The Story of the Siege

(By J. Gordon Smith.)

The siege of Port Arthur virtually began with the defeat of the Russian forces at Nansnan hill, on May 26, although it was not until August 1 that the Japanese began to approach the enemie with sap and parallel. Then, while Oku and his victorious forces turned northward, immediately after Nanshan, Nogi, whose army was at sea awaiting the event, landed the besieging army at Dalny and vicinity. The defeated Russians fought weakly and fell back into the strong defences of Port Arthur. The investment began then and lasted for seven months and five days—220 days—though, doubtless, military men would hold that the siege proper did not begin until August, and consequently has lasted 154 days. This period was replete with deeds of incomparable bravery on either side, the attackers surging intrepidly into fort after fort; the defenders, struggling against fate, fighting desperately in the vain hope of holding out until relief came. For a time the Russians looked to the hills expecting to see the army of Kuropatkin coming to their relief, and they looked seaward to see a new Russian fleet coming to assist the crippled craft. Hope at length gave place to despair, and, sore-striken, famished and battle-worn, the veterans of a gallant defence saw only defeat before them—and then capitulated, without shame.

They will now come from the pits and shelters, from the burrows in the earth and breathe freely in the wrecked streets where monster shells from heavy calibre siege guns have broken down walls and laid houses in ruin; where rotting bodies have been left unburied with their stench polluting the air and breeding disease; where great barracks are filled with suffering victims; they will view dismal sights, and, hungry and emaciated, will feed heartily on the scant stores which remain, now that there is no longer need to husband them. They have done all that Russia could ask of them, and there is no shame in their capitulation.

The surrender was not wholly unexpected. A few days ago the defenders offered to capitulate on condition that they were given passage to Russia. These conditions Gen. Nogi refused to accept, and, doubtless, the conditions that will be now imposed will be tantamount to a complete surrender. The Japanese are certainly in a position to demand a complete capitulation. With the capture of the Wantai forts, just recorded, following the successful storming of the Rihlung, Keekwan and 203-Metre hill (High hill), the Japanese had pushed a wedge into the inner defences and there was no hope for the defenders. True, they could have held out, but further resistance would have been without avail. The end was inevitable; to fight to the end would have been to invite massacre.

In all there are 44 forts at Port Arthur, the majority connected by covered ways and otherwise. The outer defences consisted of isolated works, such as the Takushan forts, the first important works carried by the Japanese. They were taken on August 8, after many hills between Dalny and the forts had been carried, the fighting being almost continuous. The Japanese had planned that Port Arthur would fall on July 29, but few of the main defences had been taken by then. The army before Port Arthur, which, it was expected, would have been released prior to the battle of Liaoyang, that it might assist at that struggle, was then increased to 100,000 men.

The capture of the Takushan forts enabled the Japanese to mount heavy siege guns there. The guns were built on cement emplacements, and light railways constructed to carry ammunition from Dalny. The guns on Takushan were able to drop shells into Port Arthur, and the town and ships suffered. The next outwork taken was Fort Kuropatkin, in the north, carried in September. The capture of this hill and Wolf hill to the south enabled the Japanese to begin the construction of trenches leading directly toward the Erhlung and Keekwan forts of the inner defences, the latter forts being recently taken.

The difficulties in the way of trenching toward these forts of Erhlung and Keekwan were great. The ground there is rocky. Trenches had to be blasted out of the solid rock, and galleries for mines had to be tunneled in regular mining fashion with steam drills, even as a British Columbia miner would drive a tunnel into a vein of quartz. While the sappers were engaged in this work, Nogi turned his attention to the Metre hills on the west. There were five very strong outworks, one of which was 203-Metre hill, so named because of its height. Other works of that range were Antzeshan, Etzeshan, Itsushan and the Wantai forts. On November 29, after a most desperate series of attacks, involving awful slaughter—the Japanese loss being estimated at from 12,000 to 15,000—the works on 203-Metre hill were taken, and a few days later heavy guns were mounted with which the gunners destroyed the remaining vessels of the Russian navy at Port Arthur. The details are still in the memory of the reader.

Practically all the outer defences to the east and north were in possession of the Japanese, and the Metre range in the west was held by the middle of December; but although between 60,000 and 70,000 men had been killed and wounded during the siege, the besiegers had not yet succeeded in making a single breech in the inner ring of forts until December 18. The capture of the Keekwan forts then, followed subsequently by the occupation of the Rihlung and Wantai forts, put a different complexion on affairs. The end had begun. From the Keekwan forts, after the Japanese mounted heavy guns, the Erhlung forts to the west and the whole line of forts to the east and south were dominated by the Japanese guns. The defence could accomplish little when the guns were trained on them from the Keekwan and Wantai forts. Stoessel saw this, and he has surrendered, because further resistance is impossible. Even withdrawal to the forts on Laotieshan and Tiger's Tail and Golden hill would have involved slaughter, carried on under the Japanese guns, and would have accomplished nothing.

