

TWO WARSHIPS SUNK

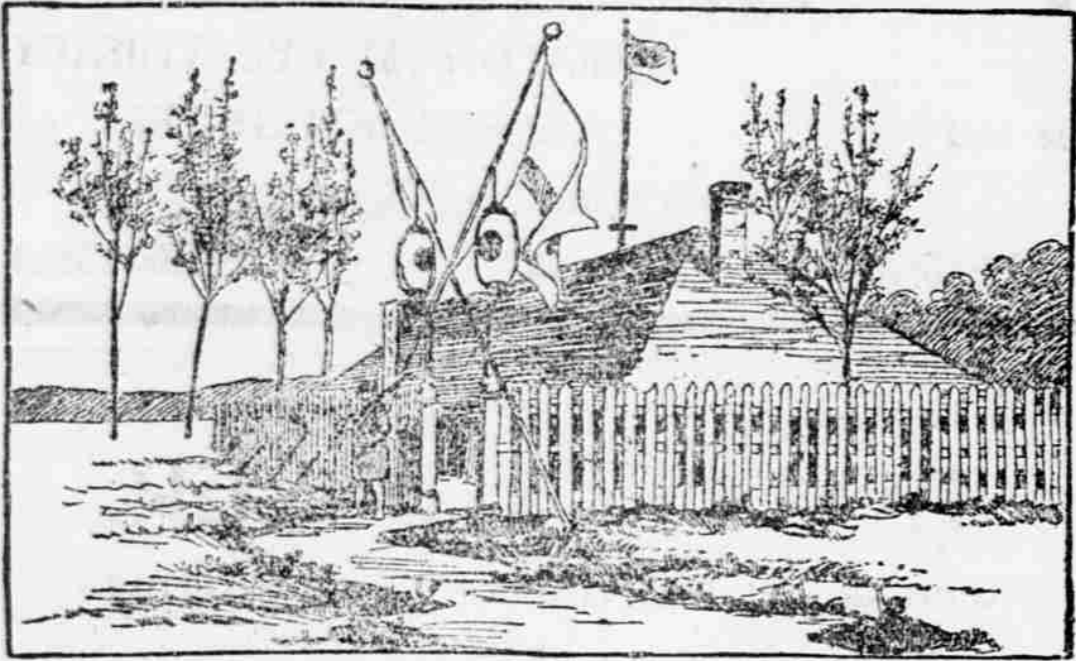
JAP CRUISER AND BATTLESHIP GO DOWN.

Cruiser Yoshino Sinks in Collision Off Port Arthur—Battleship Hatsuse Hits Russian Mine—Over Nine Hundred Japs Are Reported Lost.

Vice Admiral Togo of the Japanese navy gives out a report from Rear Admiral Dewa saying that the cruisers Kasuga and Yoshino collided during a fog off Port Arthur on May 15. The Yoshino sank, only ninety of her crew being saved. On the same day the battleship Hatsuse struck a Russian mine and sank.

The Hatsuse was one of the old-model ships in the Japanese fleet, having been built in 1893. Her displacement was 15,000 tons and her complement 741 men. The Hatsuse had a length of 400 feet and a speed of 19 knots an hour. She was equipped with four 12-inch and fourteen 6-inch guns and thirty small guns.

The Yoshino has a displacement of 4,150 tons, a length of 350 feet and a speed of 23 knots an hour. She was built in 1892 and her complement consisted of 390 men. Her equipment comprised four 6-inch guns, eight 4-inch guns and 23 small guns. This is the most serious loss sustained by the Japanese navy during the war. The Russians are highly elated over the disaster and telegrams from St. Peter-



JAPANESE HOSPITAL BUILDINGS AT CHEMULPO.

burg announce the fact that there is great rejoicing in the Muscovite capital over what the Czar's subjects see as the beginning of Russian successes.

