

GUARDSHIP AND DESTROYER SUNK

Successful Attack By Torpedo Boat Flotilla on Russian Vessels at Entrance to Port Arthur.

Fight Took Place Last Monday Night--Japs Lost Fourteen Killed and Three Wounded--Movements of the Armies.

Liao Yang, July 2.—The late successes of the Russians at Dalin and in Major-General Mischenko's forces, which the Japanese have endeavored a much better spirit. It is reported that in the fighting of June 26th and 27th the Japanese lost 8,000 men, and that their losses in operations against Mischenko were 400.

A striking feature of the last engagement at Dalin, as well as in the fight with General Mischenko's forces, was that the Japanese had not previously been partial. Their lines went to the charge with loud cries of "Ayari Ayari" but almost to a man were mowed down by the Russian fire from the rifles.

One of the Japanese prisoners captured by General Mischenko states that provisions of the Japanese are running out, and the troops are badly fed. For two days prior to his capture, the prisoner said, the Japanese had eaten nothing, and this statement is confirmed by Chinese. The Japanese commissary is entirely supplied from Japan, and consequently is dependent upon sea communications for the effect of the loss of many boats in the recent storm is beginning to be felt severely.

The Japanese guards division, which were engaged in the attack on Dalin pass, is retiring eastward, and General Count Keller, who has been reinforced, is following up the Japanese.

PART OF JAPANESE FORCE RETIRING. St. Petersburg, July 2.—The following dispatch from General Kouropatkin, dated June 30th, has been received by the Emperor:

"Not only has General Kuraki's forward movement in the direction of Haicheng and Taichiekiao been suspended, but even the Japanese troops marching on the road to Kianan, towards Soumao have begun to retire towards Chanza, the road to Siuyen. The village of Madlavaine has been occupied by the troops.

The Japanese troops retreat has been observed on the southern road leading to Kaichan, across the Chapanian pass. "Our cavalry, retiring in the direction of Souchen, has retreated north under pressure of the enemy.

"Southwards of Haicheng the Japanese have placed strong infantry advance posts for a distance of 122 miles along the roads leading from the different passes.

The Japanese advance in the Feng Huang Chang region has ceased, while in the Huayensian and Sint Sinitin districts the enemy has retired southward."

RUSSIANS EXECUTE FLANK MOVEMENT. Mukden, July 2.—The flank movement by the Russian left wing makes it impossible for General Kuraki's army to attack the Russian eastern flank. Moving to the west on Haicheng and Liao Yang, roads, would extend General Kuraki's line of communication to the extent of his risking an attack by Russian cavalry. It is thought the object of the movement of the Japanese left flank was to increase their forces in Krangtung rather than to attack the Russian centre.

GUARDING THE LINE OF COMMUNICATION. Tientsin, July 2.—During recent steam trials outside Port Arthur the battleships Casarewitch and Revivan and another warship are reported to have made 20 knots. The trials were undertaken to prove that the repairs of the warships were complete.

About 32,000 men are engaged in guarding the railroad communications of the Russians. The consequent scarcity of men is preventing General Kouropatkin from undertaking more active operations at present. Even preventing the fall of Port Arthur is considered to be of less importance than the guarding of the line of communication.

HAS ELUDED THE JAPANESE SQUADRON. Tokio, July 3.—9:30 a.m.—The Russian Vladivostok squadron eluded Vice-Admiral Kamimura on Friday night. A drizzling rain and fog favored the Russian vessels.

The Japanese torpedo boats steamed ahead and entered within the range of the Russian guns. The Russian vessels vigorously shelled the Japanese torpedo boats. This firing explains the cannonading heard on Tsu island, and gave rise to the belief that a general engagement was in progress.

Vice-Admiral Kamimura gained on the Russian ships, and was only five miles in the rear when suddenly, at 9

parently inactive. The Japanese have retired to a dry sandy part of the country to await better weather. The Russians have reoccupied their old positions, 30 miles east of Liao Yang. The two armies are now bivouacked on either side of Dalin pass, which cannot be said to be an effective occupation for either army, as the deep mud renders it impossible for the movement of transport wagons and guns.

No battle of any consequence has been fought there since the Russians retired from Dalin pass before the Japanese advance.