When the full story of the siege becomes known the tale of many deeds of gallantry will be told, both on the part of besieger and besieged. Although the slaughter of the attackers was so great during their intrepid charges on 203-Metre hill that the snow was cut with streams of blood, before, after many flags had been cut away by the defenders' fire, the blood-red flag of Japan was eventually placed on the parapet of the forts, the attack on the Keekwan forts was perhaps the most gallant. It were difficult to differentiate, for all the attacks were gallant, but the details of the attack on Keekwan, as told by a correspondent, are worth relating at this stage. After telling of the preparatory assault, he says: "Now the walls were black with the assaulters, who, reaching the crests, met the awful fire from within, which swept down line after line as they reached the top. As each assault was repulsed more men swarmed up, and they were in turn mowed down.

An attempt was made to capture the Russian line of trenches midway up the slope of East Keekwan hill. The Japanese pushed their parallels to within 30 metres of the Russian trench line, and an entire regiment charged across, the men falling in hundreds before the awful Russian fire. But still more men came, charging over the bodies of their fallen comrades, and by sheer weight of numbers they reached the trenches, which they captured at the point of the bayonet.

The assaulters managed to hold eighty metres of the trench in front of the parallels, but the effort to rush the trench line from east to west failed owing to impassable burning pits, which filled the whole space on the northern side of the trench, while machine guns further barred the progress of the assaulters.

The Japanese built traverse walls across the trench as protection against the machine guns. They tried to cross the flaming pits, but without success. At 6 o'clock in the evening a furious Russian counter attack drove the Japanese back to their parallels with great loss of life. By 9 o'clock the Japanese again captured the same portion of the trench and made desperate but unsuccessful efforts to cross the pits.

This frightful struggle continued until 2 o'clock in the morning, when the Russians again delivered a counter attack and recaptured the trench, which was piled with corpses. The last attacks and counter attacks were made over the bodies of those slain in the first attempt to rush North Keekwan fort.

At 1 o'clock in the afternoon the assaulters swarmed up the ramparts and walls from the moat. They were met by an awful fire from within and from the Chinese wall in the rear of the fort. When the Russians saw the intention of the Japanese to rush the fort, they moved a considerable force from the Chinese wall into the gorge to the east of the rear fort.

During the four or five furious assaults which were made on the fort, some men of the garrison attempted to evacuated it over the rear ramparts and were fired on by the Russian force in the gorge. As the result of the first assault the ramparts and walls were black with bodies.

During the second assault the Japanese gained a foothold in the interior, where the defences were bomb-proof. The assaulters attacked the bomb-proof maze, and the fighting was hand-to-hand, bayonets and grenades being used.

By 3 o'clock in the morning the Japanese had managed to establish themselves in a trench line inside the ramparts, which they still hold. The first section of the maze of bomb-proofs was smashed and piled with the bodies of the dead of both Russians and Japanese.

An attempt to rush the interior of the fort resulted in failure. Portions of it were temporarily occupied. The defenders were annihilated, being unable or unwilling to retire. They fought to the last breach.

Meanwhile a strong force of assaulters attempted to pierce the enceinte east of the fort, but could make no progress. The manner in which the Russians were able to strengthen their lines of defence at the different points of attack was marvellous.

Another attempt was made to pierce the enceinte to the rear of East Panung fort, where, after four furious attacks, a small body of Japanese managed to get through the wall and to establish themselves on the lower slopes of Wangtai hill. The Russians hurried supports and machine guns to the upper slopes of Wangtai and H. hill fort, and the small party of Japanese was practically annihilated. The most desperate fighting occurred at this point.

The last effort of the assaulters was made at midnight, assisted by the artillery, which covered the slopes of Wangtai and H. hill with an avalanche of shells. The Japanese established themselves in a trench line four metres in front of the enceinte, and they now occupy it.

The attack on 203-Metre hill lasted for six days. The enemy met attack after attack with tremendous determination. The trenches, forts and the crest of the hill bristled with machine guns and rapid-firers. Assault after assault was repulsed with heavy casualties. As the forts were successively captured they bombarded the west forts and attacked the enemy. The hill was pounded out of all resemblance to its former shape.

Under this awful bombardment the Russian infantry retired from the position. Finally the Japanese pushed their sand-bag trenches on the northwest slopes to the crest and established an observation post, which enabled a direct fire to be poured on the Russian warships. The enemy retired to their permanent fort lines, leaving the Japanese in possession.

