

Hsinch'iu coal deposits which can supply the Japanese not only with an inexhaustible amount of coal but an equally inexhaustible amount of oil. The line, when constructed, will run parallel to the eastern portion of the Chinese Eastern Railway and terminate at a port which does not freeze during the winter months, so that Vladivostok will become utterly useless and the interests of a large portion of the Chinese Eastern Railway will be seriously jeopardised.

The Chinese Government have long realised the great economic and political importance of the Kirin-Hueining railway and have not only prevented the Japanese from constructing it but also given no permission to the Chinese themselves to build it. But the completion of the line is exactly what the Japanese have earnestly hankered and they have gone to the extent of emphasizing that the construction of the line is indeed a matter of life and death to the whole Japanese nation. Portions of this railway have already been laid. The line between Kirin and Tunhwa, a distance of some 128 miles, was constructed with the help of a Japanese loan. Between Tumen River on the Chinese Korean border and Tienpaoshan there is now a light railway. It only remains to fill up the gap between Tunhwa and Tienpaoshan, a distance of some 65 miles. And we have now every reason to believe that this short line will be immediately constructed during the present military occupation of the Northeastern Provinces. What the effect of this line will be on the future of the world is really more than we can imagine. How much China will suffer from it is of course perfectly clear. The world up to the present, we are afraid, has paid scant attention to this question with such vast implications, but it is best that it awaken to its far-reaching importance.

There are a number of other railways that the Japanese Government has always desired to construct. The line between Changchun and Talai to the Northwest of Harbin will enable the Japanese to penetrate into the northern part of China's Northeastern Provinces. The line between Taonan and Solun and that between Tungliao and Jehol will lead into the interior of Mongolia. The construction of these lines will be commenced as soon as there is an opportunity. In addition, the Japanese pay no taxes and are able to lease lands by "negotiation". They have virtual control over all the coal and iron mines in the Northeastern Provinces, they are able to station police there, they have secured an extension of the Changchun-Kirin Railway to 99 years, they enjoy the monopoly of certain special products of the Northeastern Provinces, a right to offer loans to China in the event of the Chinese Eastern Railway being redeemed by China, they exercise control over the harbours at Antung and Yingkow, transportation rights, joint control of the Central Bank for the Northeastern Provinces when it is established, right of pasturage and animal breeding, and the increase of political, financial as well as military adviserships in the local and provincial administration. All these and many more, the Japanese have openly declared as being determined to achieve through military operations. What the Chinese have already constructed but which causes any inconvenience to their elaborate plans of exploitation, the Japanese must at any cost destroy. Among others the railway line between Tahushan and Tungliao, that between Shenyang and Kirin, and the Hulutao harbour will share the same fate of destruction. What will the world say now that it is informed of such colossal ambitions of imperialist Japan?

Japan is a member of the League of Nations. She is one of the signatory Powers of the Nine-Power Treaty signed at Washington, as also of the Kellogg Pact. The present military invasion is clearly a violation of all these treaties, in letter as well as in spirit. Such disregard for the sanctity of treaties solemnly and freely contracted between nations which have thus become all but scraps of paper is indeed unique in the history of international relations, and will prove to be the most serious obstacle to world peace.

It is moreover important to bear in mind that three-fourths of entire China is afflicted by a flood of enormous proportions which every country in the world is doing its best to relieve. The wheat that is sent from America forms only a part of what is needed. The rest we were depending upon the Northeastern Provinces to supply. The Chinese Government was in