

FIVE DIE IN SEABOARD WRECK. A PASSENGER TRAIN GOES DOWN.

NEAR CATAWBA JUNCTION, S. C.

No. 41, En Route to Atlanta, Encountered Sliding Bridge Early Yesterday Morning—Ran on One Side Widened and the Entire Train Plunged Down into a Ravine—Light Freight, No. 446, Which Was Running Not Far Behind, Adds to Horror of the Catastrophe by Piling Down Upon the Passenger Coaches—Fireman of the Passenger and Engineer of the Freight Killed Instantly, and Two Women Met Death in the Coach—Another Woman Died Afterwards of Her Wounds—Every Person on the Two Trains Sustained an Injury of Some Sort, the Majority Being of Slight Character—List of the Dead and Wounded—Detective of the Seaboard Says Some One Maliciously Tampered with the Train—Details.

Special to The Observer.

Catawba Junction, S. C. Sept. 9.—Five dead and several in a dying condition is the result of the catastrophe which took place at six minutes past 1 o'clock this morning when the Seaboard passenger train No. 41 sped across a sinking bridge 300 yards south of the Catawba river and two miles from Catawba Junction, and then plunged from the tracks down a steep embankment about 30 feet high, only to be followed by an extra freight engine, No. 654, with a caboose attached, mingling the two flyers in a mass of wood, steel and iron with about 40 pieces of human cargo. There was not a single soul among them that escaped unhurt.

It was said by trainmen of long experience that a more complete demolition of railroad equipment could scarcely be imagined. So thoroughly ruined were the engines and the coaches that the trainmen were on the point of setting fire to the debris, but the authorities of York county stopped them. The scene at the bridge beggars description. The engines lie overturned—huge, shapeless monsters of iron, with their helmet-shaped sand boxes and other parts scattered within a radius of 100 feet. The coaches are like crushed wooden shells, with their red plush seats in indescribable confusion; trucks, wrenched loose from the bottom of the cars, are scattered around; about the only part of record of the railroad equipment remaining intact are the two red lanterns swinging from the rear of the Pullman.

CAUSE OF THE DISASTER.

There were many theories advanced to-day as to the cause of the accident. The railroad men fell in line with the opinion of Mr. George S. Fitzwater, chief detective of the Seaboard Air Line, that the collapse of the bridge and the tearing loose of the right hand rails, were the result of the work of some malicious person or persons. Mr. Fitzwater showed six spikes and several angle-bars which he picked up near the wreck and said that they bore the marks of having been tampered with. Upon this theory, it was concluded that the passenger train had struck weakened spots on the lower half of the bridge. A speed of 40 miles an hour had enabled the train to carry itself almost over the sinking structure, but the rails had widened; the Pullman, which did not quite clear the chasm, acted as a drawback, the engine careened, tearing from their fastenings the rails on the right hand side going south, causing the train to be hurled over the embankment. What motive there could be for anyone to bring about such slaughter, and who the guilty persons might be, neither Mr. Fitzwater nor the other railroad men attempted to explain. A close examination of the rails, ties, road-bed and bridge was not productive of much light on the subject; all appeared to be sound and solid. The rails on the side where the train toppled to destruction were twisted to an arc shape. The track is not in a curve in the vicinity; it stretches straight-away for perhaps a mile.

THE DEAD AND WOUNDED.

The killed are: ENGINEER E. Y. BARKSDALE, Abbeville, S. C.; FIREMAN ED ROBERTS, (colored) Atlanta, Ga.; MRS. T. F. BLACK, of Ohio; MRS. T. S. McMANUS, of Wilmington. The injured: MRS. JAMES CLAY, Oakland, Tenn., fractured jaw; T. C. JEROME, Atlanta, Ga., slightly bruised; MRS. T. C. JEROME, Atlanta, Ga., shoulder and head injured; TH. EDWARD BANKS, Athens, Ga., back injured; MRS. SIDNEY HERBERT, Maitland, Fla., foot amputated; may die; MRS. JEROME SILVEY, Atlanta, bruised; G. W. HINSON, Lenox, Ga., jaw injured; MRS. MITCHELL, colored, brakeman, Abbeville, S. C., head and shoulders injured; O. S. COLEMAN, son air Va., arm dislocated, head and chest injured; F. K. CARPENTER, Monroe, porter, head and body injured; Y. S. ELERBY, Atlanta, Ga., colored, Pullman porter; J. G. CARPENTER, Atlanta, Ga., Pullman conductor; G. H. MEARES, Monroe, engineer, bruised and wounded on the head; J. J. DUNCAN, Abbeville, brakeman, badly wounded on the head and shoulder; H. H. CHAPMAN, Abbeville, S. C., conductor, head seriously hurt; S. H. DAVIS, Atlanta, Ga., express messenger; W. FAIRMAN, Atlanta, Ga., mail clerk; B. F. WEST, Monroe, conductor, slightly injured; T. C. TOPLEMAN, Henderson; TOM JEFFERSON, fireman No. 68;

