

# RUSSIAN FLEET SMASHED

**Baltic Squadron Practically Annihilated by the Japanese.**

**Fleets Clash in Korean Straits and Czar's Hopes of Victory Are Dashed.**

**Rojestvensky's Ships Go Down Before the Victorious Gunners of Admiral Togo.**

**Muscovite Admiral's Effort to Deceive the Japanese Fails Completely.**

**Dream of Russia for Success in the War Seems Ended by This Disaster.**



LINE OF BATTLE OF THE RUSSIAN FLEET IN KOREAN STRAITS.

Admiral Togo has won a victory of colossal magnitude. It is certain that Admiral Rojestvensky's fleet has been practically annihilated during a big sea battle in the straits of Korea on Saturday and Sunday. Twelve warships have been sunk or captured and two transports and two torpedo boat destroyers have been sunk.

One report which is given much credence is that Admiral Kamimura, working practically independently of Togo, but under the commander's general orders, has taken an important share in the combat.

The story is that after the first battle many of the good Russian ships broke past Togo's line and made for the

lyng between Japan and the Tsushima Islands, and there he waited.

**Lands Knockout Blow.**

When the opportune moment came Togo struck, struck hard and successfully. The exact force which Togo had and the disposition he made of it are not yet definitely known. It is believed he had four battleships, eight armored cruisers, thirty torpedo boat destroyers, and about 100 torpedo boats, submarines, besides some protected cruisers.

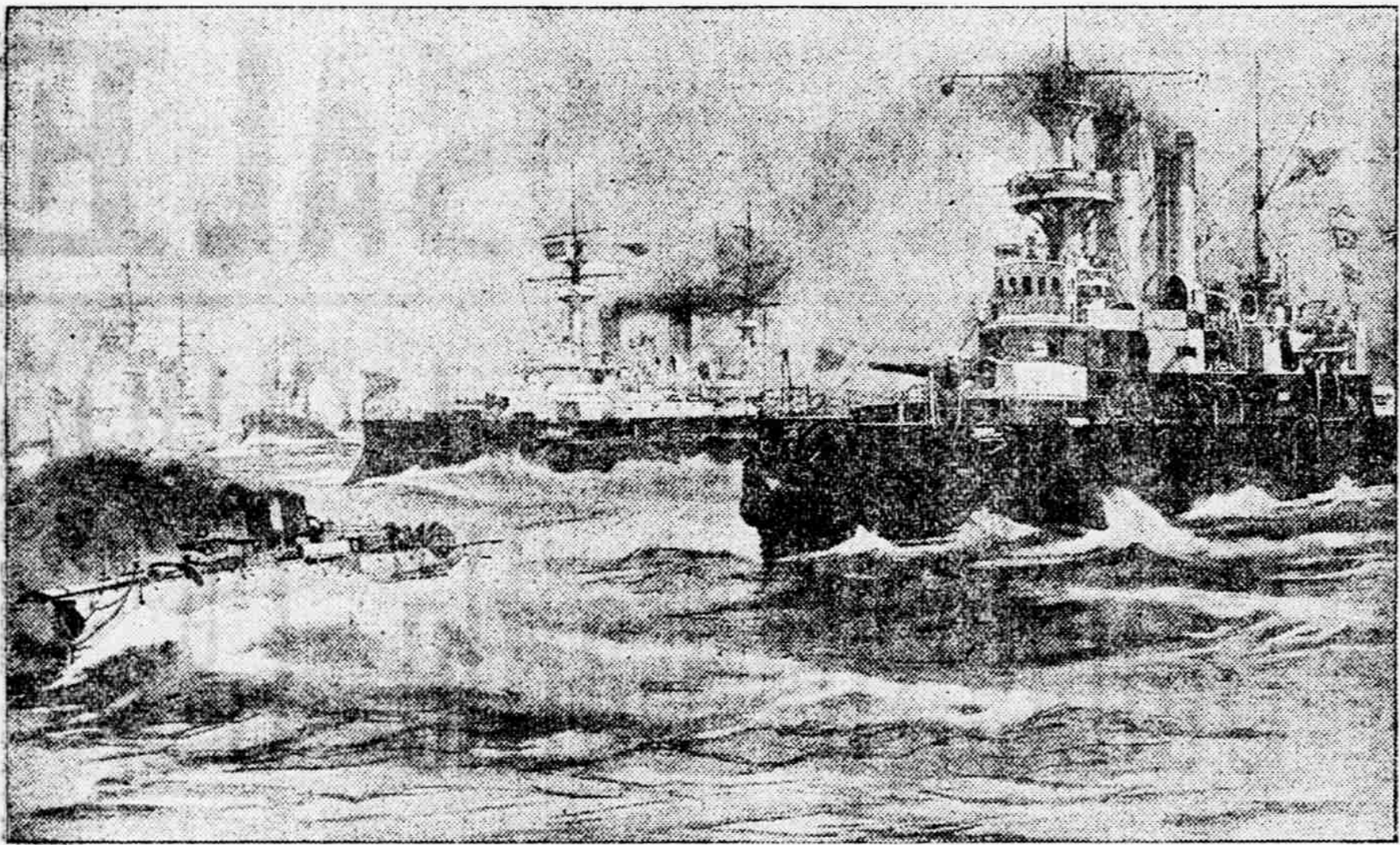
About noon Saturday, far eastern time, which is twelve hours ahead of American time, Togo gave the order to attack. The maneuver he observed was described as that of a melee. His torpedo craft are thought to have dashed like a cloud of hornets at the Russian battle line. It was here that Rojestvensky is believed to have suffer-

