Forward Move Thrills Russians

Change of Programme at the Front Causes Unbounded Delight.

Heavy Fighting Not Looked for Within a week—Strength of Armies.

St. Petersburg, Oct. 10.—The formal announcement that General Kuropatkin is at last strong enough to assume the offensive, together with unofficial reports that offensive movements against the three armies of Field Marshal Oyama have been progressing since October 4, has sent a thrill of joy throughout Russia. The announcement, which had been awaited patiently through the long, weary months of discouragement and defeat, had an instantaneous effect. The public bulletin boards at the street corners, upon which were posted copies of Kuropatkin's order of the day, were surrounded by crowds, really cheerful for the first time since the war began.

Last night at a Russian club, where General Velit Chko, the engineer who fortified Liaoyang, was delivering a lecture in defence of Kuropatkin's abandonment of that place, the lecture created a scene of enthusiasm, and a telegram was sent to Kuropatkin expressing the deepest satisfaction and unshaken confidence in his leadership and praise in his chivalrous act, saying: "Like the Russian warriors of old, you have warned the enemy that you are advancing against him."

All the papers acclaim the tidings with intense satisfaction, at the same time warning the public not to harbor illusions and saying they must be prepared for the heavy sacrifices involved in attacking so powerful and determined a foe.

The Novoe Vremya terms it "Kuropatkin's reply to the pigmy squeaks of the little Napoleons who have criticized him," adding, "Got grant that the Russian eagles, which so long have been preparing their wings, may successfully make a long flight to the relief of the heroes who have been so bravely defending Port Arthur." If Kuropatkin is now successful, the post of supreme commander-in-chief, his friends firmly believe, is sure to be his reward.

The capture of Bentsiaputze, which was strongly fortified and where, it was reported, General Kuroki commanded in person, is officially confirmed. The fighting, however, was not severe, the Japanese retiring on finding themselves outflanked. The Russian losses were only twenty-five killed or wounded, including an officer.

Heavy fighting is hardly likely before a week at the earliest. It is now evident that Field Marshal Oyama has prepared to meet Russian advances by fortifying the positions north of Liaoyang. According to the estimates at the war office, Oyama's total strength is about 280,000 men, of which 150,000 are posted between the Hun river, to the west, and Bentsiaputze eastward. The remainder being held in reserve at Liaoyang. Kuropatkin disposes of nine corps, giving him, perhaps, a slight superiority in numbers.

General Kuropatkin is in the field, personally directing forward the movements of his army, which, it is understood, is divided into two strong columns moving on each side of the railroad, whence they will draw their supplies, their flanks being secured by no less than 150 squadrons of Cossacks. Russians are operating along a front of between forty and forty-five miles, extending from Kacuton pass to Bensiaputze on the west. They are taking every precaution against possible counter attacks, throwing up entrenchments as they advance southward.

The evacuation of Bentsiaputze left the flank of the Japanese position at the Yentai mines unprotected, and news of the abandonment of the mines is, therefore, hourly expected.

The Japanese appear to be concentrating their forces in the fortifications formerly occupied by the Russians on the right bank of the Taitse river, which are exceedingly strong, and they have an equally good defence north and south. The Japanese retired from Bentsiaputze almost without a struggle, fearing that General Mistchenko's Cossacks would surround the position and cut them off.

Bentsiaputze is of the highest importance, commanding the roads from Mukden and Fushun to Liaoyang and Bensihu. Private advices from Mukden just received indicate that the artillery is already at work.

An engagement is reported to have occurred yesterday on the Russian right flank fourteen miles southwest of Mukden.

Such news of Russian movements as may be given out without compromising the advance, is likely to be telegraphed by General Kuropatkin each evening, after the day's work in the field is over.

FRENCHMEN INVESTIGATE.

Chicago, Oct. 10.—A delegation of trades unionists and members of co-operative societies sent to the United States by the French government to study the industrial system here began work in Chicago today. Tomorrow the visitors will leave for Niagara Falls and Montreal.

BUDGET OF NEWS FROM DAWSON

Many Miners Will Winter in the Tanana District and Food Shortage Feared.

Dawson, Oct. 8.—Falcon Joslin, who is at the head of the Tanana railway, arrived from Fairbanks today.

He has started to build his railway from both Chenoa and Fairbanks. The grading from the two towns to the junction will be completed this fall. Trains will be running to the junction from both towns by the middle of next June. Rails now in Dawson will reach the camp in the early spring. The road is to be extended to the heart of the diggings by the 1st of August. Mr. Joslin leaves for Seattle tomorrow.

Three steamers arrived from Tanana today, bringing only thirty people. The fact that no one is leaving the camp is the most favorable comment possible. There are from 5,000 to 6,000 people there. It is feared that the food supply will run short before the spring.

The steamer Rock Island, which sank in shallow water a few days ago as a result of striking a hidden rock, has been raised and arrived here tonight. The damage to the vessel is slight. Sixty-five tons of oats were jettisoned.