brained on the head and shoulder. F. C. TOPLEMAN, address unknown; T. C. HORTON, address unknown; T. F. BLACK, Ohio; Norfolk and Western Railroad telegrapher. ROBERT SILVEY, address unknown; ALBIE M. MITCHELL, Tusculum, Va. A number of colored laborers also were slightly hurt.

HOW THE TRAGEDY OCCURRED.

No. 41 left Monroe with an express car, a mail car, two day coaches and Pullman. Starting 15 minutes behind was light engine No. 66. The wreck at the bridge was 28 miles distant from Monroe. After No. 41 had rushed across the bridge and fell, going the engineer said, at 40 miles an hour, she became enveloped in total darkness. The engine plunged and dangled from the track, carrying the entire train with it, so that there was not a single bit of it upon the rails. Every sign of it was below the level of the tracks. The engineer of No. 446, following about six minutes behind, according to an eye witness, could not, consequently, have had the slightest intimation of any trouble ahead. The freight's search-light was an oil burner which did not cast its rays very far. No. 446 took the front of the bridge with a rush and then sailed through the empty space above the collapsed part of the structure, grazing the top of the Pullman and crushing it into a twisted mass. The crash over the coach with frightful force, laying its iron nose full in the middle of the coach.

Interviews with a number of the survivors were ghastly. They, one and all, described the scene in a way very far from pleasant. Most of them were sleeping. There were 16 negro laborers in the first passenger coach, next to the mail car. In the smoking compartment of the second passenger coach there was a lady, except Mr. C. Coleman. In the coach itself there were Mr. and Mrs. Black, Mrs. McManus, and several others. In the Pullman were Mrs. Herbert, Mr. and Mrs. Silvey, Mrs. Clay, with her six-month-old baby and two or three other children. The embankment killed the fireman, who was a negro named Edward Roberts, and Mrs. Black, Engineer G. H. Meares said this morning that the engine slid beneath the bridge, and as it neared the farther side, it came the engine turned completely over and half way again, but this impression was probably due to the horror of the moment. His escape with a few minor injuries was marvelous. To use his own words, "I managed to live and crawl from a place where I do not understand how a little soul bird could have got out. The motive apparatus of the engine as it was struck over the embankment, the engine evidently having had no time to make a single effort to do anything at all.

SLIGHT INJURIES OF MAJORITY.

The express messenger and the mail clerk escaped with a few slight bruises. They quickly got on from the wreck and built a fire on the track ahead, but not until after the freight had come with its deadly work. The negro laborers, who were bound for Georgia to work on the Seaboard's projected line to the Atlantic, sustained comparatively slight injuries, but every one carried some mark of the disaster, and one of them, James Eggleston, 56 years old, was badly cut about the face and generally bruised. Mr. Coleman, who was thrown violently against the sides, but was able to get to his feet. Things were so top-heavy that in the darkness he could not tell which way to turn. He finally managed to find a window and was getting ready to crawl out when he caught the light of the coming freight looming near. He quickly drew back and barely escaped death, for the freight engine fell upon the coach not far from him. Mrs. McManus had not been hurt bodily by the fall of the passenger train, and two men in the coach had helped her to a reclining posture on the right and upper side of the coach. She was resting there when the dread black mass came tumbling down through space, crushing her fearfully. Mrs. Black had her neck broken from the first mishap. In the Pullman no one was hurt very badly, but the coaches which were struck it with force. Mrs. Clay was sitting quietly nursing her child when the freight came. It threw her against the glass cutting her about the face. There was not the least scratch inflicted on the child, which was held in her arms by her mother. Engineer Barksdale, of the freight, was probably killed instantly. At about the noon hour his body was recovered from the cab of his engine, with a few bruises and a bad wound on the head. His watch was running on schedule time when the dead engineer was taken from his post of duty. His fireman, Tom Jefferson, escaped with inconsequential wounds on the head and shoulders. The quick testimony of several of the passengers I talked with, a brakeman was heard to shout out just before the freight arrived: "My God, the freight is coming on us!" It was impossible, however, for any one of the 130 passengers to flag it down in time to avert the disaster.

