

# PROGRESS OF THE EASTERN WAR

In some respects the strategical situation of the armies in central Manchuria is now similar to what it was six or eight weeks before the battle of Liaoyang. Tieling and Mukden, the Russian positions, now correspond to Liaoyang, Haicheng and Tatchekiao then. The Liao valley and the Mongolian frontier lie to the west of the Russians, as before, while to the east are the same mountain ranges with the Japanese forcing one after the other the passes that command the most important roads.

We still have the great weight of Oku's and Nodzu's armies grimly astride the railroad, preventing any possible expedition to "the relief of Port Arthur," and at the same time ready to deal the sledge-hammer blows that will force the Russians still farther northward when the time comes. We still have Kuroki in touch with the Russians on the east and doing the most important work over the mountain trails.

During the week General Kuropatkin has reported in repeated dispatches the progress of a part of Kuroki's force along the roads from Bentsiaputze to Fu-ling and to the Fushun mines, which lie respectively ten and thirty miles east of Mukden. Kaotou Pass, where there was a skirmish, seems to be on one of these roads, while an official Russian dispatch from Harbin reports a fight on the south bank of the Hun River on the road leading to Fu-ling. The Japanese are said to have had two divisions here, rather a large number of men, and to have been repulsed. Farther east, on the road running northward from Saimatse, the Japanese advanced to an attack on Da Pass. An official telegram given out at Tokio tells of the Japanese capture of Tieling, which may be one of the passes just mentioned, or some other, as it clearly cannot be the City of Tieling north of Mukden.

How far and how fast these movements will progress cannot be told, as that depends on factors of weather, transport and men, concerning which we are but poorly informed. We may expect, however, in due time to see Mukden abandoned without hard fighting, much as Haicheng was abandoned when the Russians were concentrating on Liaoyang. If this is not the case it will probably be because Kuropatkin sees hope of retaining for a while longer his control of the important Fushun coal mines.

The opening of the circum-Baikal railroad during the week will mean much for Russia, as her re-enforcements can now be sent forward to the full capacity of the Trans-Siberian Railroad, and not merely to the capacity of the steamers and ice-breakers across the lake.

If we had any solid facts to go on the news from Port Arthur would probably be vastly more interesting and important than that from the armies farther north. But we have still nothing but rumors gathered at Chefoo from refugees from Port Arthur and Dainy. The accounts agree that another general assault has been begun, with Japanese successes at several points, and we are also told that Port Arthur is in desperate straits for food, for water and for coal. But what weight to give to the reports we do not know.

For some reason the Japanese government has thus far declined to publish any account of the fighting at the southern tip of the Liaotung peninsula. So what is happening must be pieced out from the story of Lieutenant Radziwill, who reached Chefoo with dispatches from Stoessel, and from "reliable Chinese," who, in mili-



SCENE OF PANIC IN PORT ARTHUR.

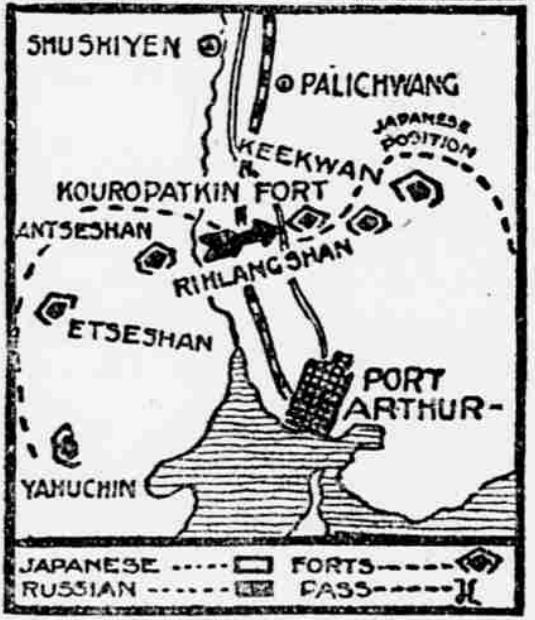
tary matters, are the most unreliable people on earth. There is no one so afraid of powder and ball as the Chinaman. When he sees or hears an outpost skirmish it seems to him like the last desperate general assault, and when he reaches Chefoo he reports of "halls of shot," "cyclones of shell," and "earthquaking mines."

