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GRIEF STRICKEN PUEBLO MOURNS ITS DEAD

(Continued from Page One.)

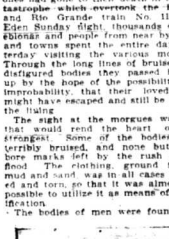
parties returned to their homes to await the making of the list, which will again search for the bodies of those still missing.

Searching for the Loved and Lost

Driven to the point of distraction by the fear that some of their loved ones had gone to their death in the catastrophe which overwhelmed the river and Rio Grande train No. 11 near Eden Sunday night, thousands of Pueblonians and people from near by cities and towns spent the entire day yesterday visiting the various morgues. Through the long lines of the bruised and disfigured bodies they passed buoyed up by the hope of the possibility, but improbability, that their loved ones might have escaped and still be among the living.

The sight at the morgues was one that would rend the heart of the strongest. Some of the bodies were terribly bruised, and those which bore marks left by the rush of the flood. The clothing, ground full of mud and sand was in all cases tattered and torn, so that it was almost impossible to utilize it as means of identification.

The bodies of men were found with



HENRY HINMAN,
Engineer of the Ill-fated Train.

their coats gone, their shirts in shreds. Women, who had been clad in light clothing, had but little of the garment left and could be recognized only by their bruised and bleeding faces. In some cases the rings, which remained on the fingers of the dead served as additional means of discovering the names and residences of the unfortunate.

Many touching scenes were enacted as fathers and mothers recognized son or daughter, brothers, sisters or children discovered the battered form of a parent. The floodgate of grief, which had been kept closed during the awful search, suddenly gave way in outbursts of sorrow that caused the workers about the morgues to turn away their heads and brush aside a tear of sympathy. No one was there who was not touched by these pathetic and distressing scenes. Men who had long since fought against the feelings of sympathy that would rise and bravely went about their tasks of assisting in the work of identification and caring for the remains of the unfortunates.

All day long relatives and friends in search of the missing thronged the morgues and streets in their vicinity. Officers were needed to keep the crowds cleared sufficiently so that the workers could keep about their duties. It was found necessary to allow only a small number of persons to enter the morgues at a time and as soon as they had viewed the remains their places were taken by other anxious ones. Late into the night the throngs still lingered in the vicinity of the death chambers, waiting for some word of friends and relatives. Worn out at last by the terrible strain of the past 24 hours, they betook themselves to their homes in the hope of getting a little rest.

Many Volunteered in Rescue Work

Inspiring was the spirit shown in the rescue. There was no need to call for volunteers. Every man seemed to feel the duty was his own and more thronged the river sides from early morning until late at night. Scores left their beds to go to the river and filtered into the city and walked, rode on work trains, or even hired horses to get to the scene. Every bend and twist of the river, each sand bar or other obstruction was carefully examined. It was thus that it was possible the recovery of what is thought to be at least three-fourths of the bodies. The vigilance was extended to the Arkansas river below the confluence with the Fountain, and fully a dozen bodies were discovered by search parties, chiefly volunteer or by farmers. One body was recovered seven miles below the city. The helpful spirit extended itself to the undertaking rooms where the corpse of guests was not able to cope with the situation and bystanders were enlisted to help in the gruesome labor.

The Fountain in high water is a dangerous stream, full of shifting quicksands and many dangerous whirlpools occurred in the work of rescue. One man, who refused to give his name, saw a body moving in the water near the mile of the stream six miles above Pueblo. In spite of warnings from his companions he plunged in. He had not gone ten feet when he was caught by the quicksands and drawn under. He had sunk in his neck before help reached him. All dread of colds, of ruined clothes, and of fatigue, disappeared. Some waded for miles in the stream.

The city and county departments rose even more nobly to the task. The police, the fire department, the sheriff's office, turned out in full force. They were thoroughly organized by their respective heads into effective and well drilled parties.

