

## A FEARFUL CATASTROPHE.

### Russian Warship Struck a Sunken Mine in Port Arthur Roadstead.

### TURNED TURTLE AND SANK WITH ALL ON BOARD— NEARLY SEVEN HUNDRED MEN PERISHED.

### The Gallant Admiral Markaroff Among the Victims— Russian Prince Wounded.

#### A GREAT NAVAL BATTLE HAS BEEN FOUGHT.

#### Czar's Land Forces Suffer a Reverse.

(Special to the Daily Herald.)

St. Petersburg, April 13.—Grand Duke Vladimir has received a telegram from Grand Duke Boris, a brother of Grand Duke Cyril, announcing that the Petropavlovsk of which Cyril was first officer had been blown up by striking a Russian mine. Only four officers escaped. The Grand Duke Cyril's wound was said to be slight. The telegram, according to the report, had not mentioned the losses sustained by the crew.

London, April 13.—The Westminster Gazette publishes this afternoon a Paris rumor that Vice Admiral Makaroff has been taken prisoner.

St. Petersburg, April 13.—A semi-official telegram received here confirms the report that the battleship Petropavlovsk was sunk off Port Arthur, and that only four of the officers were saved, among them being the Grand Duke Cyril who was wounded.

St. Petersburg, April 13.—It is officially announced that Admiral Markaroff was drowned at the time of the sinking of the battleship Petropavlovsk.

#### An Awful Disaster.

St. Petersburg, April 13.—While going out to meet the Japanese fleet off Port Arthur, the Petropavlovsk struck a mine in the outer road, turned over and sank.

Practically the whole of her crew was lost. Only four officers were saved, among them being the Grand Duke Cyril.

The Petropavlovsk was flying the flag of Vice Admiral Makaroff.

The result of the naval battle which according to the most reliable authority is in progress, according to the last reports, has not been received.

It is estimated that from six hundred to seven hundred men perished when the Petropavlovsk sank.

#### Russians Repulsed.

Tokio, April 13.—An official telegram from Wijn says that a company of Russian troops attempted to cross the first stream of the Yalu river, west of Wijn, this morning and that a company of Japanese attacked and drove the Russians back. The bodies of twenty dead Russians, the telegram adds, were found after the fight. Their uniforms showed that they belonged to the 12th regiment of sharpshooters.

Finally, the despatch says, that small parties of Russians without uniforms have attempted to cross the Yalu river at different points between Wijn and Yongliapo, and that they were all driven back.

#### Great Naval Battle.

Wei Hai Wei, April 13.—The action fought off Port Arthur appears to have consisted according to the reports received here, of an unsuccessful attempt made by four Japanese cruisers and one battleship to intercept a large Russian cruiser coming from the east.

The Russian protected cruiser Askold and a battleship of the Pobieda type went

to the assistance of the Russian cruiser referred to. The fourth ship at Port Arthur did not participate in the action.

The firing was considerable but was of short duration.

The Espiegle, which brought the news here, was unable, owing to the distance, to ascertain the damage done.

#### Attack on Port Arthur.

Che Foo April 13.—A private despatch received here from Port Arthur, says the Japanese attacked that place at daylight today, and that the full Russian fleet went out under Admiral Markaroff and assisted by the fire of forts drove the enemy off. The despatch adds that the town was not damaged.

The effect of the bombardment of the forts and fleet was not mentioned.

St. Petersburg, April 13.—Gen. Kuropatkin in a despatch to the emperor says that Gen. Krasninski on the night of April 8 ordered a detachment of sharpshooters to cross the left bank of the Yalu opposite Wijn. The sharpshooters landed on the island of Samalind and surprised a patrol of 50 Japanese scouts just as the latter was approaching the east side of the island in three boats.

The Russians allowed the Japanese to land and then fired on them. Nearly all the Japanese were shot, bayoneted or drowned and their boats sunk. The Russians sustained no losses.

On the following day the Japanese lowered their flag at Wijn and their outposts, which lately have been seen fall back.

