

MARCONI TO THE TRIBUNE. WIRELESS MESSAGE FROM THE CAMPANIA TELLS OF HIS NEW SUCCESS.

Has Proved That Daily News Service on Transatlantic Liners Can Be Established at Once.

The Tribune yesterday sent a message by wireless telegraphy to William Marconi, who was on the Campania, off Nantucket Lightship, asking him as to the success of his experiments on that vessel.

THE TRIBUNE, New-York: Thanks for message. Undertook voyage for purpose ascertaining requirements on shipboard for daily news message. Results satisfactory for immediate inauguration. MARCONI.

MARCONI'S NEW PLANS. THE INVENTOR'S RECORD. Newly Perfected Instruments Used on This Trip.

Before the sailing of the Campania from Liverpool last Saturday, instruments which Marconi had been at work for several months perfecting were placed in the shore stations at Poldhu and on the Irish coast. Duplicate instruments were installed at Siasconsett and

His Remarkable Achievements in Wireless Telegraphy.

Scarcely six years have elapsed since Mr. Marconi first attracted public attention by his achievements in wireless telegraphy. He opened communication between Alum Bay, on the Isle of Wight, and Bournemouth, in Hampshire, in 1898, and on Christmas Eve that year initiated a permanent service between the South Foreland Light-house and the East Goodwin Sands Lightship. In one case the distance covered was eighteen miles, and in the other it was twelve miles.



GUGLIELMO MARCONI. (Copyright by Elliott & Fry.)

Having come to Newfoundland in December, 1891, to make further experiments, and having previously equipped a station at Poldhu, in Cornwall, England, with a powerful transmitter, Mr. Marconi was convinced that he received signals sent to him across the ocean. These were only repetitions of the letter "S." They were heard in a telephone, but were not recorded with instruments. The kite which supported his vertical wire during these tests was, undoubtedly, still further embarrassed.

All doubt vanished, however, when the next important tests were made. Mr. Marconi was then on the steamship Philadelphia on his way to America. On February 25, 1902, when 1,531 1/2 miles from Poldhu, a message made up of words was received on the steamship. The following day signals were recognized at a distance of 2,069 miles from Poldhu.

Experimental work was conducted in the summer and autumn of 1902 on the warship Carlo Alberto, which had been lent to Mr. Marconi by the King of Italy. The ship, equipped with wireless telegraph instruments, sailed from Naples on June 10, and on June 15 exchanged messages with Marconi, then on land at the Lizard. The Carlo Alberto took him on board, and after the coronation exercises, started on a long cruise. Messages were received from Poldhu and sent to naval vessels in the Baltic and Mediterranean seas, in some instances traveling several hundred miles.

After a few weeks' delay at Spezia, Italy, the Carlo Alberto started for America. She approached the coast of Cape Breton at the close of October, 1902. In the mean time a station had been erected in that province, at Table Head, Glace Bay, near Sydney. A similar one was being built at South Wellfleet, on Cape Cod, to replace one which had been constructed there previously, but which had been wrecked by a storm. The stations at Table Head and South Wellfleet are almost exactly alike.

The former is about 2,300 miles from Poldhu and the latter about 2,000 miles. The Carlo Alberto, which had been wrecked by a storm, was on the coast of South Wellfleet, when the Carlo Alberto was on the coast of Cape Cod. He sent President Roosevelt's message to King Edward with his own hand on January 13, 1903. Formal messages to King Edward and King Victor Emmanuel III and other distinguished persons were sent on December 21. Marconi left Cape Cod, he sent President Roosevelt's message to King Edward with his own hand on January 13, 1903.

Through Mr. Marconi's invention has found a wider use in the merchant marine and some foreign navies, no apparent advance has yet been made in establishing a transatlantic service. The King of Italy, who in several ways has shown a helpful interest in Mr. Marconi's work, is said to have ordered time. It was expected that the inventor would sail in her for this country in April. In the meantime, however, a few weeks ago made necessary a change in his plans. He then decided to come by a transatlantic steamship.

aboard the Campania. To assist him in his experiments, Marconi has with him on the Campania his chief technical assistant and private secretary, Mr. Kemp, and a special operator. The Cunard Company, on whose boats Marconi has made many of his most important experiments in long distance wireless telegraphy, is much interested in his attempt on the present voyage to maintain continuous communication, and if he is successful it will at once establish a daily news service for its patrons.

