

The ambitious designs attributed had the effect of drawing unusual at. tention to the Indian possession of. England, and affairs connected therewith. It is not now supposed that the Czar has any immediate designs against India, but rather that the ssession of Persia is aimed at so that Russia may have an outlet on the Persian Gulf, and by the circumvention of Turkey obtain another on the Mediterranean Sea, and thus en-circle the whole of the East, from the confines of Hungary and the Adriatic Sea to the borders of Afgahnistan, within its powerful and inexorable grasp. A glance at the map will show how specious is this conjecture. Suppose this scheme were carried out, it would make the Bear a power on the Red Sea and in the East, and completely shut England out from acgreat nutional highways of commerce between Europe and Asia, and enrich herself with the tolls therefrom Thus a twofold advantage would be gained-an almost incalculable increase of power and prestige, and a proportionate increase of wealth. The leading minds of England and

Rail.

India seem to be fully aware of the importance of checkmating these ambitious designs or reaction proposed Arges and the strengthen the mutual strengthen st the most effectual means of securing this end will be to construct a railway from Peshawur, the terminus of Belgrade, Pesth, Vienna, Frankfort, Cologne, and so on to Calais, forming a great overland railroad 6,409 miles long, whereby the time between London and Calcutta-532 hours by the fastest route at present (via Marseilles, the Suez canal, the Red Sea and Bombay R.R.)-will be reduced to 214 hours. The length of the proposed line from Peshawar to the Golden Horn would be about 2,500 miles and would cost about £30,000,-000 stg. or \$150,000,000 This vast sum of money would doubtless be forthcoming as soon as the project was shown to be practicable. munerative in could scarcely fail to be, as it would attract almost all the local traffic along the route besides an immense amount of through traffic, and become the channel where. by the transported to Europe to return for the manufactures and productions of the latter. As to its pineticabili-ty there can scarcely betwo opinions.

It is not so long as the Union Central and Northern Pacific Railways which cross this Continent, and it is about the length of the proposed Canada Pacific line. The route is not more

Pactile line. The route is not more difficult them the latter, while it would have the advantage of being attle to secure a larger and cheaper supply of labor in its construction. There is every reason to suppose that the rulers of the countries through which this roud would pass would be friendly to its construction and willing to give it a helping hand, as it is so much in their interest. Turkey has already inagamated a railway system in Asia Minor, and Persia is partly traversed by the iron horse.

A casual observer will at once see that such a line of Reilway would present a powerful barrier to Russian aggression. It would have this ten.

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