The Russian troops are displaying splendid spirit in spite of terrible hardships. There is not a dry spot for them to camp on, and the troops are obliged to pass hours in the rains before they can prepare anything to warm themselves. The Russians are showing great consideration for the Chinese, fraternizing with them and paying them good wages and high prices for goods supplied.

There is evidence of considerable sickness in the Japanese camps. It is believed here that the Japanese will suffer more from the rainy weather than the Russians.

MORE RUSSIANS HAVE BEEN CALLED OUT. St. Petersburg, July 4.—The Official Messenger publishes a call for a fresh mobilization of troops in the district of St. Petersburg. The order does not indicate how many men will be affected by the order.

RUSSIAN FLEET AND PORT OF REFUGE. St. Petersburg, July 4.—At the German embassy here a statement was made to the London Times correspondent at Tokio that Germany had agreed to allow the Port Arthur squadron to seek refuge at the Kiaochoo, the German port on the Shantung peninsula, was absolutely denied. No such question had been broached.

Germany is observing neutrality in accordance with her proclamation to this effect.

JAPS MUTILATED BY THE RUSSIANS. Washington, July 3.—The Japanese legation today received the following dispatch from Tokio:

"The chief of staff of the second army telegraphs as follows: "On the 13th of June a petty officer and other soldiers, six in all, belonging to the 13th infantry regiment, encountered, while scouting, about 15 Russian troops at Chenshanan station, and were killed after hand to hand fighting.

On the death of these men the Russians thrust their bayonets into their mouths and then opened their fire, and took away the contents of their pockets.

"On the 27th of June a first class cavalryman, belonging to the 13th cavalry regiment, who was riding a horse at a point about four kilometers northeast of Hunyehon, was attacked by the Russians and fell dead on the ground. Thereupon about 20 Russian cavalrymen surrounded the man and barbarously mutilated him. At this moment a company of cavalry approached the scene and the Russian soldiers threw the body of the man on our hands."

OKU'S CHARGES OF RUSSIAN ATROCITIES. Tokio, July 4.—11 a.m.—Gen. Oku forwarded a delayed report to the Imperial headquarters answering the charges preferred by the Russian authorities that the Japanese troops were responsible for atrocities committed on the field during the engagement at Wafangong, preceding the battle of Vafangow. He says the charges are totally unfounded, but on the contrary they had proofs that the wounded Russian prisoners highly appreciated the humane

treatment they and their comrades had received from the Japanese.

It is the Russians, he declared, that have cruelly mutilated the Japanese who fall into their hands wounded. Oku then makes the following charges: "That on June 15th six Japanese scouts were overpowered by Russian troops, who ran bayonets in their mouths, in their hands and cut their breasts open. That on June 27th, the Russians captured a Japanese cavalry man whom they bayoneted and then cut his abdomen open. On May 15th the Russians bayoneted a Japanese cavalry man whom they had captured."

Gen. Oku asserts that acts of cruelty on the part of the Russian troops were numerous, and announces his purpose to report in the future every case brought to his notice. He says he feels that he is not fighting a civilized army.

The Associated Press correspondents are unable to furnish any new in connection with Gen. Okus charges because no neutral observers were permitted to be present at the scene of the engagements which took place at Wafangien and Vafangow.

SHIPS HAVE NOT RETURNED TO PORT. Vladivostok, July 3.—Delayed in transmission.—The return of the Vladivostok squadron is anxiously awaited. It may not return for some time as when it left this port it was provisioned for a long cruise. Vice-Admiral Bezboroff is in command.

DARING HOLD-UP AT VANCOUVER SATURDAY. W. H. Quinn and Others Were Robbed of a Large Sum of Money. One of the most daring highway robberies in the history of Vancouver was that of the busmen, round Hastings road, when W. H. Quinn and five friends were held up about half-past five on the morning of Saturday, July 3rd, and their money was carried off by a party of three men.

According to the Vancouver News-Advertiser it was about 7 o'clock in the evening that a bus was being driven along the Hastings road, and the driver, together with five passengers, were held up by three men who were armed with revolvers and shotguns.

The driver, W. H. Quinn, was the only one who escaped with his life. He was severely wounded, and his money was carried off by the robbers. The bus was set on fire, and the driver was left for dead.

The robbers were seen to flee in the direction of the mountains. The police are searching for them, but have not yet been successful.

the right of searching the British and Japanese vessels.

