# DESERET EVENING NEWS: SATURDAY, FEBRUARY 22, 1902.

# IN DISGUISE THROUGH RUSSIAN MANCHURIA

Mr. Gerrare, the writer of this article in the London Daily Mail, was commissioned by the editor of "Baedeker's Guides" to prepare a work on Siberia and Manchuria, only to discover that the Russian authorities forbid the presence in Manchuria of English and Japanese visitors, though Germans, French and Americans have free access. Mr. Gerrare was not to be daunted, and disguised in various ways made an interesting scamper through Russia's new Conquest.

# 

English people take greater interest [ in Siberia since it affords a shorter way to the Far East, so when I undertook to do Baedeker's Guide to Russia for English travelers, I determined to get the best information concerning the

new route. Little was known of the Manchurian section of the line, and soon after made inquiries concerning it here. received a hiat that it would be well for me to communicate with the Rus-slan embassy if I thought of visiting nchuria. Tracing this suggestion is source, I found that it came from Monohuria. one of the many well-paid secret agents of itussia who move in London society. I had nothing to fear. My object was I had nothing to fear, My object was innocent. Russian officials would help me to attain it. The always court-cous M. Lessar, now Russia' minister at Pekin, informed he that 'an appli-cation should be made to the Russian minister for foreign affairs through the British ambassador at the Imperial

court." After all, that seemed to be merely a matter of form; but when, in May last, I left London for Vladivostok, I took a personal recommendation to our am-bassedor in St. Petersburg.

#### MERE FORMALITIES.

One sunny forenoon I went to the palace quay. The English embassy was stately and somnolent. His excellency slept; his private secretary had not yet risen. None of the secretaries or attaches had arrived. I was too it wanted a few minutes of early; it wanted a few minutes of mid-day. I called later. His excel-lency had gone fly-fishing. Many times during the next ten days I re-paired to his official residence, but not once was I fortunate enough to see Sir Charles Scott. A secretary fixed up once was i fortunate enough to see all charles Scott. A secretary fixed up an oppointment a week ahead; but when the day and hour arrived his excellency was too busy to receive. That was my luck. In summer the town is uninhabitable. All who can get away to the islands, the country, or the suburbs. There is no darkness; the "white nights" are delightful. It is then the people live. In the day they make their rooms dark and sleep. The Russian ministers cannot escape so easily; the business of the state must be carried on. Promptly at 11 must be carried on. Promptly at 11 o'clock one morning I sent in my card to the minister of ways and communications. Five minutes later I was sitting alone with Prince Hilkov, chatting about guide-books. Russian railways,

sport and photography. As to Manchuria, the minister had little to say. . The lines were not occu-pled and had not been handed over to his department. But his son was in Manchuria. He hoped that I would see him when there. And his nephew was in either Harbin or Vladivostok: if I could find him he would be pleased a help me. So would the chief en-gineer-and every one else. A letter asking all employes of the department to assist me would be sent to my hotel that same day. Two hours later I received it.

The secretaries of our legation were quite capable of making the formal application I desired. They did so, but ressed themselves as not sanguine

in Siberia. That letter was of more value to me than many passports and be of use in crossing. The first was the wife of a working 11 official recommendations. Russians engineer on the line, the other an elder-ly Russian who was starting a mineral re proverbially hospitable, and these Russians were favorably disposed to England, and they never failed to do all that they could, and sometimes did more that they ought, to forward my water manufactory near Harbin. These were the only civilian passengers who had been in Manchuria before, and both had first-class passes for the Maninterests. For instance, Il was from them I obtained an introduction to Chief Engineer Yugovich, who is prac-dicaly the uncrowned king of Manchuinterests. churlan train. The gentleman offered to look after the lady's baggage, also after mine, when we reached the ter-minus at Grodekoy, and this left me relation of the society, is said to favor the free to hide from the frontier guards. The other passengers were Russians seeking fortune in the new territory, which all believe to be a veritable. hent of the society, is said to favor the English, and was himself educated at Klug's College, London. Mr. Yugo-vich can build railways and he can talk; but I could not get even a rail-way pass from him. He would not stretch a point, but simply referred me to the governor-general at Khabarovsk, two days distant be rail Eldorado, or were artisans and labor-ers engaged to work upon the railway The remainder, by far the largest num-ber, were soldiers on their way to renforce the expedition against the hand-