The report of Rear Admiral Togo, who should not be confounded with the vice admiral of that name, and who commands the Japanese fleet sent to attack Kaichow on the west coast of the Liaotung peninsula, south of Newchwang, says he reached Port Arthur soon after the Japanese battleship Hatsuse was

RETREAT OF JAPANESE.

Army of 20,000 Avoids a Battle with 32,000 Russians.

Reports of the Japanese retreat to Fenghuangcheng are officially confirmed. The Japanese, numbering 20,000 men, came upon 32,000 Russians in a strong position Monday sixty miles west of Fenghuangcheng. It being unwise to risk a battle, the Japanese retreated in good order and with great rapidity.

An official Russian authority says a pitched battle was not fought, but rumor says there was considerable loss on both sides during the clashes, with the Cossacks harassing the flanks of the Japanese. This division presumably was executing a reconnaissance. The pursuit was checked when the main body of the Japanese was rejoined.

This news apparently accounts for the withdrawal to an unknown destination of warships and transports from Tower Hill, ten miles north of Kaichow, Liaotung Peninsula, and of renewed defensive activity at Ninchwang.

Commenting on Japan's naval losses, war experts say that the Japanese naval supremacy in the far East is too firmly established to be menaced by the destruction of two of its fighting ships, but the losses it has just sustained are, nevertheless, serious, amounting to at least 10 per cent of its sea power. The first-class battleship Hatsuse, sunk by Russian mines on Monday with 441 of its crew, was one of the most modern and effective of the Japanese war vessels.

The Yoshino, destroyed through collision while maneuvering in a fog off Port Arthur, was a fast protected cruiser. The seriousness of the loss lies not in its immediate effect in disturbing the

EDITORIALS

OPINIONS OF GREAT PAPERS ON IMPORTANT SUBJECTS

Sinews of War.

ALTHOUGH Russia, in the present conflict with Japan, has an immense preponderance of military forces, we are apt to forget the extreme difficulty of placing and maintaining a great Russian force in Manchuria. Vladivostok is farther from Moscow than is San Francisco from Boston, and the field of operations is connected with the base of supplies by a single track railway of immense length, not yet wholly complete, very hastily built, interrupted by a lake over which there is a ferry of more than twenty miles, with a running capacity not exceeding eighteen or twenty miles an hour, through a very thinly inhabited section of country, and with constant danger of interruptions by skillful enemies perfectly posted in regard to the location and condition of the road in all parts. It will be an immense undertaking to support 300,000 men over this road. In the opinion of a good many military experts in Europe, 250,000 men represents the largest army which Russia can properly support in Manchuria. The financial centers of Europe have been a good deal disturbed by the possibility of heavy drafts by both Russia and Japan in order to carry on the war. So far, neither country has shown any inclination to draw upon Europe. Japan intends to float a war loan of about \$50,000,000 at home, and Russia has begun by issuing treasury notes to the extent of \$25,000,000. During the Chinese war, nine years ago, Japan astonished the financial world by raising about \$112,000,000 by loans absorbed at home and by taxation. The Russian Government, among other resources, has over \$500,000,000 in gold and bank notes in reserve; so that although the financial condition of the country is anything but sound, the sinews of war for the immediate future are amply supplied.—The Outlook.

The Lost Art of Hospitality.

WHERE are the good old gods of hospitality that were once the chief deities of the household and fireside? Have they no place under the new social regime? Perhaps we hurry too much nowadays to practice the graces of our forefathers. Electricity has set the pace for the past half century, and we are trying to keep up with its telegraph systems, its cars and motorcycles. And dust gathers on the neglected gods as they buddle forlorn and neglected in their corners.

Fifty years ago and more men kept their houses practically as wayside inns for the specific use of their friends, for the general use of whosoever fared that way. To-day a man's house is where he rushes for his meals or to see if his wife and children are peradventure still alive within its walls, and where he sleeps—when his business worries leave his brain clear enough to invite slumber. With the coming of day he is up and off again in the swift mad chase for fame or money, chiefly money.

