

KUROPATKIN IS IN PERSONAL COMMAND

RUSSIAN GENERAL IS DIRECTING FORWARD MOVEMENT OF THE ARMY.

JAPS CONCENTRATING ON BANK OF RIVER

Engagement Believed to Have Occurred—Mikado's Forces Reported as Falling Back—Three Russian Ships Sunk.

St. Petersburg, Oct. 11.—Gen. Kuropatkin is in the field, personally directing the forward movements of the 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 assured by no less than 150 squadrons of Cossacks. The Russians are operating along a front of between 40 and 45 miles, extending from Kaoutou pass to Bentsiaputze on the east and across the Hun river to the left bank of the Liao river on the west. They are taking every precaution against possible counter attacks, throwing up entrenchments as they advance southward. Field Marshal Oyama, however, has not yet shown a disposition to strongly hold his outer positions. 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 Taitse river, which are exceedingly strong, and they have an equally good defense north and south. The Japanese retired from Bentsiaputze almost without a struggle, fearing that Gen. Mischenko'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 Bentsihu.

Private advices from Mukden just received indicate that the artillery is already at work. An engagement is reported to have occurred Sunday on the Russian right flank, 14 miles southwest of Mukden.

Change in Situation.

A dispatch to the Dourse Gazette from Mukden, dated Sunday, says: "The general situation at the seat of war has materially changed. The Japanese main army is retiring southward. Its right wing has gone 30 miles southward, evacuating Sianshan, Sinangai, Saimatze, Fenshui Pass and the neighborhood of Kwandiansian. The Japanese are thus giving up not only the positions which they occupied after the battle of Liaoyang, but places they had previously taken."

Firing Heard. Mukden, Sunday, Oct. 9. (delayed in transmission).—The sound of a heavy cannonade is distinctly audible from the center of the Russian advance.

Three Russian Ships Destroyed.

Tokio, Oct. 11.—It is reported here that the Japanese recently centered a fire from the land positions and from the fleet blockading Port Arthur on the west harbor, with the object of destroying the Russian fleet, and succeeded in sinking three vessels, the names and character of which are unknown. The failure of the Port Arthur fleet to make a sortie is creating the impression that the Russians intend to destroy their ships just before the fall of the fortress in preference to taking the risk of a sortie.

Scouts Ambushed by Japs.

Mukden, Oct. 11.—On the western front Sunday a party of Caucasian scouts, while reconnoitering, fell into an ambush of two companies of Japanese infantry, who fired a volley at the scouts. Before the latter could withdraw they lost ten wounded, including a Lieutenant, Kousoff, and one man killed.

Mikado Hopes for Victory.

London, Oct. 11.—A dispatch to a news agency from Tokio says: "At an audience Monday 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 complying with 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."

Cleveland to Speak.

New York, Oct. 11.—The following was given out Monday at democratic national headquarters: "Chairman Taggart, of the democratic national committee, announced this morning that he had received information to the effect that Former President Grover Cleveland will make one speech in New York city in support of Parker and Davis. The chairman was not able to announce the date on which this speech will be made."

Death of an Inventor.

New York, Oct. 11.—Henry A. Gouge, well known as an inventor of apparatus for heating railway coaches, is dead at his home in New Rochelle, N. Y. He was a close friend of the late James G. Blaine, whom he accompanied on many speaking tours.

English Author Dead.

London, Oct. 11.—John Hollingshead, author and journalist, is dead. He was born in 1827.

ORDEE NO. 78

Which Judge Parker Will Not Have a Chance to Revoke.

Nothing in the Democratic gulver of whereas against President Roosevelt has failed so utterly as that arraigning his pension order, No. 78, making the proof of certain ages by old soldiers evidential facts of certain degrees of disability.

If the order had been cunningly devised to betray the great constitutional lawyers of the Democracy into making more than the usual kinds of continental asses of themselves it could not have succeeded more completely and ludicrously. When the great "Parker Constitution club," of New York, started in to arraign Theodore Roosevelt for going through the constitution as if it were a paper hoop in a circus ring, it attacked his issuance of order No. 78 in these words: "We find that President Roosevelt deliberately disregarded article 1, section 9, of the constitution, providing 'No money shall be drawn from the treasury, but in consequence of appropriations made by law.'"

