

SCENES IN VLADIVOSTOK

Former Resident Tells of Terror When War Broke Out.

CORNERS IN WHEAT AND OIL.

Embarrassment When Japanese Shelled the Russian Town - Faith in the Corps Army-Submarine Boats En Route Over the Continent - Disintegration of Russian Over the War.

These are but early days in the history of the great racial struggle now being waged for supremacy in the orient. Hitherto the story has been mainly told through the medium of the submarine cables, says a writer in the London News, but the other day I had the privilege of an interview with an Englishman who has spent several months within the troubled area and from which he recently returned.

He was in Vladivostok before the outbreak of hostilities and has told me of the security which possessed men when war was deemed impossible, of the consternation when it appeared imminent and of the absolute terror when it actually broke out. Not the most interesting part of his story was that which shows how the love of money transcends even that of human life, how "corners" were made in wheat and kerosene and famine stared the people in the face. This latter commodity was bought up in large quantities by the Chinese traders and retailed in eight gallon cases at 5 rubles each, a little more than \$2.50. The commandant of the Vladivostok force, however, spoiled this little artifice of fixing the price of meat, wheat, kerosene and various other necessities of life, a standard from which no deviation followed.

"How did the populace receive the proclamation of war?" I asked. "Well, at first the people were terror stricken. They fled in all directions from the coast. Some went to Harbarovsk, others to Blagovestchensk, and not a few to Nikolaiussk, and the hardships were many, and most of them soon returned. However, the difficulty was with regard to food. At first all was right. Then the government took all the meat, save a small quantity of pork, for the troops, and we had to live on almost vegetarian diet. Sheep will not live in Vladivostok. It is strange, but quite true. You may imagine how short we were running when I say that the Daily Yostok, one of the two Vladivostok papers, came out printed on brown paper, all the white paper being used up.

"I shall never forget the bombardment, which commenced on March 4. About 2 o'clock in the day Japanese shells came raining into the town. Many of them were incendiary, and the bills at the back of the town. Others fell in the streets, but failed to explode. One did strike a house 200 yards from where I lived; this killed an old woman who lay ill in bed. The town was saved, I think, by high sighting on the part of the Japanese gunners, and to the land ammunition. During the bombardment a number of houses were set on fire, the streets weeping and wringing their hands, but the real damage done was very slight.

"And how ran public opinion at this period?"

"The people planned their faith to the Russian army. Never once do I remember their accepting a word of a Russian defeat, official or otherwise. Kuropatkin was a hero; he was exceedingly popular. Alexieff they would not have at all. Poor Makaroff; he was a man after their own heart, shall never forget the real grief which was exhibited when the news of his death arrived. Russian officials were very busy just after the war broke out. I was in a restaurant on more than one occasion when a Russian officer bade us stop conversing in English. Conceiving in public to be in a Russian language or not at all. One queer thing I ought to mention was that the Chinese coolies resident in the town were refused railway tickets. As the only other way out was to walk many thousands of miles in an inhospitable country it was a capital scheme for carrying them in the place. The bulk of the manual labor in Vladivostok is kept by the Chinese."

"Had you any difficulty in getting away?"

"None, except that they would not book me through to Moscow. My first ticket took me to Pogradich; from there I renewed to Harbin, thence to Manchuria station, where I finally got a through ticket to Moscow.

"I left Vladivostok at 8:15 a. m. on May 18, and we went slow to Irkutsk; from there, however, the express trains are again running to Moscow. I arrived at Irkutsk at about 5 p. m. on May 27. When about a day's journey from Tanchou, the station at which passengers disembark in order to cross Lake Balkal, we stopped at a station the name of which I forget. Standing in it was a train consisting of ten wagons, upon which were piled a variety of five foot, which were, as far as I could see, Russian submarines. Each boat was loaded upon two trucks, and was, I think, about fifty feet long. Amidships was a manhole, just as you see in a British submarine, with a hand rail around it; forward was a hood with an appliance which might have been a periscope.

LIVER TROUBLES

"I had Theford's Black-Drageht a good medicine for liver disease. It did me good. I feel like a new man now. I feel like a new man now. I feel like a new man now."

