

Kuropatkin's General Order Time to Attack Has Come

Why Forward Movement Was
So Long Delayed—Words
of Warning.

St. Petersburg, Oct. 10.—Following is the text of an order of the day issued by Gen. Kuropatkin and dated Mukden, Oct. 9: "More than seven months ago the enemy treacherously fell upon us at Port Arthur, before war had been declared. Since then, by land and sea, Russian troops have performed many heroic deeds, of which the fatherland may justly be proud. The enemy, however, is not only not overthrown, but in his arrogance, continues to dream of complete victory. The troops of the Manchurian army, in unvarying good faith, have not been numerically enough to defeat the Japanese army. Much time is necessary for overcoming all the difficulties of strengthening the active army so as to enable it to accomplish with complete success the arduous but honorable task imposed upon it. It is for this reason that, in spite of the repeated repulse of Japanese attacks upon our positions at Tachikie, Lianzhouan and Liao Yang, I did not consider that the time had arrived to take advantage of these successes, and to begin a forward movement. You left the positions you had so heroically defended, covered with piles and the enemy's dead, and without allowing yourselves to be disturbed by the foe, and in full preparation for a fresh fight. After a four days' battle at Liao Yang you retired on new positions which had been prepared previously. After successfully defending all advanced and main positions you withdrew to Mukden under most difficult conditions. Attacked by Gen. Kuroki's army, you marched through almost impassable mud, fighting throughout the day and exhausting yourselves.

JAPANESE VIEW OF SITUATION

Russians Preparing to Make
a Strong Stand.

FORTIFYING NEAR TIE PASS
Russians Are Weaving Their Winter
Clothes—Supplies Pouring Into
Mukden Rapidly.

Field headquarters of the second Japanese army, Oct. 9, 1 p.m., via Pusan, Oct. 10.—According to Chinese reports the Japanese are entrenching and building heavy earthworks south of Mukden. It is believed that they intend making a strong stand. They are also fortifying near Tie Pass. Many Russian soldiers are said to be wearing Chinese clothes, indicating that their winter clothing has not arrived.

A European who just arrived from New Chung says supplies of food, stuff and war materials are pouring into that port. The Japanese are confident the Russians never will be able to take

REGISTER! REGISTER! REGISTER!

The registration of voters for the approaching election commences tomorrow, and it will be continued on Wednesday, Thursday and Saturday; the sittings being from 10 a.m. to 1 p.m., 2 p.m. to 6 p.m. and 7.30 p.m. to 9 p.m.

Every male resident of the city, twenty-one years of age, should make sure that his name is on the list. Electors who voted at the last municipal election are the only ones who can rely on the municipal list. Consequently every man who did not vote in January should in justice to himself and his party call at the Liberal committee rooms, No. 238 Dundas street, and make certain of his franchise.

Any person twenty-one years of age and a British subject, who has resided in the province for a year and in the city for three months prior to the date of registration, is entitled to vote. London students who are attending outside institutions will find it necessary to register in this city.

The following are the registrars and location of the booths:

No. 1 registration district is old No. 1 ward. The registrar is C. G. Jarvis and the place the City Hall.

No. 2 district is No. 2 ward, with the exception of West London. E. W. M. Flock is the registrar, and the place is the Huron House.

No. 3 district is all of No. 3 ward west of Adelaide street. John M. Gunn is registrar, and the sittings will probably be held at 241 Colborne street.

No. 4 district is all of No. 4 ward west of Adelaide street. John C. Neill is registrar, and the place of registration will be Harding's Hall, corner of Piccadilly and Colborne street.

No. 5 district is all of the city lying east of Adelaide street (old No. 5 ward) now part of 3 and 4 wards. Harry Hawthorne is the registrar and the booth will be at the East London town hall.

No. 6 district is South London. G. C. Gunn is registrar, and the booth will be at Trebilcock's Hall.

No. 7 district is West London. E. H. Johnston is registrar, and the booth will be located in a store in Collins' block.

The supplemental sittings for the registration of absentees will be held on Friday and Saturday, 21st and 22nd of October.

Appeals from the decision of the registrars will be heard on the 24th and 25th October, at the Court House, commencing at 11 a.m. each day.