HEROISM AND FORTITUDE DISPLAYED.

Mr. Black, with his young wife dead beside him, stuck to the coach and was the last of all the men to make his way out. Then he proved the stuff he was made of, for in a dazed condition, and stricken with grief, he walked the cross-ties two miles to Catawba Junction, got in the telegraph office and sent word to Monroe for a relief train. Black is tall and dark and his naturally melancholy cast of features was heightened with misery as he returned to the scene and sat with his hands clenched about his knees and waited for the crew to get the body of his wife from the wrecked coach. He is a telegraph operator for the Norfolk & Western Railway, and stationed in Ohio. He is a native of South Carolina and was on his way to Atlanta, Ga., to testify in a damage suit. His wife was a native of Kentucky and only 22 years old. At about 12 o'clock a wrecking train arrived on the scene from the company's shops at Abbeville, S. C. A large force of hands were at once put to work on the track and the wreck. The dead bodies were removed to an other train that had been brought from Monroe and were taken there in the afternoon. That of the fireman was lying on the ground almost entirely exposed, part of his head and his left arm being pinned under the overturned engine. Many of the wounded had been taken to Monroe, early in the morning. The first man to arrive on the scene

after the wreck was the express agent at Van Wyck, a little town nearby. He had heard the sound of the first trouble and hastened towards the station just as the freight train came along. He said that he had no time to stop. He estimated that it was about six minutes behind the passenger train. Mr. Coleman, Conductor Chapman, Fireman Duncan and the old negro, were taken to the Allison place several hundred yards from the wreck, where they were put to bed and received medical attention. Mr. Coleman, though in a weakened condition, talking of the tragedy. He said: "I have on the principal impression the horrible feeling that came over me as I realized that the freight was upon us. It was disheartening. I remember that the screams and the groans subsided after the freight crashed into us. My principal concern was about my wife, and so I wired her this morning that I was getting along all right. And so I am, though these wounds are very painful."

THE CHIEF DETECTIVE'S PURSUIT.

Chief Detective Fitzwater fortunately was at Monroe when the accident occurred, and he went with the first relief train, taking an energetic and painstaking part in alleviating the disaster. After he discovered the accident he went back to the Allison place and in keeping order all through the day. After he discovered the accident he went back to the Allison place and in keeping order all through the day. After he discovered the accident he went back to the Allison place and in keeping order all through the day.

It may be that the track will be in repair for a few days, but to-morrow night, and the crew and general labor are making strenuous efforts to accomplish this. All day long crowds come from all over York and adjoining counties to view the scene of the disaster. As afternoon came on, it seemed that they would fill the fields bordering the locality. The bridge spanned a marshy ravine, on each side of which the bluffs about 30 feet high rise rather precipitously. At Rock Hill and nearby towns there is a New South of awe to be observed. People remembered the disaster, somewhat of a similar nature which took place on the Southern Railway at Fishing Creek, N. C., the same distance from Rock Hill as is Catawba Junction, and it happened just about the same time of last year. To-night the wounded who had been in the farm houses near the wreck were removed to the hospital at Rock Hill. Crosses of new wood were placed at Catawba Junction and at Rock Hill when the train arrived.

VICE PRESIDENT BARR TALKS.

Ball Joints Said to Have Been Found Disconnected, Showing the Work of Wreckers—Details Given Out.

