THE WILY RUSS

C.P.R.'s New Extension

Saving of Time.

## TWENTY-FIFTH YEAR

## ABOUT 4000 RUSSIANS LOST SUNDAY STORY OF THE BATTLE OF THE YALU

### Czar's General Pays Credit to the Daring Bayonet Charges of the Japs.

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St. Petersburg, May 3.-The emper or has received the following telegram, under to-day's date, from Gen. Kuro-

"Gen. Zallalitch's report, dated to day, on the fight of May 1, says that the battle was fought under the rol-

the second and third batteries of the sixth brigade of artillery were engaged in the battle which began with heavy cannonading of our right flank by siege guns at Wiju and field bat-

teries in the distance-"After a lull the fighting was :esumed with extraordinary violence against the left flank of our main position at Turencheng and our position at Potietinsky. A fusilade was also begun by small parties of Japanese across the Ai River.

"The situation of the defender's position became increasingly difficult, especially at Potietinsky, which was bombarded on the front and on both

against our battery at Potietinski, which, after having silenced the

which, after having silenced the enemy's mountain battery, directed its fire on the Japanese infantry and sustained few losses so long as it was not obliged to take up another position owing to the withdrawal of our infantry from the bank.

"The Japanese under our fire made continual bayonet attacks on our treons."

doned owing to the Japanese enfilading fire. Our reserves several times mingled with the first line, thus en-abling it for a long time to maintain

right up into the firing line, but ing to the great distance from cur owing to the great distance from cur main reserves it was impossible for them to reach the advanced force in time, and our men retired from the principal position to another position in the rear of Tunchen, followed by a concentrated fire of the Japanese, who could not make up their minds to descend from the crest they occupied and, face the fire of our batteries at Poulemetts. They dug fresh trenches and opened a heavy artillery fire on our new position and began to turn cur left flank towards Chingow.

Chaplain Hit by Bullets.

## WAR BULLETINS.

St. Petersburg, May 3.—In a report received by the emperor from General Kuropatkin, under to-day's date, it is stated that from 3000 to 4000 men at least were killed in the Yalu River fight.

London, May 4.—The Chefoo correspondent of The Daily Chronicle cables the following, under yesterday's (Tuesday) date: "The Japanese landed troops and attacked and captured Newchwang last evening, the Russians falling back to protect the railway."

## Togo Near Port Arthur Has His Fireships Sunk By the Russian Shells

Grand Duke Alexis Reports That

Attempt to Block Harbor
Entrance Has Falled.

St. Petersburg, May 3.—High Admiral Grand Duke Alexis has received the following official telegram from Viceroy Alexieft, reporting the Japaneses attempt to block Port Arthur early this morning:

"I respectfully report to your high mess that a fresh attack was made by the enemy last night with the object of obstructing the entrance to the port, and that it was successfully repelled.

"At 1 o'clock this morning five torpedo boats were perceived near the coast from the eastern batteries, Under the fire of our warships and the der the fire of our warships and the fer the fire of our warships and

coast from the eastern batteries. Under the fire of our warships and the batteries they retreated southward.

"At 1.45 o'clock the first fireship, escorted by several torpedo boats, was sighted, and we opened fire upon it from the batteries and the warships. Three-quarters of an hour afterwards our searchlights revealed a number of fireships making the entrance of the harbor from the east and search the companied by the enemy's torship, accompanied by the enemy's torship, accompanied by the enemy's torship, accompanied by the enemy's torship.

terwards our searchlights revealed a number of fireships making the entrance of the harbor from the east and southeast. The coast defence vessels Otvashni and Gremieshchi and the gunboat Giliak repulsed each by a well-directed fire.

"Altogether eight ships were sunk by our vigorous cannonade, by whitehead torpedoes launched from our torpedo, boats and by the explosion of several submarine mines. Further, according to the reports of the officers commanding the batteries and the gunboat Giliak, two Japanese torpedo boats were destroyed.

destroyer Boevoi.

"On the appearance of the first fireship, accompanied by the enemy's torpedo bats in boarded a launch and proceeded to the Otvashni to take immediate measures for repulsing the inveships. With me were Lieut.-Gen. Zilinski and Captain Eberhardt of the naval general staff. Lieut.-Gen. Stoessel was on the fortifications at the same time, and Gen. Loschinsky, chief of the defence force of the forts, was on board the Giliak."