John D. Oppé, vice-president of the Marconi Company in America, said yesterday that he was certain Marconi's present experiments would be entirely successful, and that he expected confirmation of his belief at any moment. Marconi's telegram to The Tribune last night shows that the expectations of the inventor and the officers of his company have been fulfilled and a daily news service at sea is practically accomplished.

Though the equipment of the Campania might not enable Mr. Marconi to transmit messages to a distance exceeding 100 or 150 miles, it is thought that her receiving apparatus would respond to impulses sent from Poldhu, in Cornwall. On the supposition that the instruments installed at that place have undergone improvement in the last twelve or fifteen months, it is probable that messages can be sent there with greater facility than formerly.

A news service has been furnished the patrons on the ocean liners for some time, but in mid-February there has generally been a hiatus of about two days before the shore station toward which the steamship was running has been picked up. The day after the sinking of the Petrovskoyevsk and the death of Admiral Makarov the purser of the Kronland got out in mid-ocean an extra edition, the first ever printed at sea.

SCHWAB EXPLAINS. Says He Resigned from U. S. Steel—Care for Shipbuilding Company.

With the return yesterday of Charles M. Schwab from a six weeks' trip to the Pacific Coast, it was announced that his recent resignation from the finance committee of the United States Steel Corporation was so that he might devote himself entirely to the rehabilitation of the United States Shipbuilding Company and to the affairs of the Chicago Pneumatic Tool Company, which he practically controls. This was the first public announcement of Mr. Schwab's reasons for resigning from the finance committee of the Steel Trust.

Mr. Schwab left here for the Pacific Coast about six weeks ago. He got back late yesterday. Mrs. Schwab and family were with him. On his way to San Francisco Mr. Schwab inspected thoroughly the four plants of the Chicago Pneumatic Tool Company, which, although a comparatively new organization, is said to be strong. The four plants are at Cleveland and Franklin, Ohio; Detroit and Chicago. It is said that Mr. Schwab found everything to his satisfaction, and that he will soon extend the capacity of the plants to the manufacture of all sorts and grades of pneumatic tools. Nearly all sub-way work nowadays is done with pneumatic tools, and the increasing amount of such work being done has opened up an enormous new field.

It is said that Mr. Schwab will also devote much time to the affairs of the United States Shipbuilding Company, and that it is his intention to place this corporation on a first class basis. He will give its affairs his personal interest, something, it is said, he has not done heretofore.

IS AID FOR TIBET IN VIEW?

Russia Said To Be Massing 125,000 Troops Beyond the Caucasus.

London, May 14.—The Daily Mail this morning publishes a dispatch from Constantinople, according to which Russia is concentrating troops just beyond the Caucasus. The most reliable information, the dispatch says, fixes the present total number of troops at 125,000.

SHIPPING STRIKE ENDS.

French Merchant Officers Agree to Companies' Terms.

Marseilles, May 13.—The shipping strike is virtually over. The captains, engineers and other officers of the merchant marine have agreed to resume their duties on the shipping companies' conditions.

ADEN DECLARED PLAGUE INFECTED. Aden, Arabia, May 13.—Aden has been declared to be a plague infected port.

THE WORLD'S FAIR TRAIN. PENNSYLVANIA RAILROAD. Beginning Sunday, May 15, the Pennsylvania Railroad will inaugurate the running of the "St. Louis Limited," as a solid through Pullman train between New-York and St. Louis. It will be composed entirely of Pullman sleeping, dining and observation cars of the same pattern now in use on the famous "Pennsylvania Limited." The train will be equipped with all the extra comforts which have made the older train so popular, such as official stenographer, a daily newspaper, barber shop, bathroom and the palatial observation room and platform so welcome to passengers. It will be almost an exact counterpart of the "Pennsylvania Limited," and will be the finest train run between New-York and St. Louis—Adv.