To recount some of the individual deeds of gallantry, I can tell the story of a second lieutenant named Hama, whose experiences were very thrilling from an individual point of view, inasmuch as they involved a long hand-to-hand struggle on the hill slope of East Kleekwanshan; also of a lieutenant Hashimoto who was among the few survivors of a party of 36 that attempted to storm a fort carrying swords. One device employed by the besiegers is said to have been the pumping of kerosene into a fort and then setting it on fire by some method which we do not clearly follow.

There was an incident common to all assaults of permanent fortresses. It happened at Urlungshan. A forlorn hope raised ladders against the scarp and attempted to ascend among a hail of hand grenades. One men that fell were immediately and eagerly replaced by others, all being anxious to win the honor of planting the first foot on the crest of the parapet. But no one succeeded.

It was a siege that will live in history comparing with those that have gone.

THE BRITISH NAVAL REORGANIZATION

Strategical Needs of the Empire---Distribution and Mobilization---A Scheme of Far-Reaching Importance---Important State Paper.

A WHITE Paper was issued on Saturday containing a most important and interesting statement from the Earl of Selborne, First Lord of the Admiralty, upon the distribution and mobilization of the British fleet. The First Lord says:

"The Board of Admiralty have decided to make certain changes in the distribution of the fleet and in the arrangements for its mobilization, the nature and reason of which I desire to explain. A new and definite stage has been reached in that evolution of the modern steam navy which has been going on for the last thirty years, and that stage is marked not only by changes in the material of the British navy itself, but also by changes in the strategical position all over the world arising out of the development of foreign navies. In the Western Hemisphere the United States are forming a navy the power and size of which will be limited only by the amount of money which the American people chose to spend on it. In the Eastern Hemisphere the smaller but modern navy of Japan has been put to the test of war, and has not been found wanting. The Russian navy has been greatly increased, and (with the exception of the fleet in the Black sea) has been wholly transferred from the Baltic to the Pacific. The navies of Italy and Austria-Hungary maintain their position in the Mediterranean, but they have not been the subject of such increased expenditure as those of other powers. The French navy stands, as always, in the forefront. The new German navy has come into existence; it is a navy of the most efficient type, and is so fortunately circumstanced that it is able to concentrate almost the whole of its fleet at its home ports.

"In the British navy all the older battleships have been replaced by modern ones, so that it may now be said that all the battlefleets in commission are composed of modern battleships. The fact in itself marks a distinct stage in the evolution of the material of the navy; but still more significant and far-reaching in its consequences is the fact that this country is now rapidly becoming possessed of a number of modern armoured cruisers. When the Devonshire class are completed during the course of next year there will be in commission or in the reserve four Drakes, six Cressys, ten Monmouths, six Devonshires, or in all twenty-six armored cruisers. These are not all perfect ships, and many subsequent improvements can be made in the types represented, but they are nevertheless a great advance on anything which has preceded them, and they bring in their wake a revolution in respect of the composition of our cruiser squadrons. The features in these ships that differentiate them from anything that has preceded them are their great speed, which enables them at will to overtake any vessel of inferior speed, or to escape from any vessel of superior power, their armor, which gives security to the men who fight the guns and to the vitals of the ship, and their armament, which in some cases is as powerful as that of the older battleships. With such ships even the best so-called "protected" cruisers would engage at a considerable disadvantage, and the slower or smaller "protected" cruisers and all unprotected cruisers would be hopelessly outmatched; their only hope of safety would be in flight, and they could not flee because they have not the necessary speed. The revolution has come suddenly; four years ago there was not one such ship in commission; within a year from this time the number in commission or in the reserve will be twenty-six.

"The principles on which the present peace distribution of His Majesty's ships and the arrangement of their stations are based, date from a period when the electric telegraph did not exist, and when wind was the motive power, and it is a wonderful testimony to the strategical and political soundness of these principles that they have stood the test of time and met all the needs of the service up to the present moment. In the opinion of the Board of Admiralty, however, the new conditions described above have necessitated a review and readjustment of this distribution of ships and arrangement of stations. In the study of this question the board have endeavored to benefit by the experience of the navies of Japan and of Russia in the present war, and by the same light to review the principles on which the different classes of modern warships are constructed and the features embodied in them. In order temporarily to assist the board and the director of naval construction in the elucidation of the problems involved, it has been decided to appoint a special committee on designs, which will be composed of naval officers and scientific and professional experts, and will begin work early next year. the Board of Admiralty first laying down as a basis what they consider to be the fighting requisites of the desired types of war vessels and of the governing features of each type to which the other features should be subservient.

