

so far as man can interpret them! The dethronement of the king meant the decapitation of the Buddhist Church in Burma. The king as the head of the Church being removed, the bulwark of Buddhism fell. The results are already apparent in the increasing interest manifested by that people in the religion of Jesus. During the last year there has been reported the first instance on record of a Buddhist village expelling its priests and applying to our mission for teachers.

Again, the dethronement of the king brings our mission face to face with unlimited opportunities for work, and affords an admirable field on which to train the battalions of Christ already gathered in Burma and Assam.

The government having once grasped the throne of the Alomypigs have since employed its armies in reducing to order the brave but lawless Hill tribes, whose countries skirt the whole eastern, northern, and western frontier of Burma. Fully forty tribes have thus been wholly or in part led to acknowledge the authority of her Majesty the Queen, and to live in peace with themselves and neighbors. A great impulse has also in like manner been given to the opening of the whole country in the matter of roads and railways. Not only have many roads been completed, but much larger enterprises are under contemplation. A recent paper announces the completion of the final survey of a railway northeast from Mandalay to Kunlong Ferry, on the northern Salween, a distance of about 200 miles. Kunlong Ferry is about midway between Mandalay and a point on the Yang-tse-Kiang, by the way of Talifoo, the centre of Panthay power, and is the rendezvous for the trade of Western Yunnan.

This road opens up a great extent of country and brings the millions of Yunnan and Szechuan into immediate touch with Burma.

Again, a railway is projected from Mogaung in the north, through the State of Manipur, to join the Assam

railway, which is advancing through that State to meet the road from Burma. This, too, will bring a multitude of peoples from these brave Hillmen into touch with the missionary.

Now we reach the fact which the business men of the Old World are not slow to appreciate—viz., Burma as a railway and trade centre for Southern Asia. With these roads completed and the Euphrates valley road, "the way of the kings of the East," for which a syndicate has been already announced in England, and which will connect Constantinople with Quetta, in Afghanistan, the missionary will take train at Calais, in France, and in a few days' easy travel will disembark in Calcutta or Rangoon; and when the Kunlong Ferry road is opened, it will not be long before the headwaters of the Yang-tse-Kiang are reached, for this is the short cut for the trade of Western China. Is it too great a stretch of imagination to suppose that a few years will connect Shanghai with the headwaters of this river by rail? Commerce will inevitably take the shortest and cheapest routes of transportation, and more improbable enterprises have already been realized than the connection of Shanghai and London by rail.

Did Isaiah foresee these days when he said: "And I will make all my mountains a way, and all my highways shall be exalted. Behold, these shall come from afar, and, lo, these from the north and from the west, and these from the land of Sinim."

Again, the era of peace and good government which has come to Burma is greatly stimulating immigration from all neighboring States. The ubiquitous Chinaman is seen everywhere pushing himself into every nook where money can be made. It is also estimated that before a decade has passed there will be over three millions of Indians in Burma.

This rapid survey would be imperfect if we were to pass the Hillmen without further notice. It is believed that these are to be a great factor in the future evangelizing of Southern Asia; that