In the latter part of August the Japs took four outlying forts in front of Rihlung and Kikwang. They immediately set out to strengthen these places, and made them into most respectable fortifications. When the next general assault starts, these forts will try to silence the guns of their Russian opposites before the infantry come into operation. If the new Japanese forts can obtain a preponderance over Rihlung and Kikwang those places may possibly fall to general assault. But the whole operations at Port Arthur up to the present date merely confirm the old lesson that defenses adequately manned by resolute troops cannot be taken by frontal attack. The Japanese are desperately brave; they are especially good on the offense. They started at Port Arthur flushed with victory. They considered the place as holy and went at it like crusaders. But they have come nowhere near storming it. Strong forts containing good men cannot be stormed.

The fall of Port Arthur is evidently one of the vital links in the Japanese chain of strategy. Time and again have the Japanese movements been evidently thrown out by the persistent and unexpectedly successful defense of the Russian fortress. In their intended calendar of war the fall of Port Arthur was set for a date some months back—probably in June.

Then from this June fall they deduced a long train of consequences, such as the destruction or capture of the Russian fleet, which would allow part of the Japanese fleet to go home, repair, take on new guns in place of those worn out by constant firing, rest up its men, while the remaining ships sealed up Vladivostok.

Meanwhile Nogi and his 80,000 men would be released for other work—perhaps at Vladivostok. Kuroki and



The wide sweep of the Japanese eastward turning movement is indicated in the map. Using the Taitse River as a means of transit, Oyama is dispatching troops to Sianchan, thirty miles northeast of Liaoyang. The appearance of Japanese near Kaotou Pass also is significant, and might be taken as a design to cross the Hun at the Fushun ford. At Port Arthur the line of investment is drawing closer. The location of Fort Kuropatkin, which is reported captured, is pointed out. Almost directly eastward and westward are Rihlung and Antsehan forts, the loss of either one of which would be a serious blow to General Stoessel.

Oku obviously tarried long waiting for Port Arthur to fall. And by their tarrying they wasted much valuable time and probably inflicted a less severe whipping on Kuropatkin than would have been possible earlier. Stoessel remains a great big spoke in the Japanese wheel.

## HARVEST OF DEATH.

Attacks on Port Arthur are marked by terrible slaughter.

Twelve thousand fresh Japanese troops have arrived to re-enforce Gen. Nogi in his siege of Port Arthur. A new battery of field artillery has also been turned on the city, according to official reports received in St. Petersburg. Since the last terrific assault, in which the Japanese lost heavily, there has been an ominous silence. Viceroy Alexieff, in a message to the Czar, declares the food supply of the garrison good, the defenders in excellent spirits, but that the water supply is causing concern to the commanders.

Terrible havoc is being wrought by land mines. Both sides, under cover of darkness, are undermining the fortifications. Quantities of shimose, the deadly Japanese explosive, have killed many Russians. The losses of the besiegers, however, are terrible. Thousands of dead bodies have impregnated the very air with death. Due to this, the health of the entire garrison is menaced.

It is also understood in official quarters that fresh Japanese re-enforcements are continually arriving outside the besieged city. Despondency in St. Petersburg regarding the situation in Port Arthur is becoming more pronounced daily. Grounds for this feeling of pessimism have been added to in the past few days by the entire absence of news from Gen. Stoessel. Heretofore the Russian commander has been able to get some word through by means of vessels to Chefoo, but it is now stated the Japanese blockade is perfect and all junks or other vessels coming out of Port Arthur, or attempting to enter the port, are sent to Dainy.

Indications point to a hard winter campaign in northern Korea.

## War News in Brief.

Port Arthur's fate is said to hinge on a single fort that the Japs are trying to capture.

The people of Japan plan sacrifices at home to enable the nation to prosecute a long war.

Oyama's cavalry has entered the Pu valley, which leads to the railroad north of Mukden.

The Japanese have landed many troops in Korea for an advance toward Vladivostok.

Port Arthur's plight grows worse, the city being absolutely cut off from the rest of the world.

Fresh troops are being added to the Japanese garrison at Bentsiaputze, now the headquarters of the army.

A mysterious foreign cruiser was sighted off San Francisco and is supposed to be the Korea, a Russian raider.

Marshal Oyama is bending all his energies to a flanking move of vast proportions around the east side of Mukden.