There are a few people who still cling to the good old habit of receiving on specified afternoons and evenings; they have retained the charm of looking always so rested and at ease that their guests come to rest and acquire, if possible, that same ease, and look with longing on the resurrected gods free from dust, smiling, contented and happy on their pedestals. For the majority of hosts and hostesses to-day, however, entertaining means an annual investment in flowers, ices and music, and a setting open of all the doors to the home. An army of friends and acquaintances rushes through the swift and lukewarm greetings, nobody remembers who came or what they said, and the house is cleaned and closed until the next annual invasion. Sometimes it is a card party, where many come because of the prizes or the supper, and forget even to speak to their hostess again when next they meet her on the street. Entertaining so that both the entertainers and their guests enjoy it is an art almost lost in this busy, work-a-day world.

The open door that was the synonym for old-time hospitality is a word that is known to-day only in its political sense and when applied to China. To build houses for accommodating one's invited guests is not characteristic of

WAR MAPS IN DEMAND.

Trouble in the Far East Proving a Bonanza to Mapmakers.

To the mapmakers in the United States the Russian-Japanese war in the East is proving a bonanza. The principal home of the industry in this country is Chicago, and one firm in that city is now turning out 4,000,000 maps a week. These figures seem incredible, yet the books of the firm show that the statement is true. The United States and Canada absorb most of this supply, but Europe and Asia also take their share of it.

War is a great stimulant of the map business. Since the trouble began draftsman, engineers and electrotypers have been busy night and day in turning out diagrams of the scene of the Russian-Japanese conflict. Korea, Manchuria, Siberia and the islands of Japan have been the subject of maps of all sizes and colors. "War atlases" have been compiled containing prints of all the Russian possessions and of every bit of territory that is in any way likely to be affected by the naval and military campaigns. Advertisers seize upon these booklets with avidity, knowing that the average man likes nothing better than to spread one open in front of his admiring family and expound to them the meaning of the meager and contradictory cablegrams from the seat of war. England's fight with the stubborn Boer republics opened up a strong demand for geographical information regarding South Africa, but the Spanish-American conflict was the prize winner from a map-maker's point of view.

"When Dewey opened fire on the Spanish ships on May 1, 1898," said a man who has spent thirty years in fostering the map industry in Chicago, "not one man in a hundred knew where the Philippine Islands were. I happened to be aware of that fact, and our draftsmen were at work upon far eastern geography before the people waked up to their desire for knowledge of the subject. It was the most strenuous six weeks we have ever had. Cuba and Porto Rico did their share, and we had to turn out new maps of the United States showing all our island possessions."

The Alaskan gold furore and the Panama Canal discussion made people want to have those portions of the world platted out for them, but the de-

mand was not so great as the quest for the current flowed. However, when the electrodes are placed on the forehead and neck and the current sent from back to front, the effects are innocuous so long as a mild current is used and in some cases may be beneficial. According to M. Leduc, the most satisfactory current is one of four milliamperes at thirty volts, which is broken or interrupted 100 times a second for nine-tenths of the period of the interruption. The first effect noted was the disappearance of the faculty of speech, after which followed the loss of the motor faculties. Under ordinary conditions there is no affection of the respiration or pulse unless the current is increased, and then it may cease. The patient is said to awaken instantaneously from the electric sleep and to experience a feeling of refreshment.

EXPERIMENTS ON THE BRAIN.

Electric Current Used to Induce Sleep—Sensation Felt.

Experiments on the brain of a living subject with electric currents have been comparatively rare, as there has prevailed among physicians and physiologists the idea that such a course of experimentation was extremely dangerous, says Harper's Weekly. However, recently been published, however, records of some experiments carried on by M. S. Leduc, with the object of using the electric current to produce sleep and of studying its effects on the brain generally.