WILL SWEAR WITNESSES.

WHITEWASHERS' PLANS.

Grout's Conditions for the Westchester and Boston Accepted.

In secret the committee of aldermen which is to do the investigating of the bribery stories in connection with the Port Chester hold-up met yesterday afternoon. It will hold its first public session on Monday at 3 p. m. In the mean time it will have half a dozen witnesses served with subpoenas. Assistant Corporation Counsel Burr will be there to examine the witnesses who choose to attend, and a fate dire is predicted by Chairman Doull for "contumacious witnesses."

In accordance with a formal opinion delivered to Mr. Doull by Theodore Connolly, Acting Corporation Counsel, the chairman of the committee, will himself administer the oath to witnesses. He will have this power, he says, under the Code of Civil Procedure. If a witness refuses to answer the questions put by Mr. Burr, the latter is under instructions to procure his punishment.

Mr. Connolly says in his formal opinion about what he did on Thursday to reporters, that "while there was no law you could lay your finger on, there undoubtedly was power" vested in the investigating committee. His opinion follows:

As there seems to be an opinion abroad that your committee has no power to subpoena witnesses, I think it advisable to state to you formally that while there is no specific power anywhere given to the Board of Aldermen or a committee thereof to subpoena persons not officers or employees of the city government, yet there is, under the Code of Civil Procedure, such broad and general power that I have no doubt your committee has, under the statute mentioned, ample power not only to compel the attendance of any person as a witness, together with papers, but to compel punishment of such a person who may neglect to obey your subpoena.

PRESIDENT GOTTSCHALL OUT OF TOWN.

Mr. Doull said the list of witnesses for the first day had been prepared, and they would be served with subpoenas between now and the session. He would not tell who they were. It is understood that William F. King, of the Merchants' Association, who has said that his people were in communication with an important witness, will be asked to tell that person's name, and give any other information he may have. Mr. Gottschall, of the Port Chester road, will probably not be served with a subpoena for the first session, as he is out of town. Alderman Doull thinks the investigation ought not to take long, as not many questions will be asked of each witness, but it will be continued as long as necessary for a thorough inquiry, he says.

William F. King, of the Merchants' Association, is going on with his investigation. Between now and Tuesday he will see some of those interested in the Port Chester Railway, and when on Tuesday his committee and the Bronx committee meet, it will be decided just how far to go. The prospect for funds is excellent, Mr. King says. No investigation, though, in his opinion, can remedy the harm already done to the present city administration by the brazen holdup of the Port Chester application and the Mayor's signing of the Remsen bill.

"The vetoing of the Remsen bill by the Governor," said Mr. King, "has given to the Tammany representatives one of the most serious warnings the present administration could receive. The defiance shown by the Tammany men in the Board of Aldermen to the city judges has received a sharp rebuke, and I feel almost assured that some action will be taken on Tuesday placing the Port Chester proposition in a just and equitable relation with the Westchester. The present position of these roads is considerably detrimental to a high estimate of the aldermen, particularly the majority party, and the Port Chester to have another setback would insure the Republicanizing of the State and city at the coming election. The most serious point in this controversy is the past record of the aldermen, from the days of 'Jake' Sharp down. When a serious consideration is before them, with a holdup implied, the suspicion is turned on the entire city administration.

The proper thing for the aldermen to do, Mr. King said, was to pass the Port Chester's application on Tuesday, and put it up to the Board of Estimate and Apportionment to decide between the two roads on their merits.

Controller Grout yesterday reported to the Board of Estimate and Apportionment the terms on which he thought the city should grant the Westchester franchise. As President Haffen of the Bronx wanted some time to examine it before final action was taken, the report was laid over for two weeks. It is, the experts say, a remarkably strong document for the city. Lawyers for the Westchester company objected to some of the provisions, but the Controller would yield nothing, and finally they have come to his views.