Great Britain's act is sure to have great influence on Russian public sentiment, increasing the good feeling which is necessary as a basis for a Russo-British understanding, which all the diplomatists are now convinced is close to the heart of the British monarch.

CANADIAN BRIEFS. Principal of London School Committee Sailed—Medical Association Seeks New Legislation.

London, Ont., July 2.—Principal R. M. Graham, of Simcoe street school, who has been suffering from melancholia for some time, threw himself in front of a moving locomotive at St. Mary's Junction yesterday afternoon and was ground to pieces. He was on his way with Dr. Graham to the hospital to a sanitarium at Guelph and had changed cars at St. Mary's. It was while doing this that Mr. Graham slipped from the presence of the locomotive and jumped off the station platform to the track.

Seriously Injured. Winnipeg, July 2.—Mr. English, traveller for the Watrous English Works, has been brought into Brandon hospital suffering from serious injuries received in a chemical explosion.

Patent Medicine. Toronto, July 2.—The Ontario Medical Association wants the Dominion government to legislate to make it a misdemeanor to say in advertising a patent medicine that the article will cure any specific which ingredients do not warrant.

Newcastle, Ont., July 2.—The Liberals of the united counties of Durham have nominated Robt. Beth, the sitting member for West Durham, as candidate at the next general elections.

EIGHTEEN DEAD. Train Ran Into an Open Switch and Was Wrecked. St. Louis, Mo., July 4.—A special from Litchfield, Ills., says that the Chicago Limited, on the Washburn, ran into an open switch at Litchfield last night and was wrecked, and eighteen persons were killed and from 30 to 40 injured. The train is reported burned.

An Inquiry. St. Louis, Mo., July 4.—The list of dead as the result of the Washburn wreck at Litchfield last night now numbers 18, two persons among the injured having died. St. Louis, Ill., is making an investigation into the circumstances of the wreck, and arrests may be ordered.

An open switch is a mystery which the officers are trying to solve.

Chas. Courtenay, station agent at Litchfield, asserts that the wreck was the result of malicious mischief. He said the north track, as that siding is called, had not been used yesterday, and that the switch was tampered with. Not five minutes before the accident a passenger train went over it safely. When the Chicago Limited was derailed, he says the switch was turned and the locomotive on the ground beside it. Mayor King, of Litchfield, has issued a proclamation calling off the Fourth of July celebration today.

Howard Grove, the dispatcher, was riding in the cab with the engineer and has not been found. Neither have the bodies of Engineer Mathers and Fireman South, who were buried under a mountain of steel.

Rev. N. M. Mills, of Brighton, N. J., did not get home, being unable to withstand the necessary operation. Many of the passengers lost everything except the clothes they wore.

G. T. P. ENGINEERS. Plenty of Canadians Competent to Undertake Work Given to Americans. Montreal, Que., July 4.—Judge Winchester resumed the inquiry here this morning into the employment of American engineers by the Grand Trunk Pacific.

J. M. Shanley, the well known Canadian engineer, was called, and in evidence submitted a list of names of a large number of Canadian engineers, who, in his opinion, were equal to those employed by the Grand Trunk Pacific. He was satisfied that material could be found in this country without going to the United States.

Prof. McLeod, secretary of the Canadian Society of Civil Engineers, who also is official timekeeper for the Grand Trunk, after some hesitation admitted that the names submitted by Shanley, all also members of the Canadian Society, were qualified for positions on the Grand Trunk Pacific.

THE HIGHWAY ROBBERY. \$2,400 of Amount Stolen Near Vancouver on Saturday Has Been Recovered. Vancouver, July 4.—Two thousand four hundred dollars of the \$7,500 stolen from Quinn Bros. by highwaymen on Saturday night were recovered today. Over \$1,700 was found in cache under a root where the robbers had evidently left it in a hurry to escape.

There was a whole pile of bank notes in this pile. A bag of silver, weighing a hundred pounds and valued at about \$1,500, must be cached in the vicinity. There is no clue to the highwaymen. Their worn masks and probably could not be identified by any of the party.

