



FUSAN, IN KOREA.

This is one of the ports which has been occupied by the Japanese troops.

WAR SPECIALS

Summary of Battles and Skirmishes in the Russo-Japanese Struggle.

JAPS' ATTACK REPULSED.

London, May 4.—The Che Foo correspondent of the Daily Chronicle cables the following under Tuesday's date:

The Japanese landed troops and attacked and captured New Chwang last evening, the Russians falling back to protect the railway.

The Chronicle's report of the capture of New Chwang is not confirmed from any quarter and it is hardly likely it is true, as the news could scarcely have reached Che Foo. An official dispatch from Gen. Sakharoff, however, seems to indicate that the Japanese are directing their attention to this point.

St. Petersburg, May 4.—High Admiral Grand Duke Alexis has received the following telegram from Viceroy Alexieff, reporting the Japanese attempt to block Port Arthur early Tuesday morning:

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

"At 1 o'clock Tuesday morning five torpedo boats were perceived near the coast. 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 for the entrance of the harbor from the east and southwest. The coast defence vessels Otavshni and Gremieschi and the gunboat Giliak repulsed them 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.

"Up to the present 30 men, including two mortally wounded officers who took refuge on a launch, or were rescued from the fireships by us, have been picked up. The inspection of the roadstead and the work of saving the enemy's men were hindered by the heavy sea running. We suffered no casualties with the exception of a seaman belonging to the torpedo boat destroyer Boeovl."

RUSSIAN REPORT OF BATTLE.

St. Petersburg, May 5.—The following dispatch from Gen. Kurapatkin says: Maj. Gen. Kashtalinsky reports as follows:

"I consider it my duty to report the circumstances of the grievous, yet glorious battle fought by the troops under my command with the superior forces of the Japanese on May 1.

A general review is given of the battle and the report winds up saying:

"The Eleventh regiment, which held its ground for two hours more with heavy losses, forced a passage at the point of the bayonet and crossed the ravines with its colors. It lost its colonel, 40 officers and about 200 non-commissioned officers and men. The Japanese losses must have been enormous. The Russians retired in good order on Feng-Wang-Cheng."

The Russian losses were 2,000 men and 40 officers—far greater than previous reports indicated.

Gen. Kashtalinsky's report establishes the fact that the Russians sustained the greatest loss in order to save the two regiments which were occupying Antung.

London, May 5.—The Tokio correspondent of both the Daily Telegraph and the Daily Chronicle assert that Port Arthur is effectually "corked."

TO BESIEGE PORT ARTHUR.

St. Petersburg, May 6.—With Vice Admiral Togo hovering in the immediate vicinity of Port Arthur and transports loaded with troops lying at Pitsewo, 75 miles northeast of that stronghold, Russia has braced herself for impending conflicts with the foe in which she will again play a defensive role, this time, it is hoped, with better success and, therefore, with less sacrifice of life than in the engagements on the Yalu.

If a landing should take place at Pitsewo it is anticipated that Togo's battleship squadron will bombard Port Arthur in order to prevent the garrison from sending reinforcements by railroad to the troops opposing the Japanese there. Neither the admiralty nor the war office believes that a disembarkation of the Japanese can be prevented, as the guns of the Japanese cruisers could command the point of landing; but after the Japanese are ashore then the Russians will strike and, officers here say, will strike hard. What force they will be able to bring up to resist the invaders cannot be stated definitely, the strength of the army on the peninsula of Liao Tung having been kept a secret.

It is understood that the railroad will play an important part in the effort of the Russians to push the Japanese back to the sea, as it will permit the rapid transportation of troops.

The general staff has not forgotten that Japanese ships were sighted May 3 off Kaiping and Sinluichen, on the west coast of the Liao-Tung peninsula, but these two points could be readily covered, if necessary, from New Chwang.

An important advantage would accrue to the Japanese should they succeed in establishing themselves at Pitsewo. From there radiate roads connecting with the railroad at Yang-Ti-Tien, directly west to south, with Sanchellipon and Kin Chow stations on the railroad near Port Arthur north with Kaiping and northeast through Takushan with Feng-Wang-Cheng.

St. Petersburg, May 7.—A dispatch received last night says that Port Arthur is cut off from all communication by land, the Japanese having disembarked in its rear, occupied the railroad and cut the telegraph.

Vice Admiral Skrydloff, who is en route to Port Arthur to take command of the naval forces, will be unable to reach his destination.

Japanese troops swarming across the narrow neck of the Liao-Tung peninsula, the railroad and telegraph communications cut and the Russian Gibraltar isolated and left to its own resources—all this the Russians seem to accept with great stoicism.

Complete details of the landing are lacking, owing to the interruption of communication. No resistance was made, the few Cossacks who observed the movement retiring when the warships shelled the shore preparatory to disembarkation. Ten thousand men were put ashore Thursday and the disembarkation was proceeding on Thursday at the time communication ceased. It is believed that there are over 20,000 now on land preparing for a forward movement. Two Japanese regiments were hurried westward Friday to cut the railroad and telegraph communication. One of these fired on a train conveying the wounded from Port Arthur.