The steamer Prospector, returned today after an unsuccessful attempt to ascend the Stewart river. The water was so shallow that the attempt was futile. Many miners at Duncan, Ledge, Highet and other Stewart creek camps are depending upon prospectors for winter supplies. Many will have to walk 250 miles to Dawson for food. This means that the development of the country will be set back many months.

The last steamers from Dawson for White Horse this year are expected to leave next week. The Yukon tributaries are throwing much ice. Several hundred tons of freight, shipped late from Seattle, will not reach here. Some perishables may have to be shipped back to Seattle from Skagway. Every steamer leaving here is carrying a full load of passengers and hundreds are going each week.

U. S. POSTMASTER-GENERAL.

Washington, Oct. 10.—Mr. Wynne was appointed postmaster-general today. The oath of office was administered by Chief Clerk John Howley of the first assistant's office, who now becomes acting first assistant. The commission like that for most recess appointments makes the appointment effective "until the end of next session of the Senate of the United States."

FROM PORT ARTHUR.

Chefoo, Oct. 10.—The Russian agent here announces, authoritatively, that there has been no fighting of importance at Port Arthur since the last big assault on the fortress from September 19 to September 22. On the night of October 5 the Japanese landed a force from Tache bay and the Russians retired in the face of superior numbers. The next day, however, the Japanese were driven out by an artillery fire, one gun which they had mounted being destroyed.

GROVER CLEVELAND TO SPEAK.

New York, Oct. 10.—The following announcement of Grover Cleveland's appearance at a political meeting in this city was made at the Democratic national headquarters today. "The Business Men's Parker and Davis Association," whose membership is drawn from the leading business men of New York, have arranged to hold a mass meeting in Carnegie hall October 21. Ex-President Grover Cleveland has so far overcome his disinclination to make a speech during the campaign that he has consented to preside at this meeting. This will be the only one he will make as speaker during the campaign.

Four Thousand And a Steamer

A Unique Request Made by the Returning Officer for Atlin-Comox.

Newspapers Perceive Sinister Analogy in Governmental Chicken Feeding.

From Our Own Correspondent.

Ottawa, Oct. 10.—The burden of arranging with returning officers and judges for the preparation and revision of voters' lists in remote districts, as well as of supplying ballot papers and other paraphernalia of the election, is no light one for Secretary of State Scott. The chief trouble is with the Ontario constituencies of Algoma, Nipissing, Thunder Bay and Rainy River, in which it was his original intention to have the elections held at a later date than that of elections throughout the country generally. To have the lists prepared, printed at Ottawa and revised for some of those polling sub-divisions is impossible, and the expedient of having them forwarded by the revising officers direct to the deputy returning officers will be resorted to in some cases.

"Send me at once four thousand and a steamboat," was the request which the secretary of state received by wire today from the returning officer for Comox-Atlin, B. C. The requisites will probably be supplied in time as the election in that constituency does not take place until after November 3.

The steamer Arctic, under Captain Bernier, reached Port Burwell at the entrance to Hudson straits October 1, where she met the Neptune. The feeling now is that the Arctic will get to winter quarters at Cape Fullerton before the winter sets in.

C. R. Devlin, member for Galway, has arrived at Ottawa. He says he will not be a candidate for the Canadian House of Commons, but will support his brother for nomination.

Eastern newspapers are having considerable fun over the establishment of chicken-fattening stations at election time.

LADY CURZON IMPROVING.

Walmer Castle, Oct. 10.—(8:52 p.m.)—A bulletin issued this evening says Lady Curzon continues to make slow but gradual progress.

COL. McNAUGHT TALKS RAILWAY

Tells of Canada Northern's Entry Into Montreal and Reaching Pacific.

Nelson, B. C., Oct. 10.—Colonel Jas. McNaught, railway promoter and builder, and attorney of New York, is in the city and is registered at the Hume hotel. For thirty years he was employed as attorney for the Northern Pacific railway. For the first ten years he was local counsel at Seattle, and for twenty years he was general counsel of the company. This necessitated a dual residence, one in St. Paul and the other in New York. When he finally severed his connection with the Northern Pacific he established himself in New York, where he has a law office and does a large business in railway promoting and construction as well as general legal business. During his time Mr. McNaught has handled some very important law cases.

In speaking about his railway business in this country, Mr. McNaught said: "H. H. Melville, of Boston, and myself have contracted to sell the Canadian Northern railway of Canada, the Chatenaugway and Northern, Montford and Gatineau roads. The Canadian Northern, which is controlled by Messrs. Mackenzie and Mann, have contracted to purchase our railway interests to give them an entrance to Montreal, and they will have a transcontinental line constructed three years in advance of the Grand Trunk Pacific. Three years ago they purchased the Northern Pacific and Manitoba, 450 miles long, which I built, and altogether they have 2,000 miles of road in Canada, which will form an important portion of their transcontinental system. They are now building along the Saskatchewan river, headed for the Pacific ocean, which is the western goal they are endeavoring to reach in the shortest possible time.