The supplemental sittings will be held as follows:
Divisions 1 and 6 at R. K. Cowan's office, County Buildings.
Divisions 2 and 7 at Judge Edward Elliott's chambers, Court House.
Divisions 3 and 4 at Judge Macbeth's chambers, Court House.
Division 5 at the Court House, Police Magistrate Love, presiding.

REGISTER! REGISTER! REGISTER!

London Advertiser

THE ADVERTISER, LONDON, ONTARIO, MONDAY, OCTOBER 10, 1904.

SIX MEN MEET DEATH IN THE SARNIA TUNNEL

Awful Catastrophe at an Early Hour on Sunday Morning Due to the Breaking of
Freight Train While Crossing Under the St. Clair From Port Huron.

ASSISTANT SUPERINTENDENT BEGG, FORMERLY OF LONDON, WAS A VICTIM

Rescuing Party Formed to Bring Out the Freight, and Three Members of It Lose Their
Lives—Heroic Work of Brakeman Blake—Partly Overcome by Gas, He
Uncouples the Engine From the Train.

THE DEAD.

A. S. Begg, Superintendent of
Tunnels, Port Huron; formerly of
London.

Conductor T. M. McGrath,
Sarnia.

Brakeman D. Gillies, Sarnia;
home in Ailsa Craig.

Engineer John Coleman, Port
Huron.

Conductor J. B. Simpson, Sarnia.

Conductor R. Tinsley, Sarnia.

FIREMAN UNCONSCIOUS.

Fireman Forrester, Port Huron.

Engineer Morden, Sarnia.

Brakeman Walter Haun, Sarnia.

Conductor Thos. Fisher, Sarnia.

Brakeman Jas. Hamilton, Sarnia.

Samuel Forbes, Sarnia.

George Milne, Port Huron.

[By a Staff Reporter.]

The breaking of a drawhead of a freight car in the Sarnia Tunnel between 5 and 6 o'clock on Sunday morning, resulted in the death of six men, and the rendering unconscious of half a dozen more, a pathetic feature of the loss of life being that four of the victims were rescuers who gave up their lives in the attempt to save the members of the crew of the tunnel train.

Early Sunday morning a heavily loaded freight of seventeen cars arrived at Port Huron from the west, and as is the custom, was handed over to a tunnel crew to be taken through the Sarnia Tunnel, where it was to be handed over to another crew, which would take it as far as Toronto. As is well known, a special make of locomotives is used in the tunnel, and each train taken through is furnished with a conductor and two brakemen. The crew which was taking this train through consisted of Engineer John Coleman, Fireman Fred Forrester, Conductor J. B. Simpson, and Brakeman Cable and Short.

Train Breaks in Two.

All went well until the locomotive began to climb the grade on the Canadian side of the tunnel, there being a descent toward the center from both sides. It was here the drawhead broke, allowing the engine and fireman that were warning the engineer and fireman that something was wrong. A stop was ordered, and an attempt was made to bring the train out with the aid of a chain from the caboose, but this was found impossible.

All of the crew boarded the locomotive, with the exception of Con-

ductor Simpson, who started back for the caboose, apparently with the idea of protecting the train from a rear-end collision. Why he should do so is a mystery, however, as the tunnel is protected by semaphores and derailing switches at both ends, every time a train enters it.

The engine with three cars proceeded to the Canadian side, and after the cars had been placed on a siding, returned to the tunnel for the other portion of the train. The gas was by this time becoming stifling, and it was with great difficulty that the car with the broken drawhead was taken out. When this was accomplished, those on the outside attempted to persuade the crew not to go in again, but Engineer Coleman replied with a burst of heroic indignation that his conductor was in the tunnel with the cars, and that he was going to bring him out. His mates, the brakemen, Cable and Short, stayed with him in his determination, and with the addition of Conductor Tinsley, who volunteered to go with the crew, the rescue party entered the tunnel under the St. Clair.

Cars Could Not Be Moved.