Portsmouth, Va., Sept. 9.—At the offices of the Seaboard Air Line in this city, early this morning, the wreckage and the receipt of the news of the accident near Catawba River, S. C., a special train with wrecking outfits and doctors started from Monroe to the scene of the wreck. The dead and injured were brought back to Monroe. J. M. Barr, first vice president and general manager of the road, said to-day that there was evidence of a malicious attempt to wreck the train, a number of rail joints having been found disconnected. He gave the following details: "Train No. 41 was in charge of Conductor Richard West and Engineer Gaston Meares. The wreck occurred about 1 o'clock this morning at the trestle just south of Catawba River, S. C., and 22 miles southwest of Monroe, N. C. The engine passed over the trestle and went down the bank, killing Ed Roberts, colored fireman, and severely injuring Engineer Meares. A light engine and caboose, running as No. 19, in charge of Conductor Chapman and Engineer E. Y. Barksdale, which train was passed by No. 41 a short distance east of the wreck, were being wrecked on the top of the passenger train, resulting in the death of the engineer of No. 19, the fireman of the passenger train and of Mrs. Black and her child. My six railway employees, one mail clerk, one Southern Express Company employee and 23 passengers were injured."

TWO KILLED IN FREIGHT WRECK.

The Engine of a Train Running Thirty Miles an Hour Tumbled Completely Over Near Birmingham.

Birmingham, Ala., Sept. 9.—Two men were killed and another seriously injured in a freight train wrecking on the Railway between Dodgewood and Wilton on the Birmingham & Selma division this afternoon. The dead: W. H. Cherry, engineer, and Will Ivey, brakeman. Dangerously wounded: N. L. Snow, white, fireman.

White Details of the Wreck are Meagre. It seems that the train was running at 30 miles an hour when the engine jumped the track and struck the cross ties, turning completely over, crushing the engine beneath it. Several other employes of the road are said to have been bruised, but not seriously hurt.

GOING TO VISIT FRIENDS.

Mrs. T. S. McManus, One of the Victims, Wife of a Wilmington Man—Was a Passenger in the Steeper.

Special to The Observer. Wilmington, Sept. 9.—Mrs. T. S. McManus, wife of the manager of the Bell Telephone exchange in Wilmington, N. C., was one of the victims killed in the Seaboard Air Line wreck this morning at Catawba Junction. She was on her way to Atlanta, Ga., to testify in a damage suit. Her wife was a native of Kentucky and only 22 years old. At about 12 o'clock a wrecking train arrived on the scene from the company's shops at Abbeville, S. C. A large force of hands were at once put to work on the track and the wreck. The dead bodies were removed to an other train that had been brought from Monroe and were taken there in the afternoon. That of the fireman was lying on the ground almost entirely exposed, part of his head and his left arm being pinned under the overturned engine. Many of the wounded had been taken to Monroe, early in the morning. The first man to arrive on the scene

MRS. SHERRILL ON THE STAND.

THE STORY OF SON'S TRAGIC END.

An Affecting Recital of a Mother's Plea to Spare Her Boy's Life—The State Examines Very Briefly Other Witnesses Testify to the White's Acknowledgment of the Killing—The State Rests Its Case—The Defense Introduces an Array of Characters—Witnesses—Jury Discussed While Counsel Argue.

Special to The Observer. Salisbury, Sept. 9.—A sweet-faced woman, with waving black hair drawn over her temples, the dark eyes, and all her features shaped for beauty, in Mrs. Josephine Sherrill, the first witness for the State in the White case. She was dressed in mourning. When not under examination she held her hand to her forehead and seldom raised her eyes. No witness could have made a better impression than she. Perfectly composed in all questions promptly, her voice soft and clear and unimpaired, she was a lady, she was listened to by the jury and spectators with marked attention. She is a widow, she says, living at Mt. Ulla with her children, in a 2-story brick house 100 yards from the depot. She described the premises carefully, especially the porch where the tragedy occurred, the hallway, and the staircase.

MRS. SHERRILL'S STORY. "I was here on the morning of September 17. Some one knocked at the door. I went to the front room to the window and told them I'd be down shortly. I went back and dressed, went down, opened the door, and found two strange men standing in the hallway. They were dressed in a two-hour-buggy, and hitched their horses on the south side to a post fifty yards or more from the porch.

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THE CASE FOR DEFENDANTS.