In early experiments it was shown that the brain is the best conductor of electricity in the human body, being about 3,000 times more conducting than muscle. It was also observed that when a continuous current was passed through the head from one ear to the other the sensation of giddiness was produced, and that objects appeared to revolve in the same direction as

to-day. The man who not long since added two or three rooms to his house because he was "so fond of having company come and stay," is a mild sort of sensation in the eyes of his less hospitable neighbors.

Less hurry and less worry and seeing one's congenial friends more often would mean the salvation of many a work-ridden, care-worn person of to-day, and architects should discover what the art was in the old houses that made them so attractive that one's friends could not stay away from such comfortable places even if they tried.—Memphis Scimitar.

Need for a Hospital Car.

WITH all the improvements in medicine and surgery of recent years, with all the increase in the number of physicians, with all the substitution of trained nurses for Mrs. Gamps, with all the provision of hospitals and dispensaries to the cities, little consideration has been shown for invalids by railroad companies and hotels. The sick man is never welcome as a passenger on a railroad train, and he is not received with gladness at a hotel. On the day expresses, running from New York in all directions, the man who suffers from an illness or an injury has a hard time of it if he is trying to reach his home in the country, or a sanatorium, or a resort in the mountains to which he has been ordered by his doctor. There is no place in the car for a bed, no place for his medicines, and he may have to ride for two or three hundred miles sitting in a chair, racked by the motion of the train and hardly able, from weakness, to hold himself erect. The sleeping car is an improvement, but there is just objection on the part of the other passengers to sharing the confined space with a consumptive, and it is certainly disquieting to think of occupying a berth that only a few hours before was taken by a patient suffering from a contagious disease.

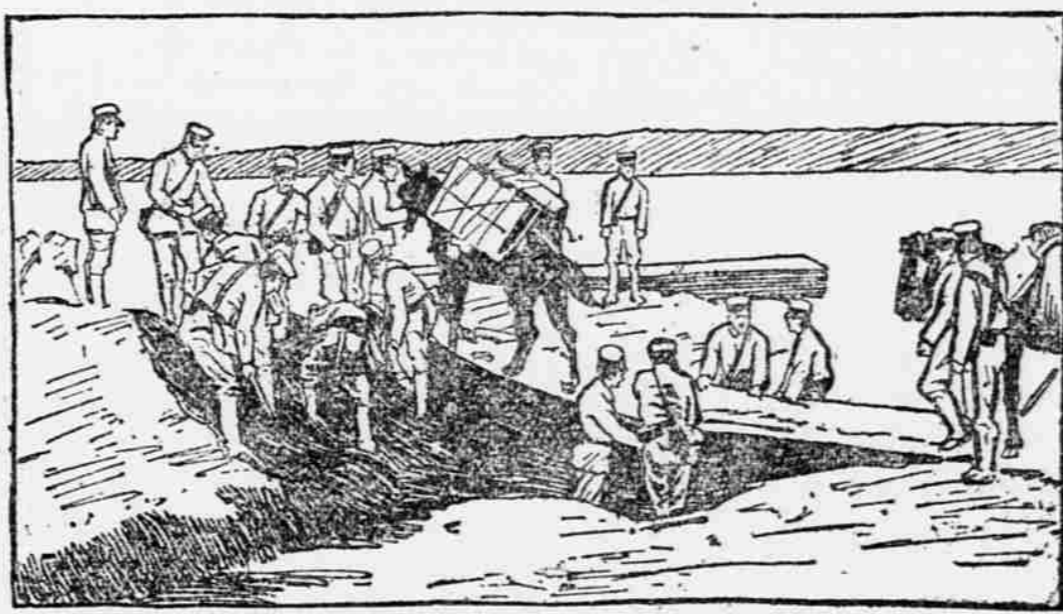
Hence it is a move in the right direction that has been made by the Pullman company in building a car for the express accommodation of invalids. It will probably have larger beds than the ordinary sleeping car, no top berths and better ventilation; it should have the easiest of springs, and be clear of carpets, curtains, plush and the usual textiles that catch and hold microbes; it should have hot water as well as cold, on tap; it should have cupboards for drugs and instruments, where they would be in no danger of breakage and, especially, it should be so constructed that it could be cleaned with a hose after every trip, after the manner of operating rooms in hospitals. If this car were switched from road to road, and its departures advertised, there is hardly a doubt that, merely as a business proposition, it would be made to pay. In the better sense there is no doubt on that point.—Brooklyn Eagle.