Now, what are the facts? Order No. 78 assumed that an old soldier who is 62 years of age is probably able to earn only one-half of the support the statute provides in case of total disability, at which stage he arrives when he is 70, and says he shall be entitled to the munificent sum of \$6 per month as a pension; and it finds that at 65 he is two-thirds disabled and entitled to \$8.

There can be no serious objection to the principle of the order, which is based on the experience of mankind as to the gradual decay of human powers. By reason of strength many men are as able to "earn a support" at 70 as at 30, but the vast majority at 60 have passed the line where they are fully capable of doing so in "the performance of manual labor," and the evil days approach when "the grasshopper shall be a burden and desire shall fail."

Order No. 78 merely recognizes the course of nature, but it draws no money out of the treasury without authority of law. It was issued March 5, 1904, to be effective April 13, 1904. Congress being in session it was reported to that body with the request that \$1,500,000 be appropriated to carry it into effect. The sum was embodied in the pending deficiency bill, after free discussion the money was voted, and in due order under the act of congress, the pensions began to issue, and not till then. Every cent paid under order No. 78 was drawn from the treasury in consequence of "an appropriation made by law."

Exit the Parker Constitution club, of New York, with its constitutional club at half mast. Now, mark the sequel: On Sept. 19 last, \$1,410,000 was covered back into the treasury as the unexpended balance of the appropriation of \$1,500,000, after paying \$80,000 on 18,627 claims adjudicated in April, May and June to the end of the fiscal year. Of the certificates issued only 2,850 were for original pensions to veterans who had reached the age of 62 or upward, and 14,768 were increases allowed to claimants who were receiving pensions for disability less than the amount to which they were entitled under the pension law.

Thus, it will be perceived, the dread of a heavy pension raid on the treasury by reason of order No. 78 has gone glimmering along with the constitutional hysterics of the Parker Constitution club, of New York.

***** "Our foreign policy has been not only highly advantageous to the United States, but hardly less advantageous to the world as a whole. Peace and good will have followed in its footsteps." ***** Roosevelt's Letter of Acceptance.

***** Tom Watson finds in the visit of ex-Senator Jones of Arkansas to Eosopus occasion for this fine burst of pity for the Democratic candidate: "Poor Parker! His burdens were already heavy. Too much Cleveland, too much Hill, too much Belmont, too much McCarren, too many slights put on Tom Taggart, too much Gorman, too much juggling with the old English language, too much foxiness generally—but when Jones of Arkansas rolled up, we could almost see the same old pick and spade and shovel with which he dug the graves for the Democratic national candidate in the memorable campaigns of 1896 and 1900." In truth, it was hard that the judge should have to endure a visit from the first Democratic national grave digger a month previous to his political decease.

Boss Patrick H. McCarren has indirectly conceded that Roosevelt will carry New York by 50,000 to 60,000. In discussing what should be the proper betting odds between Higgins and Herick, candidates for governor of New York, he said, it was an even thing, and immediately thereafter in answer to another question claimed that Higgins would run 50,000 or 60,000 behind Roosevelt. Putting two and two together would indicate that there is no doubt in the boss' mind how New York will go in the national election.

A vote for Judge Parker in the coming election will be a vote of censure on Theodore Roosevelt. It is inconceivable how any patriotic, fair-minded American can take that position toward a man of President Roosevelt's character and record.

If there is a citizen of the United States anywhere who has too much business and too much employment, and longs for the stagnation that prevailed from 1893 to 1896, he can contribute to that end by voting the Democratic ticket this year.

TWENTY-SEVEN DIE IN AWFUL CRASH

WORLD'S FAIR SPECIAL COL-LIDES WITH A FREIGHT TRAIN IN MISSOURI.

MANY OTHERS INJURED, SOME OF THEM FATALLY

The Collision Occurs at "Dead Man's Bend," Near Warrensburg—Partial List of Dead—Conductor's Explanation of Cause of Disaster.

Kansas City, Mo., Oct. 11.—Twenty-seven persons were killed and 30 injured, some of them fatally, in a head-end collision Monday two miles and a half east of Warrensburg, Mo., between a Missouri Pacific passenger train and a heavy west-bound extra freight train. The collision occurred in what is called "Dead Man's Bend." Both engineers and both firemen saw the danger and jumped. Travel to the world's fair has been so heavy that all roads recently have been sending out many of their trains in two or more sections. The wrecked train was the second section of No. 30, and was made up at Wichita 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. All of the coaches were crowded.

Partial List of Victims.

