



RAILWAY STATION AT HARBIN.

with them. A bishop and his assistant priest, wearing robes trimmed in purple and gold, stood on reed matting before a table spread with black velvet, on which rested the Holy Bible, the Sacred Icon, the censer and the great Golden Cross. Every man, near and far, with uncovered head, crossed himself and prayed. No other peoples are so "religious" as the Russians.

When it rains, the black, sticky soil becomes a slough of despond. Frequently Chinese carts are stalled in the middle of the muddy street. I have seen whole batteries of heavy cannon stuck in the mud when six or eight horses were hitched to each piece.

My journey from Mukden to Harbin, though a distance of only three hundred miles, occupied five days. All trains bound for the seat of war having the right of way, our train was side-tracked more hours than it travelled. The railway stations through Manchuria, together with requisite buildings for operatives, are constructed of stone or brick on substantially the same pattern. At every railway bridge and culvert throughout Manchuria a guard is stationed to protect it from injury or destruction by Japan-

ese spies, or bands of Chinese brigands, called Hunghoozas. The Japanese have made many desperate attempts to destroy bridges of the Trans-Siberian Railroad, and some have been caught in the attempt and executed. At frequent intervals, where guards have been stationed, signal posts have been erected, which, being some twenty feet in height, are wrapped with straw and topped with a can of petroleum. When an enemy approaches, a wire is used to release the oil, which flows down upon and saturates the straw. This, then, is ignited, producing great flames, and giving the signal for assistance to military posts for miles along the line.

The regular stations all along the Trans-Siberian Railway were originally built at intervals of from six to ten miles. In order to facilitate the train service for the war, sub-stations between the original ones are now being rapidly established along the whole extent of the road, thus giving it an efficiency approaching a double track line.

Harbin, especially its newer portion, which is on the high ground east of the railway station, unlike other cities