ts on the frontier. wo days distant by rail pation last year, was overrun Governor-General Grodekov received ne affably-he thought I was an Amer-can, said that he had heard of me, afthinese squatters, unlicensed gold-diggers free community men, and robber gers free community men, and robber bands. The Russian troops have been busily engaged capturing these men. Some bands they have exterminated; others they have taken and settled on reserved land, after executing the lead-ers. Some have been driven from the country some are still hiding in the fected an interest in my work, admit-ted a guide-book was needed, and appreclated fully that without the Man-churian section it would be incomplete and misleading. If I had any paper that showed what it was I wanted to country, some are still hiding in the mountains, and at this particular date to, it would save him taking a long I had that paper, an open letnote. a band had suddenly appeared on Ruser of introduction from members of the Anglo-Russian society to an engi-neer in Manchurla. He borrowed it. sian territory within a few miles of Viadivostok, and were being surroundpromising that it should be returned that same day and I left expecting ed by quite an army of Russian troops that the long-tried-for permit would come at last. Instead, I received the The just Siberian village is about thirteen miles from the frontier. There our troubles began. The train con-sisted of a guard's van and a few open letter back, and scribbled upon the reverse of my own card was a curt refusal. He could not sanction my protrucks. On one of these our baggage was piled, and upon this, with other posed journey through Manchuria, returned to Vladivostock. There returned to Vladivostock. There I learned, but not from them, that the signatories to the letter had received a telegram from the sovernor-geneal di-

business and not concern themselves with foreigners who wished to go into Manchuria. I asked no more favors of Russian friends, and never will. NO ENGLISH ADMITTED.

I wired to St. Petersburg to learn the

result of the application made by our amhassador. The answer to an "urtelegram arrived within a fortcont" night: "Authorities, while granting you ev-

ecting them to attend to their own

ery assistance on Trans-Balkal Ball-way, refuse you permission to travel in Manchuria."

This answer was equivalent to re-fusing an application to see over Kensington Palace by granting permission to pass through the gardens by the Brond Walk! I wired again, also "urgent:"

"Baedeker's business necessitates vis-

Iting Manchuria, therefore must awalt permit here. As forcigners are now en-tering the country, hope you may soon obtain for Englishmen the same privllege granted to Americans and oth-

In due course came the reply: "Application again refused."

Manchuria.

sisting of a large Chinese parchment covered box, in which my Engl manteau and hag were packed. h my English port and the has were facted a Chi-ese bashet of provisions, with the al-ways needed tea kettle tied thereto, and a roll of Mongolian feit in which to sleep-would be carried to the line by coolies and left there until a train was made up. Usually this consisted of from a dozen to forthe consisted of made up. Usually this consisted of from a dozen to forty open trucks full, loaded with ralls, sleepers, rallway ma loaded with ralls, sleepers, rallway ma-terial and provisions. The trains most-ly started at dark and ran through the night, to be broken up and reatranged at the first siding reached after down broke. The first thing to do was to find a possible place on one of the trucks, then, when no one was looking, to carry my box there, fetch the ther luggage, and if I sot all ye to the truck without being discoverd in the act, subsequent proceedings were sim Anglo-Russian Literary society resident | on the way there'I made the acquaintple and generally successful ance of two fellow travelers likely to BY FIRE BOX TO TSITEIKAR.

Having hidden on the truck and my yourself a small as possible, you winvariably found by one of the bysk men. If no one was looking and y were almost inconspicuous, the affit a rouble note would close his eyes your presence. When there was a risk of the stationmaster noticing yo resence, you took the risk and k presence, you took the risk and k the money until the train was out the wilds, when the brakesman would visit you in a friendly way.

Comforting

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Occasionally brakesmen and the de pot hands would unite to thwart regular passengers, and as the start masters all have a guard of Cossacks at their service, resistance is useless. In those cases I found it beat to obey. I would remain as near the train as I could! probably by one of the fires the vngabond travellers light everywhere to boll their kettles. When the guards had passed, I would lift my luggage back on to a truck, conceal it there i possible, and wait for the train to start. I would then jump on as it wa start. I would then jump on as it was moving, and find a hiding-place for myself. The fire-box of a locomolive boller on its way to Tsitsikar housed me comfortably for two nights. I never saw anyone thrown from a truck while the train was in motion, but sometimes Cossacks would clear a way on at the last minute and detain would be passengers while allowing their of be passengers, while allowing their ef-fects to go on. This never appendit to me. In fact, I soon became so used to "beating" my way that I continued to practise it after leaving Manchuria.

