IN SIBERIA.

London, October 17. — I wrote last from the quiet seashore, but for nearly three weeks, which seem like three days, I have been in this great and busy city where we are to stay until we go to sail from Liverpool on Nov. 2 for Boston. "The railways are advertising excursions for the extension of the summer season", and it is indeed convenient for us sightseers that the usual summer has been unusually prolonged. There has been almost no rain during the three weeks, the grass and the trees are still green, sweet peas and geraniums are blooming as they do in June in Kobe, and a large swimming bath in the open air at one of the courts (which I naturally patronize) has been in use by twenty to thirty swimmers in it every morning with the temperature at about 50°. In such favoring circumstances my wife's health continues to improve, and I am somewhat more active myself. Not writing, I think, depresses the spirits of London. I must recall my journey across the flat plains of solitary Siberia.

At 1:40 p.m. on August 30 the great express of the International Sleeping Car Company was ready to start. On the platform were groups of people, men and women, some of whom had come from St. Petersburg, others from Vladivostok. I supposed that the Russians prefer to travel by the Russian State trains which leave twice a week. It seemed strange to us to see grown and beautiful flowers in the train, but I had no time to wonder. "We are going to America," I was saying Good-bye, as do women in England and America, but if the method of salutation is reasonable in one case it is so in the other. While this was going on the station agent was working on the other side of the train to see that all the vegetables were properly placed in their places, and that the trunks were not to be damaged. The train left and we saw the stream of passengers in the distance.

The train is now running on the Russian line and the passengers are all Russians. The stations are small and unimportant, but the passengers are always prepared to give information. At each station the train stops for a few minutes, and the passengers are allowed to go out and see the country.

The train is now running on the line which connects with China, and the passengers are all Chinese. The stations are larger and more important, but the passengers are not prepared to give information. At each station the train stops for a few minutes, and the passengers are allowed to go out and see the country.

The train is now running on the line which connects with Japan, and the passengers are all Japanese. The stations are larger and more important, but the passengers are not prepared to give information. At each station the train stops for a few minutes, and the passengers are allowed to go out and see the country.

The train is now running on the line which connects with Korea, and the passengers are all Koreans. The stations are larger and more important, but the passengers are not prepared to give information. At each station the train stops for a few minutes, and the passengers are allowed to go out and see the country.

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経済的進歩は小作人の生活を向上させる。従来、小作人は地主からの租税を支払い、地主には土地の利用権を譲ることで生存していた。しかし、経済的進歩によって農業生産性が向上し、小作人の生活水準が向上する。小作人は自給自足の農業を営むことができ、自己消費型の生活を送ることができるようになる。

経済的進歩は地主にも影響を及ぼす。地主は小作人からの租税を減らすことができ、利益を増やすことができる。地主はまた、農業生産性の向上によって、土地の価値が高まり、利益を上げることができる。}

経済的進歩は社会の全体的な発展に寄与することになる。
講演部

この講演部では、様々なテーマに対する学びや発信を行う機会を提供します。参加者全員が自由に意見を表現し、相互交流が促進されます。

例会

例会では、毎月のテーマに基づいての集まりが開催されます。参加者は、自分たちの興味や関心に基づいて自由に参加することが可能です。
第四十五期 昭和五年四月

政府の政策

政府の政策について話す。日本の経済は、戦前ﺑapistに比べてまだ弱いが、それでも政府の努力により戦後におい

tての復興が目指されている。政府は、産業の近代化を図るため、技術の導入を進めている。また、教育の

改革も進められており、子どもたちの未来を担うために、質の高い教育を提供することを目指している。

このように、戦後の日本の社会は大きく変化し、政府の政策も重要であると考えられる。