If your liver does not act regularly go to your druggist and secure a package of Theford's Black-Drageht and take a dose tonight. It is a good family medicine for the constipated bowels, stirs up the torpid liver and causes a healthy action of bile.

Theford's Black-Drageht will cleanse the bowels, purify and strengthen the kidneys. A torpid liver invites malaria, fever and all manner of sickness and contagion. Weak kidneys result in Bright's disease, which claims as many victims as consumption. A 50-cent bottle of Theford's Black-Drageht should always be kept in the house.

Theford's Black-Drageht for liver and kidney troubles. It is a good family medicine for the constipated bowels, stirs up the torpid liver and causes a healthy action of bile.

THEFORD'S BLACK-DRAGEHT

torpedo boats or submarines the man simply replied, "Yes or no?" It does not know. At Oly Station, which is the starting point of the line, I noticed also at Oly Station several large husks, possibly six inch, all going south.

"How did you find traveling on the Siberian railway?"

"Traveling is fairly comfortable. It would be much more so if one could have meals prepared on board. As it is, each passenger on starting has to purchase a kettles, sugar and tea. At every railway station boiling water is supplied free."

"In these much of what I might call military display along the Transiberian route?"

"Well, from Vladivostok to Irkutsk there was a soldier to every vest (less than a mile) of railway; at each station there were many. On an average a train passed us every two hours, every one of which was either a transport or a Red Cross train. A great number of them have a machine gun and an artillery. After Irkutsk we saw the first passenger train."

"When did you arrive in Moscow?"

"I sat Saturday night and stopped there for six days. During that time I paid several visits to various old Russian families, friends of mine. It struck me rather strange to hear them say they had never known such unattractive feelings exhibited in Russia as during the past few months. Everywhere the people are discontented at the turn affairs have taken, each of my friends was, as free as one can be in Russia, in expressing a hope that this war would be a lesson to Russian arrogance and fond to make them more prepared in the future."

NO GUESSING BY JAPAN. Arrangements for Army Supplies Well Nigh Perfect. Nothing should give the friends of Japan more confidence than the way the detail of supply is being managed, says the London Mail. The arrangements are the more noteworthy because of the contrast supplied by the other side. The Russians sent their troops from Manchuria into Korea hampered by baggage wagons and having to depend mainly upon what they could immediately gather from the people. At every step their troops had to stop to hunt for fodder.

The Japanese have gone to work in different style. Long ago they started Korean language classes in Tokyo for picked soldiers. While some of the best Japanese officers were making their way to Mongolia to organize and train the so called robber bands there— who are now, many of them, practically Japanese irregular cavalry in disguise—others went all over northern Korea.

Men living as Koreans, speaking the language as native, regarded by even the natives as people of their own race, were in every district. The Japanese knew not only every road, but apparently every cave.

permit the boomer to travel throughout Switzerland upon most of its railways and lake steamers at will for periods of from fifteen to thirty days, says the New York World.

These tickets are obtainable at all large railway and boat stations in Switzerland. They may be ordered through any station. A delay of from one to two days is usual, and a photograph is required.

The tickets permit continuous and unlimited travel at will during the period of the validity upon most of the railways and lakes in Switzerland, and upon some fifteen of the small roads not embraced in the ticket privilege (usually funicular roads) a reduction of from 20 to 50 per cent upon usual fares is extended.

It is a useful point of information for travelers that trunks may be sent by post throughout the country and thus may be delivered at hotels to wait the arrival of owners. This is a practical plan for medium sized and small trunks. The trunks must be sent to the postoffice, but are delivered on their arrival.

Society Girls as Misses. Two society girls of St. Louis, Madge Pickler and Grace Kepford, daughters of prominent families, have come to Colorado to develop mining claims and are now camp at St. Peter's Dome, near Pike's peak, says a Colorado Springs dispatch. They will not handle pick and shovel, but have purchased overalls and jumpers and they will wear them whenever they find them more convenient than skirts and shirt waists in superintending work on their claims. The site where the young women have set their stakes is close to the Colorado Springs-Cripple Creek railroad, and several promising ore bodies have been uncovered there within the past few months.