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RUSSIAN BALTIC SQUADRON SHOWING THE BATTLESHIP BORODINO.

North. Here, when the Slavs thought they saw escape in sight, it is said, Kamimura was in waiting, and a second battle was fought. This proved the doom of the Russians.

The Japanese sunk the Russian battleships Borodino and Sissoi Veliky, and perhaps the battleship Orel, and badly damaged the battleship Kniaz Souvaroff, flagship of Vice Admiral Rojestvensky. In addition to these ships the Japanese have sunk the Russian armored cruisers Dmitri Donskoi, Admiral Nakhimoff and Vladimir Mo-

any hesitancy on the part of the Japanese. They rushed at their foe with the same fanatical bravery their troops have shown in Manchuria, and the Russians, while they fought bravely, from all accounts do not appear to have been able to get home in the same effective manner as their enemy.

Such terrific losses as Rojestvensky has suffered are not calculated to put heart into his men.

If he has lost the greatest part of that without inflicting a corresponding loss upon his enemy, then it is admitted that the command of the sea is lost to Russia, and Japan can continue to transport men and supplies to Manchuria without fear of interference by Russian men-of-war.

**Story of the Battle.**  
When Vice Admiral Rojestvensky was at Saddle Islands, where he went through his last coaling operation, he directed the final maneuvers in the plan of campaign which he had adopted before he left St. Petersburg.

He sent five of his colliers and supply ships to Shanghai, there to await the result of the battle which he had determined to precipitate, and then ordered the remainder of his colliers and supply ships to pass out between the Luchul Islands and Formosa, well to the eastward of Japan, and to make Vladivostok through La Perouse or Tsuzuru Straits.

With the remainder of his fleet well filled with coal, his guns loaded, and his men on duty beside their weapons, he began the dangerous task of forcing the straits of Korea, which he had been informed Admiral Togo was holding.

Admiral Togo appears to have been quietly spinning his web for the Russian fleet. With a foresight that cannot be too highly praised he gathered his fleet at the one point which was the destination of his enemy. He did not waste any of his armored strength in scouting or in attempting to cut off auxiliaries of the Russian force when these auxiliaries had no fighting value.

He had under his command at the scene of action the entire navy of Japan. He distributed his ships across that portion of the straits of Korea

ed the loss of his battleships and cruisers.

The Borodino, one of the finest of his first-class battleships, and the Sissoi Veliky, a second class battleship of 9,000 tons, were the first victims. The Borodino was under the command of



VICE ADMIRAL ROJESTVENSKY.