The defense opened with 17 witnesses to the good character of the prisoners. These include farmers, merchants, Senators, preachers, and others. Whether or not Tom White is deaf became a prominent inquiry. Judge Montgomery looked after these witnesses, all of whom were from Concord. There was a letter from Mrs. H. E. Miller, wife of the defendant, which Mrs. Watson called, "Chalmers White."

"I'm going to the stand," said the witness. "I'll try to," said White. He sat straight in the chair, with his fingers interlocked. Judge Cooke then proceeded in his own testy fashion, to compel the crowd to clear the aisles and windows and take seats.

"Annie White," said the witness in response to Mr. Watson's questions, "is my niece, the daughter of my dead brother. She is 21 years old. At the time of the killing she had been home from school about a year. She left school on account of ill health.

"On the 17th of September my brother Tom came up the street and met me and told me he was going to the stand. Mr. Glenn objected to his telling what was said. Mr. Watson said that the facts, if they are true, make out a case of conspiracy. Whatever bears upon it will therefore be competent."

MR. CLEGG'S TESTIMONY. Professor Clegg, a school teacher, slept with Sherrill that night. His testimony, in the main, corroborated Mrs. Sherrill. He heard only parts of the conversation down stairs; such as "My dear child," "God have mercy" and "I didn't ruin her."

Old man J. H. Thayer and his son slept in the house that night. Their evidence, also, corroborated Mrs. Sherrill, in the main. They heard only parts of the conversation. Mr. Carson, a farmer, said he saw the prisoners in the sheriff's office that day. He there heard Chalmers say, "We went there and gave him his choice, either to marry her or we would kill him. He refused to marry her, and we killed him." Sherrill was nothing like so stout as Tom White. He was 5 feet and some inches high.

ALLEN PAYS THE PENALTY.

Negro Who Criminally Assaulted a Little Girl in Granville County Meets Death Upon the Scaffold.

Special to The Observer. Durham, Sept. 9.—James Allen was hanged here today for the criminal assault upon a little girl. The hanging was private. There were 200 outside of the jail yard. There were three ministers, the commander of the Granville Guards, Capt. Devin, with 10 privates and about 25 others who witnessed the execution. Allen displayed wonderful nerve, showed little sign of emotion and never flinched. He said he was prepared to die, and told everybody present to meet him in Heaven. The cap was placed on him by Deputy Sheriff C. J. Turner. Sheriff Howard sprung the trap at exactly 10:37. Allen was pronounced dead at 10:47, minutes afterwards. His neck was not broken and the drop of strangulation, making a few quick muscular twitchings and all was over. Dr. S. D. Booth held the watch and he and Dr. S. H. Cannady examined the prisoner after he had been pronounced dead. The crowd present was very orderly. Sheriff Howard was highly complimented for the orderly way in which the execution was conducted. Allen dressed himself with perfect composure and ate a hearty breakfast on the morning he ascended the scaffold himself and stood erect while the rope and cap was placed on him. The hanging was early to prevent the crowd of curiosity seekers from congregating. The last previous hanging in this county was 17 years ago.

PROF. J. A. BIVINS ELECTED.

Charlotte, Educator Chosen to Succeed His Brother as Headmaster of Trinity Park High School—Another Addition to the Law Department of Trinity.

Special to The Observer. Durham, Sept. 9.—The executive committee of Trinity College, at a meeting held this morning, elected Prof. J. A. Bivins, principal of the north graded school, to succeed his late brother, Prof. J. E. Bivins, who met a tragic death on the morning of Sept. 16, while from Durham a few days ago. It is understood that the committee has had some correspondence with Prof. Bivins concerning his resignation, which will accept Trinity Park High School was founded in the fall of the year 1877 and now, at the opening of next term, it has an enrollment of about 300 students. Under the management of the board of trustees of Trinity College and is very closely connected with the work of the State and the prospects for a useful future are indeed bright.

At the meeting of the board this morning Dr. Atwell C. McIntosh, of Taylorsville, one of the best known lawyers of this section, presided over the meeting of the newly inaugurated law department of the college. Mr. McIntosh is an A. M. of Davidson College and has had some experience in teaching. He has successfully been practicing law, however, during the last 15 years. It is expected that the faculty of the law department will take up their work immediately.