Chief E. [illegible]inger, of the firemen, at dawn started two parties, each with a wagon, from the Fourth street bridge up the Fountain on either bank. The men worked systematically and inspected closely. Twelve bodies were picked up on the first trip and sent back to the city in the implement wagon. The firemen continued their work during the day, lending a hand at whatever offered. Their skill at meeting emergencies was invaluable, and their habit of fearlessness was exhibited on a dozen occasions.

Some Incidents Heart Wringing

One of the saddest stories is that of Mr. and Mrs. Henry Gilbert of Oklahoma City. They are a young couple out on their honeymoon, only married two months. Gilbert, himself, is one of the three men who escaped so marvelously from the wreck. His wife was sitting beside him and although he is unscathed, her death was a terrible blow, and physical wreck. He is in the Pueblo hospital.

His father is Alvin W. Gilbert, and resides at 1000 Jackson street, Topeka. Herbert is a wire chief from Oklahoma City. His wife has been identified among the dead.

A dispatch from Jacksonville, Fla., was received by The Chieftain inquiring for Miss Alice Ford of that city. The name has not been reported among the dead or missing.

Fireman Albert McCoy of hose company No. 1 was one of the workers, and recovered three bodies from the Fountain. Among these was one supposed to be that of Mrs. Everard Rouse of Durango. A trunk was also found containing a package of visiting cards bearing this name and also a dozen mounted photographs, of which a reproduction is given.

Mr. Charles Conners, who was supposed to have been identified as one of the killed, was not on the wrecked train. We have received a letter from him, written by George Geppert on his departure from Denver. The Michael Geppert seems to be a student of Harvard hall, an educational institute near St. Louis.

Many of the bodies have already been taken to their homes. Help has been called in from neighboring towns by the undertakers, and the work of preparation for burial is going on rapidly.

Scene of Wreck Draws Thousands

The wreck as a spectacular feature fell short of the dreadful. There was one side of the arroya a Pullman car overhanging the abyss. A gaping hole in the sand was the locomotive. Its great weight had prevented the water from carrying it down the stream. The engine was where it had fallen. The tender had broken loose and although of solid steel also, was swept a third of a mile down the stream. The chair car is located two-thirds of a mile from the wreck and what is left of it is partly buried in the sand. When the rescue parties began their work on the car, the crowds thronged around expecting some more gruesome results. Not a single body was removed from it during the day and it is believed that no one or more bodies will be left for dead that they had been swept away.

The smoking car in which many people, especially men, are known to be, has not been touched. An effort was made late in the afternoon to dislodge it as it was thought that the bodies were buried beneath, but the current of the river was still too strong to check its efforts. The work was given up as darkness fell to be resumed this morning.

The day's work which created the havoc has the reputation of being one of the most dangerous on the railroad. It drains an immense area of mountain land, running northwest from its junction with the Fountain towards Pike's Peak for the distance of more than fifteen miles. In spite of the great drainage area it is compressed at its mouth between the bluffs for a distance close together. The railroad crossing is located only a few hundred yards below the bluffs. The vast volume of water gathered from a heavy rain is shot out through this narrow opening with terrific force and the gully although only forty feet wide, nor the length of a single railroad car, is fully thirty feet down the track. It is claimed by the railroad company to be of unusual strength, not having been carried away for years, but the rush of water is always so dangerous that after every rain the engineers have to give orders. The train was moving at more than fifteen miles an hour when the trestle collapsed.

The curious crowds were largely confined its attentions largely to the efforts of the railroad company to rebuild the track. The trestle under the dry creek of such harmless appearance should have reaped so huge a harvest of death. The trestle will not be entirely rebuilt until the locomotive now imbedded in the sand has been recovered and placed on the track. It is not thought to be greatly damaged.