JAP CREWS SEEN.

Port Arthur, May 3.—The crews of were charging too much for their services.

## RICHARDSON AND ROAF

Former Spoken of as Registrar, Tho Premier Says Nothing Has

ment Buildings.
Mr. Ross told The World that noth

PAGES-WEDNESDAY MORNING MAY 4 1904-TEN PAGES

Yet Been Done.

Sorting to the reports of the officery commanding the would a part of the commanding the would aparese to repeat of the desired of the reports of the report | The state of the

## KUROPATKIN (still feeling a little dazed): S-s-s-s-sh! Don't say anything, but I just let him do this to there EAST TORONTO'S TERMS

## Will Be Pushed at Once

to enter the city. The representatives were Mayor Walters, Councillors Berry, Clident occurred, is very narrow. The George Oakley and T. Richardson, Oriole was only a river steamer, and in size little larger than the ferry boat "Ada! Alice," according to a local marine man, acquainted with the olicitor. Mr. Fenton gave the condiplace. tions which the town council had ap-

# THIRTY NEAR TO DEATH

### Muskoka Navigation Company's Boat Careened and is Run Ashore in River.

Bracebridge, May 3.-The Muskoka Navigation Company's steamer Oriole careened in the Muskoka River about bend she was caught on the side by the current, which is very strong at this time of the year and slowly turn-

Captain Corbett headed the boat for shore and reached it before she capsized. All on board were saved, the crew breaking the windows in the cabin and rescuing all the passengers

The accident was due to the strong

The accident was due to the strong current, which caught the boat turning a bend in the river, causing her to rock so violently that a great quantity of water flowed in the sides. This, together with the heavy load the boat carried, rendered her unable to hold her own, and Captain Corbett, seeing this, headed her for shore and immediately turned to getting the ladies off, a number of whom were pulled out thru the lower cabin windows.

The boat turned on her side a few minutes later and then the bow struck shore, when about half the passengers jumped off, and the boat swinging around, touched again when the rest got off. A few men getting in a hurry jumped off and swam ashore, but it was hardly necessary. The boat was rapidly carried down stream, the crew being unable to stop her until she filled with water, when she stopped about a quarter of a mile from where she first turned over.

The Muskoka River, where the ac-

MAY BE LOSS OF LIFE.

tions which the town council had approved, as follows:

(1) The city to assume the payment of the general debenture debt, and that portion of the local improvement debt contracted on waterworks account.

(2) Bloor-street to be extended from the present terminus to Danforth-avenue.

(3) A fire hall to be established in the centre of the town.

(4) The civic officials to be provided with positions as far as possible.

(5) The high school already established to be maintained.

(6) The town to be provided with electric lights.

Extend egrard-Street.

(7) The city must open Gerrard-treet form Civic provided and so the contracted on waterworks account.

MAY BE LOSS OF LIFE.

Bracebridge, May 3.—(Special.)—About 3 ciclock to-day the steamer Oriole, which runs from Bracebridge to Bracebridge, May 3.—(Special.)—About 3 ciclock to-day the steamer Oriole, which runs from Bracebridge to Bracebridge, May 3.—(Special.)—About 3 ciclock to-day the steamer Oriole, which runs from Bracebridge to Bracebridge, May 3.—(Special.)—About 3 ciclock to-day the steamer Oriole, which runs from Bracebridge to Bracebridge, May 3.—(Special.)—About 3 ciclock to-day the steamer Oriole, which runs from Bracebridge to Bracebridge, May 3.—(Special.)—About 3 ciclock to-day the steamer Oriole, which runs from Bracebridge to Bracebridge, May 3.—(Special.)—About 3 ciclock to-day the steamer Oriole, which runs from Bracebridge to Bracebridge, May 3.—(Special.)—About 3 ciclock to-day the steamer Oriole, which runs from Bracebridge to Beaumaris, left here with about forty-five passengers and sixty tons of freight, which was a good load for a far larger steamer.

The captain, Andrew Corbett of Bracebridge, was asked to make fur a larger steamer.

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