

THE NAVAL BATTLE.

FURTHER DETAILS.

THE RUSSIAN LOSSES.

RODJESIVSKY WOUNDED.

ST. PETERSBURG, May 31.
General Litvinchik forwarded on the 29th inst. a report of the commander of the cruiser "Almaz" which was published yesterday evening. It says that the battleships "Ryuzs", "Suzouki", "Borodino", "Oshika", and the cruiser "Ural" were sunk during Saturday's fighting. After the "Almaz" had left the fleet, the battle was resumed in the darkness and the "Almaz" being unable to rejoin the squadron, proceeded to Vladivostok. The details of subsequent fighting are unknown.

The "Almaz" had 5 killed and 11 wounded. (Hav.)

SHANSHAI, May 31.
The transport "Korea" arrived at Wusung pined by several projectiles, and all her boats were shot away. She escaped directly the Japanese appeared, but was struck by shells before she got out of range. (Hav.)

LONDON, May 31.
The "Daily Express" learns from Tokio that the Russian cruiser "Gromoboi", in leaving Vladivostok, apparently hoping to join Admiral Rodjestyevsky's fleet, struck a Japanese mine and foundered with all hands.

The "Daily Mail" learns from Tokio that when the "Korea" was sunk, Admiral Rodjestyevsky went on board another vessel, but was captured off Fumi yesterday, severely wounded in the arm. (Hav.)

TOKYO, May 31.
Admiral Togo's report confirms the capture of a Russian torpedo-boat on the 27th inst., with Rodjestyevsky and another Admiral seriously wounded on board.

The total Russian losses amount to twenty-two ships. The Japanese losses are unknown. (Hav.)

TOKYO, May 31.
Admiral Rodjestyevsky and another Admiral, both severely wounded, and numerous Staff officers were captured on board the destroyer "Izumi". The Japanese losses are not yet determined but it is believed that the Russian fleet was seriously damaged. The first division lost about 400 men and Admiral Misi is wounded. The Russians lost altogether 22 ships with an aggregate tonnage of 153,411 tons. The battle and pursuit lasted from Saturday morning until Monday morning. The Japanese in continuing their efforts until they felt that they had won the whole prey.

Admiral Rodjestyevsky has arrived at the Saeko hospital.

The Japanese loss during the battle was only three torpedo-boats. (Hav.)

ST. PETERSBURG, May 31.
The torpedo boat "Brav" arrived at Vladivostok with 290 survivors from the "Oshika". (Hav.)

ST. PETERSBURG, June 1.
The destroyer "Razvayshchik" has arrived at Vladivostok.

The admiralty denies the news that the cruiser "Gromoboi" foundered in quitting Vladivostok. (Hav.)

TOKYO, June 1.
Two hospital-ships have been seized and taken to Suo-ho on the suspicion that they took a strategic part in the battle. (Hav.)

TOKYO, June 1.
Admiral Rodjestyevsky's forehead is fractured, necessitating an operation, but he is expected to recover. (Hav.)

RUSSIAN PRESS AND THE DEFEAT.

IN FAVOUR OF PEACE.

ST. PETERSBURG, May 31.
The defeat of the Baltic fleet has given fresh impetus to the clamour of the Russian newspapers for representative institutions. The liberal organs are not hesitating to attack the Government, declaring that the bureaucracy has crowded the work of national dishonour.

The "Vest" is the only paper which is in favour of continuing the war. The "Novoye Vremya" declares that the situation demands the immediate convocation of a representative assembly.

Admiral Alexieff conferred with the Tsar yesterday regarding the situation. (Hav.)

ST. PETERSBURG, May 31.
The Press is unanimous in showing up the mistakes committed in the conduct of the war, and calls for the immediate convocation of a representative national assembly. (Hav.)

NEW LIBERAL ORGAN.

LONDON, May 31.
A company has been formed with a capital of £300,000 to start a paper, to be named "The Tribune". It will be an official Liberal organ, and will be named "The Tribune". (Hav.)

ATLANTIC YACHT RACE.

LONDON, May 31.
In the Atlantic yacht race the German yacht "Humburg" arrived second and the British "Valhalla" third. (Hav.)

PARIS BOMB OUTRAGE.

ATTEMPT ON KING ALFONSO'S LIFE

PARIS, May 31.
A detonation was heard at midnight just as King Alfonso was leaving the Opera House. Neither the King nor M. Loubet was hurt. (Hav.)

PARIS, June 1.
As King Alfonso and M. Loubet were returning from the Opera last night a man dressed like a workman threw a bomb. The assassin officers riding on both sides of the carriage were thrown from their horses and bruised. One horse was killed and 6 were injured. Three policemen, a woman, and a child were wounded and taken to the hospital.