STAVELVILLE REVIVAL ENDS.

Interest in the Meeting Graying—Personal and News Notes.

Special to The Observer. Statesville, Sept. 9.—The union religious revival, which had been in progress in the Farmers' warehouse since Sunday, August 28th, closed with last night's service. Two services were held daily, morning and evening, conducted by Rev. E. C. Glenn, of Greensboro, and the local ministers. The attendance was most gratifying to the managers throughout the meeting. Interest in the meeting was very manifold, many of the churches and many others professed conversion.

Among those from here who have already visited the World's Fair and returned this week, are Messrs. E. G. Latham and H. H. Rickard—Capt. W. T. Rowland, Messrs. Fleet Sleets and Clarence Stimpson left this week for the exposition.—Mayor Sleets, Sheriff Summers, Messrs. J. K. and Eugene Morrison visited the soldiers this week at Mt. Airy. Major Craig, who has returned from a two months' trip abroad.

A BRITISH-TIBETAN TREATY.

The Terms Read Only in Thibetan at Potala—Dalai Lama Yet to be Succeeded—Colonel Younghusband Ready to Return.

Lhasa, Sept. 7.—Via Gyantse, Sept. 9. Col. Younghusband, head of the British mission, and the Tibetan officials signed a formal treaty to-day in the apartments of the Dalai Lama at Potala. The ceremony was simple and was conducted amid quiet and pleasurable surroundings. The terms of the treaty were read out only in the Thibetan language, and its details will be published later by the Foreign Office at Simla. The proceedings closed with a short speech by Col. Younghusband. The Dalai Lama, it was supposed, to be well on his way into Mongolia and the officials insist that his action amounts to abdication. The administration is now carried by a council of regency. It is believed that the Tashi Lamasan, who has been recognized as the supreme religious head. The arrangements for the return of the British mission are complete.

FIRE LOSS OF OVER \$1,000,000.

An Entire Business Block Wiped Out Before the Flames Censured at Progresso, Mexico—Little Insurance.

Progresso, Mex., Sept. 8.—The fierce fire which broke out here yesterday raged uncheck all day. It wiped out an entire block of business houses occupied by firms engaged in the general merchandise business. The loss is estimated at over \$1,000,000 to \$1,200,000, with but little insurance. The warehouses in which henequen was stored were burned to the ground and the loss on this alone would aggregate \$300,000. In another building corn was stored and the loss will reach \$50,000. A large quantity of asphalt destined for paving the streets of Merida, the capital, was destroyed, and a considerable loss entailed. The loss of the dry goods and grocery, drug and coffee importing concerns will approximate \$400,000. The balance of the loss falls upon the brokerage firms and small store-keepers.

PRINCE ALERT BREAKS A RECORD.

Syracuse, N. Y., Sept. 8.—Prince Alert to-day broke the record for geldings going the mile in 1:29 1-2, which was the record by 1-4 second. The first quarter was made in 29 3-4, the half in 58 and the three-quarters in 1:29 3-4.

FREIGHT MERGER IN TEXAS.

The Harriman Management to Have One Department for Freight Lines—Complete Merger May Follow.

Houston, Tex., Sept. 9.—Announcement will be made to-morrow of the intention of the Harriman management in Texas to consolidate and operate as one line, the freight department of the Galveston, Harrisburg & San Antonio; the Houston & Texas Central; the Houston, East & West Texas roads, and the Galveston, Huston & Northern. The Texas & New Orleans being considered by the railroad commission as competitive with the two last named lines, will not be included in the proposed merger. The merger will involve the displacement of a number of officials and clerks. This is believed to be preliminary to merging all departments of the roads named.

OYAMA'S TROOPS.

HE FINALLY ABANDONS HIS PLAN.

While the Outposts are Guarded by Russian Troops, the Russian Commander is Reported to Have Withdrawn His Troops—Details of the Situation in Manchuria.

Special to The Observer. St. Petersburg, Sept. 10, 1904. The Russian commander in Manchuria, General Muranov, is reported to have withdrawn his troops from the Manchurian front. The Russian troops are now only guarding the Manchurian coast. The Japanese troops are now only guarding the Manchurian coast. The Russian commander is reported to have withdrawn his troops from the Manchurian front.

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