

# RUSSIANS WERE DEFEATED

## Were Enveloped and Slaughtered by the Japanese

### JAPS GREAT VICTORY.

A despatch from Tokio says:—The Russian hope of relieving the pressure on Port Arthur by threatening the rear of Gen. Oku, the commander of the Japanese forces investing the Russian stronghold, came to an end on Wednesday at Telissu, a point on the railroad 50 miles north of Kinchau and 35 miles north of Vafangow, when the Russians were outmanoeuvred, enveloped and sweepingly defeated. They left more than 500 dead on the field, and the Japanese captured 300 prisoners and 14 quick-firing guns. The Russians retreated hastily to the northward.

The Japanese charge that the Russians violated the Japanese flag. Certain officers aver that during the fighting a body of Russian soldiers appeared carrying a Japanese flag, and that the Japanese artillery, deceived by this flag, ceased firing on that particular body of Russians. Official despatches from the Japanese commanders made specific charges of this flag violation.

Early estimates of the Japanese losses at Telissu say that 1,000 men were killed or wounded.

The Japanese attacking force was divided in right and left columns and began the advance on Tuesday along both sides of the railroad. They encountered the Russians east of Vafandien and drove them back. At a late hour in the afternoon the Russians held a line between Tungwan-tiao and Tafangshen. The Japanese artillery opened on this line, and the Russians responded. The shelling continued for two hours, and it was followed by the advance of the Japanese line to a position extending from Tungchiang to Yuhotun. The Japanese despatched a column to the westward toward Fu-Chow for the purpose of covering the Russian right wing and protecting their left and rear.

During the night it became apparent that the Russians were being reinforced and it was decided to make a general attack in the morning and force the Russians into a defile back of Telissu. When morning came it was discovered that the Russians held a line extending from Tafangshen to Chengtushan, with a force estimated at more than two divisions.

The Japanese planned to envelop the Russians near Telissu, and they succeeded admirably. While the main Japanese force was moving north along the railroad, columns were swung to the left and to the right and finally converged at noon on the main Russian position. The Russians in this position were at a disadvantage, but they held it with determination until three in the afternoon. At this hour they were routed. The Japanese cavalry continued to pursue the enemy, and probably inflicted considerable punishment.

The Japanese commander makes no estimate of the Russian losses, but says they were probably great. Among the Russian officers captured by the Japanese is the colonel of the Fourth Regiment of Rifles.

### TRYING TO SAVE REMNANT.

It is believed that Gen. Kouropatkin, with a large army, is hurrying southward from Liao-Yang by forced marches in an endeavor to save Stakelberg's army from annihilation, says a London despatch.

Russians now admit that their losses in killed and wounded at the Battle of Vafangow are more than 2,000.

Ambulance trains have taken 1,100 wounded to Liao-Yang, including fifty-five officers. The hospitals at Liao-Yang are full, and 35 wounded officers and 731 wounded men have been taken on to Mukden.

This makes a total of 93 officers and 1,834 men wounded in the battle. Gen. Stakelberg's first report intimated that more than 500 were killed. The number killed alone, it is believed, was more than 1,000.

An entire division, it is said, composing his left wing, was surrounded by Japanese and annihilated. The rest of his army got away by means of the railroad under protection of cavalry.

### MANY BRITISH LOST.

A despatch to the London Times from Tokio says that the total loss of life by the sinking of the Hitachi is supposed to have been about a thousand, including Capt. Campbell, her commander, Chief Officer, Bishop and Engineer Glass, all of whom were British. All accounts agree in stating that the Russians deliberately butchered combatants and non-combatants alike, whereas they showed much clemency in the case of the Sado Maru, allowing a majority of those on board of her to leave before torpedoing her. Moreover, when they were asked to grant a longer time limit they replied regretting their inability to grant the request, as consideration for their own safety forbade delay.

The despatch adds that the Japanese newspapers discuss the matter quietly, but there is some inclination to call into question the sufficiency of the naval precautions.