The following is the list of known dead:

Mrs. W. J. Darst and son Gilbert, aged 12, Dexter, Kan.; W. H. Allen and two sons, Bird and Francis, Pittsburg, Kan.; Dorothy Greer, Pittsburg, Mo.; L. F. Bures, Bronaugh, Mo.; Cal. Reed, Bronaugh, Mo.; Gertrude Loud, Bronaugh, Mo.; Dick Ream, Bronaugh, Mo.; Annie Kane, Pittsburg, Kan.; G. A. Webber, Fountain, Pa.; Clarence Her-ring, Kan.; Sidel, head brakeman of freight; Nellie and Dolly Sullivan, Cherry Vale, Kan.; Hatty Kelfey, Oxford, Kan.; M. Lindsay, Oxford, Kan.; Dossie Gregg, Bronaugh, Mo.; Dr. H. L. McIlheney, Springman, Kan.

How Disaster Occurred.

The freight train was an extra. Its crew had, according to the story of the conductor of this train, been instructed to take a siding and let the passenger train pass. The first section of the passenger train had gone by when the freight pulled out. The passenger train bore no signal of second section to come, he asserts, and he had no reason to believe that another train was due. The scene of the wreck was on the down-grade, on either side of which there was a steep rise. Both trains had put on extra steam to carry them up the opposite hill, and when they met at the curve at the lowest point they were running at a terrific rate.

The passenger train was made up of three coaches and a Pullman, with no baggage car, the front coach being next to the tender. The freight train was a heavy one. When the trains met the heavy freight train pushed the passenger engine back into the first coach. The tender of the passenger engine literally cut the coach in two in the center and never stopped until it had plowed itself half way through the car and its passengers, killing those in the forward end instantly, and mangle all within reach in a most horrible manner.

Victims Terribly Mangled.

Half a dozen who were not killed outright were so terribly injured that they died before they could be removed from the debris. Many of the dead were almost unrecognizable. Arms and legs were dismembered in several cases and, together with baggage and pieces of wreckage, were tumbled together into a confused mass of bleeding human forms.

The next two coaches were also badly damaged, seats being torn up and windows smashed, but in these cars the passengers fared better, all except a few escaping with slight injuries. The Pullman remained upright and none of its occupants were hurt beyond sustaining a severe shaking up.

So tightly were the tender of the passenger engine and the first coach wedged together that it will take unusual efforts to separate them. Monday the engine stood backed into the coach, the front end of which rears above it, the clothing of some of the victims clinging to its jagged ends and blood spattered over it, a ghastly monument to the dead.

The train crew, with the exception of brakeman Sidel, escaped miraculously, the engineers and firemen sustaining only minor hurts.

It was some time before word was sent back to Warrensburg and word of the wreck was spread. Relief trains carrying physicians were sent out as quickly as possible from surrounding towns and everything possible was done to aid the injured. The injured were taken to Sedalia and the dead to Warrensburg.

Convicted of Manslaughter.

Yinita, I. T., Oct. 11.—Ed and Dan Price, farmers, who killed Tom Qualls, a noted desperado, were found guilty of manslaughter. The Prices aided officers several years ago in apprehending Qualls and he swore vengeance. Qualls was released from the penitentiary recently. Then the Prices provoked a quarrel with the former desperado which resulted in his death.

Burlington, Ia., Celebrates.

Burlington, Ia., Oct. 11.—The German day celebration here Monday was the biggest in years. Ten thousand strangers were in the city. The weather was fine. Gov. Cummins and Gen. P. J. Osterhaus, of St. Louis, were the guests of honor. The allegorical and industrial parade was a mile long.

North Dakota a Desert?

In a page article in a recent edition of the Minneapolis Journal North Dakota is set forth in such a manner that must be pleasing to her residents.

Speaking of the settling up of the state the Journal says: "From being 'mapped' as a desert and waste land, North Dakota advanced during the last decade and a half to the position of the foremost wheat growing country in the world has a population of over 320,000 and an aggregate wealth of over \$400,000,000 or an average for every man woman and child of more than \$1,000.

"Far from being a 'desert' as it was formerly called, the state's farm products for one year alone have amounted to \$94,000,000, an average for the head of each family of \$1,400. On this showing it may be easily understood why it is a state of 'no poor-houses,' for there is ample employment and support for all within the state's boundaries.