Captain Serebrynikoff, an officer who commanded the armored cruiser Rurik, which was sunk by the squadron of Admiral Kamimura last August in the sea of Japan.

The Veliky is supposed to have had aboard either Rear Admiral Foelkersham or Rear Admiral Nebogatoff, so that this must have been a serious blow to the second Russian division and probably disorganized it.

An official telegram from Tokio to Washington states that Admiral Togo reports to his government that the total losses sustained by the Russian fleet Saturday and Sunday were: Two battleships, one coast defense armor-clad, five cruisers, two special service ships and three destroyers—all sunk. In addition, there were captured two battleships, two coast defense armor-clads, one special service ship, one destroyer and over 2,000 prisoners. Admiral Togo adds that the Japanese squadron was undamaged.

## YANKEE YACHT WINS.

**Atlantic Distances All Rivals and Takes Kaiser's \$5,000 Cup.**

The Atlantic is the victor in the great international yacht race across the Atlantic ocean from Sandy Hook to the Lizard. Wilson Marshall's fleet three masted auxiliary schooner won the Kaiser's cup in one of the most phenomenal runs across the Atlantic that has ever been made by a sailing vessel of this type. The Atlantic covered 3,003 nautical miles in exactly 11 days, 16 hours and 22 minutes. The yacht made an average of ten and a half knots an hour greater speed than is made by the average ocean steamship.

When the Atlantic crossed the line winner of the ocean yacht race, the victory was that of the best boat manned by the best seamen in the race. We have had a true yacht race at last. This was no match between "skimming dishes" or racing machines designed for sprinting a few miles of a summer afternoon, but it was a contest of deep sea cruisers over a long course in which the contestants were subjected to all the varying conditions of wind and wave. It was a trial of skill in seamanship instead of a mere jockeying match. The triumph of the Atlantic is a sweeping one.

The wind favored the Atlantic, but not more than it favored the other schooner-rigged vessels in the race. On this score, indeed, there was no advantage, since the backers of the square-riggers wanted following winds and they had them.

If the Atlantic distanced all competitors it was because she was better built and better handled than any of them. Her victory was due to no chance, as the breaking of the transatlantic yachting record shows. It was another case of Eclipse first, the rest nowhere. The victory is so complete as to leave no room for quibbling or questioning.

It is not so many years since a steam vessel which made the trip across the Atlantic in from ten to twelve days was considered speedy. Even now "nine-day boats" are common in the transatlantic service and voyages which consume a considerably longer time are not rare. The fact that a twelve-day record has been made by a small sailing vessel of 206 tons with a water-line length of 135 feet is conclusive evidence of progress in the boat builder's art and amply justifies the Atlantic's claim to high honors.

The Kaiser's \$5,000 cup will now come to America, where it is to be hoped it will keep company with the America's cup for an indefinite length of time. As proof of American superiority in seamanship it means much more than the other trophy. The race in which it was won is likely to give a stimulus to a form of yachting which is real sport and not merely a test of carefully designed racing machines competing under rules which make victory or defeat dependent upon hairsplitting distinctions about technical niceties.

## WHOLESALE PRICES GO UP.

**Report of the Bureau of Labor Shows Advance Since 1897.**

The publication of the report of the bureau of labor shows in a general way that the wholesale prices of all commodities were higher in 1904 than in any year since 1890, except 1903, when the average of all commodities was slightly higher than it was last year. Food products generally were slightly higher in price last year than in 1903, but not as high as in 1890 and 1891, the years immediately preceding the period of hard times which began with the second Cleveland administration.

Taking as a whole the tables prepared by the bureau show in a striking way that wholesale prices fell sharply after 1892 and rose gradually after 1897, when the Dingley tariff law was enacted, and advanced in percentages during the years following 1890.

The high water mark in wholesale prices for commodities as a whole was reached in 1903. The average was a fraction smaller last year, when the average price was 13 per cent higher than the average from 1890 to 1899.

With the exception of 1902 the highest wholesale price for farm products was in 1904, when it was 26.2 per cent above the average for the period from 1890 to 1899. The wholesale price on food products was higher last year than in any year since 1891, the average being placed at 7.2 per cent higher than the average of the period from 1890 to 1899.