"They have also at the same time endeavored to overcome certain difficulties with which they have long been confronted in matters of mobilization. It will have been noticed that, whenever a portion of the fleet has been specially commissioned for maneuvres, the only difficulties which have occurred during these maneuvres have been in connection with the ships so specially commissioned. The arrangements in connection with the personnel have worked smoothly and quickly, and the ships have been commissioned and have proceeded to sea within the specified number of hours, but during the manuevres the number of small mishaps in connection with the machinery of the specially commissioned ships has always been much in excess of that of the ships in commission. There has, however, never been any mystery as to the cause of this distinction. During the great expansion of the fleet which has been taking place for the last fifteen years the Board of Admiralty have never been able to retain at home a proportion of the personnel of the navy sufficient to keep the ships of the fleet reserve in such perfect condition that on mobilization for war they could [illegible] provision for the ships in the fleet reserve has not yet been made. It is not to be supposed that the importance of this matter has for one moment escaped the attention of the Board; the mishaps referred to are almost always such as can be repaired in the course of a few days, certainly always in the course of a few weeks; but it is not possible to exaggerate the importance of having the whole fleet ready for war in the sense of being ready to deal an immediate blow—of having ready, in short, an instrument which in its every part will command the confidence of the admirals who have to use it, and of assuring the admirals in their turn that they have put in their hands an instrument which will in no single point fail them. Hitherto, moreover, the firing practice of mobilized ships has left much to be desired; but as the gun crews had not previously been associated together, more could not have been expected. The boord have endeavored, and I believe successfully, to deal with these questions simultaneously. The ideals which the Board of Admiralty have always had before them have been that the peace distribution of the fleet should be also its best strategical distribution for war, and that the mobilized ships should be in as perfect a condition of fitness for war as the commissioned ships. They now hope while maintaining the first ideal to realize the second, and at the same time to withdraw as far as possible from peace commission those vessels which, however useful in peace, would in war be found to be of inferior fighting efficiency, or even a source of weakness and anxiety to the admiral.

"The present Home fleet will change its name, and henceforth be valled the Channel fleet. It will have its headquarters at home, and will consist of twelve battleships and a sufficient number of attendant cruisers. It will be commanded by a flag officer of the rank of admiral, or, if he has not yet arrived at that substantive rank, of the acting rank of admiral; the second in command will be a vice-admiral, and the third a rear-admiral. The present Channel fleet will be renamed the Atlantic fleet, and will be permanently based on Gibraltar. It will consist of eight battleships, and a sufficient number of attendant cruisers. The flag officer in command will henceforward be styled 'commander-in-chief of the Atlantic fleet,' and he will be a vice-admiral or hold the rank of acting vice-admiral; the second in command will be a rear-admiral. Affiliated to the Channel and Atlantic fleets will be cruiser squadrons, each under the command of a rear-admiral, and consisting of six armored cruisers. The first cruiser squadron will be affiliated to the Channel fleet and the second cruiser squadron to the Atlantic fleet. These cruiser squadrons will, however, be detachable from the fleets to which they are affiliated either for special cruiser exercises or for special cruises. Under this arrangement the present separate South Atlantic squadron will be no longer required, and will disappear. The Mediterranen fleet will consist of eight battleships, with a sufficient allowance of cruisers. It will, of course, remain based on Malta, and the commander-in-chief will be of the rank of admiral or hold the acting rank of admiral; the second in command will be a vice-admiral. The large cruisers attached to the Mediterranean station will be known as the Third Cruiser squadron; they will be commanded by a rear-admiral, and will be occasionally detached for the same special reasons as in the case of the other squadrons. All the repairs of the Channel fleet will be done in time of war, so that they may at the earliest possible moment deal with all ships of the enemy to be found in those waters. The Cape of Good Hope squadron will be a connecting link between either the Eastern group and the Mediterranean cruisers, or of the Eastern group and the Western group. The Western group of cruisers will consist of the cruisers under the command of the commander-in-chief of the North American and West Indian station and the mobilized cruisers with which he will be reinforced in time of war. At present the cruisers under the command of the commander-in-chief of the North American and West Indian station consist of his flagship, a first-class protected cruiser and certain second and third-class cruisers. The board have decided to withdraw from the station the less effective of these ships, and to add to it the ships of the new particular service squadron, which they have decided to constitute, and of which the commander-in-chief of this station will be given the command.