Ta Pass was taken by the Japanese after a slight engagement. The islanders are advancing on Tieling along the Liao river, according to a report from Harbin.

At Mukden it is believed that the Japanese will not make a frontal attack upon that city, but will seek to engage the Russians north or northeast of there.

The line of the Japanese army at Mukden is sixty miles long, stretching from a point near Fushun on the east to a point just south of Mukden and near the Hun river on the west.

Major General Orloff, who was blamed for the Russian defeat at Liaoyang, will be detached from the Manchurian army by order of Gen. Kuropatkin. He may be retired summarily or given a new command in Russia.

The Czar, spurred by repeated defeats at the hands of the Japanese arms on land and sea, has decided to reorganize the Russian army. Gen. Grippenberg has been assigned to command the second division of the Manchurian army, and is placed on equal footing with Gen. Kuropatkin. Seven hundred thousand men may soon be ready to take the aggressive against the Japanese. It is believed that Grand Duke Nicholas will be made commander-in-chief of the Russian armies in the far East.

## 'JAPS' TAKE DA PASS.

Important Point Forty-five Miles from Mukden Captured.

The Japanese at last have begun the offensive. They have captured Da Pass and are pressing on Gen. Kuropatkin's left flank. It is believed the Russians abandoned Da Pass without serious resistance. Several other passes of the Da range east of Bentsiaputze, twenty miles southeast of Mukden, are also in the hands of Japanese.

Kuropatkin evidently is drawing in his forces to the less mountainous country northward, where he may decide to give battle. Meanwhile sharp fighting is regarded as imminent southeast of Mukden, whence the Japanese are expected to deliver their main attack, the flank movement from the west being of secondary importance.

Da Pass, or Ta Pass, meaning Great Pass, is situated about forty-five miles southeast of Mukden and about the same distance northeast of Liaoyang. It is about twenty-five miles south of the Hun river. The Japanese attacked Da Pass, which was occupied by the troops of Gens. Mishchenko and Samsonoff, Sept. 24, but, according to dispatches from Harbin, were repulsed twice.

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## JUDGE PARKER'S LETTER.

Attacks Imperialism and Advocates Tariff Reform.

Arrangement of imperialism and executive power based on individual caprice, demand for tariff reform on prudent lines so as not to work revolution in existing conditions, unequivocal declaration in favor of Filipino independence, the urging of the immediate curtailment of expenditures and a return to economical administration, and promise of a sweeping investigation of all departments of the government in the event of party success—these are the distinctive features of Alton Brooks Parker's formal letter accepting the Democratic nomination for the presidency.

Judge Parker digresses from the issues he regards as standing forth pre-eminent in the public mind to answer Rooseveltian epigram and interrogation with judiciously constructed statements on a few of the other issues involved in the campaign. Characterizing the service pension order of the President as a usurpation of legislative power, he quotes from Mr. Roosevelt's letter of acceptance, and accepts the challenge contained therein by declaring that if elected he will revoke the order. He adds, however, that, having done so, he will contribute his effort toward the enactment of an age pension law by Congress. The language of the President's letter, Judge Parker says, suggests the suspicion that the order was made to create an issue.

The duty of proceeding with due diligence in the work of constructing the Panama canal is imperative, Judge Parker declares, but he says the methods by which the executive acquired the canal route and rights are a source of regret to many.

Another matter discussed briefly is American shipping, forty years of deplorable being deplored, and the record of the Democratic party being pointed to as giving assurance that the work of restoration can be more wisely entrusted to it. The remedy, it is declared, does not lie in subsidies wrung from the taxpayers. Attention is directed also to the officers and men of the army and navy, both, it being declared, having suffered from the injection of personal and political influence.

In a paragraph devoted to foreign relations, Judge Parker says the new conditions call for a management of foreign affairs the more circumspect in that the recent "American invasion" of markets in all parts of the world has excited the serious apprehension of all the great industrial peoples. It is essential, he believes, to adhere strictly to the traditional policy regarding friendship and entangling alliances, which means the "cultivation of peace instead of the glorification of man, and the minding of our own business in lieu of spectacular intermeddling with the affairs of other nations."

## SIXTY-TWO DIE IN WRECK.

Mistake of Engineer on Southern Railway Causes Great Loss of Life.