### OVER 100 KILLED.

A despatch from Tokio says:—While the transport Izumi was returning to Moji with a number of sick Japanese soldiers on board she was surrounded by three Russian warships Wednesday off Ozima, near Tsushima Strait. One hundred and eight aboard of her were killed. The Russian cruiser Gromoboi, one of the warships, had a number of prisoners on board. These were lined up and compelled to witness the sinking of the Izumi. Later they saw the destruction of the transport Hitachi. They were then put in the hold until 3 o'clock in the afternoon on Thursday, when they were examined, and 22 were put on a passing ship near Oki Island. The Gromoboi then steamed northward.

### RUSSIANS DEMORALIZED.

The latest news from the Far East serves to confirm the impression now general throughout Europe that the saying is applicable to nations as well as men "whom the Gods wish to destroy they first make mad." The St. Petersburg interference which led to the attempted relief of Port Arthur is condemned as little short of insanity.

The complete annihilation of this Russian force is fully expected by European experts and little is now expected in the way of military success from a nation whose authorities seem to be victims of absolute demoralization.

It is reported in St. Petersburg, according to the Echo de Paris, that Gen. Stakelberg lost 10,000 men in killed, wounded and missing, while he was retreating from Wafangow.

### FIRED ON PATROL.

A despatch to the London Standard from the headquarters of the First Japanese Army, dated June 18, says that a party of Russian infantry with two guns approached within seven miles of the Japanese defences on the Liao-Yang on Saturday and fired on the officers of the Japanese patrol. A company of infantry was despatched to the scene, but failed to discover the enemy, who retired in the direction of Chatselan Junction, on the Hai-Cheng Road, where there are two Russian battalions. This is the first occasion on which the Russians have approached at all closely. No significance is attached to the attack. The evidence of a fresh Russian concentration at Hai-Cheng is more important.

### JAP GUNS THE BEST.

The wounded in the first two days' fighting at Vafangow are arriving at Liao-Yang. A lieutenant of Cosacks says:—

"The Russian artillery was splendidly served, but was outmanned in number by the Japanese guns. One Russian battery pitted against six Japanese batteries was literally smothered by Japanese shells.

"I saw one Russian battery land three shells in the midst of an ammunition train, which was galloping up to serve the Japanese guns. Two caissons exploded, killing all the horses and drivers.

"The Japanese guns fired at least 1,500 rounds. The Russians fired several times on Japanese infantry in close formation, causing tremendous havoc."

Several of the Russians found dead in the bushes were horribly mutilated. The foreign attaches drew up formal memoranda on this.

### TALKS WITH WOUNDED.

The correspondent of a news agency at Liao-Yang says that he has interviewed wounded from Telissu. They say that the day was exceedingly hot. The Russian infantry was greatly hampered by their heavy equipment. At five o'clock in the afternoon the battle extended along a ten-mile front. The Japanese continually hurled masses of infantry against the Russian positions, forcing the latter to relinquish point after point. The Japanese had every advantage of position. They also had more than 200 machine and mountain guns, which were admirably served. The Russian artillery, on the other hand, was too heavy and was otherwise unsuitable.

### RUSSIA DEPRESSED.

The St. Petersburg correspondent of the Paris Journal telegraphs that the defeat of the Russians at Vafangow has caused the deepest depression throughout Russia. The people were not affected by the naval disasters, but they trusted implicitly in the invincibility of the army.

### FULL RATIONS DAILY.

The Russians in Port Arthur are being served with full rations, and have sufficient provisions to last them six months. During the bombardment of Shapingtao on the 13th inst. the Japanese destroyed the lighthouse there.

### FEEDING THE ARMY.

A despatch to the London Stand-

ard from Odessa says that the question of feeding the Manchurian army is causing the gravest anxiety. The commissariat resources will be severely strained when the 17th Army Corps reaches the front. Vladivostok and the Amur District are already feeling the pinch.