Japan's Sea Training.

IN the eleventh or twelfth century the Japanese were the most dashing pirates of the East; in fact, we might almost call them the vikings of the East. They used junks—small ships with a scrap of sail, but the little vessels in which the Danes once raided our own coasts, or as the craft which the Penzance fisherman have to-day. With these junks the Japanese roamed the seas, going everywhere along the Chinese main, ravaging the coasts, trading and bringing home priceless works of art from China.

It was not until long afterwards that the ruling authorities of Japan, under the great Emperor Hideyoshi, decided that it suited their purpose to shut off communication with the outside world and to live to themselves, trading merely among their own islands. The old Japanese vikings were reduced to simple fishermen, and the period of internal feudatory wars began, for at that time at least Japanese would fight because they loved it.—London Telegraph.

JAP ARTILLERY LANDING ON THE TATUNG RIVER.



The Tatung River, a view of which is herewith given, flows through northern Korea and empties into the Yellow Sea. Pingyang is situated on the banks of this stream, which is now held by the Japanese. The Tatung is used to transport munitions of war and troops into the interior. Small boats are employed for the purpose. By such means guns, artillery mules and other ordnance supplies are transported, thus avoiding the Korean roads, which are practically impassable at this time of the year.

mand was not so great as the quest for the current flowed. However, when the electrodes are placed on the forehead and neck and the current sent from back to front, the effects are innocuous so long as a mild current is used and in some cases may be beneficial. According to M. Leduc, the most satisfactory current is one of four milliamperes at thirty volts, which is broken or interrupted 100 times a second for nine-tenths of the period of the interruption. The first effect noted was the disappearance of the faculty of speech, after which followed the loss of the motor faculties. Under ordinary conditions there is no affection of the respiration or pulse unless the current is increased, and then it may cease. The patient is said to awaken instantaneously from the electric sleep and to experience a feeling of refreshment.

On English Railways.

The number of men employed on the railways of the United Kingdom, including boys, is 523,982.

After a man has been engaged three or four weeks, he begins to find opportunities to take sides in her quarrels.

If a man loses all his money he also manages to lose nearly all his enemies.

Embarrassing to the Guest.

A tourist in the Welsh mountains who had been caught in a storm, and who, after much difficulty, had succeeded in making his way to a solitary cottage, congratulated himself on his good fortune when he was asked to stay all night. After donning a suit of his host's clothes, so that his own might be dried, he proceeded down stairs, and on the way met the mistress with a big Bible in her hand. In the fading light, she mistook the stranger for her husband, and gave him a thump on the head with the book, remarking: "That's for askin' the man to stay all night!"

A Farmer Found It.

Mount Pleasant, Utah, May 23.—To find a medicine that will cure every ailment due to diseased or disordered Kidneys has been the aim of many physicians and chemists.

Mr. C. E. Peterson, a farmer of this place, says he has found such a remedy and that he has tried it with success in his own case. Mr. Peterson says the remedy is Dodd's Kidney Pills, a medicine introduced here about seven months ago.

"I am glad to be allowed to testify to what good things Dodd's Kidney Pills have done for me. I used this remedy for kidney trouble and it cured me completely."

"I can heartily recommend Dodd's Kidney Pills to all who suffer with any kind of kidney trouble."

