are buying up the railroads of Korea as fast as they can, and they are now building one from Pusan, one of the ports on the south coast, to the capital, Seoul. The French, which is probably another name for the Russians, have obtained a concession for a railroad from Seoul to the northern boundary of the country, and this will probably eventually be connected with the Manchurian railroad and enable the czar to put his soldiers into the Korean capital at will.

RUSSIAN SCHEMES IN CHINA.

It is difficult to say where the czar's schemes as to China begin and end. During the war the Russians seized the Tien Tsin-Shanhaiwan railroad, and they will eventually want to control this line as an extension of the Trans-Siberian system to Peking. If they cannot buy the road outright there will be little trouble in paralleling it, as most of the country is level, and as it possesses few engineering difficulties. The line was largely built with English money, but it is owned by Chinese.

The line from Peking to Hankow is said to practically belong to the Russians. A concession for it was given to a Belgian and a French company. They capitalized it at \$25,000,000, and building is now going on from both ends. The money is said to be furnished by the Russo-Chinese bank, and this is really the Russian government. The bank has its branch houses at all the chief cities of China, including those of Manchuria. It is backed by the government and acts as the financial agent of Russia in Siberia. This bank has other concessions from the Chinese and it is more closely connected with all the railroad movements of this part of the world. All sorts of lines are being projected. Some are to open up the Shansi coal fields. There is a railroad over the old caravan route through the Shanxi Pass from Peking into Mongolia and thence to Siberia, and a third, a most important projection, is an extension of the Trans-Caspian road from Central Asia through China to Turkestan and thence to the head waters of the Yellow river and thence south to Hankow on the Yangtze Kiang. If this road is completed Mongolia and northern China will shortly be Russian. The czar's system is a line from Hankow to Kashgar in Chinese Turkestan.

RUSSIA'S TRADE METHODS.

The czar now proclaims free trade for Manchuria. But after the country has been Russified the best things of its commerce will likely be given to his own people. Until recently only Russians could mine gold in Siberia. There are restrictions on trade there, and this is so in every Russian country. The Russian arm is long and its head is so large that it hopes eventually to hold the world financially as well as territorially. See what it did in Persia! The English were supplying the country with most of its cotton goods when the Russian government gave Russian merchants and manufacturers a bounty of 3 cents per pound on all the manufactured cottons sold in Persia. This paid their freight and left them 2 cents a pound profit even when they sold the goods at cost. With such advantages the English manufacturer could not compete, and the result was the Russians got the business.

Shortly before the late war in China the Russo-Chinese bank had an agreement with the Chinese officials that all Russian goods coming through Manchuria were to pay one-third less import duties than were paid by foreign goods landing at the seaports, and it was then the idea to reduce export duties one-third in favor of Russia. Whether such a treaty could have been carried out is questionable. Russia is, however, one of China's best customers. She buys more of her tea and cotton goods abroad and about one-tenth of all the Chinese exports outside of tea. These new railroads will materially increase the trade, and it is safe to predict that in the far future the Russians will have more commerce with the Chinese than any other nation.

FRANK G. CARPENTER.

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The name and location of the company, Sun Insurance Office, London, England. Name of Manager, J. H. Gule, 54 Pine St., New York City, N. Y. The amount of its deposit capital, \$75,000 00. The amount of its assets, \$2,557,934 44. The amount of its liabilities (including capital), \$1,725,411 53. The amount of its income during the preceding calendar year, \$1,009,731 94. The amount of its expenditures during the preceding calendar year, \$1,460,534 07. The amount of losses paid during the preceding calendar year, \$1,031,700 40. The amount of risks written during the year, \$24,082,035 06. The amount of risks in force at the end of the year, \$20,261,374 00.

Office of the Secretary of State, 188. J. James T. Hammond, Secretary of State of the State of Utah, do hereby certify that the above stated statement of its condition, from which the foregoing statement has been prepared, and that the said company has in all other respects complied with the laws of the State relating to insurance. In testimony whereof, I have hereunto set my hand and affixed the great seal (SEAL) of the State of Utah, this 10th day of March, A. D. 1902.

J. J. HAMMOND, Secretary of State.

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