### PREPARING FOR ATTACK.

A despatch received from Vladivostok at St. Petersburg, showing that the commander there is getting rid of the remaining civilian population, strengthens the belief here that preparations are being made at Vladivostok for the reception of Rear-Admiral Withoff's squadron when it comes out of Port Arthur, and that active operations against the city are imminent. The despatch does not mention the Vladivostok division. The Admiralty denies knowledge of the whereabouts of the Vladivostok squadron.

## LEADING MARKETS.

### The Ruling Prices in Live Stock and Breadstuffs.

#### BREADSTUFFS.

Toronto, June 21.—Wheat—Is dull at 90c for No. 2 red and white west and east. Goose is steady at 77c for No. 2 east. Spring is steady at 85c for No. 2 east. Manitoba wheat is easier at 92c for No. 1 hard, 91c for No. 1 northern, 88c for No. 2 northern and 85c for No. 3 northern at Georgian Bay ports, and 6c more grinding in transit.

Flour—Cakes of 90 per cent. patents are quoted at \$3.65 to \$3.70 in buyers' bags, middle freights. Choice brands are held 15c to 20c higher. Manitoba flour is steady at \$4.80 for cars of Hungarian patents, \$4.50 for second patents, \$4.40 for strong bakers', in car lots, bags included, on the track Toronto.

Millfeed—Is steady at \$16.50 for cars of shorts and \$15 for bran in bags west or east. Manitoba millfeed is steady at \$19 for cars of shorts and \$18 for bran, sacks included, Toronto freights.

Barley—The market is nominally unchanged at 42c for No. 2, 40c for No. 3 extra and 38c for No. 3 west or east.

Buckwheat—Is nominal at 45c for No. 2 west or east.

Rye—Is steady at 57c to 58c for No. 2 west or east.

Corn—Is steady at 45½c for Canada west. American is steady at 58c for No. 2 yellow, 57c for No. 3 yellow, and 56c for No. 3 mixed, in car lots, on track Toronto.

Oats—Are firmer. No. 1 white are quoted at 32½c east and No. 2 white at 32c east. No. 2 white are quoted at 31½c west.

Rolls—Oats—Is steady at \$4.50 for cars of bags and \$4.75 for barrels on the track Toronto; 25c more for broken lots outside.

Peas—Are steady at 61c to 62c for No. 2 west or east, and milling peas are worth 3c more.

#### COUNTRY PRODUCE.

Butter—Good grass butter continues to arrive freely, and the demand for this class of goods is active. Receipts generally are heavy, and the market is weak in tone, but quoted unchanged.

Creamery, prints ..... 17c to 18c  
do solids ..... 15c 16c  
Dairy pound rolls, good to choice ..... 11c 13c  
do large rolls ..... 11c 12c  
do poor to medium ..... 9c 10c

Cheese—Is fairly active and slightly firmer in tone in sympathy with outside markets. Quotations for new are unchanged at 9c for large and 9½c for twins. A little old large is still in the market, and is selling at 10c to 10½c.

Eggs—Are quoted about steady at 15c for the general run. Some dealers are asking 15½c for a small lot, and seconds are selling at 12c to 12½c.

Potatoes—There have been heavy demands on the local market for the military camp at Niagara, and there is a slightly noticeable scarcity here to-day. Quotations are a little firmer at 85c to 90c for cars on track and 95c to \$1 for out of store stocks.

Baled Hay—Is quoted unchanged, although easy in tone, at \$8.50 to \$9 per ton for car lots on track here.

Baled Straw—There is plenty offering, and the market is quoted unchanged at \$5 to \$5.50 per ton for car lots on track here.

#### LIVE STOCK MARKET.

Toronto, June 21.—The receipts at the Western Cattle Market to-day were heavy, as 140 carloads came in, comprising 2,045 cattle, 1,755 sheep, 1,800 hogs, and 227 calves.

Choice cattle was in light supply but we had a quantity of grassers here. For choice cattle prices were about maintained, but inferior butchers' cattle were off quite 1½ per hundred, and the slump is not over yet.

Hogs are easy, but prices are unchanged.

Sheep and lambs are steady and unchanged.

Notwithstanding the heavy run and inferior quality, everything was sold by noon.