Ghoulish Work

Despite the efforts of the authorities and citizens, it is apparent that many trunks have been broken and ransacked and contents of any value taken out by individuals who patrolled the river yesterday for that purpose. It is also believed that the clothing of victims of the disaster suffered the same outrageous performance, although money, watches and jewelry were, for the most part, unmolested by the ghouls. About sunset yesterday evening two Mexicans were discovered going through a trunk that they had dragged up from the river bank near the asylum. The men had just commenced their work of pilfering and were stopped before they had secured any of the contents, and the trunk was delivered to officials at the Union depot. The exact number of baggage pieces lost in the wreck is not known but probably a dozen have been recovered and properly taken care of.

Beautiful Woman the Last Find

Seventy-five bodies had been found by midnight. One, that of a very handsome woman or 22 or 23, was drawn out of the river by a farmer from below Vineland, twelve miles below the city and reached the city at 11 o'clock. Some are thought to have been swept still further beyond. That all will be found is not hoped by anyone. Many of the bodies recovered were nearly entirely buried in the sand, only a hand or a foot sticking out. It is certain that many are entirely covered and may never be found. Conductor James Smith was



A policeman found the above photograph in the mud near the scene of the wreck. He gave it to Chief of Police Shoup, thinking it might lead to the identification of some person. The cardboard bears the mark of a Kansas City photographer.

found at a late hour last night, but the grip in which he is thought to have had his ticket receipt for the trip, which would give the exact number of those on the train, has not been found. Another grip, believed to be his, was found and stripped of all clothing.

Beneath the chair car and the smoker are thought to be at least a dozen bodies. These cars are collapsed in such fashion, the ends and the seating being closed upon each other, that bodies would naturally be held there.

The work with these carried in the sands and still lying undiscovered along the banks of the rivers, a very low estimate of the dead is one hundred of whom nearly one-half are from Pueblo alone.

Darkness Ends Sickening Search

At 6:30 last night a man and woman who had been wandering up and down the river since the Eden train disaster, reported that they had seen the body of a man pinioned under a cottonwood tree, two miles down the river from the Eden mill, small sand bar. The left hand of the body and the right foot were all that were visible. On the third finger of the hand was a plain band ring. They placed a blue shawl on a nearby tree so that the searchers could find the body. A party of fifteen was immediately dispatched to the place described, but darkness had settled over the scene and it was impossible for them, at that time, to locate the dead man. Another searching party will go to the wreck to-day to take up the search, with the aid of the man and woman that discovered the corpse, and the body will probably be recovered.

About 20 feet from where the corpse was seen a small hand grip containing a quantity of woman's and children's clothing. In this grip was found a letter from John Molitter, addressed to his wife, and children at Colorado Springs. Nothing of every sort and description was continually found around the wreckage and down the stream for a distance of over five miles. A deed of trust and warranty deed made out to Florence Meats and Hubbard, by the county clerk of Adams county, Ill., was found among the papers with a certificate showing that Florence Meats had over 1200 deposited in the Clayton Building and Loan association of Illinois. A light green skirt, together with a dark green and brown underskirt were discovered on the river bank, and friends of Miss Minnedla Davis of Pueblo, who were present when the garments were found, state that they think the garments are those of Miss Davis.

Reported Dead But Are Alive

Miss Myrtle Walk, daughter of Officer Adam Walk, who was announced as among the dead, has been safe at her father's home during all the excitement. The girl thought to be Miss Walk is another, now unidentified.

Miss Vinnie Selby, who was reported dead, is alive in Colorado Springs. Miss Selby is stenographer in the offices of Congressman Hogg, and lives with her parents at 1045 Spruce street. She left Saturday for a few days' visit in the Arkansas valley, and although neither her parents did not hear from her yesterday they were not at all worried as she was not expected back for several days.

Town of Eden

Eden, Colo., heretofore insignificant and unknown to only a comparatively few, is a hamlet of probably twenty-five inhabitants, which included the station agent, the night operator of the Rio Grande and their families, and perhaps four other households. The railroad reaches it by a branch track from Pueblo to Eden, a distance of a little

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claim to no distinction—save that it will be remembered for years to come as being not far removed from one of the most horrible disasters in the history of the country.