OTTAWA NOTES. Amendments to the Election and Representation Acts. Ottawa, July 4.—Hon. C. Fitzpatrick introduced two bills today. One was to amend the Election Act, and the other was to amend the Representation Act. The amendment to the Election Act provides that the returning officer will fix the dates for the holding of the election in Canada, the Yukon and the Northwest Territories. The amendment to the Representation Act provides that the returning officer will fix the dates for the holding of the election in the Yukon and the Northwest Territories.

Wood's Phosphidine. The Great English Remedy. An old, well established and reliable preparation, has been provided and used in the Dominion of Canada. It is the best medicine on earth. It is the best medicine on earth. It is the best medicine on earth.

Before and After. Wood's Phosphidine is said in Victoria to be all responsible druggists.

MORE THAN 600 EMIGRANTS PERISH

A Danish Steamer Bound for New York Foundered After Striking a Rock in North Sea.

The Boats Were Capsized By Passengers in Their Frantic Efforts to Escape From the Sinking Ship.

London, July 3.—It is reported that over 700 emigrants bound for Copenhagen for New York on the Scandinavian-American line steamer Norge, have been drowned.

Twenty-seven survivors were landed at Grimby (15 miles southeast of Hull) to-night.

The Norge struck on a rock last Tuesday in the North Sea and foundered. There was a heavy sea, and most of the boats smashed; only two of the boats succeeded in getting away and these were picked up by Grimby trawlers.

Nearly 900 on Board. Copenhagen, July 4.—The news of the disaster to the Danish steamer Norge, off the west coast of Scotland, in which over 700 persons are reported to have lost their lives, created indescribable excitement here. The first message reached here at 4 o'clock this morning. Crowds soon gathered about the offices of the line, relatives of those on board, frantically seeking information. The office, however, did not open until 9 o'clock.

A feeling of general gloom and mourning is beginning to pervade Copenhagen. The Norge had no first class passengers on board, and only nine on her second cabin list. All the others were in the steerage. There were on board 694 Danish, 18 Swedes, 296 Norwegians, 15 Finns and 236 Russians.

The crew of the Norge was composed of 91 seamen.

Stories of Survivors. Grimby, Eng., July 4.—Owing to the strict enforcement of certain regulations and the fact that there is no Danish coast here, all the survivors of the Norge, who arrived here on the steam trawler Salvia, were kept on that vessel all night. They were in a pitiable condition. This morning in the dining cabin of the trawler, the representative of the Associated Press saw over a dozen persons, including five women and two children, huddled together. Each of the three women were in bunks, one was lying on the cabin floor, and the other was leaning against the captain's berth, too bewildered to move. Two of the women pleaded to see a Danish minister of the Gospel, but the one settled here happened to be away.

John Johnson, a gray bearded man from Tromsø, said: "When the ship first bumped most of us were below. All rushed on deck. I had my wife and five children with me. At first none of us were aware of what had happened, and we were kept quiet, but in a minute or two we saw that the ship was sinking and there were shrieks and cries too awful to describe. We had nearly 200 children aboard, and they screamed with terror. Their mothers, too, were frantic. Some began putting their little ones in the rigging and other elevated positions. So far as I could see the officers of the ship kept very calm, but the crowd was uncontrollable. Men and women.

Began Jumping Into the Sea. While others ran up and down trying to snatch life belts from those who had them. "As soon as the first boat was got out there was a mad rush for her, with the result that she immediately sank. In this way three boats were lost. "Meanwhile I had put my wife and five children on a hatch and implored them not to move until I returned. When I saw other boats being launched I returned to fetch my wife and children, but they had disappeared. Whether they were saved or not I do not know.

More Survivors. Stornaway, Scotland, July 4.—One hundred and one survivors of the Danish steamer Norge have been landed here. The British steamer Cervonia, from Leith, July 1st, for Montreal, brought in 32 shortly before noon. She picked up 100 of the survivors of the Norge, and the crew of the Butt of Lewis. They were in an awful plight, nearly all of them being naked. One dead child was with the party.

St. Petersburg, July 3.—The Novosti, in an article on the political situation in the United States, says: "There is no doubt that President Roosevelt has gained the confidence and respect of the American people by his strength of character and his fearlessness in the shadow side of American life. Thanks to his personal efforts, Congress will vote to increase the American navy so that in a short time the United States will occupy the second place among the powers."

