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RUSSIA'S LAST STRONGHOLD.

Vladivostok, Against Which the Japanese Will Shortly Proceed.

It is announced authoritatively that Japan is planning a land and sea campaign against Vladivostok, Russia's remaining stronghold in the East. With the sickening fate of Port Arthur fresh in mind, this latest frank and direct avowal of the Japanese intention comes with a shock.

The impregnability of Port Arthur was for so long a matter of uncertainty and the claim to that distinction was disproved at such a fearful cost that the world will hesitate to believe that Russia has still in her possession a stronghold whose claim to impregnability is even more plausible than



POSTOFFICE AT VLADIVOSTOK.

was that of the fallen Gibraltar. Yet, according to the military wiseacres, especially those who have had the advantage of actual observation, Vladivostok is strong where Port Arthur was strong and strong also where that fortress was weak.

First and of great strategic importance is the fact that Vladivostok cannot be invested by a hostile force, either by land or sea, during the long and pitiless Siberian winter. It is as safe from all external molestation during its protracted hibernation as is the shrew in its burrow. This natural defense confers impregnability on the port for several months in every year.



VLADIVOSTOK, RUSSIA'S LAST EASTERN STRONGHOLD

The harbor, it appears, is not a whit less baffling in its natural configuration than is that of Port Arthur. Vladivostok is situated on the gulf of Peter the Great, an arm of the Japan Sea. The town is built on the slopes of a high ridge forming a tapering peninsula into an irregular landlocked bay. There are two narrow entrances to the harbor, both flanked by highlands which bristle with batteries and fortifications. The entrances are further guarded by forts erected on an island at their mouths and innumerable islets just outside on which are many defensive works of various kinds. Surmounting the crest of the headlands, which stretch for miles to the eastward and are known as the Golden Horn, are continuous chains of earthworks and other defenses. The lofty hills on the northwest protect the port from the land side, and in the deep water of the Golden Horn, which is at least four miles in length and a mile in width, the largest ships may ride safely at anchor, free from the menace of attack and beyond the reach of the weather.

Like Port Arthur, Vladivostok consists of three portions. That nearest the water is the military town, extending along the harbor and given up almost exclusively to storehouses, military quarters and officers' residences. On the extreme north of the harbor are the official buildings and the private dwellings of the government employes and private citizens. Beyond and higher still is the arsenal, strongly fortified. The population is about 15,000, excluding the military.

It is not likely that the town could be entered by an invading force from landward without a repetition of the hard fighting that took place at Port Arthur. The natural disposition of the hills at the rear of Vladivostok has made it possible to interpose many

powerful schemes of defense against the advance of an enemy, and the Russian engineers have been puzzling their brains for forty years to make approach from the rear practically impossible. There is nothing, however, to prevent the Japanese from completely investing the place. Once inclosed within the circle formed by the Japanese fleet and the land forces, there would be nothing to expect from outside. The Russians have no means of assembling or maintaining an army in that vicinity sufficient to suggest any prospect of relief, as was the case for awhile at Port Arthur. It would only be a simple question of endurance.

It is undoubtedly a fact that Vladivostok is even better provided to sustain a long blockade than was Port Arthur. When Russia decided to make it the terminus of the Transsiberian road she began to build storehouses and military depots the like of which was unknown to Asia. This hoarding of stores has never ceased. To lose Vladivostok would be Russia's crowning humiliation.

THE CURVED BALL

It Is the Atmosphere Which Causes Its Eccentric Shoots.

Almost any ten-year-old youngster can curve a ball, even though he does not know why he can do so except that the leather must be held in a certain way. Possibly a half dozen of the major league twirlers know something about the science of the curve, but comparatively few understand why they can produce their "benders." The Scientific American gives the following as the scientific explanation of the matter:

"The pitcher in the field tells us that the ball curves because he gives it a twist, but scientifically this will not do. Why will the twist make the curve? If a ball were thrown in a certain direction and if the force of gravitation were not at work the ball would continue on in a straight line forever. Some force of resistance is then at work when a ball is made to deviate in a curve from its straight course. If a feather is dropped in a vacuum in an exhausted receiver of an air pump it will drop like a shot, but if it is dropped out in the air it will go down irregularly and slowly, shifting from side to side.

"It is the atmosphere which causes the ball to curve. Bearing in mind

FOR A KING'S FANCY.

Belgian Monarch Builds a Costly Japanese Pagoda.

At Laeken, close to the royal palace, near Brussels, there is now being performed the finishing touches on a magnificent Japanese pagoda that has been erected to gratify King Leopold's fancy. It stands on the edge of a lake in the royal park, lending its air of Oriental mystery to Occidental surroundings.