When the engine reached the cars, Tinsley and Short walked to the rear, Tinsley entering the caboose, while Short courageously started for the Port Huron end to seek aid. The engine crew, with the assistance of Coleman, began to couple the locomotive to the cars, and the engineer threw open the throttle. On the steep grade, however, the cars could not be moved, and the gas overcame the trainmen, the engine being left in the tunnel, the smoke pouring out in dense volumes, as the wheels revolved on the slippery rails.

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Waymen and others had gathered at the tunnel entrance, and the return of the engine was met with a cheering. After a time, it was seen that something was again wrong, and the cry went up that the engine crew were smothered in the tunnel. The morning was foggy, and the air heavy, and the treacherous coal gas rolled slowly out of the opening, though it was constantly fed by the fumes from the locomotive which was standing with its unconscious crew at the east end of what is known in railwaymen's parlance, as the "flat." Fifty feet from the tunnel entrance it was almost impossible to breathe, and those who were sufficiently courageous to attempt short hauls were overcome by the smoke and gas were soon driven back.

Volunteer Force Organized.

There were shouts from all quarters for help, and a party of brave men volunteered to go in. The morning rescue party consisted of Conductor Fisher, Yardmaster John Blake, J. Hamilton, W. Cameron, Alex. Forbes and Brakeman Cable. They were ready, and followed by the prayers of the onlookers, entered the tunnel. The morning rescue party consisted of Conductor Fisher, Yardmaster John Blake, J. Hamilton, W. Cameron, Alex. Forbes and Brakeman Cable. They were ready, and followed by the prayers of the onlookers, entered the tunnel. The morning rescue party consisted of Conductor Fisher, Yardmaster John Blake, J. Hamilton, W. Cameron, Alex. Forbes and Brakeman Cable. They were ready, and followed by the prayers of the onlookers, entered the tunnel.

While this was going on, Brakeman Cable, cut on head and body. A. C. Bartlett, Chicago, face and head cut and bruised. Thomas Carey, New York, chest, four ribs broken and internal injuries.

Lightning at Listowel.

Mr. P. P. Piano Company's Factory
Struck—Employee Shocked.

Listowel, Ont., Oct. 10.—During a heavy electrical storm, which passed over here Saturday afternoon, the Morris Piano Company's factory was struck by lightning, a hole about eight feet square being torn in the roof. The extent of the damage has not yet been ascertained, but some fine panels and different articles in the finishing room on the third floor were destroyed. The electric wires are said to have been a great help in saving the building from destruction. The lightning running along the wires burned the dynamo badly. A flame which made its appearance was quickly extinguished by the promptness of the men.

Robert Wakeford, an employe, was thrown about ten feet, such was the force of the shock. No one, however, was injured.

EVERY ONE INJURED

Serious Results Follow the Running
Away of an Automobile.

New York, Oct. 10.—A big touring car, with two men and two women in it, ran away from the mountains of the Ramapo range, in Orange County, and not one of those in the auto escaped unharmed. The driver lost control of the car more than half a mile from the base of the mountain, and it struck a tree and turned over.

The injured are: Miss Hope Walker, Brookline, Mass., bruised and cut about the head; Miss Robertson, Brookline, Mass., cut on head and body; A. C. Bartlett, Chicago, face and head cut and bruised; Thomas Carey, New York, chest, four ribs broken and internal injuries.

Weather Bulletin.

Tomorrow—Cooler, Cloudy Probably Showery.

London, Monday, Oct. 10.
Sun rises, 5:30 a.m. Moon rises, 7:55 p.m.
Sun sets, 5:44 p.m. Moon sets, 11 a.m.

Rain has fallen this morning and evening over the greater portion of the lake region, while elsewhere in Canada the weather has been fair. Temperatures have been higher in most districts.

Minimum and maximum temperatures: Victoria, 40-52; Kamloops, 46-50; Calgary, 34-56; Winnipeg, 40-50; Port Arthur, 42-50; Huron, 40-50; Toronto, 40-51; Ottawa, 44-52; Montreal, 44-52; Quebec, 40-52; Halifax, 40-52.

FORECASTS.

Monday, Oct. 10—8 a.m. Today—Southwesterly gales; scattered showers, but mostly fair.
Tuesday—Northerly winds; cooler and cloudy; probably showers.