#### THE EMPRESS OF JAPAN.

In the matter of the emancipation of Japanese women it is not generally known that the lady who has done was piled, and upon this, with other favored ones, I claphered, having what was called a "ladies' place." The other passengers got where they could, some standing on the buffers between the trucks and holding on for dear life while we shunted back and forth by the more than anybody else for her sex in the land of the chrysanthemum is the present Japanese empress. Her influ-ence has been exerted in small things as in large. She has entirely revolu-tionized the education of girls and the bionized the education of girls and the corner stone will be put on the system early next year by the opening of a university for women in Tokio. It was she who, in the early seventies, by her example, put an end to the old custom of married women blackening their teeth. From the western point of view the least commendable innovation for which her maissity has been responsible. zig-zag line leading from the valley to the higher plateau of Manchuria. At Pogranichnaia this train was cleared Pogranichnala this train was cleared and the passengers waited a couple of hours for another to be made up for the journey west. The station was a miserable building amid railway sld-ings, with only a rough outline of the space intended for the construction of which her majesty has been responsible is the introduction of European dress in place of the fauitless costume of Japan. Still there is every reason for this, the contention being that a Japanlatform. Among the goods piled near the line it was easy to remain unobserved in the darkness until the train vas ready to start. At the last moment with the assistance of a brakeman, I got up into a covered wagon and made myself as comfortable as I could upon se lady is treated more respectfully by her husband when she is in European dress than when retaining her national costume.—London Chronicle. heap of some one else's luggage. By LESSONS OF A DRY YEAR.

feigning sleep when the conductor came for tickets I escaped his immediate at-tention, and the next morning a little condescension on my part and the gift of a rouble staved fruither questioning. We had to change trains every few hours, and it was not long before I saw Whenever a season presents abnov mal conditions which seriously affect agriculture it will be found to inculcate valuable lessons, which form, to some small degree at least, "the silver lining" of the cloud. The season that is past h the train cleared of passengers unprothe train cleared of passengers unpo-vided with tickets. Those who would not get off when told were pushed or kicked off by the conductors and brakesmen. The Chinese were most pertinacious, or the croud. The season that is past is no exception to this general rule, and in the period of agricultural meditation which the winter usually provides for the farmer it would be no bad idea to devote some little thought to this point, not in the way of regret or repining. and as Chinamen appear to be very nuch like each other at tickets while others had not, those thrown off the trucks clambered on for this is useless, but for the sake of Buidance it will furnish in the future. In a very large portion of the West the past season has been unusually dry. It only to be thrown off again if observed. One would succeed where the dozen failed. Those left behind ran after the train; some caught it at the next stop was not so had in the outcome as was at one time feared, because misfortunes, like the bumblebee, are usually biggest when born. Ill luck or mischance is hardly ever as disastrous as it seems it is going to be. Still, it was bad enough ping place, and boarded it, there to meet with the same fate as before, or, perchance, to be the lucky ones who in this instance, and, while it would be a long task to extract from it all the teachings that it legitimately contains a reference to one or two of the more obvious ones may not be amiss. The corn crop, for example, was affected al the way from almost complete annihi-lation to little or not at all. In many instances it was never permitted to ma-ture, but was cut up for fodder; in others a good normal crop was obtained It would be too much to say that thes at would be too much to say that these extremes were to be found in the same locality, but it is a fact that in the same section some men had a guarter of a crop, some had half a crop, some had 75 per cent, and some represented themselves as never having had a better crop. Practically this wide range occurred in the same locality, and u der conditions that were practically identical as to moisture. We don't pre tend to know all the elements that con-stitute the "why." and yet there must have been reasons. We suspect, how-ever, that in many cases the difference Beating one's way as a vagrant was wearlsome work. My luggage condepended very largely upon difference in thoroughness in the methods of the farmer. In the preparation of the land, for instance, it is easy to see that if a field were ploughed and left full of clods when the planter was put on, the results of adverse conditions in that field would probably be very different from what they would be in a field that had been thoroughly harrowed af-ter ploughing, and had been reduced to perfect tilth, and on which the harrow had been kept running after planting until the corn became too large to make it safe to run it longer. In the first in It sate to run it longer. In the first in-stance the adverse conditions would be very likely to destroy the field, and the owner, might be thankful if he got a little fodder from it, whereas. In the second case, the corn would have the advantage of having been given the best negatible charge so far as preparity. best possible chance, so far as prepara-tion of the ground was concerned, that the season permitted. Pursuing th subject, there follows the after cultiva tion. As everybody knows who pay any attention to methods of corn cul ture, there are such methods as tend to conserve all the moisture that the land does get, while there are others that seem specially devised to rid the soil of its molsture by evaporation just as rap-fits molsture by evaporation just as rap-fdly as possibly. In a season like that that has just closed, one can readily se-that with the same rainfall, occurring OUTEN at the same time, one field with the for-mer treatment might produce well while the other that had been subjected while the other that had been subjected to the latter might fail utterly. What is here said is intended to be suggestive merely, but if during the winter farmers who have had one de-gree of success with their crop will give the subject a little careful comparative the subject a little careful comparative study, in connection with the condition of a neighbor who had a different de of a neighbor who had a different de-gree of success, the reason for the dif-ference will probably be found, and may be stored away as one of the les-sons which the experience of a dry sca-son furnishes. We all like to have a scapegoat for the things that befall us. If we have failed this year it is easy and to some degree comforting, per-haus, to say that it was the drout that caused it. Well, so in a sense it was, and yet in many cases the failure might not have been so complete, or was, and yet in many cases the failure might not have been so complete, or might perhaps, not even have occurred at all if we had not ourselves in some way contributed to it.—Metropolitan and Rural H me.