Sixty-two persons were killed and 120 injured (many of whom will die) in a head on collision on the Southern Railway nineteen miles east of Knoxville, Tenn., at 10:18 Saturday morning.

The engineer of the west bound train, so investigation shows, was directly responsible for the disaster. He deliberately disobeyed orders. Why, will never be known, for he was crushed to death beneath his engine and his fireman suffered a like fate.

The crash came on a sharp curve, between high banks. The west bound train was a heavy one, it carrying the sleepers from the east for Knoxville, Chattanooga, and other Southern cities. The east bound train was lighter, consisting of day coaches and chair cars. It was going thirty miles an hour, the other forty. The heavy train crashed into the lighter one with the force of a giant missile hurled from a catapult. And, by the irony of fate, the engineer and the fireman of the train at fault were the only ones on that train to lose their lives, while fifty-three travelers were killed on the train that had the right of way.

Expert railroad men who have seen scores of wrecks unite in saying that never have they seen such an inexpressible thorough smashup. The two engines and their tenders were simply a mass of scrap iron, from which vomited fire, smoke and steam. The light coaches of the local train were literally knocked into splinters. Roofs were smashed like crumpled envelopes, two cars had both sides torn out, floors were driven up and forced through the ceilings, catching and crushing men, women, and children as if in a vise.

## NEW WARSHIP AFLOAT.

The Connecticut, Most Powerful Type in Navy, Is Launched.

As the bands on the several warships at the New York navy yard played "The Star-Spangled Banner," a new United States battleship slid down the ways into the water at 11:16 a. m. Thursday and Miss Alice Welles, granddaughter of President Lincoln's Secretary of the Navy, broke a bottle of champagne over the vessel's prow, naming it Connecticut. The launching was without hitch of any kind and was entirely successful.

Many thousands of people witnessed the launching of this, the first battleship built in a government yard since the ill-fated Maine; large crowds gathered at the navy yard and at various points on the Manhattan and Brooklyn sides of the East river.

More than 30,000 invitations were issued and few were not used. Streamers and bunting were displayed in profusion everywhere around the navy yard, particularly on the scaffolding surrounding the enormous hull of the new battleship. The bow was tastefully draped with a large American flag.

Engineer W. F. Kimball and Fireman William Chapman were killed and thirty others injured in a collision between a passenger train and a freight on the Maine Central railroad near Lewiston, Me.

The steamer Longfellow of Wilmington, Del., bound from Philadelphia to Ypsomouth, N. S., with a load of dynamite, sank off shore opposite Highland Light, Mass. The crew was saved.

## NEXT.



—Cincinnati Post.

## GURNEY MAY BE PUNISHED.

British Embassy to Be Supplied with the Facts in the Case.

It seems that Hugh Gurney, third secretary of the British embassy at Washington, who was fined \$25 for driving his automobile too fast and \$25 more for contempt of court by Judge Phelps of Lee, Mass., and who raised a row with the judge over a question of privilege, came out second best after all. Gurney pleaded official exemption from arrest for the violation of a Massachusetts law, but he is not to escape scot free if Gov. Bates can prevent it. The State Department, in transmitting Gov. Bates' apology to the British legation for the arrest of Mr. Gurney, will present a statement of facts and testimony to show that Gurney violated the plain law of Massachusetts.

Judge Phelps exhibited ignorance of international law, but the opinion seems to prevail that Mr. Gurney betrayed a lack of common sense, a lack of good breeding and, worst of all, a lack of diplomacy. A man who does not know when to be complaisant and yielding and when to be tenacious of his dignity and privileges, especially when he has been guilty of disorderly conduct, will hardly shine as a star of the first magnitude in the diplomatic sky.

This is the view taken of the case in London, where it was made known at once that the government at Washington would make any reparation that was desired, but where the only feeling was that Mr. Gurney had made himself ridiculous. The Westminster Gazette thinks that Mr. Gurney had violated the law he should have peacefully waived, his privilege and paid his fine. If this is the general feeling it is likely that Mr. Gurney will be conveniently dropped from the diplomatic service of his country.

## BIG GAINS MADE BY COLLEGES.

Students Are Flocking to University Towns in Increased Numbers.