TEMPERATURES.

Stations. 8 a.m. Min. Weather.
Winnipeg..... 46 44 Cloudy
Toronto..... 48 48 Cloudy
Ottawa..... 46 46 Cloudy
Montreal..... 52 44 Cloudy
Quebec..... 40 40 Cloudy
Father Point..... 40 40 Cloudy

WEATHER NOTES.

A disturbance of considerable energy, which developed quickly over the Western States during Sunday, is now moving toward the Atlantic coast, over which Province rain has fallen. The weather continues fair, and becomes much warmer in the territories and in Manitoba.

The highest and lowest readings of the thermometer at the local observatory for the 24 hours ended 9 p.m. Saturday were: Highest, 67°; lowest, 39°; Sunday: Highest, 64°; lowest, 55°.

the hole, declaring that it meant death to go in, and, anyway, as the train was stalled near the Canadian end, it would be easier to reach it from that quarter. Not waiting to argue with these people, however, the superintendent rushed into the tunnel. Meanwhile the rescuers from the Canadian side had, despite the deadly fumes, reached the stalled train, and there they were confronted by an appalling sight. Engineer Coleman lay in his engine, overcome by the gas, and with his face roasting against the fire-box door. His fireman, Forrester, was in a semi-conscious state, and frothing at the mouth. The unfortunate fellow, when the fumes began to overcome him, jumped into the water tank, and letting down the cover, breathed whatever fresh air was in the tank. Cable, the brakeman, lay on his face across the rails, and was unconscious. He was at once carried out by two of the party, while the others sought to move the train, so as to save the lives of Conductors Simpson and Tinsley, whom they knew to be at the tunnel, and probably in the caboose.

Rescuers Overcome.

While engaged in their work, the gas began to affect the rescuers, and this danger appalled the heroic men. Suddenly Hamilton sank in his tracks and was lifted by his mates onto the engine.

Farmhand McKee then became ill, and he shouted to the party, "Get the engine out." Then McGrath and Gillies fell, and brave attempts were made to lift the unconscious men onto the tender of the locomotive, but the rescuers were too weak. The train was moved, however, and by this time the only man who was able to help himself out of the party was John Blake. Rushing to the rear of the tender he cut the engine loose, and in his arms, he made a heroic attempt to place him on the engine, but his efforts were in vain. Then sick and faint, he crawled into the locomotive, with its load of dead and dying, and as he expressed it to an Adviser, "pulled the throttle open to the brass. The locomotive shot through the gas and fumes, and as daylight was reached, the cool morning air revived Blake, and a distance up the yard he closed the throttle and stopped the train.

Supt. Begg a Victim.

Dr. Hay and other physicians were summoned, and at 9 o'clock the body of the dead, and the unconscious, Engineer Coleman's body was removed to a hearse. The body of the fireman, Forrester, was taken to the hospital, where he now lies. The other members of the party, Cable, Fisher, Hamilton, Forbes and Milne, were taken to their homes or resuscitated as their condition warranted.

Tinsley and Simpson were in the van, and the bodies of the four were brought out. Both had been suffocated by the deadly fumes, and had given up their lives in their attempt to rescue the engine crew.

Meanwhile, at the other end of the tunnel another tragedy was being enacted. Superintendent Begg was not allowed to continue his journey into the tunnel alone, but was accompanied by George Morden and Pumpman George Miller following him as soon as they were rescued. They had not proceeded over a few hundred yards, however, when

STOLE \$20,000

Safe Blowers Make Big haul From an Indiana Bank.

Powder, Ind., Oct. 10.—Robbers dynamited the bank at Freehold early Saturday, and it is reported, secured \$20,000. The safe was blown open and looted and the entire side of the bank building was blown out.

The noise awakened the people of the town, who hurriedly gathered at the wrecked building, but the robbers were gone, and no clue has been obtained.

OVER THIRTEEN MILLIONS

Total Attendance at the St. Louis Fair up to Date.

St. Louis, Oct. 10.—The official statement issued by the World's Fair shows that the attendance on Chicago day, Oct. 8, was 163,317, and during the last three days was 160,945. The total attendance since the opening of the exposition, to Sunday's date, is 13,376,456.