The history of North Dakota, which does not extend over 35 years, is a remarkable one. In 1870 there was not a foot of railroad or a farm in the territory and but a few scattering settlers. Since that time, and largely within the last fifteen years, it came to be the foremost grain-raising state in the Union, and is rapidly going to the lead in stock raising. Today there are over 65,000 farms and 3,330 miles of railway.

Within these thirty years every settler in the state who has farmed in an intelligent manner has become rich."

The reference to North Dakota's "woor man's fuel" is also made in the following terms:

"Something is known of the vast deposits of lignite coal, but it is surprising how little the immense value of these deposits is appreciated. New finds are continually extending the area, and still there is undoubtedly a vast extent of coal in North Dakota alone has, without doubt, enough coal to supply herself and her less fortunate neighboring states for years, probably centuries to come."

Our newest industry which is its infancy receives the following honorable mention:

"At the annual meeting of the National Creamery Buttermaker's Association, held in Milwaukee Oct. 20-24, 1902, North Dakota had twelve enteries in the butter exhibit. The average score was 90.08 or a higher average than Iowa, Ohio and Michigan. At the state fair in 1903 North Dakota butter received a score of 94, and at the state dairy convention 95. For the March scoring in 1904 educational contest, eleven out of 317 entries scored 96 or better, and a North Dakota creamery was one of the eleven."

Teachers' Examination.

An examination for teachers' certificates occurs Friday Oct. 28, and will be held at Sherbrooke, N. Dak. No one will be allowed to write on subject out of their regular order. First grade subjects come on Friday.

PROGRAM.

A. M. Friday, Oct. 28, 1904. Rules and Regulations 9:00 to 9:10.

Preliminary 9:10 to 9:30.

Arithmetic 9:30 to 10:00.

Civics 10:00 to 12:00.

P. M.

U. S. History 1:15 to 2:35.

Geography 2:35 to 4:00.

Theory and Practice 4:00 to 5:00.

A. M. Saturday.

Language and Grammar 9:00 to 10:15.

Physiology and Hygiene 10:15 to 11:15.

Reading 11:15 to 12:15.

Orthography 12:15 to 1:00 p. m.

Dated at Sherbrooke, N. Dak., this 8th day of Oct. 1904.

T. A. HASSELQUIST.

Supt. of schools.

A. M. McLauhglin

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Garden Plowing Given Special Attention.

Your patronage respectfully solicited

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A Good Supply Always on Hand.

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All Work Guaranteed strictly First-class.

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DR. FENNER'S

Kidney

AND

Backache Cure

ALSO PURIFIES THE BLOOD.

Don't become discouraged. There is a cure for you. If necessary write Dr. Fenner. He has spent a lifetime curing just such cases as yours. All consultations are FREE.

A Grand Old Soldier.

Troubled With Severe Pains in His Back for 30 Years.



I have been troubled with severe pains in my back and kidneys for over 30 years caused by exposure during the Civil War. I tried many Patent Medicines and physicians but could secure no permanent relief. A sample bottle of Dr. Fenner's Kidney and Backache Cure was given me and it did me so much good that I finally took several of your dollar sized bottles which effected a prompt and permanent cure. It is pleasant to take. You may refer any one to me as I shall take great pleasure in recommending it.

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Sold by Druggists, 50c. and \$1. Get Cook Book and Treatise on the Kidneys—FREE. M. M. Fenner, M. D., Fredonia, N. Y.

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ADDITIONAL COMFORT FOR TRAVELERS ON "THE SOUTHWEST LIMITED."

The Chicago Milwaukee & St. Paul Railway Company owns and operates the sleeping cars in service on its various lines, and has just inaugurated an innovation which will appeal to all sleeping car travelers.

On its "Southwest Limited" trains between Chicago and Kansas City white counterpanes or bed-spreads have replaced the heavy woolen blankets which have heretofore been in evidence twelve months in each year, much to the discomfort in hot weather of sleeping car patrons.

GREAT NORTHERN

HOPE BRANCH

NORTH	STATIONS.	SOUTH
No. 61		No. 62
8:30 a.m.	Le. Casselton	8:00 p.m.
10:00 "	" "	8:30 "
10:18 "	" "	8:38 "
10:58 "	" "	8:19 "
11:14 "	" "	8:41 "
11:30 "	" "	8:52 "
	" "	9:10 "

Nos. 61 and 62 are daily (except Sunday) passenger trains.