"They are provided with ample capital with which to finance their gigantic enterprise.

"The route which they are following is practically the one that Premier Mackenzie caused to be surveyed across the continent long before the C. P. R. was constructed."

SITUATION IS CHANGED.

St. Petersburg, Oct. 10.—A despatch to the Bourse Gazette from Mukden dated yesterday says: "The general situation at the seat of war has materially changed. The Japanese main army is retiring southward. Its right wing has gone thirty miles southward, evacuating Sianshan, Sinangai, Siamatze, Fenshuisian. The Japanese are thus giving up not only the positions which they occupied after the battle of Liaoyang, but places they had previously taken."

THE ADVENTURES OF D. G. S. QUADRA

Extraordinary Occurrences Alleged to Have Taken Place Aboard the Vessel in Her Recent Trips Around the Coast.

RAILROAD MAGNATES STAMPEDE

Steamer Goes Aground Twice, First on the Rocks at Duncan Bay And Later on Muddy Banks of the Fraser River.

FROM TUESDAY'S DAILY.

In the words of the well-known gospel hymn, "Not half has ever been told" of the wonderful, indeed, the extraordinary, adventures of the good ship Quadra along the British Columbia coast. The story is like a romance were it not "an ower true tale," and did not the statements composing the story come from sources entitled to credence.

To begin with the most serious of the numberless mishaps which have overtaken this government vessel of late, there is the alarming affair in Duncan bay, four miles north of Cape Mudge. The Colonist was the only newspaper to report that something, nobody seemed to be willing to say just exactly what, had gone amiss there on that occasion. The Colonist gave a version of the facts that came pretty near to the bullseye, and then the local defender of the Laurier administration's acts and pacts came to the rescue with a story that the Quadra had only scraped some of the carriage varnish off her bottom on an innocent and harmless sandbank, in a spot where no sandbank was ever known to exist since history was written. There was at that time no chance to dispute the assertions of the local advocate of this very gritty yarn, but the Colonist has been on the right track about it all along and the additional information which has been obtained shows that the adventure in Duncan bay was about as serious an affair as any thirster after wild scrapes could desire.

The facts are pretty much as follows: The Quadra was putting in at Duncan bay to spend the night there, as fog was coming on, rendering navigation both difficult and dangerous. It is alleged that as the Quadra steamed into the bay at half-speed (six knots an hour), the attention of the commander was drawn by the chief officer to a dark line stretching across the course the Quadra was then making. The chief officer said it was kelp; the commander differed from this view. The chief officer advised that the lead be heaved for soundings; it is further alleged that this was also not done. Shortly after the Quadra struck heavily, bumped several times and finally fetched up all standing, with her forepart far out of water on a pinnacle of rock. She then began to keel over in the most alarming manner until her starboard bulwarks were submerged and the aspect of things would have struck the dullest as not at all nice or desirable.

The Grand Trunk party, with President Hays, who were on their way on the Quadra to Port Simpson from Vancouver, and who had retired for the night, rushed out of their staterooms in wild affright, believing the steamer was about to turn turtle. Although none of the gentlemen were mariners, any landsman could see that the vessel was in a very precarious position. Captain Hackett ordered all the starboard boats cast loose, and as those included the seventon steam launch, the Quadra soon responded to the removal of this dead weight and came slowly back to an even keel. By this time, however, all the railway magnates had climbed into the boats, wanting very badly to be put ashore, and it was with something suspiciously like reluctance that they once more boarded the Government excursion boat.

In the mind of the veriest landsman aboard on that occasion there could be no doubt that the Quadra had been bumped on the rocks "good and hard"; no vessel heaves out of the water as she did and escapes with nothing more than a displaced barnacle or some bilge pains knocked off. Yet, since that day the Quadra has not been ordered to dry dock no has anything more than the merest superficial examination been made of her plates.

Even as she lies at her berth in Victoria harbor the pumps have to be kept going, not as one salt-water jester suggests, to give those useful pieces of machinery some exercise to keep the blood in order, but possibly to keep down the inflow from the plates presumably started in the little tete-a-tete with the reefs of Duncan bay.

At all events, there is no dispute that the Quadra's engine room pumps in their usual clearance of the bilge are not coping merely with the regular escape from the boilers or condensers and other portions of the machinery, but with a great deal of good sea water that never came aboard to help run the vessel. The government excursion party on that thrilling voyage to Port Simpson kept discreetly mum about the facts, but it is not attempted to be denied that every man of them got a bad fright that night.

But that is only one of the Quadra's personally conducted land excursions. She is a wonderful boat, apparently for amphibian exploits; the sea does not satisfy her craving for exploration; she wants to get at the hinterland of British Columbia. When the Quadra was in the Fraser river only a few days ago she went aground, whether through a desire to get in amongst the "neaps," or just to inspect the rich fertile soil of Lulu island is not, and can never be, known. At any rate she plunged her fine roaming nose deep into the juicy mud of old Fraser's banks, and they had a juice of a time, they say, to get it out again. The Colonist's informant was not sure whether general shore leave was granted to all hands on that occasion. Probably all hands were too anxious to leave shore to bother about the matter.