The King and President Loubet were unhurt.

The thrower of the bomb was arrested. (H.)

An attempt on King Alfonso's life had been expected by the Parisian police. Yesterday week they arrested seven anarchists, two of whom had been entrusted with the carrying out of an attempt against the life of King Alfonso during his stay in Paris. The men were lodged in prison. Five of them refused to give any account of themselves, but the other two avowed that they had arrived with the intention of assassinating the King of Spain.

THE DERBY.

WON IN RECORD TIME.

LONDON, May 31.
1, Cicero; 2, Jolly; 3, Signorino.

Betting: 1 to 1 against Cicero; 4 to 1 for Jolly; 5 to 1 for Signorino; 33 to 1 Blue Streak.

Cicero won by a length. One head between 2nd and 3rd. Time 2 minutes 29.5. This is a record. (Hav.)

HOME CRICKET.

LONDON, May 31.
Australians all out for 221 runs. Cotes 43. England 318 runs for 5 wickets. Tidyless 61. MacLaren 140.

LONDON, May 31.
England 426 runs for 5 wickets. The innings was declared closed. Jackson 82 runs not out. Australian's second innings 188. Gregory 51. Analysis, Bosanquet 8 wickets for 105 runs. England beat Australia by 413 runs.

England beat Kent by 51 runs. Leicestershire beat M.C.C. by 202 runs. Sussex beat Northamptonshire by 802 runs. Yorkshire beat Worcestershire by 203 runs. The match between Cambridge University and Surrey has been drawn. (Hav.)

LOCAL AND GENERAL.

STRAY AND OWNERLESS DOGS found in the Khafis district of Cairo during the night of Saturday and at daylight on Sunday will be poisoned by the police.

LOTS TAKEN.—The Imperial Ottoman Bank informs us that the gross lot at yesterday's drawing of the Ottoman Railway Lottery bonds was won by the holder of bond No. 120,289.

HELLIC FLEET.—The sum of £20,000 which had been collected in Egypt towards the funds for the increase of the Hellenic Fleet, has been sent to Athens through the Greek Diplomatic Agency.

NEW MALTESE BAND.—The first meeting of the promoters of the "New National Maltese Band" will take place on Sunday next in the hall of the Maltese Benevolent Society, 4, Trieste-street, when the band will be definitely formed and a committee appointed.

H.M.S. "Jura" Captain Christian, R.N., conveying the Admiralty dredger "St. Lawrence", arrived at Alexandria to-day from Malta. Mr. E. B. Gould, L.S.O., H.B.M.'s Consul General, introduced Captain Christian to H.E. the Governor of Alexandria this morning.

SUEZ CANAL.—15 vessels passed through the Canal on the 27th and 28th May, of which were British 1, Norwegian, 1, German, 1, Italian, 2, French, 1, Dutch, 1, Turkish. The receipts for the two days were frs. 575,525.94, making the total from 1st May frs. 8,491,069.55.

ATTEMPTED SUICIDE.—Yesterday an old native, 60 years of age, tried to commit suicide by throwing himself into Alexandria harbour. He was rescued before life was extinct and on being questioned declared that he wanted to make away with himself to escape a load of debt.

FIGHT ON THE BOURSE.—Shortly after mid-day today the Alexandria Bourse was the scene of a serious encounter with rumours between two well-known young Greeks. One of them was much injured about the face and blood flowed freely. The encounter caused considerable excitement.

FIRE AT ZAGAZIG.—On Tuesday night, at 11 o'clock, a fire broke out in the buffet at Zagazig station. The Moudir, Sahabeh Bey, Commandant of the Post-Rail Police, and Mr. Langley, of the Irrigation Department, directed the efforts of the fire brigade and the fire was extinguished after some trouble.

THE COTTON CUT WORK.

INTERESTING EXPERIMENTS.

Some interesting and successful experiments in trying to combat the cotton cut worm (the Yashan) have been carried out at Kharaia, on the lands of the Aboukir Company. The Khedivial Agricultural Society sent their entomologist, Mr. Wilcocks, to examine a method of dealing with the pest proposed by Mr. Richmond, and we understand that Mr. Wilcocks was so impressed with the system employed that he strongly urged the society to arrange for experiments to be carried out in the Behera province, where this particular pest causes so much damage to the young cotton. The same worm has this year also cleared off a great part of the berseem which was left to rot. Unfortunately the society have postponed putting the method to further practical tests till next year, although there was plenty of time to act on their entomologist's advice.

Mr. Richmond's method of dealing with the pest is based on making the cotton fields distasteful to the female moth, so as to prevent her laying her eggs on the cotton plants or on the roots of the young plants. To do this he advises that with the first watering which is given to the fields after sowing the seed, two to three gallons of petroleum should be applied for each faden.