"Up to the present time the cadets from the Brittannia in the second-class cruiser Isis and in the old armored cruiser Aurora, the youths in the Northampton and the tenders the Calliope and Cleopatra, and the boys in the Iris, Medea and Medusa have all carried out their training afloat independently. It has been decided to transfer them all to valuable modern fighting ships, and to combine them into one squadron for training under the present commander-in-chief of the North American and West Indian station. They will make periodical returns to Egland, but the climate of the North American and West Indian station, extending as it does from the pole to the equator, will give the admiral in command opportunities of organizing their training under better climate conditions than can be found anywhere else. The particular service squadron will, therefore, consist of the Ariadne, flagship; St. George, Hawke, Gibraltar, Iris, Highflyer, and other vessels not yet appropriated. In time of war it will only be necessary to remove from these ships cadets or youths or boys still under training and to complete the crews with the small additions required for war.

"At present a ship is commissioned for three years, and this system prevails on all stations except those which are under the system known as home sea service. In the present Home fleet, the present Channel fleet, and the present cruiser squadron the ships are not commissioned for any definite period, but being within the category of home sea service are in a state of continuous commission, 25 per cent of their crews being withdrawn every six months, and fresh entries from the depots, generally the youngest and last entered seamen taking their place. Even with ships in commission for three years the changes among the officers and men have been a constant and recognized evil, though owing to the expansion of the fleet, which has rendered it necessary to make constant calls on the ships afloat for ratings to be promoted or to attend the gunnery and torpedo schools, it has hitherto been an unavoidable one. It will, however, be readily believed that these changes have added greatly to the difficulties of the officers in keeping their ships efficient, especially in matters of gunnery. Greater still have been the difficulties which have confronted the officers of the present Home fleet, Channel fleet, and cruiser squadron, where the systematic changes of 25 per cent, every six months have been additional to the constant changes due to the general causes mentioned above, and the excellent results nevertheless produced deserve public recognition. The board have now decided to adopt a new system, and to reduce the period of all commissions to two years. This system will be gradually applied to all vessels in commission, including the new Channel and Atlantic fleets and the cruiser squadrons. When a ship has once been commissioned under this system, no officer or man will be removed from her for any avoidable cause, and the only drafts which she will receive will be those required to make good unavoidable waste. At the same time the distinction between foreign sea service and home sea service will be abolished, and the only conditions of service which will be recognized are home service and sea service, i. e., service in the home ports or ashore and service afloat.

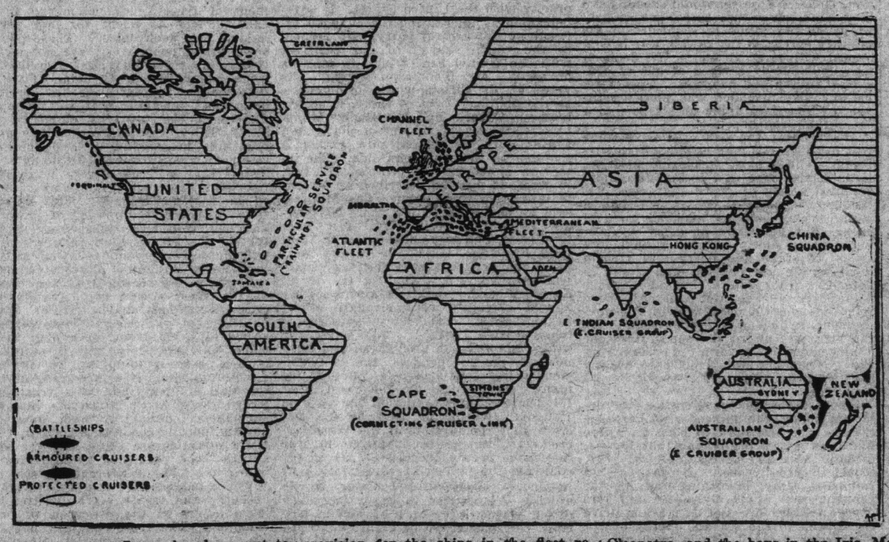
"The following is the plan adopted for the reorganization of the Fleet Reserve. The fighting ships will be organized quite separately from the obsolete or non-fighting ships. They will each have a captain, a second in command, and a proportion of other officers, including engineer, gunnery, navigating, and torpedo officers. They will have a nucleus crew of two-fifths of their war complement, but in that two-fifths will be included all the more expert ratings, especially the torpedo ratings and the principal gun numbers, and each ship will periodically proceed to sea for the purpose of gunnery practice and of testing her machinery. They will be grouped homogeneously at the three home ports according as their destination may be determined for reinforcement in time of war. Each group so formed will be commanded by a flag officer, who will himself take the reinforcements in time of war to the fleet which they are to reinforce, and he, and he alone, will be held responsible that every possible step has been taken to reduce breakdowns of machinery to a minimum, and that the fighting efficiency of his ships, when mobilized, is without a flaw. In addition, there will be a sufficient margin of ratings kept at home to enable the board to commission an emergency squadron without dislocating the schools or nucleus crews or having to recourse to a general mobilization.