The Fraser seems to have a fascination for the Quadra, or as much of her as it can get even in installments. It was off the sandheads of the Fraser, as pointed out in Sunday morning's Colonist that the Quadra lost an anchor and some chain through something that seems to bear a strong family resemblance to negligence. Then there was that other anchor lost at Cape Beale through the steamer backing off with the anchor a-swing, when the cable parted and the hook and steel albert, valued at about $2,500, also went into the capacious locker of Davy Jones.

These, however, are only small items in the sum of damages. There is the report that the Quadra rammed one of the buoys, smashed it open and that it went plumb to the bottom, never to come up again, representing a loss of not less than $400. Then there is another statement that one of the buoys of an important point is anchored with too short a line, and that it shows only two feet above water; and that it would be hard even for a rowboat to "pick it up" let alone a steamer travelling full speed.

But the fact, as admitted by officials of the department, that the important buoy at Point Grey, marking the fairway into Vancouver harbor, is three-quarters of a mile out of its proper place, and that it has been in that position for months, easily takes the palm for extraordinariness in this extraordinary recital of how not to run a marine department. It will be easier for the ordinary reader to appreciate the gravity of this statement about the Point Grey buoy by citing an illustration of what is possible as a consequence of the misplacing of that buoy. Suppose that one of the Empresses is on her way from Victoria to Vancouver, and that the pilot is incapacitated, perhaps falls dead of heart disease on the bridge, as the vessel is going through Plumper pass, so that the navigation of the ship devolves again on the officers of the Empress, who know nothing about the misplacing of the Point Grey buoy, but in all good faith take their bearings by it. Nothing is more certain than, that under such conditions, a million dollars' worth of property would be piled on the rocks, and perhaps hundreds of priceless lives lost. That is what might happen to navigating officers entering those waters unaided by a pilot.

When, in addition to those astonishing facts, which are not denied, it is stated as a fact that no longer ago than the past fortnight, when the Dominion government steamer Oscar, hired at an expense of three thousand dollars a month so that the Quadra can be let out to parties of the Laurier administration's cronies to go jaunts with up and down the coast and run on reefs in known waters—when the Oscar was in Vancouver harbor, an official on board sent a telegram to the head of the department of marine and fisheries here asking leave to put the Point Grey buoy back in its proper place, and that it would not take more than half an hour. The reply came swiftly, "Follow instructions contained in previous telegram." That previous telegram said: "return at once to Victoria." So the buoys, which may be the cause of enormous loss of life and property because it tells a flat and glaring lies to every mariner that navigates those waters off Vancouver harbor entrance, has been suffered to remain, although it could have been put back into its place, a mark of safety to all mariners, in the short space of half an hour.

The question may well be asked: What could this government and those officials say for themselves supposing that disaster did follow the misplacement and deliberate neglect to replacing that important buoy?

It is also declared that the terrible Tattenham ledge, and the equally dangerous Atravida reef are either not properly marked or are not marked at all. As a matter of fact, it is common talk all over the coast that the positions of the buoys from the northern boundary line to the Strait of Fuca need attention urgently, as they do not serve the purpose for which they were placed.

It is alleged that the Quadra on one occasion circled round the Entrance island lighthouse rock for more than two hours because the anchorage was not known, and that when she finally came to the moorings the good lady in the lighthouse remarked that in former days the Quadra used to come up so close to the lighthouse that conversation could be carried on quite easily. She decorously suggested that the government steamer, perhaps getting rather stand-off, or was growing older, and consequently needed more water to berth in. But the good lady was at least twenty-two points of the compass off the pole that time.

The facts in connection with the appointment of Mr. Pope to the vacancy caused by the summary dismissal of Chief Officer Barnes are not fully known, as Mr. Barnes positively refuses to say a word in the matter. But from other sources it is learned that the circumstances are somewhat thus: The rule of ship has been that the second officer takes his place in the boats when working at the buoys. It is alleged that Chief Officer Barnes directed Second Officer Pope to do this, and that the latter declined. The matter was referred to the master, who sustained Mr. Pope's view, and relieved him of undertaking that particular class of work.

It should be borne in mind that Mr. Pope is a skilful mariner (R. N. R.), capable of taking surveys and working the mathematical instruments necessary on board a ship; also that he enjoys a unique distinction on board the Quadra in this respect. Whether it was this difference of opinion as to going in the boats, or simply the culmination of a period of strain and misunderstanding, is not definitely known, but in any case Chief Officer Barnes was relieved of his position by Captain Hackett with scant notice. It is understood that both officers have submitted a report giving their side of the case.

Mr. Pope was appointed chief officer, and when he went aboard a week ago Sunday to carry out the usual inspection of the ship and see that all was well, the crew, who had gathered forward, hailed him with a wild outburst of hisses, hoots and jeers. As there was also every indication that the hard words would come to the unpleasant fruitage of still harder blows, Mr. Pope discreetly Kuropatkined to, and up, the dock, to escape those somewhat embarrassing attentions.