There is a steady enquiry for export cattle of the right kind, but large receipts of poor stuff, such as came in to-day, must have a weakening effect all round. Exporters' are worth from \$5 to \$5.75 per cwt.

Good butcher cattle sold well to-day, but the tone was more easy.

Good to choice sheep

# A HEARTRENDING DISASTER

## Six Hundred New York People Burned to Death or Drowned.

A New York despatch says:—The three-decked excursion steamer, General Slocum, of the Knickerbocker Steamboat Co., burned to the water's edge off North Brother Island, at the entrance to Long Island Sound on Wednesday morning, resulting in the death through burning or drowning of at least 600 people, mostly women and children.

The bodies of many who leaped into the river have not yet been recovered. The General Slocum, which was the largest excursion steamer in these waters, left Third Street, East River, at 9:30 a. m., having on board the annual Sunday-school excursion of St. Mark's German Lutheran Church, Sixth Street. Her destination was Locust Grove, on the Sound. The vessel was commanded by Captain William Van Schaick, one of the best known excursion boat captains in New York Harbor, who has commanded the Slocum almost since she was built, in 1891. The number of excursionists on board variously is estimated at from 1,500 to 2,500.

The steamer proceeded up the East River, each of her decks being crowded with merry-makers, with bands playing and flags flying. The Slocum had reached a point at the Sunken Meadows, off 135th Street, which is at the extreme eastern end of Randall's Island, when fire broke out in a luncheon room on the forward deck, caused by the overturning of a pot of grease. A high wind fanned the flames into instant fury.

Efforts to subdue the fire were futile and word was sent at once to the captain, who started to land the steamer at 134th Street. He was warned, however, that the boat would set fire to lumber yards and oil tanks there, and changed the Slocum's course, heading her for North Brother's Island, half a mile away.

### PANIC SEIZED PASSENGERS.

The flames now had broken out all along either side of the steamer and were fanned by a strong head wind. The passengers, seized with panic, rushed to the rear of the vessel to escape the heat and smoke that were increasing constantly. Policemen and deckhands aboard the boat struggled hard to quell the panic, but their efforts were unavailing. The wild disorder increased, as frantic mothers sought to find their children who had been at play about the decks.

The steamer's whistle was blowing for assistance, and tugs and other nearby craft answered to the call. Before any of the boats could reach the burning steamer, however, the frantic women and children began to jump overboard. The boats that were following the Slocum picked up many from the water, but these were only a small number of those who were seen struggling in the swift current.

On the Slocum the first sweep of the flames cut off escape from the hurricane deck, where a great many of the women and children were crowded together, and soon burned away the light wooden work which supported the deck. It is thought that the most of those who were on this deck were burned.

As the fire increased the struggle to gain a point of vantage at the stern became frightful. Women and children crowded against the after rail until it gave way, and hundreds were pushed off into the river. After this there was a steady stream of those who jumped or were thrown into the water. The tugs and small craft following after kept close in the wake of the Slocum, and rescued all of those who came within reach of their crews. Few of those who were saved had on life preservers. At no time during the progress of the fire was there any opportunity either to lower the lifeboats or get the life preservers out from underneath the seats. Throughout the wild panic the officers and men of the blazing boat stayed at their posts.

### DECKS CAVED IN.

The Slocum got within fifty feet of the north-west point of North Brother Island, and there stopped in the shallow water. Just before the vessel was beached, the hurricane deck, the supports of which had burned away, fell with its load of women and children, adding to the panic and horror of those on the deck below.

Very soon after parts of the second

\$4.50 to \$5 per cwt., but common stuff was considerably weaker.

Milk cows were easier to-day at from \$25 to \$50 each.

For "small stuff" the quotations are:—For export ewes, per cwt., \$4 to \$4.25; bucks, \$3 to \$3.50; mixed, \$3.25 to \$3.75; lambs, each, \$3 to \$5; calves, per cwt., \$4 to \$5.25, or \$2 to \$10 each.