"The maneuvres both in 1905 and 1906 will be diverted to the testing of this scheme of reorganization. In 1895 movements of the fleet in commission and of a few mobilized ships will take place all over the world, in view of the hypothetical strained relations with an imaginary power; in 1906 the supposition will be that war has actually broken out some weeks after the strained relations, and the reserve squadrons at the home ports will be actually mobilized, and will proceed under their respective rear admirals to reinforce the fleets to which they have been previously affiliated. The hostile fleet will be represented next year by various big cruisers (as a skeleton enemy), which will start on unknown dates from unknown places to represent the movements of the imaginary power. The commanders-in-chief and other flag officers all over the world will have to act throughout on their own initiative; they will be responsible for keeping a continuous touch with the enemy, and for continuous mutual co-operation; they will concert together beforehand their plans for mutual support, and the port admirals and other stationary officers must instantly comply with the requests of the admirals at sea. In no case will references to the admiralty be permitted.

"It has been already stated that the cadets, youths and boys under training are being transferred to modern fighting vessels. Similar action will be taken in the case of the more advanced training services where modern cruisers will be substituted for the older ones at present acting as schools for navigation or as tenders to the gunnery schools. In order to provide the personnel for all these purposes a certain number of ships of comparatively small fighting value have been or will be withdrawn from commission, but care has been taken to leave enough ships on every station for the adequate performance of what I may call peace duties of imperial police, and the four cruiser squadrons will be employed to show the flag in imposing force, wherever it may be deemed to be politically or strategically advisable.

"In the reorganization, a sketch of which I have given above, the board have had but one object in view, and that is that on a declaraton of war the fighting efficiency of the fleet shall be complete and instantaneous. That the scheme will greatly increase the fighting efficiency of the fleet there can, I think, be no doubt; it will also, I am happy to say, result in a very considerable economy on the navy estimates.

"Dec. 6, 1904. "SELBORNE."



HORRORS OF THE LAST DAYS

(Continued from Page Two.)

the brightest star in Port Arthur. When his death became known the emotion of the soldiers was plainly noticeable.

"General Nogi has taken Port Arthur with his artillery and his tunnels. His rifle bullets were seldom found to be of any use. We constantly endured a bombardment fiercer than was ever before seen. We, who came here today, do not know the terms of surrender suggested by General Stoessel to Nogi, nor the answer to them, having left Port Arthur even before the messenger had been despatched."

STOESSEL'S PROPOSAL

"The general impression is that General Stoessel has proposed that the army shall go free and that he alone be made a prisoner.

"Even this concession seemed to wrench the sturdy man's heart.

"We still have some ammunition and some guns on Lioati mountain, but that mountain is not adapted for the best defence from the land side, and the Japanese would find its capture easier than the other tasks they have attempted. Tiger's Tail peninsula has to be similarly viewed, and Golden hill has been without ammunition for three months.

"It is a simple story. Had the ammunition held out, the fortress would have been held indefinitely. For months we held Port Arthur by bayonets alone, until flesh and blood could do no more. When men fell there were no others to replace them. Thus the garrison was gradually worn down. 203-Metre hill alone cost us 5,000 men. The capture of that hill was the beginning of the end.

"The Japanese artillery was excellently served. They had 400 guns bearing on 203-Metre hill. They advanced their trenches while the artillery was shelling the Russians out with a shower of metal, and then occupied the Russian positions.

"In personal combat the Japanese were greatly inferior to the Muscovites. One Russian could take care of three Japanese in a bayonet fight, and some of our soldiers have records vastly higher than this. The Japanese are good, brave soldiers, although I have little liking for them.

"It cost the Japanese 80,000 men to take the fortress, while some say they have lost over a hundred thousand. The number of our own dead is not known even to the high officials.

"The fighting has been merciless. When Rihlung mountain was taken, 500 men were not able to emerge, so fast came the Japanese. The Russians tried to emerge by the use of their bayonets in the face of the guns—by bayonets alone. The Japanese did not give them a chance to become prisoners, but the men would have preferred death anyway.

"One peculiar incident of the siege was fort No. 3, where for three months the Japanese occupied one part of the fort while the Russians occupied the other. They fought ceaselessly, assaulting each other and mining and countermining.