The simplest method of applying the petroleum is to bore a tiny hole in the bottom of a fall 33 lb. tin containing 4 gallons and push the tin on a board at the point where the water is being run on to the field. The petroleum falls in a tiny stream or almost in drops on to the running water and is quite sufficient to make the necessary film.

As the irrigation water sinks into the soil it leaves behind a thin film of petroleum, which is most distasteful to the moth, whilst it does no harm to the germinating cotton. This is prevention of attack and for that reason a very valuable precaution.

The greatest damage is done a few days after the plants make its appearance above ground, when the stem is very thin and easily gnawed through by the caterpillar. With the second watering the petroleum should be applied in the same quantity and manner as previously. After the second watering the plants quickly become strong enough to withstand stem attacks, which are the most fatal.

The petroleum film on the fields should kill any caterpillar which it comes in contact with. This may be called cure, of a value only second to prevention. The method is a very simple one, very cheap, and can be applied by any cultivator. Petroleum can be obtained in any village in Egypt at about 10 p. 10. per tin. Half a tin will do for a faden, and the sole destruction of the caterpillar is to make a very small hole with a pin. The experiments are to be continued in the autumn on the young berseem crop, which is generally badly attacked by Agrotis at Aboukir if the berseem is sown early.

From caterpillars collected at Kharaia Mr. Richmond finds that the chrysalis stage is 14 days and the presumption is that there are a succession of broods during the summer.

It is interesting to note that two of the caterpillars which were being watched were badly attacked by parasites which appeared to be the larvae of an Ichneumon fly. These larvae bored their way out of the bodies of the two caterpillars and spun small yellowish white cocoons for themselves. Both caterpillars attacked by the parasites died, being unable to turn themselves into pupae. The cocoons of Ichneumon flies should on no account be destroyed.

THE NUBARIEH CANAL.

The Ministry of Public Works has issued the following notice in regard to the prolongation of the Nubarieh Canal.

In order to put the public on their guard against certain statements to the effect that the Government had the intention of shortly prolonging the Nubarieh Canal, the Ministry of Public Works hereby declares that any undertaking for the extension of the canal, if it is executed, will only be carried into effect in any case in the distant future.

THE UPPER NILE.

Major P. Powell-Cotton, late 5th Bn. Northumberland Fusiliers, the African explorer, who is on an expedition from the Nile to the Zambesi, has been heard of again. He left the Lake Enclave for the Congo Forest at the end of February, and arrived on the 29th April at Wabedi—all well. Major Powell-Cotton is travelling all alone, having only a boy-gard of natives, who will follow him anywhere, such is their admiration for the "kind white chief". The gallant explorer's methods are always those of peace and goodwill.

The Ellerman S.S. "Bulgarian" sailed from Liverpool on Tuesday for Gibraltar, Malta, and Alexandria.

The Moss liner "Seti" arrived in England yesterday.

The Messageries Maritimes S.S. "Congo" arrived at Marseilles from Alexandria yesterday morning.

The Moss liner "Rameses" sailed from Malta yesterday and is due here on Sunday morning with passengers, mails, and general cargo.

The S.S. "Royal Prince" from Manchester, left Malta this morning and is due here on Saturday evening next, with passengers and general cargo.

STEAMER MOVEMENTS.

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THE SUEZ CANAL.

DIVIDEND AND DISSATISFACTION.

A London correspondent writes:—Considerable dissatisfaction is expressed in shipping circles at the decision of the directors of the Suez Canal Company to pay a dividend of 26 per cent. on account of 1904, as against 26 per cent. for the previous year. It had been hoped that the increase in net profits during the past twelve months would have been devoted entirely to the reduction of the dues charged on vessels using the Canal. The addition of 2 per cent. to the shareholders' dividend knocks this idea on the head, and if the present charge of 8.50 francs per ton is reduced to 7.75 francs shipowners will think themselves lucky, the generosity of the company may even fall short of this small concession. Indeed, I should not be surprised if the reduction is only to 8 francs per ton. Such a decision might be regarded with favour by some of the shareholders, but I fancy that in the end the directors would regret their negligence.

As to whether the reduction is likely to be maintained, a high authority in the shipping world says to a Press representative last week:—"In 1906 the Canal Company are going to lose 10,000,000fr. in consequence of this reduction, and it is a question whether or not such a loss can be continued. The company are taking considerable risk in the interests of the shipping trade—certainly not in the interest of their own shareholders."

"The proposed reduction is 75c. per ton, which is equal to a reduction of 10,000,000fr. or 2400,000l. The arrangement is just part and parcel of the London programme, and is by no means to be continued. The agitation which was set on foot a short time ago."