### BUFFALO GRAIN MARKETS.

Buffalo, June 21.—Flour quiet. Wheat, winter, No. 2 hard, 98c in store; spring quiet; No. 1 northern, 99½c. Corn quiet; No. 2 yellow, 55½c; No. 2 mixed, 53½c to 54c. Oats quiet; No. 2 white, 46½c; No. 2 mixed, 42½c. Barley, nothing doing. Rye, No. 2 in store, 75½c. Freight nominal.

and third decks also caved in. But before this happened the tug Walter Tracey had come alongside the burning steamer. Many of the passengers were taken off by the crew of the Tracey, which remained alongside the steamer until the tug's pilot house took fire.

The scene on North Brother Island, as described by the rescuers, was a pitiful one. Body after body was washed ashore or brought in by boats, and added to the long row on the beach. Fifty-three persons died there while the doctors were attending to them.

As the bodies of the living and dead were taken out of the water, those alive were taken to the hospital on the island or sent across the river to the hospitals in Manhattan. Here ambulances from almost all the hospitals in the city, and every sort of convenience which could be found were put into service.

For hours the bodies of the burned and the drowned drifted ashore on the island and between 131st Street and 138th Street, in Manhattan. Some came ashore still alive. Many of these died, while others will recover.

### HEARTRENDING SCENES.

The beach of North Brother Island was the scene of many heartrending episodes as the living and dead were brought in. The row of bodies stretched along the beach and hysterical women and frantic men went along looking at one after another, searching for children and friends. Women with disfigured faces, their clothes partially stripped from them, were carried to the improvised emergency hospital, crying for children who had been torn from them in the mad rush when the boat took fire.

Meanwhile the Slocum burned to the water's edge. At 12:25 o'clock, two hours and twenty-five minutes after the fire was first discovered, she sank. It is estimated that there were then nearly 100 charred bodies on her decks.

Just after the steamer sank the water was black with bodies. The tug Fidelity succeeded in picking up eighty-eight charred corpses in Hunt's Cove, off Ricker's Island, and carried them into the Sound. None of these bodies, it is thought, ever can be identified. Heads, legs, and arms are burned off, and not a shred of clothing is left on any of them. What looked like a big hatchway on which were five or six charred bodies was found floating in the cove at Hunt's Point, and towed carefully alongside the Fidelity. The wood was also badly charred, and the bodies seemed to stick to it.

### HARROWING SCENES IN MORGUE.

When the morgue authorities allowed the crowd to enter the morgue, a scene ensued which was harrowing in the extreme. In some cases first identifications would be found to have been erroneous, men laying claim to bodies they afterwards discovered were not those of their relatives.

At the entrance to the charities pier at the foot of East 26th Street, the crowd tried to push past the police, and a riot resulted. At the height of the trouble a man who had learned that his wife was among the charred dead, tried to stab himself.

Inside the pier the bodies are ranged in three rows, extending the entire length of the pier, or 150 feet. There is hardly a German family on the middle east side of the city that is not mourning a dead, or injured friend or relative. St. Marks German Lutheran Church contained in its membership practically all of those of Protestant faith within a radius of ten square blocks. The fatal excursion was the event of the year for scores of well-to-do and thrifty Teuton families, and had been looked forward to many months. Family parties of ten or more had been made up, including in many cases the old grandmother, the mother, and the children of all ages, with a sprinkling of those men of the families who could spare a day from their work.

### NINE HUNDRED VICTIMS.

A Monday's despatch says:—Sunday's harvest of dead from the steamer General Slocum numbered 41, bringing the total number of bodies so far recovered up to 624. Of these 559 have been identified.

While the list of missing will be cut down somewhat by the identifications made on Sunday, eleven new names were added to that roll, thus leaving the total of missing almost as it was on Saturday—something more than 300. There were many funerals of victims on Sunday.

### BEEF FOR MALTA FORCES.

Admiralty Will Accept Tenders From Canada.

An Ottawa despatch says: The British Admiralty has sent to the Department of Agriculture forms of tender for supplies of beef for the Government institutions at Malta.