

Sketch map of Dr. Sun Yat-sen's scheme for the Defence and Colonization of Manchuria and Mongolia, covering about 7,000 miles of new railways across practically level territory. These lines could be built at an average cost of \$25,000 per mile.

Eastern China is to reach west by direct line to Moscow and north by direct line to Siberia. Villages are already springing up; next year they will be towns. The wild tribes of the Asian steppes, untamed since Ghenghis Khan, are competing for job on the railway, and taking courses to become ticket collectors and station agents. In other words, as a result of this railway, the entire district will have prosperous towns and crop fields which will yield to the Soviet Russia millions of roubles every year.

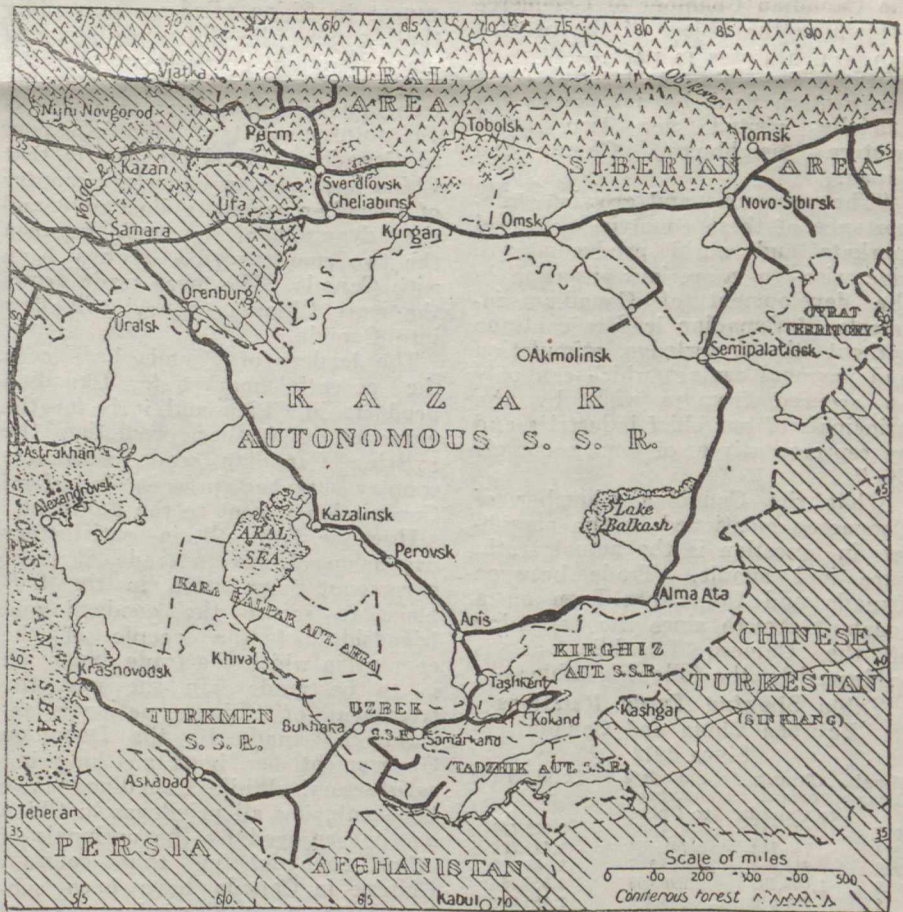
For China, this railroad is of intense serious import. This does not mean that China is afraid of the development of a vast desert plain. It means that the north-western provinces, Kansu and Sinkiang, that are peopled to a large extent by Moslems having closer bonds with the peoples of Central Asia than with China, will turn to the new regions opened up by this railway for their economic development. It will be cheaper and easier to trade across the frontier than to trade in China, particularly as the transportation of this region with China is inaccessible and large quantities of goods would have to be moved. Economically, people of these regions will be drawn to Turkestan or rather to Soviet interests. With this in view, it will not be hard for us to see the object of the Russians in building this railroad.

Other particulars of the railroad may not concern us here, but it is important to remember that this line stretches to a distance of 1,481 kilometres and the cost of its construction is officially reported at 203,700,000 roubles (£20,370,000).

As to the industrialization of Asiatic Russia, an immediate expenditure of \$380,000,000 gold was set aside by the Soviet Treasury. Ports are to be expanded, factories erected, mines, forests and fisheries developed, and 800,000 workers transported into the region to speed its

growth. The following expenditures will give some idea of what the Soviets contemplate in Far Eastern Russia within the next few years:—

River and Harbour improvements	\$ 20,000,000
Agriculture-Machinery ...	30,000,000
Industries-including Steel Mills	150,000,000
Fisheries	21,000,000
Forestry	33,000,000
Mining and Oil Wells ...	40,000,000



(Prepared by the American Geographical Society of New York and reproduced from "Foreign Affairs")
Railroads in Soviet Central Asia, showing their relation to China's far western borderlands and the approach to Afghanistan.

Textile Mills	40,000,000
Food Factories	9,000,000
Shipping	24,000,000
Electricity	13,000,000

For the modernization of the Trans-Siberian Line, Mr. Ralph Budd, President of the Great Northern Railway has been engaged by the Soviet Government to advise them on how this can be carried out. Mr. Budd is now in Russia and is making a tour of inspection on all the Russian railways for the Americanization of Russian lines.

The contract providing for American assistance in the design, construction and operation of steel plants, which will cost about \$150,000,000 gold, was signed in Chicago on June 4, 1929 by Mr. F. T. Kolgushkin, Chief of the Kuznetsk Basin Steel Mill Construction Bureau, and Mr. H. J. Freyn, President of the Freyn Engineering Company. This mill is being built to satisfy the rapidly growing demand in Siberia for steel products, but its military significance can not be ignored.

When the Soviets no longer depend upon her European industries to supply her military requirements in Central Asia and Eastern Siberia; when the 2,500,000 ton Magnitogorsk mill in the Urals and the 1,000,000 ton Kuznetsk mill in the Altai are operating at full blast, the Soviets will enter

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