On the other hand there are shipping authorities who hold the view that the 75c. reduction is distinctly the outcome of the recent agitation. "At first," said one of these gentlemen to the representative, "they only talked of a 25c. reduction, but, ultimately, a little sop of 75c. was suggested."

"The company are paying 38 per cent. dividend on the shares, which is a branch of the London agreement. All profit over 25 per cent., according to the terms of that arrangement, ought to go to a reduction of the tonnage dues, and if that were adhered to in all probability the rates would be brought down 2fr. or 3fr."

"The agreement to which we refer is between M. de Lesseps on the one hand, and the London Committee of Shipowners on the other. This is a clean, logical agreement, and would, no doubt, hold good at law. It is a great deal more than an honourable understanding."

"I learnt the other day from a gentleman of exceptionally high authority on these matters that the only explanation which can be given for men like those at the head of the Canal Company's affairs—including representatives of the British Government—practically breaking their word, lies in the fact that they have discovered that the London agreement, if adhered to, would place them in the position of fiduciary legatees, liable to the code of honor that regulates private firms should apply in the case of a great company."

"The company might have come to the shipowners and said, 'We are in a mess—we must have this agreement altered.' The shipowners, who have shown every disposition to be reasonable, would, no doubt, have consented to discuss the matter. Instead of that they have ridden rough-shod over everyone."

"As to the enforcement of the agreement, there is the court to enforce it! The shipowners would have to go to France, and in an international affair of this kind they ought to have their own Government with them. The Government, however, at this time are sitting on the fence."

BANK OF ABYSSINIA.

The preliminary articles of association of the Bank of Abyssinia were signed by Sir Evelyn Baring, Messrs. P. T. Rowland D. McMillan, Bohner Nagard, Raphael Pini, Humbert Elango, and Alfred Valliet. The bank will concern itself with banking, commercial, industrial, and financial business specially in Abyssinia, and with the consent of the Government will be able to issue notes and coin money. The capital is 100,000 shares of 25 each all of which has been fully subscribed. The chief office of the bank will be at Addis Ababa, but its "sieve office" will be at Cairo.

NEW NILE NAVIGATION CO.

The Delta and Upper Egypt Nile Navigation Company has been formed with a capital of 10,000 shares of £4 each, all fully subscribed by the following:—Messrs. Ph. Th. Jotias & Co., 8,125 p. Th. Potandis, 1,250; A. E. Palmer, 1,250; C. G. Chetani, 1,250; E. B. Elango, 1,250; C. A. Pringle, 1,025; Michel Mavrogordato, 750. The seat of the company will be at Alexandria. Its objects are evident from its title.

MORE NEW COMPANIES.

Two new companies are announced with a capital of one million pounds sterling apiece. "London Opinion," of May 24, says—There is a crop of new Egyptian land, industrial, and mining ventures coming along. Two of them are to have a capital of £1,000,000 each. The first is to be a kind of General Mining and Finance Corporation for Egypt, and the other as a Land, Agricultural, and Trading concern.

NEW ROUTE TO EGYPT.

ROMANIAN STEAMSHIP COMPANY

The Romanian Steamship Company has ordered new steamers for the Constantia-Alexandria line at the Chantiers de La Loire at Saint Nazaire. The vessel, which is to cost frs. 2,400,000, will be the finest in the company's fleet. She is to be named the "Empereur Trajan."

The new line to Alexandria is an extension of the Constantia-Constantinople-Athens service. This route has lately been brought into prominence owing to the new Constantinople-Constantinople cable, which is of great economic importance. By this means, telegraphic correspondence will be increased both between Berlin and Constantinople, on the one hand, and between Sontary, Angora, Mossel, Baghdad, Basra, and Pa on the other.

As regards mail, if the Constantia route is adopted instead of the Brindisi line, the distance will be considerably shortened between Europe and Asia Minor, especially when the Baghdad railway is completed. There is now rapid line of steamers between Constantinople and Constantinople, and the Romanian Government intends to extend the Athens line to Alexandria.

ESBEBIEH GARDENS.

By kind permission of Major (C. J. L. Davidson, D.S.O., commanding, and officers 2nd Royal Lancers, Ebsieb, the Band will perform the following selection of music in Ebsieb Gardens to-morrow (Friday) at 5 p.m.:—

1. March—Glorious to Egypt—Tollach.

2. Overture—Mussini—Auber.

3. Song—The Sea and the Wind—A. Godfrey.

4. Selection—Reminiscences of All Nations—A. Godfrey.

5. Tune—Alexander's Tunes—Grieg.

6. Musical Sketch—The Beauty in the Wood—Mendelssohn.

7. Polka—Zoukora—Chopin.

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