It was because he was convinced that Port Arthur was about to be cut off that Viceroy Alexieff, accompanied by his staff and Grand Duke Boris, left hastily.

It is reported that the Japanese ships bombarded Port Arthur on the morning of May 6 and succeeded at least in closing the entrance, but no official confirmation of the latter statement can be obtained.

Tokio, May 7.—Gen. Kuroki in reporting tells of a bloody encounter during the Russian retreat on Sunday last when a large force of Russians mistook a small body of their own men for Japanese, killing and wounding 180 of them.

An Oratorical Contest.

Ann Arbor, Mich., May 7.—The Northern Oratorical league contest between seven large western universities was won last night by George Jones, of Minnesota. He spoke on "The American City." Michigan and Chicago were tied for second place. The winner received \$100 in cash. On percentage Thomas Meek of Chicago, was awarded the second prize, \$50. His subject was "John B. Gordon—Peacemaker." The contestants were given standings in the following order: Michigan, Wisconsin, Oberlin, Iowa and Northwestern.

A Close Call.

Livingston, Mont., May 6.—A party of eastern tourists traveling through Yellowstone park had a narrow escape from being dashed to death in a chasm along the road which leads into the park from Gardiner. A coach containing five passengers slipped over the side of a precipice. It was caught by brush and its descent stayed for an instant, during which the passengers extricated themselves and escaped, clinging to the rocks and brush. The stage fell with a crash to the bottom of the canyon, 700 feet below, killing the horses.

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FIRE IN A COLLIERY.

Efforts to Rescue Entombed Miners Fail.

Five Men Believed to Have Been Killed at Shamokin, Pa., While Two Others in a Mine at Ashland, Pa., are Also Buried.

Shamokin, Pa., May 7.—Five miners are entombed and believed to be dead as a result of a fierce fire which is burning in the Locust Gap colliery of the Philadelphia & Reading Coal and Iron Co. They are:

Boglan, John.
Boglan, Michael.
Shannon, Michael.
De Bo, John.
Massaskie, William.

The fire started Thursday night in the slope and Massaskie, Shannon and the Boglans were cut off from escape before they were warned. Rescuing parties were at once set to work, and up to last night their efforts to bring out the men were unsuccessful. De Bo, notwithstanding the protests of others, went far into the workings and has not been heard from since, and it is believed that he has succumbed to smoke and gas.

A party of rescuers tried to enter an old drift and a hole they drove through a private yard last night into the burning slope, but smoke and gas caused them to retreat. The fire is burning fiercely. Some of the officials think the men will be found smothered to death, while some of the miners are of the opinion that they are safe in old abandoned workings.

Ashland, Pa., May 7.—A rescuing force has been at work for many hours endeavoring to recover the bodies of Joseph Osunsky and Arthur Zube, two Girardville miners who were entombed alive in the Centralia colliery. All hope of getting the men out alive has been abandoned, although at first the tapping of their picks could be heard, indicating that they were alive.

TRADE IS QUIET.

Percentage of Idle Factories Has Increased—Dun's Review of Trade.

New York, May 7.—R. G. Dun & Co.'s Weekly Review of Trade says: "Somewhat better retail distribution has followed improvement in temperature, but it came too late to recover any large part of the tardy season's injury to spring trade. Quiet conditions are noted in practically all lines of wearing apparel with the exception of specialties, such as tan shoes, that cannot be delivered with sufficient rapidity. Operations for the future requirements are carried on with caution, and this disposition to avoid excessive commitments will do much to reduce the number of failures. Some improvement in collections, particularly at the south and west, will also strengthen weak concerns.

The percentage of idle factories has increased, especially in textiles and footwear, and a change in style has rendered unavailable much silk machinery. Structural work is increasing, but dealers had accumulated large supplies of building materials and prices lack seasonal firmness. Commodity prices declined slightly during April. Railway earnings in April were 5.9 per cent. less than last year.

Recovery in the iron and steel industry is again retarded by the unexpected dissolution of the Ore association.

Commercial failures this week in the United States are 207, against 175 the corresponding week last year. Failures in Canada number 27, against 22 last year.

A PARKER VICTORY.

Connecticut Democrats Instruct Their Delegates to Vote for the New York Man.

Hartford, Conn., May 7.—In one of the stormiest gatherings the party ever held in Connecticut, the democratic state convention yesterday chose 14 delegates to the St. Louis convention and instructed them to vote as a unit for Alton B. Parker, of New York, as the presidential nominee. A climax came at the end of two hours of angry debate between Hears and Parker delegates in what expedited by a hair's breadth being a personal encounter in full view of the convention between ex-Gov. Thomas M. Waller, of New London, and Dr. F. J. Brothers, of New Haven.

The question being debated was the substitution of the minority report of the committee on resolutions for the majority report. The former report favored an unpledged delegation, the latter a pledge for Parker and the unit rule. Personalities were banded back and forth, the attack on Waller accompanying charges that he had deserted the party in 1896.

Forbids Importation of Hay.