Pullman Porter Proves a Hero

W. Vance, porter on the forward sleeper Wyuta, was one of the heroes of the disaster. To him and his nerve and bravery the people on that car owe their lives. He was standing near the front end of the car when the train came, and with a rare presence of mind rushed to the hand brake on the front of the car and began tightening the brakes on the wheels. His car was slipping forward from the momentum and from the drag in front caused by the forward cars falling into the stream. Vance held onto the brake like grim death. His hands clenched the wheel until his fingers almost bled, but he held on until his tight grip stopped the car. The forward cars left the forward sleeper and fell into the water, while the car which Vance held with the brake dropped a third of the way on the brink of the chasm, overhanging the gulch below. The forward trucks had left the track and gone down, but the remainder of the coach stayed on the tracks and the lives of the passengers were saved.

It required two engines and nearly a half hour's work to pull this sleeper back from the brink of the chasm. Nothing but Vance's cool and brave work at the brakes kept the car from plunging into the stream.

Young Couple Alive.

Mr. and Mrs. R. B. Collier, the young couple on their honeymoon at first reported missing, have turned up in Pueblo. They had gone from Colorado Springs to Denver. They had not thought to notify the friends in the city by telegram.

Doctor's Body Found.

The body of Dr. James B. McGregor of Ballard, Wash., was found near Pleasant View school house last night between Eden and Rye, by Frank McCarthy, son of T. G. McCarthy and an assistant. The searchers were compelled to dig down the stream in order to reach the body and carry it to this side. The remains were taken to Loor's undertaking parlors.

Miss Florence Wallner, cashier of the Child's Drug Store company, had no relatives in Pueblo. Her body was sent to Colorado Springs, where she has a sister living. Miss Alice Sturgeon, who went with Miss Florence Wallner to the springs on Sunday, was a cousin of E. B. Sturgeon of 24 Block N. She had come to Pueblo from Hartford, Ind., formerly from Indianapolis, Ind., and was employed as a clerk in Bernstein's store. She was 24 years old and was a blonde. The remains will be held at McCarthy's pending the arrival of her father from Minneapolis.

Mrs. A. L. Yeagla of 720 west Twelfth street was the wife of A. L. Yeagla, formerly of the Hartford Insurance company. For the past year he has been with the George Evans Real Estate and Loan company. She was about 35 years of age.

Miss Pearl Hopper was with her brother-in-law, George Beck, at the time of the accident. She lived at the Beck home at 1125 Fortieth.

Mrs. James Keating's body was yesterday identified by her sister, Mrs. Peter Burch, who was traveling with her on the train, but the body of the baby has not been found.

Entire Family Killed.

How completely the Eden disaster affected one family is evidenced in the case of Mr. and Mrs. J. Q. Thomas of this city. Mr. Thomas was commercial agent for the Santa Fe railroad in Pueblo. The body of a little girl was yesterday afternoon identified by several Santa Fe men as that of the little child. The body of her mother and father, Mr. and Mrs. Thomas, as that of his little girl. A late hour last night neither of Mr. Thomas nor his wife had been found. That he and his wife were in the wreck and are among those who are dead, is believed to be believed from the fact that a Santa Fe pass was found in the edge of the river yesterday afternoon by F. J. Burch, and delivered to the officials at the Santa Fe depot. Mr. Burch said that as he was walking along the river bank about two miles from the scene of the wreck, he saw something shining in the sand and, picking it up, discovered that it was a pass that bore the name of Mr. J. Q. Thomas.

First Funerals

The remains of Major Frank H Whiton were at 3 o'clock this morning sent by West Brothers & Whiton to his home at Lincoln, Neb.

