

# MEDICAL SERVICE OF RUSSIAN ARMY.

Col. Hoff, U. S. A., Says Health  
Was Splendid. Due to Simple  
Diet of Soldiers.

THEY PUT UP A GREAT FIGHT.

Manner in Which Siberian Railway  
Was Managed Was Very Re-  
markable.

Washington, Dec. 24.—Col. John Van R. Hoff, of the medical corps of the United States army has just returned from Manchuria, where he was sent by order of the president to observe the work of the medical department of the Russian army, and is now preparing his report. Col. Hoff makes some surprising statements. He says that when he left Harbin in October there were altogether 1,052,000 Russian soldiers still in Manchuria and that two full army corps of 40,000 men each were then on their way, making a total of 1,132,000 Russian soldiers in Manchuria, yet there is no evidence that any have been sent home. The popular impression has been that the Russian forces did not exceed half a million all told.

Col. Hoff also says that the Siberian railroad is capable of handling 20 trains—that is, 10 each way per day—each carrying 1,000 men, so that it will not take so long as many have supposed to evacuate Manchuria. This, however, Col. Hoff says, is a general statement and does not mean that 10,000 men are shipped every day, or that they have been or ever will be.

"The Russians carry their soldiers in freight cars," said the colonel, "an average of 40 men to a car and from 30 to 35 cars to a train." The officers have what we would call ordinary passenger coaches. It usually takes eight weeks for a train of soldiers to make the trip of 5,370 miles from Moscow to Harbin. They carry few supplies. There are many commissary stations en route and the trains make frequent stops for the soldiers to rest and feed and take exercise.

## SIBERIAN RAILWAY.

"The manner in which the Siberian railroad has handled the troops during the war has been very remarkable," continued Col. Hoff. "When war was precipitated the Russians were absolutely unprepared. They did not expect war. We have the best of authority for believing that there were no more than 60,000 Russian troops in Manchuria, and the only way to get reinforcements was to bring them across the continent. The railroad was twice as far as from here to San Francisco. Nor was the road completed at Lake Baikal. Everything had to be transferred by ferry, and in winter, when the ice was several feet thick, sledges were used instead. At one time the train crossed over tracks laid on the ice and a large part of the army marched across through the snow. At the border of Manchuria a tunnel had been commenced through the Khatanga range of mountains, but it was not finished, and during the earlier part of the war everything had to be hauled over the pass on almost prohibitive grades. The trains had to be split up, because a locomotive could haul only a very few cars. The maximum capacity of the road at that time was nine trains each way a day. Later on the road was widened to a five-foot gauge with 60-pound rails. In addition to the troops the railway had to haul their equipment, their horses, ordnance, tools for building fortifications and all kinds of military equipment and impedimenta. Fortunately they did not have to transport much food.

"The troops that first came were from Siberia. They were not the best available and could be brought in quickest; and they did most of the fighting. The railway was completed as rapidly as possible under the direction of Prince Kourou, minister of communications in the czar's cabinet, who was educated on the Pennsylvania railroad and is very appreciative of the opportunities he enjoyed in this country. During this war he has given us the most remarkable exhibition of transportation skill in all history. The problem he had to solve was infinitely more difficult than any that ever came up during our Civil war or during any other war. Very few accidents happened. Very few detentions occurred. The entire line was given up to military purposes. All trains ran 10 miles an hour on a fixed schedule, the only exception being one express train between Moscow and Irkutsk, which ran each way four times a week at the usual speed. Even the mail trains were kept to the 10-mile-an-hour schedule. Prince Kourou adopted the 'slow but sure' policy; he sought safety rather than speed.

## AROUND LAKE BAIKAL.

"The construction of the tracks around Lake Baikal was a stupendous undertaking and was carried on with the utmost vigor and skill. The lake is the crater of an immense volcano, and the mountains come down almost to the water. The only way to get around it was to cut a shelf 160 miles long on the edge of the rock, and 30 tunnels were required in that distance, very much like those on the Swiss railroads and on the Corniche road along the Riviera. The tunnel through the Khatanga mountains, two miles long, was completed at the same time, and a large number of sidings and stations were added to those that already existed. All this time, during all this construction work, you must remember, the mobilization and the forwarding of troops and even the fighting was going on. This movement of troops has been almost continuous since the beginning of the war. The road has scarcely been idle a day. A continuous procession of trains only two or three hours apart has been passing east and west day after day and month after month without cessation, and the manner in which the movement has been conducted is an extraordinary object lesson in transportation.