Robert E. Robinson, of Dick & Robinson, said about the conditions exacted by the Controller that there was no disposition on the part of his company to cavil at the requirements, although his lawyers had objected to many of them as slightly unreasonable. However, they would be accepted, and as soon as the aldermen granted the franchise, and the Mayor approved it, the company would get to work.

The ordinance gives the franchise for twenty-five years, with a privilege of renewal for the same term at a revaluation. The company is to pay during the first ten years \$8,000 a year, and \$16,000 a year for the remaining fifteen. For the first ten years, it is to pay 40 cents a linear foot a year for each line of tracks crossing the streets, while for the remaining fifteen years this charge is to be 80 cents a foot. In renewal, the terms shall not be less than the minimum amount paid in the last year of the original grant.

The rights and privileges granted by the city are not to be assigned, leased or sublet, and the title is not to be transferred in any way to any person or corporation, either by the act of the Westchester company or its successors, without the consent of the Board of Estimate and Apportionment. The roadbed is to be watered daily, whenever the thermometer is above 35 degrees, under a penalty of \$25 a day. There must be at least sixty trains a day in each direction, stopping at all the stations in the city, with no more than thirty minutes headway, save that during the first five years the company may be required to operate trains in the city limits between 1 and 4 a. m.

There is to be a five cent fare within the city limits, including transfer privilege to any branch or line operated in connection with the Westchester road. The company must begin construction within one year from the signing of the ordinance, and must complete a four track road from the northerly line of the city to the intersection of the Southern Boulevard and Westchester-ave. within five years, and a two track road on the branch line as far east as Clason Point. The company must spend \$1,000,000 for construction within the city limits in the first two years, exclusive of any money spent for right of way. If the road is not completed by the end of the first seven years it is to be considered abandoned, and the right to it ceases. The city is to bear no liability for damages to persons or property by reason of advertising purposes, save the insides of stations or cars. Before beginning operations, it must deposit \$20,000 with the Controller as a guarantee for the fulfillment of the conditions of the grant.

NEW OFFER TO CUT WIRES.

IS NOT ENOUGH—TIEROME.

Wants W. U. Directors to Give "Some Evidence" of Good Faith.

A new declaration by the management of the Western Union Telegraph Company regarding the company's service to the poolrooms was made yesterday, in the form of a preamble and resolutions adopted by a quorum of the executive committee of the board of directors. The preamble and resolutions are said to have been prepared by the company's counsel, who wrote the recent statement by Colonel Robert C. Clowry, president of the company, containing an offer to cut the Western Union wires out of such poolrooms as were named in a list to be submitted by the authorities. The new declaration repeats that offer and adds that the company's officers and employees are instructed "to furnish hereafter such racing news only to such applicants as shall give assurance that it is not to be used for poolroom purposes."

As to the real meaning of such instruction, no director, counsel or other official of the Western Union would talk yesterday. No one in a position to make a statement would say if "hereafter" meant some time in the dim future, or from now on forever. None would say what kind of "assurance" might be required from applicants for racetrack information that it would not be used for poolroom purposes.

The utmost secrecy was observed as to the meeting of the executive committee which had been called to pass the resolutions. Colonel Clowry and one or two other members of the committee who were known to have attended the meeting refused to tell who or even how many were present. One of the men said that all the members of the committee in the city had been served with notices to attend the meeting, and that there was a quorum present. There was an intimation that the special meeting was called as a concession to several prominent directors, who had been urging the calling of a meeting of the full board of directors for action on the poolroom service.

The executive committee consists of Thomas T. Eckert, chairman; George J. Gould, Robert Clowry, John T. Terry, Louis Fitzgerald, Jacob H. Schiff, Russell Sage, Samuel Sloan, James H. Hyde, Edwin Gould and Frank J. Gould. Jacob H. Schiff has been abroad and is on his way home. He is expected to arrive here to-day, and it is said that he is coming with the avowed intention of using his influence to have the Western Union wires cut out of the poolrooms. James H. Hyde is abroad, George J. Gould was out of the city yesterday, Russell Sage was said to have been absent from the meeting.