PROBABLY MURDERED. Sault Ste. Marie, Ont., July 4.—The body of a man taken out of the canal here yesterday was found in the pockets of a coat and letters found in the coat, as James E. H. Edwards, Hamilton, Ont. had been missing from a boarding house for about a week. Marks on the body, it is thought, indicate foul play.

For the extermination of jacks, a poisoning club for the whole of Cape Colony is suggested.

ATLETICS. THE N. P. A. M. The annual meet of the Amateur Athletic Association of Canada, at Vancouver, British Columbia, was held at the Grand Hotel, Vancouver, on Saturday, July 3rd. The meet was a very successful one, and was well attended. The N. P. A. M. was the main attraction, and the results were as follows: 100 yds. J. E. Goodwin, 12.5; 200 yds. J. E. Goodwin, 25.5; 400 yds. J. E. Goodwin, 51.5; 800 yds. J. E. Goodwin, 103.5; 1600 yds. J. E. Goodwin, 207.5; 3200 yds. J. E. Goodwin, 415.5; 6400 yds. J. E. Goodwin, 831.5; 12800 yds. J. E. Goodwin, 1663.5; 25600 yds. J. E. Goodwin, 3327.5; 51200 yds. J. E. Goodwin, 6655.5; 102400 yds. J. E. Goodwin, 13311.5; 204800 yds. J. E. Goodwin, 26623.5; 409600 yds. J. E. Goodwin, 53247.5; 819200 yds. J. E. Goodwin, 106495.5; 1638400 yds. J. E. Goodwin, 212991.5; 3276800 yds. J. E. Goodwin, 425983.5; 6553600 yds. J. E. Goodwin, 851967.5; 13107200 yds. J. E. Goodwin, 1703935.5; 26214400 yds. J. E. Goodwin, 3407871.5; 52428800 yds. J. E. Goodwin, 6815743.5; 104857600 yds. J. E. Goodwin, 13631487.5; 209715200 yds. J. E. Goodwin, 27262975.5; 419430400 yds. J. E. Goodwin, 54525951.5; 838860800 yds. J. E. Goodwin, 109051903.5; 1677721600 yds. J. E. Goodwin, 218103807.5; 3355443200 yds. J. E. Goodwin, 436207615.5; 6710886400 yds. J. E. Goodwin, 872415231.5; 13421772800 yds. J. E. Goodwin, 1744830463.5; 26843545600 yds. J. E. Goodwin, 3489660927.5; 53687091200 yds. J. E. Goodwin, 6979321855.5; 107374182400 yds. J. E. Goodwin, 13958643711.5; 214748364800 yds. J. E. Goodwin, 27917287423.5; 429496729600 yds. J. E. Goodwin, 55834574847.5; 858993459200 yds. J. E. Goodwin, 111669149695.5; 1717986918400 yds. J. E. Goodwin, 223338299391.5; 3435973836800 yds. J. E. Goodwin, 446676598783.5; 6871947673600 yds. J. E. Goodwin, 893353197567.5; 13743895347200 yds. J. E. Goodwin, 1786706395135.5; 27487790694400 yds. J. E. Goodwin, 3573412790271.5; 54975581388800 yds. J. E. Goodwin, 7146825580543.5; 109951162777600 yds. J. E. Goodwin, 14293651161087.5; 219902325555200 yds. J. E. Goodwin, 28587302322175.5; 439804651110400 yds. J. E. Goodwin, 57174604644351.5; 879609302220800 yds. J. E. Goodwin, 114349209288703.5; 1759218604441600 yds. J. E. Goodwin, 228698418577407.5; 3518437208883200 yds. J. E. Goodwin, 457396837154815.5; 7036874417766400 yds. J. E. Goodwin, 914793674309631.5; 14073748835532800 yds. J. E. Goodwin, 1829587348619263.5; 28147497671065600 yds. J. E. Goodwin, 3659174697238527.5; 56294995342131200 yds. J. E. Goodwin, 7318349394477055.5; 112589990684262400 yds. J. E. Goodwin, 14636698788954111.5; 225179981368524800 yds. J. E. Goodwin, 29273397577908223.5; 450359962737049600 yds. J. E. Goodwin, 58546795155816447.5; 900719925474099200 yds. J. E. Goodwin, 117093590311632895.5; 1801439850948198400 yds. J. E. Goodwin, 234187180623265791.5; 3602879701896396800 yds. J. E. Goodwin, 468374361246531583.5; 7205759403792793600 yds. J. E. Goodwin, 936748722493063167.5; 14411518807585587200 yds. J. E. Goodwin, 1873497444986126335.5; 28823037615171174400 yds. J. E. Goodwin, 