The attendance for the week ended on Saturday, Oct. 8, follows: Monday, 112,961; Tuesday, 119,653; Wednesday, 123,892; Thursday, 134,582; Friday, 141,382; Saturday, 163,317; total, 869,945.

Recapitulation: April, one day, 187,000; May, 26 days, 1,003,381; June, 26 days, 2,124,338; July, 27 days, 2,343,557; August, 27 days, 3,088,748; September, 28 days, 3,651,573; October, 7 days, 978,283; total, 13,376,456.

Distinguished Visitors.

London, Oct. 10.—The steamer Celtic, which will sail from Liverpool for New York Oct. 14, will have among her passengers Mrs. M. and Mrs. Andrew Carnegie, Mr. Morley, Sir B. Walker Foster, M. D., and Sir James Kitson.

Russians on the Offensive; The Japanese Line Broken

Strategical Position Captured
From the Enemy—Japs
Suffer Severely.

St. Petersburg, Oct. 10, 2:55 a.m.—General Kuropatkin's order of the day, announcing his determination to take the offensive is supplemented tonight by the news that an offensive movement has already been begun, and that the Japanese line has been broken at Bentsiaputze. The Japanese occupied a front of about 32 miles, stretching from Bentsiaputze on the east through Yantai and across the railway to the banks of the Hun River on the west. The Russian force had been moving south in close touch with the Japanese since Oct. 4. The Japanese outposts were driven back in a series of skirmishes, and on Oct. 6 the Russians recaptured the station of Shukhe. The Russian force had been moving south in close touch with the Japanese since Oct. 4. The Japanese outposts were driven back in a series of skirmishes, and on Oct. 6 the Russians recaptured the station of Shukhe.

While these operations are progressing south of Mukden, it is reported that two Japanese divisions, under General Fukushima, are marching west up the Liao River, and are now 22 miles south of Sinow. General Kuropatkin is expected to make a similar move eastward. This statement, if accurate, leaves the Japanese in an anomalous position of threatening each other's lines of communication—the Japanese by way of the Liao River, already inflicted a blow on the Japanese right flank, and a serious loss in a rear-guard fight. The Russian casualties are reported to have been incon-

considerable in a series of warm skirmishes. The most important action, however, occurred on the Japanese right at Bentsiaputze. Here the Japanese had a strong and important position, but it seems they made the inexplicable omission to fortify a commanding hill which was the key to the whole situation. A portion of General Kuropatkin's force made a strong attack on Bentsiaputze, and taking a left out of the Japanese book, occupied the hill from the east and flanked the Japanese out of town, causing a serious loss in a rear-guard fight. The Russian casualties are reported to have been incon-

ANOTHER BIG RAILWAY DISASTER; WORLD'S FAIR PASSENGERS KILLED

En Route From Wichita, Kansas,
to St. Louis Exposition.

Twenty-seven Already Dead and
Many Badly Injured.

Two Sections of a Train Crashed
Together—Engineer Said to Have
Forgotten His Orders.

Kansas City, Mo., Oct. 10.—The second section of a Missouri Pacific passenger train en route from Wichita, Kansas, to St. Louis, carrying World's Fair excursionists, and a westbound freight train collided, head-on, just east of Warrensburg, Mo., southeast of Kansas City early today. Twenty persons were killed outright, and many more were injured, some of them fatally. The forward coach of the passenger train was telescoped and the remainder of both trains were badly damaged.

ENGINEERS BLAMED.

According to the local office of the Missouri Pacific, the engineer of the freight was to blame for the wreck, having forgotten his orders. He had been ordered to wait on a siding at Rhobuster, just east of Warrensburg, but neglected to do so. The train met at a sharp curve. Travel to the World's Fair has been so heavy that the road recently have been sending out many of their trains in two or more sections. The train wrecked today was the second section of a train which left at Wichita on Sunday night, and as is the custom, it picked up additional coaches along the line. The last coach taken up was at Pleasant Hill, Mo., about 4 o'clock this morning. All of the coaches were crowded. Both trains were running at a good rate of speed when the wreck occurred. Dawa had hardly begun to break and neither crew was aware of the approach of the other train until they were almost upon each other.