The latest report from this remarkable craft is to the effect that the crew have determined to quit the ship in a body as a protest against the manner in which things are being managed there. The Quadra was to have sailed for the West Coast yesterday, but did not do so. Why is not known outside the official circle; whether it was the refusal of the crew to go, or that the vessel is not in a fit condition to put to sea after her attempt to discover a short cut to Port Simpson, via Dundas bay, cannot be ascertained. At all events, there she is, and if all accounts are anywhere near the truth, there she is likely to remain for awhile.

Marine men who were interviewed yesterday and who are cognizant of a good deal of what is set forth in the foregoing paragraphs, declare most emphatically that there never was a better reason for a royal commission of investigation into the whole working of the department of marine and fisheries on this coast. "It is far too serious a matter to trifle with," said one gentleman. "Lives and property of untold value depend upon the harmonious and accurate working of that department. The people of Canada are made to pay through the nose for this service, and it is alleged that the foregoing is what they are getting. Competency, ability, scientific knowledge, lifelong experience," said he, "seem to count for nothing with the Laurier administration, or with 'pull,' otherwise 'graft,' otherwise undue influence."

The fine steamer Quadra was built under a Conservative government, but, say the shipping men of Victoria who have been spoken to, she seems to stand in something more than a little danger of being sent to the bottom under and by virtue of the crass neglect and ineptitude of a Liberal government.

Another point emphasized by those who have been discussing the matter along the water front, is the deplorable state of affairs revealed regarding the department of marine and fisheries to be, or not to be, taken as a fair example of how the general business of the Dominion of Canada is being conducted by the present ministry? There is the strong and unmistakable statement of the Hon. Raymond Prefontaine, minister of marine and fisheries, made in open meeting here in Victoria during his visit to this coast that "many things had come under his notice since he came to the coast that made him blush for his department." If the things relating to the Quadra and her work could have been brought under the minister's notice, there are many who say that it is not a blush but a resignation that would have followed from Mr. Prefontaine.

One gentleman, in discussing the extraordinary conduct of the government in placing the Dominion steamer at the disposal of a party of private persons in order that they should prosecute their own private business, said that no government in the world but the Laurier government would have dreamt of such a thing, and that when on the back of this most unusual procedure is heaped the monstrous fact that the steamer was piled on the rocks and placed within an ace of being lost, the whole affair bears a look that should alarm the Canadian people from ocean to ocean.

The feeling for a commission of investigation is gaining strength amongst the shipping men of Victoria every day, and there seems to be a disposition to call a public meeting to discuss the matter and demand this commission from the government.

News Notes of The Dominion

Jewish Laborer in Toronto Falls Heir to Forty Million Estate.

Lord Aylmer Says There Will be no Successor to Lord Dundonald.

Toronto, Oct. 10.—Henry Weil, an Austrian Jew, with a family of eleven children, and who had been earning $8 a week here, has left for New York in response to an advertisement and letters from lawyers that he is one of the heirs of $40,000,000 left by the brother of his grandfather in Austria who has been dead for the last twenty years.

Lord Aylmer, who was in this city, said yesterday that there would be no successor to Lord Dundonald.

ACETYLENE EXPLOSION.

Napanee, Oct. 10.—An acetylene gas machine in Campbell's house blew up on Saturday night, injuring Thomas Anderson and George Mabbet, who were engaged in charging the machine, and two domestics and doing $500 damage to the building. The machine was wrecked.

MURDEROUS LUNATIC.

Hamilton, Oct. 10.—Jas. Martin, head baker at the insane asylum, was fatally wounded by George Lingwood, a supposed harmless lunatic, Saturday afternoon, dying from injuries at 8 o'clock Saturday night. Martin and Lingwood were together in the bake shop at the time. Attendants in another part of the building heard a scream and rushed into the bake shop and found Martin lying on the floor with blood flowing from gaping wounds on the right side of his forehead above the temple, with Lingwood standing over him with an axe in his hands.

KILLED BY EXPLOSION.

Galt, Ont., Oct. 10.—E. Fisher, a fifteen-year-old fireman, and James Van Every, mill hand, were killed by an explosion of a boiler at Davidson's sawmill, Beverly, Saturday.

KILLED BY SHOCK.

Cannington, Ont., Oct. 10.—D. S. Brown, farmer, dropped dead yesterday on seeing his barns on fire.

GREENWAY TO RUN.

Winnipeg, Oct. 10.—Hon. Thomas Greenway, ex-premier of the province, was the unanimous choice of the Lisgar Liberals today at a convention held to nominate a candidate for the Commons. Mr. Greenway will run, having accepted the nomination by wire this morning.

BRITISH COMMENT ON RUSSIAN MOVE

Intrigue May Have Decided Kuropatkin to Precipitate Matters.