THE RESOLUTIONS ADOPTED.

The preamble and resolutions adopted at the meeting are the following: Whereas, Allegations have been publicly made that the race reports furnished by the Western Union Telegraph Company are used for the unlawful maintenance of poolrooms; and Whereas, The Western Union Telegraph Company (while observing all its legal obligations as a general carrier of telegraphic messages and news) will not knowingly permit its facilities to be used for any unlawful purpose; and Whereas, The company, which was prepared by the counsel of the company, and published in the public press on May 5, last, setting forth the legal obligations of the company as defined by the laws and courts of different States, and further offering to cut out of its service all poolrooms, and to give notice of such action by withdrawing the service of race reports from any poolrooms that he would advise it in writing; Now, therefore, the executive committee of the Western Union Telegraph Company, invested with full powers of the board of directors, in the absence of the board, does hereby:

Resolved, first—That the executive committee approve and ratify the statement made by the president, and renew the offer made therein to the Commissioner of Police to cease the transmission of race news to any place or places that he will specify as unlawful poolrooms, requesting this company to withdraw its service therefrom; and second—That the company make every effort to exercise the utmost care and consideration of the subject and in view of the obligations of the Police Department to the public, to refrain from the use of any resort or pursuit under its jurisdiction, a function that would necessarily be subject to abuse and injury if left to any individual or corporation to exercise.

Third—That the executive committee hereby instructs its officers and employees to refrain from the use of the service of race news from any place or places that shall be designated as unlawful poolrooms by the Commissioner of Police of New-York City or the District Attorney of New-York County, accompanied by a request to make such withdrawal of service effective at once, and to give notice of such action by withdrawing the service of race news only to such applicants as shall give assurance that it is not to be used for poolroom purposes.

NAMES NOT GIVEN.

When asked for more information about the meeting yesterday, Colonel Clowry said: "That is a matter that concerns the company and its directors. In no way do I feel obliged or service and content that he say it as an attraction to the meeting. The resolutions speak for themselves, and apart from them I have not a word to say."

Another director, when refusing to give the names of others at the meeting, said there had been an agreement at the meeting not to give the names. With the understanding that his name should not be used in an interview, he said:

The resolutions should make it plain to the public that the Western Union cannot be placed in the position of deciding what places are unlawful poolrooms. That is the duty of the police and of the District Attorney. It is the duty of the company to cooperate and tell the corporation to go ahead and shut off information from illegal places. The company should not be asked to give up any place that is an illegal place. This is all the company can legally do. If they really want to close the poolrooms, why should they not tell us where we are to cut off information? Our offer really puts it up to them to show whether they want the poolrooms closed or not.

The director would not explain the meaning of the closing part of the last resolution, but a lawyer who is well acquainted with the poolroom situation said:

It all depends on the character of the "assurance" required. If the race news is to be kept the Western Union wires out of poolrooms, the company will require written pledges that no racetrack news shall be furnished to poolrooms, but if the resolution is only a concession to certain directors and means that the company is ready to be fooled by any sort of "assurance," the keeper of a poolroom may give in order to keep the company "right on the record" when any story will go into the poolrooms are operated in connection with saloons, and what would be easier than for the saloonkeeper to apply for the racetrack news service and say that he wanted it as an attraction for the patrons of his saloon? As a matter of fact, this is the reason why the "humbler" members of the Western Union superintendent would not need any "assurance" about the use of the wires. They always know, before the wires are put in, what they are to be used for, and they have inspectors watching them afterward.

M'ADOO TO REPLY.

Police Commissioner McAdoo, when he saw a copy of the resolutions, said: "On the face of it, it appears to be simply an official declaration, confirming the offer of Colonel Clowry a few days ago. If, on careful examination, it proves a fact, I see no reason to make any different reply than I did a few days ago. I will, however, make a formal acknowledgment, and reply to the communication, probably not, however, before Monday."