The impact of the collision was terrific. The sleeping passengers were hurled in every direction. The most of the killed were in the forward coach, which was well crowded.

The spot where the wreck occurred was in a narrow cut, and the fact that the darkness added to the difficulty of the situation. The greatest confusion ensued after the first full following the crash, and the groans of the injured were added to the escaping steam of the wrecked locomotive.

WORK OF RESCUE.

It was some time before a call for help was sent back to Warrensburg. Relief trains, carrying physicians, were sent out as quickly as possible from surrounding towns and everything possible was done to aid the injured. It was some time before the dead and injured could be extricated from the debris. The dead were carried up the track and laid in rows in an open space until the relief train arrived, while the injured were cared for as well as could be.

It was a long time before the names of the victims could be ascertained.

THE DEAD.

Mrs. W. J. Darst and son Gilbert, aged 12, Dexter, Kansas, instantly killed.

W. H. Allen and two sons, Bird and Francis, Pittsburg, Kan.

Dorothy Greer, Pittsburg, Mo.

L. P. Burges, Pittsburg, Mo.

Cal Reed, Pittsburg, Mo.

Bertrande Lord, Pittsburg, Mo.

Dick Ream, Pittsburg, Kan.

Addie Kane, Pittsburg, Kan.

Clarence Herring, Pittsburg, Mo.

Sidell, head brakeman of freight, Kansas.

Neill and Dolly Sullivan, Cherryvale, Kan.

Hattie Kelsey, Oxford, Kan.

Lindley, Oxford, Kan.

Doris Greer, Pittsburg, Mo.

Dr. H. L. McInnes, Springfield, Kan.

IN "DEAD MAN'S BEND."

The collision occurred in what is called "Dead Man's Bend." Both engineers and firemen saw the danger and jumped.

will again go up against the popular Liberal member, big Tom McCol, in South Ontario. Mr. Ross, an admirable type of representative, will again lead the party to victory.

In West Northumberland Mr. McColl, the former member, got the Liberal nomination; that is almost the equivalent of election.

Mr. Forden is almost at the end of his term.

Sir Wilfrid Laurier begins his today (Monday), at Hamilton. He will speak in Ontario for the next two weeks. It will be nine years on the 17th of this month since Sir Wilfrid Laurier began his famous tour of Ontario in 1896.

The Conservatives of North Essex, on Saturday nominated John Wesley Hanna, a well-known Windsor criminal lawyer, to contest the coming election against Mr. R. F. Sutherland, K. C., ex-M. P. The nomination was unanimous.

ONE DAY'S WORK.

Liberals nominated • on Saturday: Hon. James Sutherland, North Oxford; Sir Frederick Borden, King's, N. S.; William Ross, South Ontario; George Lloyd, Victoria, B. C.; Brantford, C. B. Heyd; Beatham, George, M. L. Y.; Montgomery, George, Parent; Yarmouth, N. S.; B. B. Law; Hants, N. S.; Mayor Black; West Northumberland, J. B. McColl.

Conservative nominations—North Essex, J. W. Hanna; Brantford, J. J. Laidlaw; Centre Toronto, E. F. Clarke; North Renfrew, Hon. Peter White; Victoria, B. C., Col. Robert East Lamb; Joseph Armstrong; East Stroud, W. H. Bennett; Humboldt, Charles Craig; Beatham, Brant; St. Hyacinthe, J. A. L. Tache; Dundas, Andrew Brodie; Lunenburg, N. S., Col. Kaubach; North Middlesex, J. D. Drummond.

At one of the largest political conventions ever held in Brantford, Mr. C. B. Heyd, who has represented the Liberals of the south riding of Brant for the last eight years, was selected as the candidate for the new riding of Brantford. Perfect unanimity prevailed at the convention, and no other name was placed before the delegates.

Hon. James Sutherland was again nominated in North Oxford. This dispels of the rumor that he intended to retire from political life.

Mr. E. F. Clarke was put up to contest Centre Toronto, because of the inroads of Mr. Robbette on the Conservative vote there.

In North Renfrew, Hon. Peter White