London, Oct. 10.—The new phase of the war involved in General Kuropatkin's stirring address to his army is keenly discussed by English military critics.

In the light of the probable motives underlying Kuropatkin's decision to take the offensive it is not forgotten how recently the Russian plan of campaign was reported to be to lead the Japanese northward in order to attenuate their communications, and hence there is greater surprise at what is considered a remarkable order.

Various reasons are advanced by the critics as having possibly actuated Kuropatkin; first, that Japanese inactivity led him to suppose that he was stronger numerically; second, that intrigues connected with the appointment of a new commander-in-chief may have determined Kuropatkin to precipitate matters, and third, according to the English critics, by far the most acceptable explanation, that he again has been overruled from St. Petersburg and is acting on imperial orders.

"He seems to be thrusting his head into the lion's jaws," says the Daily Telegraph, "under instructions from St. Petersburg to give the Czar victory at any cost."

Spencer Wilkinson, in the Morning Post, takes similar views. He says that Kuropatkin's mention of the relief of Port Arthur and the fact that immediately following the decision to send out a strong army he is about to risk everything in an attack by the first army suggests government pressure. If so, Mr. Wilkinson says, his advance is a sign of desperation; but if he is acting on his own judgment it is a bold move and he is a formidable antagonist.

While all the morning newspapers comment in a similar vein, the consensus of opinion is that Field Marshal Oyama has nothing to fear from a Russian advance, and that he likely will welcome the prospect of a decisive battle, since it is considered after such an order further retreat is impossible for the Russians without demoralization. And, as Spencer Wilkinson remarks, should Kuropatkin be beaten now nobody will expect the second Russian army to succeed any better than the first.

EXPLOSION IN MAGAZINE.

New York, Oct. 11.—The powder magazine at the fort on Cochons island, near Pointe-a-Pitre, Guadulope, blew up yesterday, and, according to a despatch to the Herald from the latter place, one man was killed. It was considered fortunate that a chamber containing three thousand 15-pound shells did not explode.

MIKADO'S MESSAGE.

Emperor of Japan Issues a Special Appeal to the Nation.

London, Oct. 10.—A despatch to the news agency from Tokio says: "At an audience this morning the Emperor of Japan handed the premier a message to the nation, as follows: 'Since the commencement of hostilities our army and navy have displayed conspicuous loyalty and bravery, and, with the officials and people, with united minds, accompanying our instructions, they have hitherto steadily advanced by progressive steps. Nevertheless our prospects of final success are still distant. I earnestly hope that the sincerity of the national spirit will enable us to realize our final object.'"

Gen. Kuropatkin On Offensive

Russian Commander Suddenly Turns the Tables on His Enemies.

Is Now Resolutely Marching Against Oyama Determined to Do or Die.

Mukden, Oct. 10.—The sound of a heavy cannonade is distinctly audible from the vicinity of the Russian advance. The Chinese persistently declare that only a few Japanese remain at Liaoyang. Heavy rain is falling.

St. Petersburg, Oct. 11.—(2:15 a. m.)—A battle, upon which the fate of this year's campaign in Manchuria depends, seems only a few days distant, though advices from the front are meagre. All that is positively known is that General Kuropatkin is marching resolutely against the enemy to do or die.

According to unofficial reports, Field Marshal Oyama, at the first sign of General Kuropatkin's advance, began drawing in his line and concentrating upon fortified positions north of Liaoyang. According to the latest reports, which are contained in a despatch to the Associated Press from Mukden, dated at 6 o'clock tonight, the Japanese outposts are being driven in all along the line.

The strategy of the forward movement will be concealed, as were the preparations for the advance. It is not clear whether General Kuropatkin contemplates a blow on the left, centre or right of the Japanese army, but the fact that stress is laid on the capture of Bentsiaputze, which opens a road and fords the Benshiu 20 miles east of Daoyang, where General Kuroki crossed, the Cossacks have already reported in the neighborhood of the town, indicates foreshadow an exact reversal of the battle of Liaoyang, this time the Russian commander-in-chief making and turning Liaoyang with his left, as Field Marshal Oyama did with his right.

Little light has been thrown upon the considerations which led General Kuropatkin suddenly to assume the offensive. Different explanations are advanced as to the reason for making the forward move at this time. The advance is attributed to a realization by General Kuropatkin of the difficulty the Japanese have encountered in making good their losses at Liaoyang and replenishing their supplies and ammunition, or possibly to draw off a portion of the Japanese troops to reinforce General Nogi in a desperate effort to end the siege of Port Arthur. The best opinion here is that the impending battle is likely to develop with startling rapidity.

It is reported that the Japanese have abandoned Sianchan, Siamatze and Meichonlin, positions east of Port Arthur.

In political circles considerable stress is laid upon the moral aid of the Chinese and that may be accountable for General Kuropatkin advancing without being compelled to abandon the sacred city of Mukden, it being remembered that the Japanese failed to reach the city of imperial tombs during the Chino-Japanese war.

LOYAL TO PRINCE LEOPOLD.

