

**BALTIC FLEET GOES DOWN.****Japanese Victory Complete—All of Russia's Best Ships Destroyed and Captured—Great Loss of Life on the Russian Side—A Few Japanese Killed and Many Wounded.**

At last the great naval battle has been fought. On Saturday the Japanese fleet met the Baltic fleet in the strait between Japan and Korea and the battle raged Saturday afternoon, Sunday and Monday.

Several of the fast, but weaker Russian cruisers, escaped to Vladivostok and to Chinese ports, but the battleships and best cruisers were all destroyed and captured.

The Japanese Admiral has been too busy to give detailed reports, but it is now certain that the victory was complete and no Japanese warships were lost with the possible exception of a few torpedo boats, which, in the game of war, are not seriously considered, owing to their comparatively small cost.

The money value of the Baltic fleet was probably more than fifty million dollars. More than 8,000 Russian officers and sailors were killed wounded and captured. The captured men will not amount to much, as they are no value to Russia now that the last effective division of her fleet has gone.

Telegrams to the Morning Post give the following interesting late details:

Washington, May 30.—Additional official reports from Admiral Togo reached the Japanese legation this evening by telegraph from Tokio. They show that the main engagement between the hostile fleets ended on the afternoon of May 28th, when the Japanese accepted the surrender of the remaining vessels of the Russian line of battle. The battleship Souvaroff, Admiral Rojestvensky's flagship, was sunk at 5:29 o'clock Saturday afternoon, but Rojestvensky and about eighty officers and men escaped to the Russian torpedo boat destroyer Biedovy, which tried to escape, but was overhauled shortly off the Korean coast by a Japanese destroyer and compelled to surrender. Rojestvensky and another Russian admiral, whose name is not given by Togo, were found to be severely wounded. Togo reports that the Russian ships sunk or captured numbered twenty-two, including all the eight battleships of Rojestvensky's fleet. He expressed the suspicion that the cruiser Almaz, not included in the list of Russian casualties, sank also, but a press dispatch from Vladivostok reports her arrival there. Two battleships, two coast defense vessels and a destroyer were captured.

While no Japanese vessels were sunk or even seriously injured, the personnel of the fleet did not escape so easily, for Togo notes that the casualties in one division alone were 400. He had not secured a complete report of the casualties when his report was sent.

The dispatch to the Japanese legation, containing Togo's report, follows:

"Fifth reports from Admiral Togo: The main force of our combined fleet, upon accepting the surrender of the remaining Russian main force, near Liancourt Rocks on the afternoon of the 28th, as already reported, stopped pursuit; and while engaged in the disposition of the surrendered ships discovered in a southwesterly direction the Admiral Ushakoff (coast defense ship). Thereupon the Iwate and the Yazumo were immediately dispatched in pursuit and invited her a surrender, but she refused and was sunk at 6 p. m. Her crew of over three hundred men were rescued.

"The cruiser Dmitri Donskoi was also discovered in a northwesterly direction at 5 p. m., and was immediately overtaken and fired upon vigorously by our fourth division and second destroyer flotilla. She was at-

tacked that night by the second destroyer flotilla and the next morning was found aground on the southeastern shore of Ureung Island off the Korean coast. Our destroyer Sazanami captured toward evening on the 27th south of Ureung Island the Russian destroyer Biedovy, upon which were found Admiral Rojestvensky and another admiral both severely wounded, together with eighty persons, including staff officers from the flagship Kniav Suvaroff, which sank at 2.29 p. m. on the 28th. They were all taken prisoners. Our cruiser Chitose, while cruising northward on the morning of the 28th, found and sunk another Russian destroyer. Our cruiser Nitaka and the destroyer Neurekuma attacked at noon on the 28th a Russian destroyer, which finally went aground.

"According to various reports hitherto received and statements of prisoners the result of the battle from the 27th to the 29th is as follows:

"Sunk—Kniav Suvaroff, Alexander III, Borodino, Dmitri Domeskoi, Admiral Nakhimoff, Vladimir, Monomach, Jentchug. Admiral Uskakoff, one converted cruiser, two destroyers.

"Captured—Nicholai I, Orel, Admiral Aprixan, Senlavin, destroyer Biedovy.

"According to the prisoners, the Oslyabia sunk about 3 p. m., and the Navarin also sunk. The Almaz, May 27th, was observed in a disabled and sinking condition, but her final fate is not known.

"Full particulars regarding the injuries to our ships are not yet at hand, but so far as I could ascertain, none was seriously injured, all being still engaged in operations. The total casualties are not yet ascertained. Casualties in the first division are a little over 400. Prince Yorhito is in excellent health. Admiral Misu was slightly wounded May 27th.

Sixth report from Admiral Togo: "Loss of the Oslyabia and the Navarin is confirmed. Sissoi Veliki also definitely reported to have sunk on the morning of the 28th.

"Official statement of Russian losses so far as ascertained:

"Following six battleships sunk—Kniav Suvaroff, Emperor Alexander III, Borodino, Oslyabia, Sissoi Veliki and Navarin.

"Following five cruisers sunk—Admiral Nakhimoff, Dmitri Douskoi, Vladimir, Monomach, Svetlana and Jentchug.

"Coast defense ship Admiral Ushakoff sunk, two special service ships (one the Kamschatka) and three destroyers also sunk.

"Two battleships, Orel and Emperor Nicholai I, two coast defense ships, General Admiral Aprixan and Admiral Senlavin, and one destroyer, Biedovy, captured.