"How long will it take to send back the million and more men who are now in Manchuria?" I asked.

"There will be no difficulty in sending them all home during the 18 months allowed by the treaty of peace," replied Col. Hoff. "That gives the Russians 18 months from last fall; that is, they will have until a year from next spring to evacuate, and I suppose they will send a portion of the army home by sea. I assume they will send the Siberian troops home first. That would be the natural program, although, so far as I am aware, it has not been announced. Those that have seen the longest and hardest service are likely to be sent first.

## ARMY'S CONDITION FINE.

"The army is in magnificent condition," said Col. Hoff. "and it is composed of splendid fighting material—typical Russian peasant—stolid, enduring, but docile and good-natured. They are easily susceptible to discipline, obedient to

A  
MERRY XMAS  
and a  
HAPPY NEW YEAR.  
Is sure to follow  
The use of  
HUSLER'S  
FLOUR.

their officers and their priests, loyal to their religion and to the czar. They are men of large stature and perfect physical development, good constitutions, accustomed to privation, hardened to fatigue and capable of handling weapons with skill."

"What effect has the war had upon them?"

"They have been transformed from unsophisticated peasants into seasoned soldiers, and are much more intelligent than they were when first brought out. They are all conscripts. They were forced into the service. They had to go and they went reluctantly. They had never heard of Manchuria, and did not know anything about Japan. They had no knowledge of the causes of the war, and most of them had never been outside of their native villages, but during the last year and a half they have learned a lot of things, have developed into good soldiers and are very much improved in intelligence by their experience and observation, as well as by drill and discipline.

## PUT UP A GREAT FIGHT.

"The Russians have put up a wonderful fight. We have not given them half the credit they deserve. You have heard a great deal about the valor of the Japanese, but very little about that of the Russians. The organization and the handling of the Russian army have been much better than is generally believed, and the health of the troops has been much better than experts expected. The records show that up to the close of the war there were admitted to the hospitals 352,412 soldiers, and the following table will show what the results were:

Admitted to hospitals	352,412
Recovered and returned to duty	173,545
Transferred west of Lake Baikal	120,394
Discharged as permanently disabled	21,935
Died from wounds or disease	8,903
Still in hospital	25,135

"These figures show a pretty good record, much different from the popular impression. The daily average of the sick report through the war has been only about 25 per cent of the total strength of the army. This, however, is exclusive of Port Arthur. I have no returns from that point whatever, and was not able to get any. I do not think the Russians have any reports or know anything about the mortality of the sick and wounded there, for they could not give us any information.

"The official records of the Manchurian army, outside of Port Arthur, show that:

Killed in battle	19,467
Died of wounds	3,541
Reported missing	39,720

"Doubtless all of the latter were buried by the Japanese on the battle fields, where their bodies were left on the retreats of the Russians.

## LOSSES IN BATTLE.

"Calculations based upon the losses in particular battles, in which the strength of the Russians is known, show that the percentage of the killed and wounded was 21.45 of the total number of men engaged. According to Wood, who is the highest military authority we have, this is a very large percentage. He gives the total losses of the Germans in the Franco-Prussian war as 4.12 per cent of the army present, whether engaged or not. At Gettysburg, which was one of the bloodiest battles in the history of the world, 20 per cent of the troops engaged were killed or wounded. At Gravelotte, which was one of the bloodiest engagements in the Franco-Prussian war, 23.39 per cent of the men engaged. This you will see that the percentage of killed and wounded in the Russian army during the recent war was the largest in the history of the world. There was never any more desperate fighting in the history of the world than that of the Russian army from the beginning to the end of the war."

## SICKNESS IN ARMY.

"How about sickness—did they have much typhoid fever?"