Berlin, Oct. 10.—A popular voice against the endeavor to displace Prince Leopold from the regency was raised today in Lippe at a public meeting held in Lage, which was attended by 1,000 subjects from all parts of the principality.

THE BALTIC FLEET.

St. Petersburg, Oct. 10.—After the farewell review of the Baltic fleet at Reval today by Emperor Nicholas the squadron sailed for Libau whence it is declared they will within a few days weigh anchor for the long voyage to the Pacific.

Reval, Oct. 10.—Emperor Nicholas today inspected the torpedo flotillas that are to accompany the Baltic fleet to the Far East. His Majesty thanked the men for their past services and wished them a pleasant voyage.

THOUSANDS MAROONED.

Critical Position of Shipload of Coolies on Remote Island.

Singapore, Oct 11.—Marooned on a small island in the China sea, with provisions for only 16n days, are 2,260 coolies and four Europeans. The steamship Swanley arrived here today badly damaged and reported that she was bound from Hongkong for South Africa with 2,260 coolies and four European passengers on board and that on October 2nd she grounded on Serais island, about seventy miles south of Natuna islands. When the steamer floated three days later a number of holes were found in her bottom and she was obliged to land all her passengers on Seria island, where they were left with provisions for ten days. The vessel was just able to make Singapore, as she was leaking badly, and will not be able to proceed for some time.

ONE HUNDRED ARE BURIED IN RUINS

Four Storey Building in Chile Collapses and Kills Many Workers.

Santiago, Chili, Oct. 10.—One hundred workmen were buried by the fall today of walls in course of erection, an extension of the Casa Pra stores in this city. Up to the present fifteen corpses and forty wounded have been removed from the ruins. The fire brigade has been called out to assist in the removal of the dead and wounded. The walls, which were constructed of iron and cement, had reached a height of about four stories. Much indignation against the architect who planned the work is expressed.

WORST DETAILS WITHHELD.

New York, Oct. 11. — The government is much concerned over the rising of the Witbers tribe in Southwest Africa, according to the Berlin correspondent of the Times. The worst particulars have been withheld.

Amur Returns From Alaska

Found Steamer Dolphin Considerably Disabled in Harbor of Ketchikan.

Sealing Catches by the Victoria Schooners Reported From the West Coast.

FROM TUESDAY'S DAILY.

Steamer Amur, Captain McCoskrie, arrived yesterday afternoon from Skagway and other Alaskan ports, with 55 passengers, including some miners from the Klondike, who speak highly of the diggings. The miners all had gold with them, one or two in considerable quantity. They report that the Yukon was freezing when they left, although the weather otherwise was fine and clear. The Amur brought down 11,000 cases of salmon from the northern canneries for this port. At Ketchikan the Amur found the steamer Dolphin disabled, with boilers leaking and one of her shafts cracked. She had 130 passengers. The Amur passed the Dominion government steamer Kestrel anchored at Alert bay. Captain McCoskrie knew nothing of the disaster to the steamer Boscowitz until he reached Vancouver, and he was very much surprised and grieved to learn that the old steamer had been erased from the list of vessels plying out of this port.

SEALING CATCHES REPORTED.

Number of Victoria Sealing Company's Vessels Heard From.

On Sunday the special correspondent of the Colonist at Clayoquot telegraphed the particulars of the catches of several of the well-known schooners belonging to the Victoria Sealing Company's fleet, as follows:

Carlotta G. Cox, 884; City of San Diego, 625 on August 10th; Vera, 700, August 14th; Carrie C. W., 200, September 13th; Jessie, 250, August 3rd; Fawn, 260, August 5th. He also reports that Cox, the cook of the Casco, fell overboard and was drowned at sea.

THE WINTER SCHEDULE.

New Time Card for the Steamship Princess Victoria for Coming Season.

Beginning this morning, the steamship Princess Victoria, of the C. P. R. line, left her inner dock at 7 o'clock bound for Vancouver, from which port she will start on her return to Victoria this afternoon at a quarter past one o'clock, reaching Victoria about five o'clock. This arrangement will have effect throughout the winter months. It is probable that the Princess Victoria will resume the Victoria-Vancouver-Seattle run early in the spring of 1905.

For the Victoria-Seattle run the C. P. R. have put on the favorite steamer Princess Beatrice, which will leave every night at eleven o'clock for Seattle, returning to Victoria, leaving Seattle at half-past eight o'clock in the morning regularly, arriving here about three o'clock every afternoon. The Princess Beatrice will maintain this service throughout the winter.

As has been stated in the Colonist before, the C. P. R. officials regard the Victoria run of the Princess Victoria during the past summer as having completely justified the experiment, and they look forward to the season of 1905 with expectations of seeing last summer's good record far outstripped. The fact that the Portland exhibition will be in progress that year is likely to prove a very lucrative factor for the Princess Victoria.

VESSEL IN DISTRESS.

Labrador Fisherman Report Disabled Steamer Supposed to Be the Arctic.