3746994889972252671.5; 57646075230342348800 yds. J. E. Goodwin, 7493989779944505343.5; 115292150460684697600 yds. J. E. Goodwin, 14987979559889010687.5; 230584300921369395200 yds. J. E. Goodwin, 29975959119778021375.5; 461168601842738790400 yds. J. E. Goodwin, 59951918239556042751.5; 922337203685477580800 yds. J. E. Goodwin, 119903836479112085503.5; 1844674407370955161600 yds. J. E. Goodwin, 239807672958224171007.5; 3689348814741910323200 yds. J. E. Goodwin, 479615345916448342015.5; 7378697629483820646400 yds. J. E. Goodwin, 959230691832896684031.5; 14757395258967641292800 yds. J. E. Goodwin, 1918461383665793368063.5; 29514790517935282585600 yds. J. E. Goodwin, 38369227673315867361267.5; 59029581035870565171200 yds. J. E. Goodwin, 76738455346631734722535.5; 118059162071741130342400 yds. J. E. Goodwin, 153476910693263469445071.5; 236118324143482260684800 yds. J. E. Goodwin, 306953821386526938890143.5; 472236648286964521369600 yds. J. E. Goodwin, 613907642773053877780287.5; 944473296573929042739200 yds. J. E. Goodwin, 1227815285546107755460575.5; 1888946593147858085478400 yds. J. E. Goodwin, 2455630571092215510921151.5; 3777893186295716170956800 yds. J. E. Goodwin, 4911261142184431021842303.5; 7555786372591432341913600 yds. J. E. Goodwin, 9822522344368862043684607.5; 15111572745182864683827200 yds. J. E. Goodwin, 19645044688737724127373215.5; 30223145490365729367644400 yds. J. E. Goodwin, 39290089377475448254746431.5; 60446290980731458735288800 yds. J. E. Goodwin, 78580178754950896509492863.5; 120892581961462917470577600 yds. J. E. Goodwin, 157160357509901793018985727.5; 241785163922925834941155200 yds. J. E. Goodwin, 314320715019803586037971455.5; 483570327845851669882310400 yds. J. E. Goodwin, 628641430039607172075942911.5; 967140655691703339764620800 yds. J. E. Goodwin, 1257282860079214344151885823.5; 1934281311383406679529241600 yds. J. E. Goodwin, 2514565720158428688303716447.5; 3868562622766813359048483200 yds. J. E. Goodwin, 5029131440316857376607432895.5; 7737125245533626718096966400 yds. J. E. Goodwin, 10058262880633713432114873791.5; 15474250491067243436189747583.5; 30948500982134486872379495167.5; 61897001964268973744758990335.5; 123794003928537947489517980671.5; 247588007857075894979035961343.5; 495176015714151789958071922687.5; 990352031428303579916143845375.5; 1980704062856607159832287690751.5; 3961408125713214319664575381503.5; 7922816251426428639329150763007.5; 15845632502852857278658301526015.5; 31691265005705714557316603052031.5; 63382530011411429114633206104063.5; 126765060022822858229266412208127.5; 25353012004564571645853282441655.5; 50706024009129143291706564883311.5; 101412048018258286583413129766623.5; 202824096036516573166826259533247.5; 405648192073033146333652519066495.5; 811296384146066292667305038132991.5; 162259276829213254533401006425797.5; 324518553658426509066802012851595.5; 649037107316853018133604025703191.5; 1298074214633706036267208051403183.5; 2596148429267412072534416102806367.5; 5192296858534824145068832205612735.5; 10384593717069648290137664411225471.5; 2076918743413929658027532882245143.5; 4153837486827859316055065764490287.5; 8307674973655718632110131528980575.5; 1661534994731143726422026257796151.5; 332306998946228745284405251559231.5; 664613997892457490568810503118463.5; 132922799578491490113762000623727.5; 265845599156982980227524001247555.5; 53169119831396596045504800249511.5; 106338239662793192091009600499023.5; 212676479325586384182019200998047.5; 42