"I had about 20,000 cases of typhoid," replied Col. Hoff, "which is rather less than might be expected. The mortality was about 10 per cent, which is about ordinary. The hospitals were admirable. They were right up-to-date in every particular—in appliances as well as methods. The organization of the medical corps of the Russians is peculiar and quite different from that of any other army. Their sanitary department, as it is called, is made up of several divisions. The surgeons compose one, the Red Cross nurses another, and the 'evacuation' is a third. It is the distribution of the wounded in and back of the theater of war, it composes a third division. At frequent intervals the patients in the hospitals are inspected and distributed according to convenience and the best judgment of the surgeons in charge. Some of the wounded and diseased are sent to one place and some to others, according to their condition and the condition of the various hospitals. This inspection and distribution is done by a distinct corps called the 'evacuation.' The fourth division is the veterinary service. The chief of the sanitary service is Lieut. Gen. Ivanoff, who is an officer of the staff of the commanding general and has under him a staff of experts, representing the four divisions, each having his particular jurisdiction. Until the beginning of the war, the

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der them is a similar organization for each army, and still farther down one for each corps. There were five Russian armies in Manchuria—not including Port Arthur, for, as I have said, I do not know anything about the work there, and was unable to do anything. The first, second and third armies were in front of the enemy, and did the fighting. The fourth protected the lines of communication and the fifth occupied what is known as the 'Pre Amur' district, including Vladivostok.

## A SIMPLE DIET.

"The health of the Russian army is largely due to the simple and peculiar diet of the soldiers, which is ideal from a military point of view. Everything they eat except bread is boiled, and their food is taken largely in liquid form. They drink a great deal of tea, which satisfies their thirst, and therefore they get along with little water as compared with other armies. Their food is most often in the form of soup, and the process of boiling sterilizes the material used, and thus reduces to a minimum the dangers of infection. The official meat ration per day is a pound of beef for each man, and they got it until recently—until the meat supply of Manchuria was nearly exhausted. Then they were given more vegetables and less meat. Contrary to the popular impression, all the supplies of the Russian army—except sugar and other groceries—have been obtained from Manchuria, which is very fertile and capable of sustaining a large army. The crops this year were sufficient to support a million men."

"Your attitude toward Russia is sympathetic?"

## SYMPATHIES WITH RUSSIA.

"Yes, everybody was very kind and attentive to me over there, and I appreciate their courtesy and their hospitality. My mission having nothing to do with purely military work, made it possible for me to make many charming friends and to learn in detail the workings of the sanitary department. The Russians guarded their military secrets as closely as the Japanese, but did not hesitate to open their hospitals for my inspection or to give me complete data regarding their sick and wounded and their treatment. I saw no battles and heard no cannon, and from actual observation on the subject. I can testify, however, that the Russian sanitary service is entirely up-to-date and as nearly perfect as any in the world. The surgeons are highly educated, proficient and progressive, and the equipment of their hospitals is the very best and most modern I have ever seen. You can form an idea from the fact that the Military Medical college of Russia celebrated its centennial in 1905."

## AMERICAN EXPORT TRADE IS INCREASING.

Washington, Dec. 24.—No feature of the export trade of the United States for 1905 has shown a larger growth than the trade with China and Japan, says a bulletin issued by the bureau of statistics of the department of commerce and labor. In the 10 months ending with October aggregated more than \$60,000,000 in value, against \$20,000,000 in the same months in 1904. Exports to Japan were \$16,000,000, against a little less than \$22,000,000 for the same period in 1904, and \$16,000,000 in the corresponding months of 1903. No other country of the world to which our exports are sent shows an increase approximating those of China and Japan.

The growth in exports to China from the United States is especially marked in copper, cotton cloth, flour, sewing machines, locomotives, paper, canned beef, manufacturers of tobacco and lumber, though cotton cloth and copper are by far the most important of these items.

To Japan the growth occurred in flour, carriages and other vehicles, raw cotton, agricultural machinery, sewing machines, locomotives, leather, paper, canned beef, tobacco and lumber. Cotton cloth exports to China in the 10 months ending with October aggregated in value \$27,405,450, against \$9,657,071 in the 10 months of 1904.

Copper exports to China are comparatively new feature of our trade with that country, the amount in the months ending with October having been \$11,320,407, against \$811,577 in the same months of last year. The copper is used in making new copper coins. Flour is about the only important article of export to China showing any material reduction this year, while manufactured goods show a material increase. Cotton exports to Japan for the

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SALT LAKE CITY

10 months ending with October aggregated in value \$13,784,390, against \$2,715,592 last year. American cotton is popular with the Japanese spinners because it has a long staple, but the cotton grown in India and China, which has a shorter staple, is considerably less in price, and in the years of high prices of cotton in the United States Japan purchased little cotton in this country, but draws largely on India and China.