"Thus the Russians lost altogether twenty-two ships, with an aggregate tonnage amounting to 153,411 tons, besides the cruiser Almaz, suspected to have sunk."

**Russian Flagship Sunk.**

St. Petersburg, May 30.—The report that the Kniav Souvaroff, flagship of the Russian fleet, which was defeated by the Japanese in the straits of Korea, was sunk and that Admiral Rojestvensky was wounded and placed on board a torpedo boat destroyer, is confirmed. The where-

abouts of the destroyer is not known.

The Kniav Souvaroff was a first-class battleship and was completed last year. She was built at St. Petersburg, was of 13,516 tons displacement and had a speed of eighteen knots. Her armament consisted of four twelve inch guns, twenty three inch guns and twenty three-pounders, in addition to six smaller rapid fire guns. She had six torpedo tubes, and had a crew numbering 740 officers and men.

London, May 30.—A dispatch from St. Petersburg to the Exchange Telegraph Company says it is stated that

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**SEABOARD****AIR LINE RAILWAY****DIRECT LINE**

Between Points North, East, South and Southwest.

Schedule in Effect April 16, 1905.

Trains leave Raleigh:

**NORTHBOUND.**

No. 34, at 1.30 a. m., daily for Norfolk, Richmond, Washington, New York and points North and Northwest. Pullman drawing room sleeping cars to Portsmouth, Washington and Jersey City.

No. 38, at 11 a. m., daily for Portsmouth, Norfolk, where connections are made with steamers for Washington, Baltimore, New York, Boston, Providence and N. Y. P. & N. for New York. Pullman to Portsmouth.

No. 66, at 11.50 a. m., daily for Richmond, Washington and New York. Connects at Richmond with C. & O. for points West. Has day coaches to Washington. Pullman sleeping car to Jersey City. Dining car.

**SOUTHBOUND.**

No. 31, at 3.40 a. m., daily for all points South and Southwest, connects at Hamlet for Wilmington, at Monroe for Charlotte. Pullman drawing room sleeping cars to Charlotte, Augusta and Jacksonville. Dining car Hamlet to Jacksonville, also for Atlanta.

No. 41 4 p. m. daily for all local points, connects at Hamlet for Wilmington and Charlotte. Pullman sleeping car for Atlanta, where connections are made for all points southwest.

No. 43 at 7 p. m. daily for Jacksonville, Tampa and all Florida points. Connects at Hamlet for Atlanta. Pullman sleeping cars to Jacksonville and dining car to Hamlet.

No. 30, at 5.00 p. m., daily, except Sunday, Shoo-fly. Local train between Raleigh and Weldon, with connections for Louisville, Oxford and Warrenton.

No. 29, Shoo-fly, daily, except Sunday, between Weldon and Raleigh, with connections from Warrenton, Oxford and Louisville, arrive at Raleigh 10.15 a. m.

For further information relative to rates and time-tables address

C. H. GATTIS, T. P. A.,  
Raleigh, N. C.

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IN EFFECT APRIL 19, 1905.

This condensed schedule is published as information and is subject to change without notice to the public.

TRAINS LEAVE RALEIGH, N. C.

No. 111.

1.40 a. m.—Daily from Goldsboro and local points. Carries Pullman sleeper Raleigh to Greensboro, open for occupancy at 9.00 p. m., connecting at Greensboro with train No. 33, "Florida Express," for Charlotte, Columbia, Savannah and Jacksonville. Close connection is made with No. 37, "Washington and Southwestern Limited," said Pullman train drawing room sleepers, New York to New Orleans and Memphis, connection is also made for Winston-Salem, Wilkesboro.

No. 112.

5.15 a. m.—Daily for Goldsboro and local stations, connecting at Goldsboro with Atlantic Coast Line, also with Atlantic and North Carolina Railway.

No. 107.

8.45 a. m.—Daily for Greensboro and local stations, connects at Durham for Oxford, Henderson, Keyville and Richmond. At University Station for Chapel Hill daily except Sunday. At Greensboro with train No. 36, U. S. "Fast Mail" for Washington. Pullman drawing room sleepers to New York and Richmond; close connection for Winston-Salem, Mocksville and local stations, with train No. 7 for High Point, Salisbury, Charlotte and local stations.

No. 108.

10.30 a. m.—Daily for Goldsboro and all local points, connects at Selma for Wilson, Rocky Mount and all Eastern North Carolina points. At Goldsboro for Wilmington, Kinston, New Bern, N. C., and Norfolk, Va., for Chesapeake Line for Baltimore and all other outgoing steamers.

No. 135.

3.30 p. m.—Daily for Greensboro and intermediate stations, connects at Durham for Oxford, Clarksville, Keyville daily except Sunday. At University Station for Chapel Hill, daily with train 39 for Columbia and Jacksonville. Pullman sleeper and first class coaches Washington to Jacksonville, Fla. No. 35, "U. S. Fast Mail," for Atlanta and all points South and Southwest. Pullman drawing room sleepers to Birmingham and New Orleans; day coaches Washington to New Orleans, also with northbound trains Nos. 34 and 38 for Washington and all points North. Pullman drawing room sleepers and observation car to New York; connection is also made at Greensboro for Winston-Salem and at Salisbury for Memphis.

No. 136.

4.36 p. m.—Daily for Goldsboro and local stations.

H. B. SPENCER, Gen. Manager.  
S. H. HARDWICK,  
Pass. Traffic Manager.

W. H. TAYLOR,  
Gen. Pass. Agt., Washington, D. C.  
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