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However, I could o as far as Irkutsk. I went to Irkutsk. I went further. I

reached Viadivostock, on the far-away Pacific, and from the day I left Moscow to one had even asked to see my pass-

By taking the river route I skirted Manchuria, but did not enter the coun try. That journey inclined me to re-turn by the railway route. I sought the required permission of the local authorities, and was by each referred to some one else, or discreetly refused. It seemed that I was not to be allowed to enter Manchuria. When I men-tione i my difficulties to any one, the When I mencommon exclamation was, "Then you must be an Englishman!" All there knew that only to the English and Jap-anase is permission to enter Manchuria absolutely refused

To be passed through the territory two things were necessary: the flat of the military authority and a frank over the line by some credited official of the Eastern-Chinese railway. From the minor officials I could not beg, buy, or cheat any paper whatever, try how I would. Nor were those persons whom I persuaded to act for me more success-

UNCROWNED KING OF MAN-CHURIA.

I had received a circular letter of in-troduction to fellow-members of the

I was disgusted. In Vladivostock I met Russian, French, German, and American commercial travelers who had been passed through Manchuria. I saw on their way thither Russian peasants in topboots and mufiks in bast-shoes: tweed-coated clerks, shopmen, and tourists; real gipsles in faded fan-cy costumes; officers' wives in Euro-pean gowns, American girls in sailor, pean gowns, American girls in sailor, hats and shiri waists, bare footed vil-lage women and maids from Little Russia swathed in pleated shawls. I saw, too, the En ish officer, Colonel Powell, who hat been turned out of Manchuria

resolved to obtain false papers, I resolved to obtain false papers, adopt a disguise, and attempt to sneak through the territory closed to us only. By doing this I placed myself outside the pale and forfeited all right to protection from our government if detect-

Detection at best meant the absolute failure of the scheme. There would be no opportunity accorded for a second

attempt. I went away suddenly, leaving in a guise which none suspected and one which would have excited the risibility of ray acquaintances. I left by train for the frontier, prepared to live the part of the persecuted character in modern farce, if that were necessary to success success. The Manchurian frontier is a day's journey by rail from Vladvostock, and

MORE ROYALTY TO VISIT US.

escaped notice. COSSACK TICKET INSPECTOR. The quickest and most effectual way of clearing the train was to employ some of the Cossack guards armed with the short heavy fialls they call whips, or a yard of telegraph wire. The brakesmen and conductors accompan-ied the Cossack to reduct out to them

Manchuria, before the Russian occu-

RESERVED FOR THE FEW.

with

few miles

brakesmen and conductors active to them ied the Cossacks to point out to them the passengers who had not satisfied them of their right to travel. They also generally carried a short length of wire with which to persuade the passenger to leave the truck. A pass did not necessarily give one A pass did not necessarily give one the right to travel by this particular train. It had to be submitted to the person in charge of the depot where the train was made up, and counter-signed by him before it was valid. He never failed to sign a document given by a head engineer, but as I never had a railway pass at all the vagarles of the stationmasters did not worry me. Beating one's way as a vagrant was

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The Crown Prince of Japan, Yeshi Hits and his bride. Princess Ladi are both very anxious to come to America and a visit from them as a consequence may be expected in the very near fu-ture. Arrangements are new said to be ture. Arrangements are now said to be

Queen Margheuta, of Italy, widow of King Hambert, is another of the dia- and Queen of Flan also now being quiettinguished royal personages who are expected to honor us with a visit. She

THE DOWAGER QUEEN FITREY

varit of the Kine ly made at Washini ion. Senator Frye will probably travel incognito while in tecently introduced a resolution auth this country. Here is her latest picture. Iging the President to incite them. recently introduced a resolution authorA Pour Millionatre

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