St. John's, N. F., Oct. 10.—Fishing vessels returning from Labrador report they sighted a strange steamer which resembled a sealer off Davis Inlet last Tuesday. The steamer was evidently disabled. It is believed she was the Canadian cruiser Arctic, formerly the Gauss, owned by German Hudson bay and that her machinery was out of order. The cruiser Arctic was despatched early this year by the Canadian government to proceed to the north, annex a number of Arctic islands for the British and then attempt to reach the north pole. She is commanded by Capt. Bernier.

PORT ARTHUR'S FATE.

London, Oct. 10.—The Morning Post's Shanghai correspondent says it is stated General Stoessel has reported that unless he is relieved before December he must surrender.

TRASHY NOVELS BLAMED.

Locked in Each Others Arms Two Young Girls Commit Suicide.

Kankakee, Ill., Oct. 1.—A suicide pact has resulted in the death of Miss Minnie Irland, 20 years old, and Lulu Cook, 14 years old, daughters of farmers living twenty miles south of here. Clasped in each other's arms, the two drank the contents of an ounce bottle of strychnine. Death came before medical assistance could be summoned. The reading of trashy novels is said to have led to the rash act.

SOUTH AFRICA CO'S. STORMY MEETING

The Shareholders of British Corporation Refuse Chairman a Hearing.

London, Oct. 10.—There was a very stormy meeting of the shareholders of the British South Africa Company to authorize the issue of $5,000,000 new capital. Previous to the close of the meeting, which broke up in confusion, the chairman, the Duke of Abercorn, was unable to secure a hearing and left the hall. The directors, with the exception of Earl Grey, were re-elected. The earl sent a letter resigning his position because of his appointment as Governor-General of Canada. He warned the shareholders that the greatest peril in South Africa was the drifting policy towards the natives. For a solution of the native question, he said, a conference should be held of the best and most humane scientists of Great Britain and America to advise on the policy which should be adopted with the object of civilizing the Kaffirs.

MEDAL FOR CARNEGIE.

New York, Oct. 10.—The Herald will say tomorrow that Andrew Carnegie is soon to receive one of the greatest honors in the industrial world, the Bessemer medal, which is given only to those who are prominent in the iron and steel industry. It was established by the great inventor in 1875.

BLEW OUT THE GAS.

Chicago, Oct. 10.—Peter Karolsihol and Chris Masterias, who came to Chicago last week from California to visit a cousin here, were asphyxiated by gas in a room at the Woodlawn hotel today. The men had been in America but a short time. They blew out the gas by mistake, it is believed.

News Of The Army And Navy

Major Maude Rejoins the Coldstream Guards—A New Commission.

Great Enthusiasm Caused by a Visit to London of "Kilties" Band.

From Our Own Correspondent.

London, Sept. 28.—The reported safe arrival of the sloop Shearwater, Commander A. T. Huut, on her station instead of lying a total wreck on the "Sog rocks" of the Alaskan coast, came as a great relief. Of late years the Pacific coast has loomed largely in naval disasters. Really, correspondents should be very careful in sending home such alarming news. It may be remembered that when the Bonaventure was going to her station she was also reported to have gone ashore on the South American coast.

Major F. S. Maude, C. M. G., D. S. O., military secretary to the Earl of Minto, rejoins the Coldstream Guards on selection for the appointment of second in command of a battalion.

Today the third-class cruiser Prometheus was commissioned at Portsmouth by Commander Maurice Woolcombe with a crew of 15 officers and 210 men. After her commissioning trials she will proceed to Bermuda to relieve the second-class cruiser Tribune, Captain S. V. G. De Horsey, on the North America and West Indies station.

The famous "Kilties" band, from Canada, has caused a lot of enthusiasm in London. The band received a sudden command from the King to play before him at Balmoral yesterday under Conductor W. F. Robinson. It immediately left here by special train on Monday night, covered the 600 miles in good time, was conveyed the last stages of the journey by special cars and yesterday discoursed a programme before the King and his court. The band returned here today to fill its engagement at the Crystal Palace.

Colonel Marchand, of Fashoda fame, thinks that France has made a bad bargain with England, as the cession of rights on the Red sea cuts her colonial possessions in twain. In England some think that France has the better of the bargain. Doubtless the truth is that both countries will benefit by the treaty.

No further news is to hand regarding the fortification of Vancouver by the admiralty.

LONDON GOSSIP BY THE CABLE

England's First Step Towards Imperial Tariff Reform With Canada.

London, Oct. 11.—Referring to Geo. Drummond saying the output of wholly or partially manufactured goods in Canada during the last year was $140,000,000 and that with a properly constructed tariff admitting raw material at a low rate of duty, and with the proper protection of the finished article, output could be increased by $60,000,000, the Morning Leader says that the first steps of imperial tariff reform with Canada is to reduce by more than one-third the amount which she now imports from the whole outside world, and it is on her share of the remaining two-thirds that Great Britain is to recoup herself for sacrificing her preferences. It will have to be a pretty big preference which will do this, and there