"Once when a Japanese prince was killed, the Japanese sent a note that they might secure the body from heaps of others which had long remained. The Russians received the envoys courteously and in an easy manner gave them their last bottle of beer, with the idea of creating an impression of plenty. As a matter of fact, the only real rations for three months had consisted of rice, which ultimately caused hundreds to fall sick of scorbut, a disease much like beriberi. Last month the rations decreased. Nothing was too great a sacrifice in order to impress the enemy that all was well inside the fortress.

"This is the first potato I have tasted for two months—and is this really, truly steak?"

ROJESTVENSKY AT TAMATIVE

Tamative, Island of Madagascar, Jan. 2.—Vice-Admiral Rojestvensky's division of the Russian Second Pacific squadron, consisting of five battleships, three cruisers, the transports Schamtka and Anadyr, and the hospital ship Orel, anchored in the roadstead of Sainte Mario today. The despatch boat Libau afterwards visited Tamative to file despatches. She will rejoin the division this evening. The Libau reports that the Russian warships are in excellent condition, despite the severe storms they have encountered.

INTERNATIONAL PEACE.

Paris, Jan. 1.—Count Tornielli, the Italian ambassador and dean of the diplomatic corps, in presenting to President Loubet the New Year's greetings of the corps, expressed admiration for France's great part in the work of promoting international peace, referring especially to the conclusion of arbitration treaties and the settlement of outstanding international differences. President Loubet replied in an appropriate speech, emphasizing as an evidence of the growth of the arbitration idea the meeting of the international commission for the settlement of the North sea affair, to which body France is at this time offering her hospitality.

DEPARTURE POSTPONED.

Port Said, Jan. 1.—The departure of Rear Admiral Rotrovsky's third division of the second Pacific squadron has been postponed.

Lever's Y-S (Wise Head) Disinfectant Soap Powder is a boon to any home. It disinfects and cleans at the same time.

Mail Advices From Dawson

Increasing Majority Over Defeated Liberal Candidate—All Torches Burned.

Liberals Arrested Charged With Falsifying Voter's Lists—Strike Near Rampart.

According to mail advices received from Dawson to December 20th by the steamer Amur, which reached port yesterday, Thompson's majority continues to crawl up, after being materially reduced by the returns from Dominion, as the results came in. Glacier, McQuesten, Stevens, Livingston and Clear Creeks increase his lead to 627.

Dawson went wild with enthusiasm as the returns began coming in on December 16th, election day. With one exception, Dominion, every creek gave a majority for Thompson.

After the returns, as far as it was possible to get them, were in, a meeting was held at the Auditorium, from which hundreds were turned away, being unable to get into the packed building. After a few speeches had been made, the vast crowd poured out into the street, where a procession was formed twelve abreast and nearly two blocks long, and, drawing the victorious candidate in a cutter, they marched all over town.

The crowd was good-natured and orderly. The saloons were not opened until midnight. There was a big fireworks display and there is likely to be a scarcity of brooms in town as thousands were burned in the torchlight procession.

Owing to the illness of Mr. Justice Dugas, hearing of the case of Editor W. F. Thompson, of the Sun, charged by Fred. T. Congdon with libel, was postponed until January 3rd. The date set for the trial was December 20th.

Sixteen prominent "Tab" Liberals were arraigned in the Police court December 20th on the charge of falsifying the voters' lists. The result of the preliminary hearing is not yet known.

A telegram from Fairbanks says Steve Mattler, a well-known Dawson miner, was lost in the Tanana while hunting and perished from cold and hunger.

Word has reached here of a big strike near Rampart, the pay going from $3 to $5 to the pan. Bedrock is only four or five feet deep.

Victim Of Hydrophobia

Tragic Death of J. B. Colvin a Well Known Resident of Victoria.

Succumbs to a Most Terrible Malady at the Jubilee Hospital.

Was Bitten by a Wolf at Whitehorse Some Months Ago.

(From Tuesday's Daily.)

THE death occurred at the Jubilee hospital here at 1 o'clock yesterday morning of Mr. James B. Colvin, a resident of British Columbia for upwards of thirty years and for many years proprietor of the Clyde shipyards in this city. The grief of the late Mr. Colvin's family and many friends is especially poignant, since his release from life's cares and sorrows was not in the common course of nature, but tragic and terrible in the extreme. Mr. Colvin was a victim of that most horrible and little understood disease, hydrophobia, caused by the bites of a wolf at Whitehorse three months or so ago.

After long experience as a successful shipbuilder in Victoria, the late Mr. Colvin joined the migration to the Klondike in the excitement of 1897 and built the first of the river steamers plying upon the upper Yukon, the Ora, the Flora and the Nora. Every year since that memorable period, while claiming Victoria as his permanent home, he has gone to the new North in the employ of the White Pass & Yukon company, by whose officers he was held in the highest esteem and with whom he held an important and responsible position.