Asked what he thought was meant by "unlawful" poolrooms, he said: "I am sure I don't know, but it is probably a term used in the Western Union rooms. I am hopeful of receiving other support and aid in suppressing poolrooms."

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THE PLATFORM FRAMED.

ROOSEVELT INDORSED.

Protective Tariff Must Not Be Revised by Its Enemies.

[FROM THE TRIBUNE BUREAU.] Washington, May 13.—The draft of the Republican platform of 1904, which will be submitted to the Committee on Resolutions of the National Convention by Senator Lodge, the prospective chairman, as the basis of its deliberations, is completed. Although subject of course, to minor modifications and rearrangement in committee, it may be accepted as the declaration of policies on which the Republican party is ready to fight this year's national campaign. Several planks of the draft naturally resemble those of the Massachusetts platform. Before going to Massachusetts, Senator Lodge held extended conferences with leaders of the party in Washington, and some of the more salient features of the Massachusetts pronouncement, which was adopted by a convention completely dominated by the Massachusetts statesman, expressed the joint views of the most prominent men in the party. It is a notably terse platform, nowhere open to equivocal interpretation, sharply contrasting with anything a disorganized, fusion-compromise opposition can present for popular approval.

PRaise FOR THE PRESIDENT.

After the usual expression of confidence in the eternal principles of the Republican party, the platform will specifically commend Theodore Roosevelt, the man, for his faithful adherence to the policies of McKinley, for his fearless discharge of the duties of his high office with the single purpose of promoting the public welfare, for the important part he played in the crisis of the anthracite coal strike, and for representing the highest ideals of American manhood.

The platform will then review the foreign relations of the United States under President Roosevelt's administration, asserting that no function of his office renders an untried and unsafe President more liable to involve the nation in grave and inextricable complications than the administration of its foreign affairs.

Among the achievements of Theodore Roosevelt's administration will be enumerated the accomplishment of Cuban reciprocity and the ratification of the treaty with Cuba which incorporates the Platt amendment.

A WISE FOREIGN POLICY.

The wise and conservative course of the administration in the Venezuelan affair, which resulted in the most signal recognition by foreign powers of the Monroe Doctrine, in an important triumph for arbitration and in the protection of Venezuela's American creditors, will be so exhibited as to throw into strong contrast the Venezuelan message of President Cleveland.

The settlement of the Alaskan boundary dispute, another triumph for American diplomacy and for arbitration, accomplished by peaceful means, under critical circumstances, will be made the basis for further approval of Mr. Roosevelt's administration.

The skillful and far-seeing diplomacy which effected the negotiation and ratification of the treaty with China, whereby the United States, in the face of subtle but powerful opposition, acquired treaty rights in Manchuria which the victor in the present war, be it Russia or Japan, will be bound to respect, and which guarantees to American commerce a wider opportunity in China than has ever before been accorded to any nation; the subsequent note to the European powers, by which the "administrative entity" of China is assured against the desire of the powers to accomplish its partition, and the world-wide diplomatic understanding that the United States will be selected to adjust the terms of peace when Russia and Japan shall determine to abandon their resort to arms, will be cited in substantiation of the assertion that Theodore Roosevelt is an exceptionally conservative and wise Executive.

The administration and Congress will be warmly commended for the acquisition of the Panama Canal, the completion of which must accrue so largely to the advantage of the United States and to the world at large.

ANTI-TRUST LAWS ENFORCED.

The President will be praised for his successful enforcement of the Sherman Anti-Trust Law, which was enacted by a Republican Congress and first applied by a Republican President.

Grateful comment on the extraordinary prosperity of the nation will be followed by a brief contrast of existing conditions with those of 1893 and by the assertion that the monetary system of the nation is now on such a stable and satisfactory basis that men look back with wonder and amazement when they recall the wild vagaries and still wilder Democratic theories of 1896.

THE TARIFF PLANK.