Cloth and clothing were 9.8 per cent higher last year than for the nine-year average already referred to, and higher than in any year since 1891. Fuel and lighting were lower in price last year by nearly 17 per cent than the year of 1903, but still much higher than in any other year since 1890 with the single exception of 1903.

Wholesale prices of drugs and chemicals were lower than any year since 1898, but still were 10 per cent higher than the nine-year average. There was a slight fall in the wholesale price of house furnishings last year, but the average was 11.7 per cent above the average for the period from 1890 to 1899.

## A Minnesota Hero.

George Bohn, aged 14, of St. Paul, Minn., rowed a 17-mile race with death on the Minnesota river recently to save the life of a companion, Matthew C. Taylor. Bohn and Taylor were on a fishing trip. While erecting a tent Taylor cut himself with a hunting knife. Alone with his companion, who was bleeding to death from a severed artery in the leg, Bohn bound a willow twig about the limb, partly stopping the flow of blood, placed his unconscious companion in a boat, and rowed three hours on a dark night down the river to Fort Snelling. Arriving early in the morning, almost exhausted, young Bohn tied his boat to the bank and staggered up the bluff to the post hospital, where he secured two physicians to attend Taylor. The latter was taken to the fort hospital, where the artery was tied up.

## Yellow Fever Is Feared.

Yellow fever is the foe with which the American authorities in the Panama canal zone will have to contend, according to John Barrett, the American minister to Panama, who is now in this country. The great problem to be solved, says Mr. Barrett, is the sanitation and preservation of health. He considers as alarming the report of five cases of yellow fever at Colon—"alarming," he says, "because up to the time these cases were reported no yellow fever had appeared there and it was hoped that the situation was in hand."

## BODIES STREW SHORE

**NEARLY 7,000 RUSSIANS PERISHED IN SEA BATTLE.**

**Rough Estimates of the Terrible Losses Suffered by the Czar's Fleet—Battle Was Supremely Terrible and the Big Victory Has Staggered Japan.**

Rough estimates made of the Russian losses in the battle fought in the Sea of Japan, exclusive of nearly 4,000 prisoners, vary from 7,000 to 9,000. It is thought that the majority perished. Calculating the complements of the sunken and captured ships at upward of 10,000, this would leave 7,000 men unaccounted for. It is possible that the ships which escaped rescued some of the members of the crews of the less fortunate ships. Many bodies have been washed ashore on the islands and on the shores of the neighboring coasts near the scene of the battle.

Rear Admiral Voelkersam, who was commander of the battleship squadron of the Russian fleet, was killed the first day of the battle in the conning tower of his flagship, the battleship Oslabia, one of the vessels sunk by the Japanese.

Rear Admiral Voelkersam was appointed commander of the battleship squadron of the Russian fleet in July last and left Cronstadt Aug. 25 with the other vessels commanded by Admiral Rojestvensky. It was Voelkersam's squadron, according to report, which fired on the British trawlers in the North Sea, mistaking them for Japanese torpedo boats.

Admiral Togo's supplementary report makes the Russian defeat a staggering disaster, unequalled in naval history. Practically every fighting ship of a once splendid fleet was either sunk

## BATTLE SUPREMELY TERRIBLE.

**London Correspondent's Graphic Account of Sea Fight.**

The Tokio correspondent of the London Daily Telegraph sends an interesting description of the naval battle from a correspondent with the Japanese fleet, who describes the scene as supremely terrible, the guns of nearly fifty warships firing.

Togo's vessels, this correspondent says, maneuvered with perfect precision. For a time both belligerents gave shot for shot, but with a hostile squadron on each side and another ahead of him, Rojestvensky was practically defeated within a few hours and was caught in the trap which had been waiting for him since he



SCENE OF SECOND BATTLE.

left Madagascare. He displayed hesitation in his tactics and this resulted in the utter confusion of the Russian fleet.