It was some time late in September last that Mr. Colvin was the victim of the grim adventure that thus long since is the occasion of his fearful and untimely death. He and his wife were aroused by the pitiful howling of their little dog. Mr. Colvin went outside to investigate the cause of its apparent distress, and was immediately set upon by a lone wolf, which fastened its fangs in one of his hands. Mr. Colvin's cries brought first of all his wife, who bravely attacked the ferocious animal with a bit of wood. Afterwards several members of the Northwest Mounted Police joined in the rescue, and the brute made off, but not before Mr. Colvin's hands had both been badly mangled.

The injured man was for several weeks under the care of the resident medical practitioner at Whitehorse, whence he returned to Victoria in early November. He was here attended by Dr. Frank W. Hall, under whose care his wounds healed even more rapidly than could at the outset have been hoped for, and last month he was able to undertake light manual work about his home, quite recently being engaged in the building of a fence about his residence, at the corner of Powderly avenue and Dominion road.

A few days after Christmas Mr. Colvin complained of depression and illness, accentuating the fear he had persistently been tortured by—that hydrophobia would result from his unusual injuries. On Thursday last Dr. Hall visited him, and symptoms of true hydrophobia presented themselves. The patient's first complaint was of severe pain in the throat and his crippled hands and arms. On Friday the case had so developed itself that the medical man ordered his removal to the Jubilee hospital, where, less than three days later, after a series of contracted spasms, death mercifully terminated his tortures. Mr. Colvin's last hours were the more pitiable since he comprehended clearly the certainty of his awful fate, and retained possession of his mental faculties until a few short hours before his dissolution.

"There is not the slightest doubt as to the cause of death," said Dr. Hall in speaking of the case yesterday evening. "It was true hydrophobia—the first case of the kind that I have ever encountered in my practice, and I understand the first case of the kind that has developed in this province, Washington or Oregon. There is no successful treatment prescribed and doctors are helpless to combat the malady once it shows itself. All that can be done, if preventive action be taken in time, is for the person bitten and liable to develop hydrophobia, to visit a Pasteur institute and take the treament of that expert. This now necessitates a trip to Paris, for although there was an American branch institute located for a time in New York, I understand that it is no longer in existence."

The sufferings of the hydrophobia victim according to the doctors and nurses were of the most horrible description imaginable. He had all the hallucinations associated with the dread disease, the very sight of water or of a cup or glass being sufficient to precipitate the most violent spasms. The sight of anyone passing, or the appearance of one of his attendants, would send him crouching into the corner of a room so long as he was sufficiently strong to move. Every element of horror cited as incidental to a developed case of rabies was markedly in evidence.

Naturally Dr. Hall consulted with Dr. Hart, his associate in practice, and with other leading members of the profession, but their talents enabled them to do nothing to rescue the doomed man from his inexorable fate.

The wolf by which the poor fellow was attacked was one which had been brought to Whitehorse from Cassiar by one of the police, was owned by the government, and was allegedly being kept and partially tamed in order that experiments might be made as to the result of crosses for dog-team work. On the night of Mr. Colvin's fatal adventure it had broken from its chain. Considerable indignation had previously been expressed at the action of the police in keeping the animal in so populous a place, and quite recently—since his return to Victoria—Mr. Colvin has talked of instituting a claim for damages.

The deceased Mr. Colvin was 51 years of age, and was a native of the Shetland Isles. He has made his home in Victoria for upwards of thirty years, and his last professional employment here was getting out the frames for the well known steamer Venture. The late Mr. Colvin leaves a widow, the daughter of Police Sargeant Hawton of 181 Pandora avenue, from whose residence the funeral will take place tomorrow (Tuesday) at 2 o'clock, services being afterwards held at St. John's church. Two sons, Walter and James, respectively 12 and 14 years of age, are also bereft of a father's care and guidance.

ABOUT APPENDICITIS.

Famous Physician Tells How to Avoid the Malady.

London, Jan. 1.—"How to Prevent Appendicitis" is the subject of an article by Dr. Joseph Hing in the January number of the Nineteenth Century. He gives what he considers three simple rules, by carefully observing which no one need fear this modern scourge. The rules are:

First—Don't neglect chills when heated by exercise.

Second—Masticate well and eat slowly; don't swallow any food that is not perfectly softened by the teeth.

Third—Avoid aperient salts, Hungarian waters and liver pills. Let nature do her own work undisturbed by purgatives of any sort for their almost certain sequel is appendicitis.