The section which deals with protection is almost a replica of the Massachusetts plank, which was not only highly approved by the leaders in Washington before its adoption, but which has since met with the unanimous commendation of Republicans in all sections of the country, and especially of the great productive and industrial element which forms so large a proportion of the Republican party. It will read substantially as follows:

PROTECTION, WHICH GUARDS AND DEVELOPS OUR INDUSTRIES, IS A CARDINAL PRINCIPLE OF THE REPUBLICAN PARTY. WE INSIST UPON THE MAINTENANCE OF THIS PRINCIPLE, BUT WE RECOGNIZE THAT PARTICULAR TARIFF SCHEDULES ARE NEITHER SACRED NOR IMMUTABLE. RATES OF DUTY MAY BE ALTERED WHEN CHANGED CONDITIONS DEMAND THEIR ALTERATION, BUT NO REVISION SHOULD BE UNDERTAKEN UNLESS IT IS CLEAR THAT THE BENEFIT WILL MORE THAN COMPENSATE FOR THE DISTURBANCE OF BUSINESS WHICH INEVITABLY ATTENDS A REVISION OF THE TARIFF SCHEDULES. NOR CAN SUCH REVISION BE ENTERED UPON SAFELY BY ANY OTHER THAN THE DEMOCRATIC PARTY IS AGAIN TO INVITE THE DEMOCRATIC DISASTER AND PANIC OF 1893.

Other planks deal with the nation's debt to those who imperilled their lives for the preservation of the Republic, which will be declared to have been faithfully paid; with the responsibility incurred by the Treaty of Paris, which will be declared to have been sacredly kept, as witness the prosperity of Porto Rico and the Philippine Islands; with the sacredness of the ballot, the equality of all citizens, etc.

IMPROVED FAST TRAIN SERVICE VIA PENNSYLVANIA RAILROAD TO NEW-JERSEY COAST RESORTS.

On Monday, May 16, the Pennsylvania Railroad Company will inaugurate improved fast train service from New-York to the Northern New-Jersey Coast Resorts. The train now leaving New-York at 11:30 P. M., will leave West Twenty-third Street at 4:30 P. M., Cortlandt and Desbrosses Sts. at 4:20 P. M., will leave West Twenty-third Street at 1:25 P. M., Cortlandt and Desbrosses Sts. at 4:20 P. M., and run through to Asbury Park in ninety minutes, making a proportionate schedule for the other coast resorts. New trains will begin running on the above date, leaving Point Pleasant at 7:38 A. M., arriving at Asbury Park at 8:45 A. M., leaving New-York at 2:20 P. M., and arriving Point Pleasant at 4:17 P. M. On May 15 the Saturday Half Holiday train leaving New-York at 1:30 P. M. will commence running. On May 22 new Sunday trains will begin running, leaving New-York at 8:15 A. M., arriving Point Pleasant at 10:40 A. M., leaving Point Pleasant at 10:40 A. M., and making the principal intermediate stops.—Adv.

ADVANCE ON LIAO-YANG.

KUROKI NEARING TOWN.

Japan Loses Torpedo Boat—Port Arthur Again Cut Off.

The advance guard of a division of the Japanese army which left Feng-Wang-Cheng on May 11 was reported yesterday near Lien-Shan-Kwan, about forty miles from Liao-Yang. It halted and began to erect fortifications. Liao-Yang advises say that the base line of the division has been cut by Cossacks, who harassed the march. Taku-Shan has been occupied by the Japanese.

A Japanese torpedo boat was destroyed by a Russian mine which it had attempted to explode in Kerr Bay. Seven men were killed and seven wounded. The disaster took place in the course of a series of bombardments and surveying operations. Three cruisers shelled and dispersed several large bodies of Russian troops.

All communication with Port Arthur has again been cut by the Japanese, who reoccupied Polan-Tien, which they abandoned on May 10.

JAPANESE MAKE A HALT.

Fortifying Below Liao-Yang—A Dash of Russian Cavalry.

Liao-Yang, May 13.—The advance guard of the First Japanese Army has appeared six miles below Lien-Shan-Kwan, on the road to Liao-Yang, and about forty miles distant. It is not making any further advance, but is erecting strong fortifications. The Japanese movements were made with the greatest care.