LIFE AT THE SOUTH POLE. Borchgrevink Calls Antarctic Continent "Ice and Snow." Carsten Borchgrevink, the antarctic explorer, declares the sixth continent of the world lies at the south pole. "As to polar exploration north and south," said he in a recent interview with the New York American and Journal correspondent at Vienna, "two things are above dispute to my mind: As the north pole is surrounded by water, so the south pole is surrounded by land. I have the best reasons in the world to believe that one of my successors in south pole exploration, or myself, if in hurry, will find this continent No. 6. "And how large may this new America be?" asked the correspondent.

"I think the continent of the south pole is about twice the size of Europe." "But seeing that neither you nor any one else went near enough to view this continent, or supposed continent, on what do you base your calculations as to size?"

"Not on theory alone," replied Borchgrevink enthusiastically. "It is the optical explanation. The earth is spherical or globular in shape—that is settled, is it not? Now, the northern hemisphere, as far as known, measures far more than the southern hemisphere, as far as known. Therefore, if there was not a great continent south of the pole how could the earth maintain its balance?"

"I repeat there is a great continent about the south pole, a sixth part of the world full of wonders and enigmas, full of strange animals, formations and people.

"New people, new civilizations, new religions, new developments await us. For that reason south pole exploration is infinitely more important than the finding of the north pole. In the north we have snow and ice and water; in the south we may find people.

"Reflect on the possibilities of finding twenty, forty or even a hundred million human beings, of whose existence we never dream, who, at the earliest ages, were separated from the five other parts of the globe, even as we are separated from Mars. That simile was not well chosen. That, at least, I think we know, something about Mars, but the continent surrounding the south pole is wholly unknown even in the realm of scientific speculation."

SOCIETY TO UPLIFT LABOR. Order Founded by an Illinois Man to Be Made National. George H. Center, a miner of Duquoin, Ill., has gained considerable distinction by founding an order for the uplifting of people in general and miners in particular, says a dispatch from Duquoin. "It reaches me," says Mr. Center, "that the churches can't reach and that the secret societies won't have."

The order is known as the Knights and Ladies of the Cross, and so great has been its success in Duquoin that Mr. Center has decided to send out general organizers. The order has 340 members in Duquoin, and the members bid themselves to meet their fellow members as equals, not to injure one of them, not to gamble or carry on any business which would bring reproach upon the name of the order.

Mr. Center says few of the members fall and that when they do they are helped up and on again.

Outdoors at Duquoin are astounded at Mr. Center's success in raising men from the gutter, and he is almost an object of worship by the families of many men and by the men themselves whom he has helped to their feet.

There are three degrees in the order—Faith, Hope and Charity—the first of which public. The order maintains a public reading room at a cost of \$1,200 a year, which is paid from voluntary contributions and money raised by giving social and entertainment. No dues are asked of the members and there is no initiation fee.

Mr. Center's personality is out of the ordinary. He began work in a coal mine at St. John's, north of Duquoin, thirty-eight years ago, when he was eleven years old, and mining has been his life work. He is now manager of two mines owned by a coal and coke company.

"NO HAT" CRUSADE. English Physical Culturists Would Abolish Headgear Altogether. At the meeting of the Leeds physical culturists the other day, in England, the honorable secretary, Mr. Harry Krennits, an engineer by profession, brought forward his proposal regarding the "no hat" crusade. He said he had founded this party from a hygienic point of view and believed strongly that the continued use of headgear with little or no ventilation was detrimental to the growth of the hair, says the London Telegraph. It was also, to a great extent, an act of impoliteness into which we had fallen unconsciously, and the use of hats should not only be discontinued in study offices, warehouses, work rooms, theaters, libraries and public halls, but should be abolished altogether.