Matriculation days at the universities are bringing students into the college towns in larger numbers than ever before, and reports from nearly all the larger institutions indicate that the enrollment this year will break all records. The entrance time has not expired as yet at most of the universities and the students will continue to arrive until the hour for first lectures, but estimates from registrars and deans give the following comparative table of attendance:

	1904-1905	1903-1904	(estimated, actual).
Harvard	4,700	4,328	
Yale	3,400	3,142	
Michigan	4,150	3,957	
Chicago	3,420	3,119	
Northwestern	4,050	3,831	
Iowa	1,600	1,393	
Wisconsin	2,600	2,379	
California	2,470	2,433	

At the University of Michigan the greatest increase this year is in the engineering department, which has 125 more students than registered for instruction last year. Wisconsin will have the largest freshman class in the history of the institution, and the total attendance in all departments will run above 3,000. The figures given in the table are for the academic department.

An average increase of 20 per cent in all departments is reported from the University of Iowa. The University of Chicago figures for 1903 include students registered in the summer schools.

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## SOME NOTABLE RAILWAY WRECKS.

Following are some of the most notable railway wrecks this year:

- Jan. 5—Rock Island, at Willard, Kan.; 17 killed, 37 hurt.
- Feb. 8—Canadian Pacific, near Land Point, Ont.; 14 killed, 39 hurt.
- Feb. 24—Chicago Great Western, Ryersville, Iowa; 7 killed, 15 hurt.
- March 7—Alabama Great Southern, Kewanee, Miss.; 5 killed, 8 hurt.
- April 29—St. Louis, Iron Mountain and Southern, at Kimmswick, Mo.; 8 killed, 40 injured.
- June 2—Missouri Pacific, near Martin City, Kan.; 9 killed, 30 hurt.
- July 3—Wabash, Litchfield, Ill., Chicago and St. Louis limited; deaths 19, injured 50.
- July 10—Erie, at Midvale, N. J.; 16 killed, 462 injured.
- July 12—Chicago and Eastern Illinois, at Glenwood, Ill.; 22 killed, 44 injured.
- Aug. 7—Missouri Pacific, Steel's Hollow, Colo.; 96 killed.
- Aug. 31—On Grand Trunk, Richmond, Quebec, 9 killed, 23 hurt.
- Sept. 8—On Seaboard Air Line, near Monroe, N. C.; 4 killed, 35 hurt.



The Populists of Idaho have nominated a State ticket headed by T. W. Bartley of Moscow.

Francis B. Harrison, Democratic nominee for Lieutenant Governor of New York, gives \$50,000 to the campaign fund.

Owing to pressing business in Washington Secretary of the Treasury Shaw has canceled his Wisconsin and Illinois speaking engagements.

Charles A. Towne is slated by Tammany for the place in Congress now held by W. R. Hearst, who is reported as not a candidate for renomination.

William E. Curtis writes of the political situation in Colorado, which really is a campaign to win a popular verdict on Gov. Peabody's strike policy.

The Montana labor and Populist conventions endorsed the Democratic State ticket, Gov. Toole promising not to accept an election for United States Senator.

David B. Hill, former Senator William P. Whyte and Senator Daniel of Virginia will accompany Henry Gasaway Davis on his speaking tour of West Virginia.

Roosevelt must decide the controversy over the proposed change in the imported cigar stamps, which has become a political dilemma, with the labor union element playing a prominent part.

Former Mayor A. A. Ames of Minneapolis, indicted for alleged corruption, was a candidate for the Republican nomination for Congress in the Fifth District primaries, and drew heavy Democratic support, but was defeated by Loren Fletcher.

The alleged "letter" from President Roosevelt to Michael Donnelly on the meat strike proves to be a farce instead of a forgery. It originally appeared in the New York Evening Post with a preface which explained that such a letter might have been sent by the President.

Alton B. Parker, in his letter accepting the Democratic nomination for the presidency, criticizes the Republican party on its stand in connection with the tariff, the acquisition of the Panama strip, government expenditures, the postal frauds and reciprocity. He says the determination of the procedure against trusts lies with the judiciary and not the executive branch of the government.

President Roosevelt brands as false statements made by the Democratic candidate for Governor of North Carolina on the President's attitude toward Confederate veterans, Southern people in general and negroes.

President Roosevelt has received a letter from Gen. Luke E. Wright in which the Governor General of the Philippines says that the talk of independence and the agitation resulting from the presidential campaign are demoralizing the Filipinos.

Old papers for sale at this office.