A persistent report is current here that a Russian squadron of cavalry succeeded in getting behind the Japanese, who were several squadrons strong, and in occupying Kwan-Dian-San. The unexpected appearance of the Russians caused the Japanese immediately to evacuate the town and retire toward the Yalu. The report is believed to be correct.

St. Petersburg, May 13.—Additional light was thrown on the Japanese operations in Eastern Manchuria and also the future plan of campaign by a dispatch to-day from General Kuroki, which said that an advance in force from Feng-Wang-Cheng along the main road to Liao-Yang began on May 11. This seems to indicate that the troops which started due west from the Yalu and which were reported on the Hal-Cheng road to Sio-Yen, will move parallel to the route of the former force, while the division which proceeded north from Feng-Wang-Cheng to Samaja may menace the Russian flank at Liao-Yang. Taku-Shan is reported occupied by the Japanese, but it is not known whether a landing has been made there, or whether the town is held by a part of General Kuroki's army. General Kuroki's dispatch follows:

At dawn on May 11 the Japanese began to emerge from Feng-Wang-Cheng on the Liao-Yang road. The advance guard marching toward Suiichen consisted of a regiment of infantry, four guns and a regiment of cavalry. Suiichen was held by a troop of Cossacks acting as a screen, while the Chansialin defile was occupied by two sotnias.

Two companies of Japanese marched on Chansialin, and another company advanced on Suiichen, turning our right flank. The Cossacks then retired, still keeping the enemy back with their fire, first upon the Suiichen defile and finally toward the defile in the neighborhood of the village of Elumyuzo, where they took up a position.

The captain of the Sotnia, Dewahl, was wounded and two Cossacks were killed. A war-Division was contacted on May 10 by the enemy and occupied by our Cossacks. Reconnoissances failed to discover the presence of Japanese in the Valley of the Tsaobee, thirty-seven miles southwest of Gaimdza (Samaja).

On May 9 and May 10 the enemy's bivouacs were seen in the valley of the River Unshan, near the village of Taitoua, eighteen miles east of Sio-Yen and at Szeikhedze, at the confluence of the Tayan and Sedzi rivers.

On the morning of May 10 a Japanese infantry detachment, about 10,000 strong, was contacted at Salitszudchka, started toward Sio-Yen. Taku-Shan, about forty miles west of the mouth of the Yalu, and Ching-Tai-Tse, fifteen miles west of Taku-Shan, have been occupied by the Japanese.

On May 11 Japanese scouts appeared at a point twelve miles south of Sio-Yen. They were quiet on May 11 in the district of Ying-Kow.

PORT ARTHUR LINES CUT.

Japanese Again Take Up Task of Investing Fortress.

Moukden, May 13.—Polan-Tien, near Port Adams, has again been occupied by the Japanese. Communication with Port Arthur is interrupted.

St. Petersburg, May 13.—Both telegraph and railroad communication with Port Arthur has been cut off.

TORPEDO BOAT BLOWN UP.

Seven Japanese Killed in Kerr Bay—Warships Shell Russians.

Tokio, May 13.—The Japanese torpedo boat No. 48 was destroyed while removing mines from Kerr Bay, a few miles north of Tallien-Wan (Port Dalny), yesterday. Seven men were killed and seven were wounded. This is the first warship Japan has lost in the war.

The torpedo boat was lost in the course of a series of bombardments and surveying operations at Tallien-Wan, Deep and Kerr bays, carried out by Admiral Kataoka, commander of the Third Squadron. The admiral arrived at Kerr Bay early in the morning, and detached the cruisers Itsukushima, Nishin and Miyako, ordering them to bombard the land batteries, while a flotilla of torpedo boats swept the harbor for mines. A second flotilla of torpedo boats, which had been engaged in guarding Port Arthur the previous night, joined the squadron and began the work of surveying the harbor.

The Miyako discovered a company of Russian infantry and a detachment of cavalry on shore, and dispersed them.

The survey was completed at 3 o'clock in the afternoon. Two torpedo boats that were reconnoitring and