He (Mr. Krennits) had no doubt others had gone battos for a considerable period before this proposal was made, but he now desired the physical culturists to set an example and to abolish their headgear entirely. He allowed, however, an exception should it pour with rain or in winter if it was very cold. A light hat must be worn as a protection. The present hat, no doubt, was a relic of older times when helmets were worn to protect the head in battle. Could you imagine a more unsightly and uncomfortable article than a top hat? He challenged anybody to bring forth a single advantage the top hat offered. The caps so universally worn were close, warm, heavy and impeded the growth of the hair. Young children's hair would grow strong in a very short time if their heads were left uncovered. There was no possible doubt that the fresh air admitted to the head prevented gray hair and baldness. Mr. Krennits further urged the adoption of sandals in dry weather. These he particularly recommended for the use of the poorer classes, as he considered that had and the poor Vermont boots were a source of disease.

The proposal was seconded by Miss G. Perkin, and was generally indorsed, but in London, it was, however, it is meeting with some show of opposition and ridicule.

GREAT OCEAN HIGHWAYS. Panama Canal Will Create a New "World's Street of the Sea." The completion of the new Panama canal will have some marked effects upon the great lanes of ocean travel. Vessels have, to be sure, for years gone into Panama and Colon for the transshipment of their freight across the isthmus by rail. The effect of the opening of the new canal may be likened to the substitution of a strong bridge at a convenient place for crossing a river for a more or less uncertain ford. Such a bridge attracts wagon roads. The canal will draw toward it the commercial highways of the hemisphere.

Vessels which are operated by steam can pursue an almost unvarying line. Their managers accordingly prescribe courses between various ports, known as lanes, over which practically all the shipping moves. In case of a breakdown the vessel is much sooner "picked up" on a lane than in less frequent parts of the sea. Moreover, rocks, derelicts and other obstructions may be more carefully charted and watched on the highly traveled courses.

There is usually an east and west lane a few miles apart to lessen the danger of collision. Out of Duluth, on the great lake, there is a four track lane, two for passenger steamers and two for freighters.

Although the oceans of the world have no visible streets or crossings or stopposts, in the eye of the navigator or at least think we know, something about Mars, but the continent surrounding the south pole is wholly unknown even in the realm of scientific speculation."

That Thrbbing Headache. Would quickly leave you if you used Dr. King's New Life Pills. Thousands of sufferers have proved their matchless merit for Sick and Nervous Headaches. They make pure blood, build up the health. Only 25c money back if not cured. Sold by G. C. Roberts & Co. Druggists.

50 YEARS' EXPERIENCE PATENTS TRADE MARKS DESIGNS COPYRIGHTS &c. A person sending a sketch and description may be assured that the inventor's name will be prominently displayed. Complete specifications prepared. Correspondence free. Office agency for the U. S. West Coast, San Francisco, Cal.

Scientific American. PUBLISHED WEEKLY. No. 10, N. Y. No. 10, N. Y. No. 10, N. Y.

The Review is in every sense of the word a home newspaper. It prints the local news. No household is complete without it. \$1.50 a year is the subscription price. If you wish to keep posted as to happenings in the villages of Barrington, Palatine, Wauconda, Lake Zurich and vicinity, also news of the state. Subscribe Now

HALL'S VEGETABLE SICILIAN Hair Renewer. Perhaps you like your gray hair; then keep it. Perhaps not; then remember—Hall's Hair Renewer always restores color to gray hair. Stops falling hair, also.

"Barrington" Gas & Gasolene Engine. The Latest Improved and Best Gas or Gasolene Engine on the market. Simple Construction. Guaranteed. Lowest Prices. Do in all sizes from 2 to 20 Horse Power, by A. SCHAUBLE & CO. Barrington, Illinois. Repairing of All Kinds of Machinery a Specialty.

LAMEY & COMPANY Dealers in Building Material, Paints, Oils, Glass, Tile and Cement. Barrington, Illinois.

THE NORTH WESTERN LINE California Oregon and Washington Fast Through Trains Daily over the only double-track railway between Chicago and the Missouri River. Direct route and excellent train service. Two trains a day to San Francisco, Los Angeles, Portland. Through service of Pullman compartment, dining-room and tourist sleeping cars, dining cars, library and observation cars, buffet smoking and free reclining chair cars. Daily and Personally Conducted Excursions. For tickets and information apply to agents of The North-Western Line. W. B. KINSEMAN, General Passenger and Ticket Manager, CHICAGO.

The Review Prints the Local News