While the illustration gives a good idea of the architectural beauties brought out in its design it fails, of course, to give even so much as a suggestion of the rich coloring that adds so much to the attractiveness of this unique structure. The pagoda is dark red, relieved with gold and black. From the corners of each successive roof or balcony there hangs electric lights and one can readily imagine the effect of all this when seen from across the lake at night.

It is on the inside, though, that its greatest beauty is to be seen. The woodwork is of a rich bright brown color and deeply carved. By way of further ornamentation it is touched with red and black in decorative effects, brightened here and there with gilding, and is studded with plaques of gilded bronze. Splendid as are the decorations, however, they are out-



TO GRATIFY KING'S FANCY.

done by the richness of the stained glass windows. Experts consider them marvels of art in that line.

The main hall is the most beautiful of all the rooms. The floor is a marvel of lacquer and rich decorations. The pillars lining the walls and forming the corners are covered with gilded leather worked in rich designs and every bit of space is beautiful with incrustated lacquer, carving or gilded bronze. The ceiling is painted with flowers in rich shadings of high colors and the floor is covered with the finest of Japanese matting. The furnishings of this splendid building are in keeping with its great beauty, rare and priceless Japanese bronzes, screens and other decorative fancies having been provided so that it is a veritable treasure house.

SKIN BOATS MOST ANCIENT.

Primitive Craft Made of Hides Are Still Used in Egypt.

Babylonian and Egyptian sculptures show goat and cow skins, roughly made into boat shape and used for river craft. It is likely that this is the oldest and most primitive form of vessel in the world, says the Detroit Free Press, and it came into use as soon as man had advanced beyond the stage of ferrying himself across waterways on tree trunks.

In King Solomon's day the rivers Euphrates and Tigris were navigated almost entirely by means of such craft.

Old as this form of water transportation is, it has not disappeared by any means. Bible land still is full of inland sailors who paddle skin boats that are not a bit different from those that were used in the time of the Jewish kings. The river front of Bagdad to-day harbors great fleets of exactly the same kind of skin and rattan boats that used to ply there in the days of Haroun Al Raschid.

Even in Europe there are races that still use boats made of skins. These races live in Albania and other parts of the Balkan peninsula. The natives tie three or more goat skins together and stiffen the structure with a thin framework of rattan and tough grasses.

Most of the boats are so small and weak that the passengers must lie flat on them, while the boatmen buoy themselves with a goat skin and swims along behind to shove the boat on. These boats look very funny, for the natives leave the heads and tails of the goats on the skins.

Regretted Losing His Friend.

The Girl—What's up?
The Man—I introduced Vera, my fiancée, to Jack Smith. Now they're married! And only to think that Jack was my best friend, too!
The Girl—Oh, cheer up; there are plenty of good girls still in the world.
The Man—I know that, but friends are scarce!—Modern Society.

Slight Difference.

"There goes a successful author."
"Great genius, eh?"
"No, I didn't say he was a genius; I merely said he was a success."—Atlanta Constitution.

O. R. & N.

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Atlantic Express 8:15 a.m. via Huntington	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and the East	7:15 a.m.
St. Paul Fast Mail 6:15 p.m. via Spokane	Walla Walla, Lewiston, Spokane, Wallace, Pullman, Minneapolis, St. Paul, Duluth, Milwaukee, Chicago and East	8:00 a.m.

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Leaves Albany	12:45 P.M.
Leaves Corvallis	1:45 P.M.
Arrives Yaquina	6:20 P.M.
No. 1, returning:—	
Leaves Yaquina	6:45 A.M.
Leaves Corvallis	11:30 A.M.
Arrives Albany	12:15 P.M.
No. 3 for Albany-Detroit	
Leaves Corvallis	6:00 A.M.
Arrives Albany	6:40 A.M.
Leaves Albany for Detroit	7:30 A.M.
Arrives Detroit	12:02 P.M.
No. 4, from Detroit:—	
Leaves Detroit	12:35 A.M.
Arrives Albany	5:15 P.M.
Lv. Albany for Corvallis	7:15 P.M.
Arrive Corvallis	7:55 P.M.

Trains 1 arrive in Albany in time to connect with the S. P. south bound train, as well as giving two or three hours in Albany before departure of S. P. north bound train.

Train No. 2 connects with the S. P. trains at Corvallis and Albany, giving direct service to Newport and adjacent beaches.

Train No. 3 for Detroit, via Albany, leaves Corvallis at 6:00 a. m. and connects with the S. P. Albany-Portland local train leaving Albany at 7 a. m. Train No. 4 leaves Albany for Detroit at 7:30 a. m., arriving there at noon giving ample time to reach the Breitenbush hot springs the same day.

Train No. 4 connects at Albany with the Portland-Albany local, which arrives there at 7:10 and runs to Corvallis leaving Albany at 7:15 and arriving in Corvallis at 7:55 p. m.

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