Mrs. A. E. Maxwell reached the city last night from Denver where she was visiting her daughter and will today take the remains of her son Alexander, who was killed in the wreck to Sioux City, Iowa, his former home. The services will be held at Loor's undertaking parlors this afternoon at 2:30 by the pastor of the Epworth, Rev. H. E. Warner. Friends are invited without further notice.

On Way to Father's Bedside.

By Associated Press.

Lyndon, Kas., Aug. 8.—Capt. Frank H. Whittemore, killed in the Pueblo wreck, was on his way to his former home in this city to see his aged father, Prof. J. S. Whittemore, who is dangerously deathbed. Captain Whittman graduated from West Point in June, 1896, and was major in the twentieth Kansas regiment during the Spanish war. After being mustered out as a volunteer he was transferred to the regular army, being promoted to captain.

His last station was Fort Logan, Colo. At Fort Logan Capt. Whittemore was going on to Manassas, Va., where he was to act as umpire in the eastern army maneuvers.

3:00 a. m.

Total identified dead	66
Total known missing	28
Unidentified bodies	6
Total	100

PUEBLO'S LOSS

Identified dead	40
Pueblonns missing	25
Total	65
All the missing residents in outsid, cities are probably not yet reported.	

REFUGEES FROM PORT ARTUR

Recent Events in the Fortress Included Hard Fighting

By Associated Press.

Che Foo, Aug. 8.—6 p. m.—During the last twenty-four hours 200 Chinese and 50 Russian refugees have arrived here from Port Arthur. They almost all left there on August 4.

It has been impossible to obtain confirmation of the report of the sinking off Port Arthur of a Japanese cruiser, but that this occurred is not denied, as the vessel is said to have sunk in a place where mines have recently been laid.

Two French newspaper correspondents who made an attempt to reach Port Arthur by junk saw the Japanese fleet on August 6. They were twice arrested and turned back. They heard nothing of the alleged sinking of the Japanese cruiser. They counted twenty-four vessels of the Japanese fleet (ranged in a double semi-circle in front of the harbor.

The refugees report that the Russian cruiser Bayan was struck by a fragment from one of the mines which the Japanese constantly send in toward the harbor entrance.

The explosion occurred at the spot just previously vacated by the Russian gunboat Giliak, which had been in that position for months acting as guardship. The Bayan bears marks of projectiles of various sizes, showing that she has been hit 218 times since the beginning of the war.

It is stated here that Vice Admiral Skrydloff was not on board the Russian torpedo boat destroyer Lieutenant Burakoff when it visited Newchwang about a month ago and which was sunk on one of her return trips from that port.

This last batch of refugees, several of whom witnessed part of the three days' fighting of the week before last, deny that the Japanese were one verst (.66 of a mile) from the Russian fortress. They say that the Japanese troops are from ten to fifteen versts from the inner forts. The Japanese are busy entrenching work their trenches nearer the fortress. The Russian resistance to these efforts is constant and the use of artillery, which ceaselessly harasses the diggers.

The Japanese are said to have sixty guns in position on Wolf's hill and vicinity, and it is evidently their intention to shell the forts, lighten their noose around Port Arthur.

A refugee who witnessed the fighting of July 26 and 27 declares that on the 27 declares that 4,000 Russian troops defended that position, all the approaches to which had been protected with terraces at angles of 45 degrees. In many instances the Russians dropped pebbles and rolled rocks down on the enemy with effect more fatal than their bullets.

The Russian mines were cleverly concealed in open fields. Their composition is a secret. At the bottom a layer of high explosive, next a layer of rocks and the whole covered with sand. The explosion of these mines threw the rocks for a distance of one or two versts. It is alleged that with the exception of those which were captured two squadrons of Japanese cavalry were wiped out by the explosion of such mines.

The witnesses confirm previous statements that the Japanese losses in this fighting were enormous.