Mr. Peterson's case is only one of many just as convincing that have been reported recently. This new remedy seems to have conquered rheumatism completely, not a single case having been reported where Dodd's Kidney Pills have failed to cure perfectly and permanently.

Sad Sea Doggedness.

The ship groaned. But the Giddy Young Thing who was talking to the captain was a good sailor and didn't mind a bit of rough weather.

"Doesn't it seem unnecessarily cruel, captain," she said, "to box a compass?" "Not any more so, miss," he replied, grimly, "than to paddle a canoe." And the ship groaned some more.—Chicago Tribune.

Cataract Cannot Be Cured

with LOCAL APPLICATIONS, as they cannot reach the seat of the disease. Cataract is a blood or constitutional disease, and in order to cure it you must take internal remedies. Hall's Cataract Cure is taken internally, and acts directly on the blood and mucous surfaces. Hall's Cataract Cure is not a quick medicine. It was prescribed by one of the best physicians in this country for years, and is a regular prescription. It is composed of the best tonics known, combined with the best blood purifiers, acting directly on the mucous surfaces. The perfect combination of the two ingredients is what produces such wonderful results in curing Cataract. Send for testimonials free.

F. J. CHENEY & CO., Props., Toledo, O. Sold by Druggists, price 75c. Hall's Family Pills are the best.

A Cosset Horse.

One day not long ago two girls, Agnes and Pauline Bain, were fording Cicero Creek, near Tipton, Ind., on horseback. The horse caught his foot, stumbled, and the girls were thrown into the water. The Cincinnati Commercial Tribune tells what followed.

Neither girl could swim, and both were in imminent danger of drowning. When the horse, a great pet and a most intelligent animal, swam to them, as if conscious of their danger.

Around and around them the animal swam, until Agnes finally caught hold of his tail; then she fortunately caught her sister's hair, and the horse towed them both ashore.

The first news of the accident that the family had was the appearance of Tom, the horse, at the door, neighing as if in trouble. Mr. Bain went out. The moment he appeared the animal started away on a trot; then, seeing that his master did not follow, he galloped back, neighed again, then went off as before.

By this time Mr. Bain had concluded, from the conduct of the horse, that something was wrong, and hurriedly followed the animal. He met the two little girls making their way homeward. The horse ran up to them and rubbed his nose on their shoulders, as if to show how glad he was to find them alive.

Previous to this time Mr. Bain had talked of selling Tom, for he had declared that a "cosset horse wasn't worth his keep"; but since the accident he says that he would not sell him at any price, and when he dies Tom is to have a monument to commemorate his rescue of the two girls.

WHAT THE KING EATS.

What's Fit for Him.

A Massachusetts lady who has been through the mill with the trials of the usual housekeeper and mother relates an interesting incident that occurred not long ago. She says:

"I can with all truthfulness say that Grape-Nuts is the most beneficial of all cereal foods in my family, young as well as old. It is food and medicine both to us. A few mornings ago at breakfast my little boy said: 'Mamma, does the King eat Grape-Nuts every morning?'"

"I smiled and told him I did not know, but that I thought Grape-Nuts certainly made a delicious dish, fit for a King." (It's a fact that the King of England and the German Emperor both eat Grape-Nuts.)

"I find that by the constant use of Grape-Nuts not only as a morning cereal, but also in puddings, salads, etc., made after the delicious recipes found in the little book in each package it is proving to be a great nerve food for me, besides having completely cured a long standing case of indigestion." Name given by Postum Co., Battle Creek, Mich.

There is no doubt Grape-Nuts is the most scientific food in the world.

Ten days' trial of this proper food in place of improper food will show in steady, stronger nerves, sharper brain and the power to "go" longer and further and accomplish more. There's a reason.

Look in each pkg. for the famous little book, "The Road to Wellville."