Washington, May 7.—Secretary Wilson has issued an order prohibiting the importation of hay and straw from continental Europe. The order says that on account of the danger of the introduction of foot and mouth disease by contagion the importation of these products from any country of continental Europe, or where they have been transported through any such country, shall be prohibited.

His Wanderings Have Ceased.

Philadelphia, May 7.—A cablegram from Paris yesterday announced the death in that city of Prof. Maxwell Sommerville, the distinguished Egyptologist, of the University of Pennsylvania. Prof. Sommerville was born in this city in 1829 and had been in charge of the Egyptian department of the University of Pennsylvania since 1894. He spent 48 years wandering about the earth and trafficking with the inhabitants of the most out of the way places in his quest for rare gems, cameos, intaglios and specimens of the lapidary's art of historical value.

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SOUTHWARD.		NORTHWARD.	
P. M.	A. M.	P. M.	A. M.
9 00	4 02	Removo	5 00 11 45
9 50	4 41	Driftwood	4 00 11 05
10 25	5 10	Emporium Junction	3 23 10 35
11 15	5 53	St. Marys	2 41 9 50
12 05	6 00	Kane	12 25 3 05 8 25
1 23	6 23	Harrisburg	9 05 11 45 6 04
3 56	11 38	Johnsbourg	9 50 2 33 7 49
4 10	12 10	Ridgway	9 30 2 15 7 38
4 20	12 20	Mill Haven	9 20 2 04 7 28
4 30	12 30	Croyland	9 10 1 54 7 09
4 40	12 40	Brookville	6 05 12 24 7 05
4 50	12 50	Blue Rock	9 02 1 47 7 01
5 00	1 00	Carrier	8 57 1 43 6 57
5 10	1 10	Falls Creek	8 47 1 33 6 47
5 20	1 20	Lanes Mills	8 41 1 28 6 43
5 30	1 30	McMinn's Mill	8 35 1 23 6 38
5 40	1 40	Natural Run	8 29 1 19 6 35
5 50	1 50	Falls Creek	8 23 1 15 6 30
6 00	2 00	DuBois	8 17 1 11 6 26
6 10	2 10	Falls Creek	6 53 1 15 6 13
6 20	2 20	Reynoldsville	6 39 1 02 6 15
6 30	2 30	Brookville	6 25 1 00 6 08
6 40	2 40	New Bethlehem	6 11 59 6 01
6 50	2 50	Red Bank	5 59 5 50 6 00
7 00	3 00	Pittsburg	5 47 5 40 5 59
7 10	3 10	DuBois	5 35 5 30 5 50

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STATIONS.	109	113	101	105	107	951
Pittsburg, Lv.	9 25	11 10	10 13	10 05	9 50	9 00
Red Bank	9 35	11 20	10 18	10 10	9 55	9 10
Lawsonham	9 45	11 30	10 28	10 20	9 55	9 20
New Bethlehem	9 55	11 40	10 38	10 30	9 65	9 30
Brookville	10 05	11 50	10 48	10 40	9 75	9 40
Reynoldsville	10 15	12 00	10 58	10 50	9 85	9 50
Falls Creek	10 25	12 10	11 08	11 00	9 95	10 00
DuBois	10 35	12 20	11 18	11 10	10 05	10 10
Sabula	10 45	12 30	11 28	11 20	10 15	10 20
Pennington	10 55	12 40	11 38	11 30	10 25	10 30
Benzenette	11 05	12 50	11 48	11 40	10 35	10 40
Driftwood	11 15	1 00	11 58	11 50	10 45	10 50
via P. & E. Div.	11 25	1 10	12 08	12 00	10 55	11 00
Driftwood, Lv.	11 35	1 20	12 18	12 10	11 05	11 10
Emporium, Ar.	11 45	1 30	12 28	12 20	11 15	11 20

A. M. A. M. P. M. P. M. P. M. P. M.

WESTBOUND.

STATIONS.	108	106	102	114	110	852
via P. & E. Div.	11 55	1 40	1 23	1 15	1 05	1 00
Emporium, Lv.	12 05	1 50	1 33	1 25	1 15	1 10
Driftwood, Ar.	12 15	2 00	1 43	1 35	1 25	1 20
via L. G. Div.	12 25	2 10	1 53	1 45	1 35	1 30
Driftwood, Lv.	12 35	2 20	2 03	1 55	1 45	1 40
Benzenette	12 45	2 30	2 13	2 05	1 55	1 50
Sabula	12 55	2 40	2 23	2 15	2 05	2 00
DuBois	1 05	2 50	2 33	2 25	2 15	2 10
Falls Creek	1 15	3 00	2 43	2 35	2 25	2 20
Reynoldsville	1 25	3 10	2 53	2 45	2 35	2 30
Brookville	1 35	3 20	3 03	2 55	2 45	2 40
New Bethlehem	1 45	3 30	3 13	3 05	2 55	2 50
Lawsonham	1 55	3 40	3 23	3 15	3 05	3 00
Red Bank	2 05	3 50	3 33	3 25	3 15	3 10
Pittsburg, Ar.	2 15	4 00	3 43	3 35	3 25	3 20

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