The Japanese soldiers advanced in close order over ground thickly strewn with their dead. They occupied the hill. By the third day the stench from decomposing bodies, which were not interred for lack of time, became intense. Japanese prisoners are quoted as saying that one of the narrow streets of a Chinese village, which was made the target of Russian batteries, was packed with dead and wounded men. The vehicles used by the Russians in removing their wounded included bicycles used in pairs with a litter swung between them.

A detachment of six cabs also was sent out on July 26 to bring in Russian wounded. On the 27th the cabs returned for more wounded to a place which they visited the day before. It was found, however, that this place was then occupied by Japanese. Only seven of the outfit of cabs. On July 27 two detachments of marines and sailors, numbering 200 men, with every commissioned officer as a result of the first volley fired by the Japanese, were landed. A detachment thereupon sent a delegation to Major General Kondratenko and requested that he send the officers under whom they had previously performed exceptionally brilliant services, for which General Stoessel had sent them special thanks.

The night of July 27 the Russian soldiers had been fighting 48 hours with a minimum of rest, food and water. They were then relieved by reserves who arrived at the fortress with bands playing the national anthem. At the conclusion of the anthem cheers were given for the entire Russian line for the emperor.

A proclamation issued by General Stoessel, commander-in-chief at Port Arthur, thanking the soldiers and declaring that their work never would be forgotten was read to the troops, who again cheered. At this time parts of the Japanese fleet were in sight and that the Russians could hear their enemies talking. Among the refugees which arrived here during the last few hours are campaign officials of the Danish Asiatic company, for whose safety fears had been entertained.

Russians Were Attacked.

By Associated Press.

Berlin, Aug. 8.—The Tageblatt this morning prints the following despatch: "Liao Yang, Aug. 7.—The Russian forces north of Hai Cheng suffered a heavy attack today. Many wounded Russians are here.

"There is a rumor current that General Kuroki is threatening Mukden from the northeast.

"Gen. Alexieff and General Kuropatkin were yesterday in Liao Yang."

Important Conference.

By Associated Press.

St. Petersburg, Aug. 8, 5:25 p. m.—An important conference of the military situation was held at the Peterhof palace today. The ministers of war and marine and the Grand Duke Alexis, High Admiral of the fleet, and General Kuropatkin's aides de camp, who had just arrived from the front with personal despatches for the emperor, and others were present.

CALMLY WAITING

Germany Assumes That Russia Will Do the Right Thing.

By Associated Press.

St. Petersburg, Aug. 8.—[illegible] p. m.—The [illegible] the government's attitude [illegible] section of the German press, the German government is acting as calmly in the matter of the sinking of the steamer Thea as it did in the matter of the seizure of the Prinse Heinrich and is seemingly convinced that if any wrong has been done it will be righted.

Germany thus far his contented herself by asking for an explanation of the sinking of the Thea and by the absence of result in the official inquiry by the prize court at Vladivostok, Russia is not yet able to reply.

The German counsul at Vladivostok confirms the statement that the Thea had only 180 tons of coal on board, not enough to get her to Vladivostok. She says she was loaded with fish and fish guanore. The captain was given twenty minutes in which to abandon his ship and the crew lost all their possessions.

From the information thus far received there apparently was less justification for sinking the Thea than for sinking the Knight Commander and if sufficient justification can not be shown, Germany doubtless will lead for compensation for the ship, which it is believed Russia will not refuse.

Russia has been officially notified of the agreement reached between Great Britain and the United States thanking for the protection of the seals at the Kommander islands.

A RUSSIAN PRIZE

Another British Steamer Sent to Port by Czar's Cruisers.

By Associated Press.

Vladivostok, Aug. 8.—11 p. m.—The British steamer Calchas from Tacoma for Japan ports which was arrested by the Vladivostok squadron 30 miles north of Tokio has been sent to the nearest prize court of the Pacific coast of Japan arrived here today in charge of a prize crew. It was a week overdue, having been detained by fogs. The Calchas is the last vessel captured by the Russian cruiser's cruisers. The papers of the Calchas showed she was carrying 370 tons of fresh meat, 1,000 cotton, 328 rugs, and 125 parts of machinery all consigned to Yokohama. The remaining 1,500 tons of the Calchas' cargo was consigned to Hong Kong.