An infernal concentration of fire reached its zenith at 2 o'clock in the afternoon. As the Russians advanced in the direction of Vladivostok a Japanese squadron was lying between them and their destination and the doomed Russians were battered on all sides. Between 3 and 5 o'clock in the afternoon a cruiser of the



"I beg to report, Your Majesty, that the Baltic fleet has arrived at Vladivostok."—Chicago Tribune.

or captured, representing a loss of tonnage exceeding 150,000 tons. The remaining units of the fleet, consisting largely of auxiliaries and transports, have been dispersed, some going to Vladivostok, others to the China coast. Admiral Rojestvensky, wounded, occupies a cot in a Japanese hospital, a prisoner of war. The serious wound of Admiral Rojestvensky, who was taken to Sasebo on a Japanese battleship, is a bruise on the forehead and a slight fracture of the skull. The nature of his internal injuries is not known.

Tokio was astounded and elated at the extent of Togo's triumph. Before the combat a partial victory with oper-



ENQUIST, VOLKERSAM, ROJESTVENSKY.

tions around Vladivostok during the summer was generally expected. No one in Japan dreamed of the enemy's annihilation at the first meeting. Later reports indicate that the fighting was of the most desperate nature. On Saturday and Sunday there were persistent torpedo attacks following heavy gun fighting.

Admiral Rojestvensky appears to have been hopelessly outclassed in gunnery. It is reported that it was necessary for Admiral Rojestvensky to change his flagship five times during the battle. He finally took refuge on the torpedo-boat destroyer, where he was captured.

The Federal Cartridge Company was incorporated at Trenton, N. J., with an authorized capital of \$2,000,000. The Hydrotherm Electrical Company was also incorporated there with a capital of \$1,000,000.

Admiral Nakhimoff class and the repair ship Kanachatka foundered after their upper works had been shattered. The Russians broke in utter disorder, lost their formation and went zigzag. The Japanese closed in and pressed them toward the Nagato coast.

The fight lasted until 7 o'clock in the evening. The correspondent continues: "Togo risked nothing and lost nothing. Darkness brought a glorious night with smooth and transparent seas. The Russians were edging northward with the powerful Japanese fleet in a horizontal line across their bows, forming an effective barrier. Then, under searchlights and cover of the big guns of the warships, the Japanese torpedo flotilla began like locusts to sting and sink the enemy, the Russians continuing to return the gunfire. At 2 o'clock in the morning the fighting was fierce and intense and no rest was allowed the Russians.

"With dawn of Sunday the Japanese fleet came into still closer range. All day long the battle continued and by evening was raging off northern Nagato. The Russians were powerless to offer any effective resistance."

## The Veto Power in Ohio.

For more than 100 years the Governor of Ohio had no veto power, the present Governor, Myron T. Herrick, being the first invested with the power in that long period. The story about the way in which the veto power was taken away is an interesting one. Before Ohio became a State the Governor's salary was paid in fees. The returns were not sufficient to satisfy Gov. Sinclair, and he asked the Territorial Legislature to put him on salary. Accordingly two bills were drawn up. One of them provided a handsome salary for the Governor, the other abolished the fee system. The Governor passed the salary bill, but vetoed the one abolishing fees. It could not be passed over his veto, and he continued to draw both salary and fees. The next Legislature got even with a vengeance by taking the veto power away from the Governor entirely. Since then no Governor of the State, not even McKinley, has had any real power in his own hands.

**Dug Up a Village 3,400 Years Old.**  
After being buried for 3,400 years a village has again been brought to light by excavators near Breslau, Prussia, according to a recent telegram. The workmen unearthed 400 graves and 150 cave dwellings of the bronze age. Part of them are of the early bronze period, 1,500 B. C. Another part of the grave fields is of the later bronze age. The excavation includes a village of a dozen huts containing a collection of spinning and weaving instruments.

Patronize those who advertise.



ADMIRAL TOGO.

nomakh, and a number of torpedo boat destroyers.

The damage Togo has sustained is not known. The Japanese have not permitted any information concerning their losses to leak out, nor have they communicated it to any of the diplomatic representatives of foreign powers in Tokio.

All they admit is that they have suffered heavily, but they still have a suf-