Che Foo, April 13.—The captain of the steamer Lockshan, which arrived today from Newchwang, reports that he heard heavy firing between five and seven o'clock this (Wednesday) morning, in the direction of Port Arthur. The firing was continuous, but no ships were visible. From the direction of the sound he judged that there was fighting at the entrance to Port Arthur.

The Lockshan was the last foreign merchant vessel to leave Newchwang, sailing at the same time as the British gunboat Espiegle, at 1 o'clock yesterday afternoon.

#### Budget Debate.

(CONTINUED FROM FIRST PAGE.)

On bye roads \$12,269 and on permanent bridges \$38,632. It is not credible that these sums were paid for services performed after the first of November of last year, and therefore it must be taken that these expenses were incurred in 1903.

Hon. Mr. LaBillois—Most of that work was done in 1904. The bridge work is carried on in winter as well as in summer. We have three builders at work all the time. A large bridge is now being built in the hon. member's own county.

Mr. Flemming—This is merely drawing a herring across the trail. The chief commissioner does not say that \$12,000 has been spent on bye roads since the first of November.

Hon. Mr. Pagsley—Would you not have

to go back to other years and compare one year with another for sums expended were carried over into 1903 from the previous year.

Mr. Flemming—If you add up all this expenditure since the close of the year you will find it makes up a total of upwards of \$143,000. In addition to the above enormous shortage there was an expenditure of \$125,000 on permanent bridges. The Legislature gave power to issue \$150,000 bonds of expenditure on account of the freshet. There was expended on freshet account in 1901 and 1902 the sum of \$131,375. This leaves a balance on the freshet bonds of \$18,624. This balance was turned over to current account in direct violation to the law. In 1902 the government sold bonds to the extent of \$100,000 for permanent bridges and of this sum \$18,508 was unexpended. Where has that money gone. If you take up the report of 1903, you will find a charge of \$3 373 to recoup the Bank of New Brunswick for over expenditure under 59th Victoria, charged to the permanent bridge account but the sum of \$18,508 wholly disappears.

More than that they sold the bonds amounting to \$450,000 on the last day of the fiscal year 1902, and the \$15,750 discount instead of being taken out of the \$18,000 balance for 1902, was taken out of the permanent bridge money of 1903. The sum of \$125,000 was taken for permanent bridges in 1903, making \$225,000 in all to be expended in that service in two years. The expenditure was upwards of \$36,000 less. This amount is not accounted for. I do not accuse anyone of taking this money but I say that it was improperly turned over into current accounts.

(Conclusion to-morrow.)

Mr. Loggie and Mr. Clarke followed, the latter moving the adjournment of the debate.

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#### Prince Edward Island Railway.

##### TENDER FOR WATER TANKS.

Sealed tenders, addressed to the undersigned and marked on the outside "Tender for Water Tanks," will be received up to and including

WEDNESDAY, THE 27TH DAY OF APRIL, 1904,

for the construction of EIGHT 25,000 GALLON WATER TANKS; one at each of the following places:—GEORGETOWN, WEST DEVON, ALBERTON, SUMMERSIDE, HUNTER RIVER, ASHTON, HARMONY and MOUNT STEWART. Plans and specification may be seen at the Station Masters' Offices at Georgetown, Alberton, Summerside, Mount Stewart; at the Superintendent's Office, Charlottetown; and at the Chief Engineer's Office, Moncton, N. B., where forms of tender may be obtained.

All the conditions of the Specification must be complied with.

D. POTTINGER, General Manager.

Railway Office, Moncton, N. B., 11th April, 1904.

#### INTERCOLONIAL RAILWAY.

##### TENDER FOR RAILWAY EXTENSION

Sealed tenders, addressed to the undersigned and marked on the outside "Tender for Extension and Pictou Landing," will be received by the undersigned until

FRIDAY, APRIL 22ND, 1904,

for the Grading, etc., of an Extension of the Line at PICTOU LANDING, 4000 feet long.

Plans and specification will be on exhibition on and after Monday, April 11th, at the office of the Station Master at Pictou Landing, N. S., and at the office of the Chief Engineer at Moncton, N. B., where forms of tender may be obtained.

All the conditions of the Specification must be complied with.

D. POTTINGER, General Manager.

Railway Office, Moncton, N. B., 8th April, 1904.

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