The steamer Calchas was bound from Hong Kong and carried sufficient coal to go to Vladivostok. Therefore it was decided to send her to that port in charge of Lieutenant Blacker, 5 br. and 41 men, from the Rurik. The transfer of the prize crew to the steamer was attended with the greatest danger owing to the heavy sea which was running at the time.

Japanese Ships Disabled.

By Associated Press.

St. Petersburg, Aug. 8.—Viceroy Alexieff reports that the engagement which took place July 26 off Port Arthur between the Japanese and Russian squadrons resulted in Japanese ships, including a gunboat, were damaged.

Heavy Guns Heard.

By Associated Press.

Che Foo, Aug. 8.—11 p. m.—The firing of heavy guns at Port Arthur was plainly heard distinctly heard at 3 o'clock this morning. The firing was in the direction of Port Arthur since 10:30 p. m. the cannonade continued and the atmosphere being unusually favorable.

Shot a Dead Duck.

By Associated Press.

New Chwang, Aug. 8.—Japanese gunboats have returned here from a trip up the river reports that she fired a few shots at the sunken Russian gunboat Nivchak, which it is believed was scuttled by her crew and not blown up as previously reported.

The Russians destroyed their stores before leaving for Hai Cheng, either owing to being in a hurry or on account of defective transportation.

All is quiet here and trade is fairly brisk, considering the circumstances. Everybody apparently is well contented with the Japanese occupation, while regretting the severance of personal friendships formed with the Russian officers.

The Japanese restrictions regarding the bonds of settlement are rightly enforced.

Rumors From Port Arthur.

By Associated Press.

St. Petersburg, Aug. 8.—9:25 p. m.—The report that the Japanese are landing troops in Louisa bay about nine miles northwest of Port Arthur excites no surprise at the war office. The officials there are astonished that the Japanese have waited so long to reach the weakest point and drive home an attack where least expected.

The war office does not confirm the Che Foo report of an attack on Port Arthur, August 5 and believes the telegram of August 3 refers to July 26, 27, and 28. It is pointed out that if the Japanese lost 10,000 men then, it would be impossible for them to repeat the attack within eight days.

A private telegram from Che Foo, before the firing of the Japanese assault there, reports the loss of the Japanese protected cruisers Chiyoda and Yoshino through the explosion of mines off Port Arthur.

Russians Still Resisting.

By Associated Press.

General Kuroki's Headquarters in the Field, via Fu San, Aug. 7. (Delayed in transmission.)—Reports received in front of Gen. Kuroki's army are reported retreating northward. A part of it has encamped at Anping, twenty miles from Liao Yang. Guns were heard this morning on the Japanese right, meaning possibly the attempt of the rear guard of the Russian retreatment, in connection with the death of Lieut. Gen. Count Keller, who is reported dead on July 29, while watching the battle at Yangse Pass from a battery position above Maowan. The Chinese say that the Russians removed two coffins from that place with great ceremony.

$15.00 round trip to Grand Junction, August 9th, via Denver and Rio Grande railroad.

Will Not Drop Jap Trade.

By Associated Press.

New York, Aug. 8.—Although the owners of the principal shipping lines to Japan are not carrying cargo beyond Chinese ports, it can be supposed, says a London dispatch to the Times, that British owners generally will drop the Japanese trade. There will be plenty of steamers to offer for the risky service at moderate prices, and great losers will carry their cargo to Shanghai, Hongkong, etc., and there it will be transhipped. The present increase in rates on cargoes from Rangoon, Java and China ports to Japan are still comparatively small, and the approaches to the western coasts of Japan are protected to some extent by the Japanese fleet.

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