

TRANS-SIBERIAN RAILROAD.

Frank G. Carpenter's Trip. Over the Eastern Section of This Great Trans-Continental Line.

As About the Greatest Railroad System of the Globe—How It Is Being Built and Its Economic Out—How It Will Revolutionize the Asiatic Trade in Tea, Iron and Silk—Its Wonderful Security—A Night Ride in a Third-Class Car—Among the Russian Ships in a Seaport—Inspected by the Police—All About the Ticks, the Stations and the Rolling Stock—A Day in an Asiatic City of Siberia—How the Chinese Were Chained by Russia—The Effect of the Road Upon Asia and Other Matters, Giving the Only News and the Latest News About this Gigantic Enterprise.

Special Correspondence of the NEWS.

Illustrated This, by Frank G. Carpenter.

THE TRANS-SIBERIAN

RAILROAD is being

pushed all along the

line, since the introduc-

tion of the Chi-

nese-Japanese war was

more rapid, and a

large force of men are grading

the route and laying the rails as

fast as possible. The original intention

was that the road should be finished in five

years. The indications now are that it will

be completed long before that time. In

my last letter I described the city of Vladiv-

ostok, the Pacific terminus of the rail-

road. It was here that the first work

was done in 1891. The present work

was then taking a trip around the

world, had come across Siberia along

the line of the proposed railway, and it

was with great ceremony that the first

stone of this, the greatest railroad in the

world, was laid there on the 17th of May,

1891. The road when completed will be

more than over thousand miles long,

and it will cost somewhere between two

and three hundred millions of dollars.

(The Russian estimate is 200,000,000

roubles.) It will give a continuous rail

road line from Vladivostok to St.

Petersburg, and the probability is that

a branch line will now be built down

Coosa, and Japan will be brought within

a day's ride of this terminus. When this

is done the Japanese can make a trip in

Pure with a water voyage of less than

twenty-four hours. I have already writ-

ten of my trip over the new Chinese

railroad. This line now runs to the city

of Shanghai, where the great Chi-

nese wall runs down into the sea. There

is a breach in the wall of this point, and

though the "superstition" Chinese

would hardly permit the cutting of the

wall for a railroad, they have allowed it

to go through this breach, and it is now

being pushed on into Manchuria. It

will eventually reach the Russian frontier,

and will probably connect with the

Trans-Siberian railroad, and then we can

go from Peking to Paris by land.

THE ASIAN SIDE.

It is impossible to estimate the change

in which this great railroad will make in

Asia. The tea trade of Europe will be

definitely gone over it, and the great bulk

of the exports from China, Japan and

Corea will be carried through Siberia to

Europe. As it is now, the fastest steamers

are used for the tea trade. The new

tea line for the highest prices in the

market, and certain steamers go up to the

city of Hankow, seven hundred miles in

the interior of China, and as soon as

they land they sail with full steam to

London. They go by the Suez canal,

and it takes them about forty-five days

to make the voyage. The Chinese have

already planned a railroad to the center

of the tea districts there. This line

will save their tea a long journey, and

the tea will be shipped right north to

Siberia, and get to Europe within

thirty or forty days. Tea carried

overland is said to be much better than

that which goes by water, and this will

make a revolution in the tea trade of the

world. At present the foreign trade of

China amounts to about three hundred

million dollars per year, and the bulk of

this is made up of costly articles like tea

and silk. These can pay high freight

rates, and they will undoubtedly be

shipped by rail. There are now in the

neighborhood of six hundred million

people in China, Japan and Korea.

There are about four million in Siberia,

and this road has the trade of nearly

half the world to draw from.

THE ROAD AND MANUFACTURES.

I will probably make Russia a great

manufacturing nation, and the Russian

road will be shipped over to China.

There is no iron better in the world

than that of the Ural mountains, and

the Chinese are ready to pay high

prices for good iron. Most of their tools

are now made by hand, and they must

have the best of raw material. At present

a large part of the iron used in

China is made up of raw iron bars,

which are sent out from Europe

by the shipload. The Chinese make

knives and all kinds of implements

out of this iron, and there is a

great demand for it all over the empire.

There are great iron deposits in differ-

ent points along the Trans-Siberian

railroad, and for factories will spring up

at all these points. The Russians are

good mechanics, and they have ex-

perience near Moscow and Tula,

which make as good hardware and give

as you will find anywhere in the world.

THE TRANS-SIBERIAN RAIL.

As the line is now planned and is

being built, it is to run from Moscow

right through the southern part of the

line, making an almost straight line

through this immense territory to the

city of Vladivostok. It goes through

rich gold mines. It goes through

rich silver mines. It goes through

rich copper mines. It goes through

rich iron mines. It goes through

rich coal mines. It goes through

rich oil mines. It goes through

rich gas mines. It goes through

rich water mines. It goes through

rich wind mines. It goes through

rich sun mines. It goes through

rich moon mines. It goes through

rich star mines. It goes through

rich planet mines. It goes through

rich galaxy mines. It goes through

rich universe mines. It goes through

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hills. Here and there one of the

mountains rises up, and we

are forced under

the shadow of the hills. We

are now carrying Russian

prisoners to the island of

Japan. We are now

working our way down to the

mouth of the Amur. We are

now in the hands of the

Chinese. We are now

in the hands of the

Russians. We are now

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