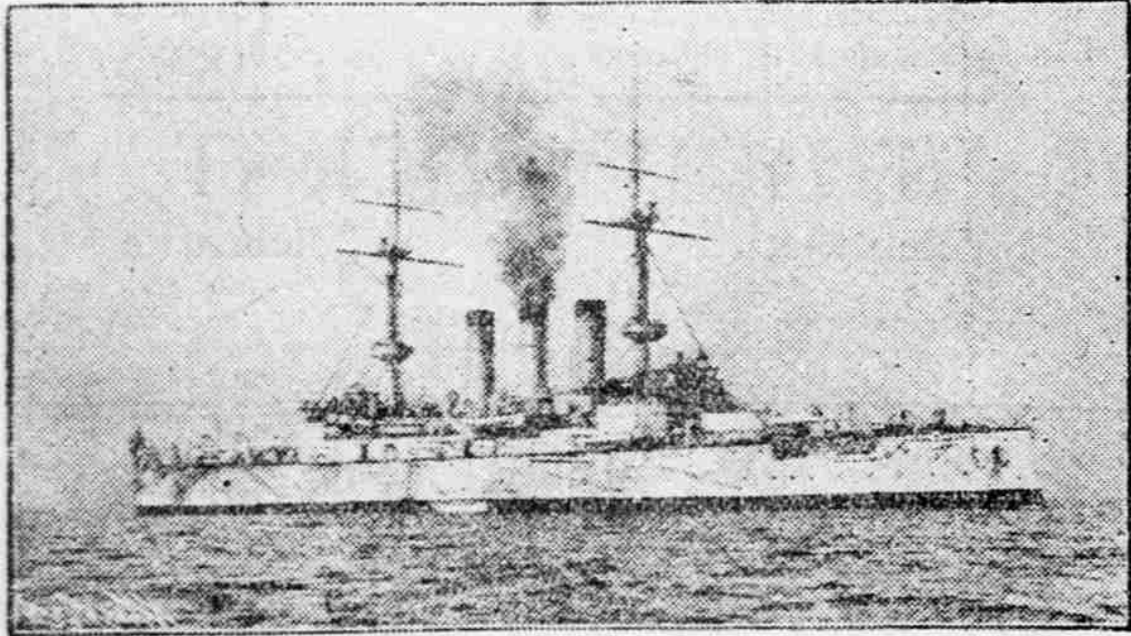


GENERAL KURAKI.

blown up and assisted in saving her crew and driving back the Russian torpedo boat flotilla, which came out that evening.

The loss of life incurred by the sinking of the cruiser Yoshino included Capt. Sayeki, Commander Hirovaterio, three first lieutenants, five second lieutenants, five midshipmen, paymaster, surgeon, three engineer cadets and eight boat-swain mates. Of the crew the number of those lost is unknown.

Those who went down with the battleship Hatsuse when she foundered were Commander Tsukamoto, Commander Viscount Nire, Commander Arimori, five second lieutenants, five subengineers, two surgeons, six midshipmen, four cadet engineers and ten non-commissioned officers. It is not known yet in this case how many of the men perished. The



THE JAPANESE BATTLESHIP HATSUSE.

Hatsuse was surely sunk by coming in contact with a submerged mine and not by the attack of a submarine boat.

The report that the battleship Mikishima was damaged and the battleship Fuji sunk is denied here.

Old papers for sale at this office.

on Mukden. The Japanese were driven back by a detachment of Cossacks. The Russian cruiser Bogatry grounded in a fog on the rocks near the entrance to Vladivostok. The crew was saved, but the ship is in a critical condition.

Seventy thousand Russian troops are reported to be advancing to relieve Port Arthur. The Japanese are hastening their operations against the fortress with 45,000 men, advancing to within seven miles of the batteries. Each foot of their advance has been stubbornly contested.

The Japanese army advancing against Mukden was defeated by a force of Cossacks in a battle lasting all day and driven back upon Fenghuangcheng. The Japanese were forced to abandon four positions, and reports in St. Petersburg state that the loss was heavy. The Russians report light casualties.