## VETERANS DIE IN NEW ORLEANS.

New Orleans, Dec. 24.—Lewis Graham, aged 34, a Mexican and Civil war veteran, and president of the National Typographical union, died suddenly today.

Dr. Thomas Ahy, surgeon in the Twentieth Infantry at the battle of Santiago and a Civil war veteran, also died suddenly today.

Ladies with Tender Skins  
Will derive the greatest comfort from the use of Cuticura Soap in Winter.

Half the ill that man is heir to come from indigestion. Burdock Blood Purifiers strengthen and tone the stomach; makes indigestion impossible.

The Nickel Plate Road, with its eastern connections—the Delaware Lackawanna & Western and West Shore and Boston & Maine Railroads—is considered by those who have patronized it as a most desirable line between Chicago and New York, Boston and other eastern points, and takes its place among the first-class lines leading eastward from Chicago. It is operating three through first-class trains, all daily, and equipped with modern improvements, for the convenience and comfort of the traveling public, in its dining-car service, meals being served on American Club Plan, ranging in price from 35c to \$1.00; also service a la carte. Colored porters are in charge to look after the comforts of the passengers in coaches, and especially to assist ladies traveling with children. No excess fare on any train on the Nickel Plate Road. All passenger trains arrive at and depart from the La Salle Street station, corner Van Buren & La Salle Streets, Chicago, the only passenger station in Chicago on the Elevated Loop. When going east try the Nickel Plate Road. City Ticket Office, 111 Adams St., Chicago.

## CHRISTMAS HOLIDAY EXCURSION RATES.

Via the Nickel Plate Road between Chicago and Buffalo. Dates of sale Dec. 23, 24, 25, 30 and 31, 1905, and Jan. 1, 1906, at a fare and a third for the round trip, with return limit of Jan. 2, 1906. Through train service to New York City, Boston and other eastern points. No excess fare. Individual club meals served in Nickel Plate dining cars. Three through trains daily from La Salle and Van Buren street station, the only depot in Chicago on the elevated loop. Write Mr. Charles E. Johnson, district passenger agent, 311 Broadway street, Denver, Colo., for information.

## HOLIDAY RATES

Via Oregon Short Line.  
Tickets on sale December 23, 24, 25, 30, 31, and January 1, 1906. Final limit January 4th. See agents for further particulars. City Ticket Office, 201 Main St.

## Picture Sale!

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**25% Off!**  
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PARLORS  
240 S. Main Street  
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Good Set of Teeth for  
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Bridgework ..... \$1.00  
Bridge Work ..... \$1.00

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H. C. TOWNSEND,  
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# "THE LAGOON ROAD." Salt Lake & Ogden Railway. SALT LAKE CITY President and General Manager.

Time Table in Effect Nov. 23, 1905.  
LEAVE SALT LAKE:  
6:30 a. m. to Ogden 7:30 p. m.  
7:30 a. m. to Ogden 8:30 p. m.  
8:30 a. m. to Ogden 9:30 p. m.

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# Utah's Most Popular Rail- road. CURRENT TIME TABLE

EFFECTIVE MAY 1ST, 1905.  
DEPART DAILY.  
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No. 1—Los Angeles Limited ..... 4:35 p. m.  
No. 1—Los Angeles Express ..... 12:30 a. m.  
No. 4—For Stockton and Tintic. 7:45 a. m.  
No. 62—For Nephi & Sanpete Val-  
ley ..... 8:00 a. m.  
No. 63—For Garfield ..... 11:30 a. m.  
No. 64—For Nephi ..... 4:45 p. m.  
No. 65—For Nephi and Lynn ..... 9:30 p. m.

## ARRIVE DAILY.

No. 4—Los Angeles Limited ..... 5:45 p. m.  
No. 2—Los Angeles Express ..... 4:30 a. m.  
No. 43—From Lynn & Nephi ..... 5:30 a. m.  
No. 14—From Garfield ..... 1:30 p. m.  
No. 62—From Nephi & Sanpete  
Valley ..... 1:30 p. m.  
No. 64—From Garfield ..... 1:30 p. m.  
No. 64—From Tintic & Stockton. 4:00 p. m.  
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