rail route from European Russia to the head of navigation on the Amur River, where by trans-shipment merchandise could be taken via this great river to Harbarovsk and thence to Vladivostok by rail. This was, of course, possible in Summer only, and negotiations were accordingly begun for a railway concession across Manchuria. In 1896 a treaty was entered into with the Chinese Government permitting the construction of this line, with a branch from Harbin south to Port Arthur and to Dalny. These lines have an aggregate length of sixteen hundred miles and were built under a charter granted to the Chinese Eastern Railway Co. This Company was supposed to be controlled by Russo-Chinese interests but was financed entirely by Russia. Originally it was provided that the President should be a Chinaman and should reside in Peking. Upon the death, however, of the first apointee his place was not filled and the Road is,now directed entirely from Petrograd, with a local agent (a Russian) at Peking. All roads built under this arrangement were single track lines of five foot gauge. When the Japanese took control of the portion south of Chang-Chun in 1905 they immediately changed its gauge to 4 ft. 8½ in. and brought the condition of the property completely up-to-date by rock ballasting, by the improvement of yard and station facilities and by the adoption of American type passenger and freight equipment. It is now a fine railway and runs a train-de-Luxe (daily before the War and weekly now) from Chang-Chun to the southern end of the Korean peninsular at Fusan. The line from Chang-Chun to the Yalu River is called the "South Manchurian Railway" and that through Korea the "Korean Railway". It will be noted from this that Japan has a strategic and commercial route of great importance into the heart of Manchuria and to a point one hundred and fifty