

RUSSIAN SHIPS OFF COAST OF JAPAN

TWO OF ROJESTVENSKY'S VESSELS SIGHTED

It is Reported in Tokio That They Were in Straits of Tsuuga on Tuesday.

Gunshi Pass, May 10.—Day after day since the assumption of the command General Linvitch goes steadily about the inspection of the troops, both on the positions and the units arriving from European Russia.

Mounded on a small sword horse, wearing an old overcoat devoid of embroidery and trappings, and with only the simplest indications of rank, Linvitch, accompanied by his adjutant, two orderlies and the chiefs of the reviewed troops, but almost without further suite, rides along company after company, battery after battery, finding something to say to each—sometimes a reproach—recognizing here and there veterans not only of the Chinese expedition, but also of the Turkestan campaign.

This sympathy and faith the soldiers have in the fighting ability of "Papa" Linvitch makes a most inspiring impression on the troops. Regularly at the termination of the reviews General Linvitch gathers about him the chiefs of the various subdivisions of the army, inclusive and outlines the situation of affairs, the condition of the troops, and issues orders and suggestions for improvement. He uses no pretty phrases, full of the self-abnegation promises and transparent hopes to which his officers were formerly accustomed, but the language of a soldier breathing strength, determination, firm faith and full realization that his task is most difficult and heavy, that the work for him and his subordinates is colossal.

Even the non-military observer, however, can note a decided change for the better in comparison with the Koutropnik regime. Jealousy and bickering have notably decreased. There is apparently less spirit of self-advancement, more subordination and "team work." Suggestions are no longer frowned or rebuffed and the subordinate is more inclined to accept a rebuff.

The impression by a ride along the positions now occupied is astounding. It is difficult to believe that the well-dressed, well clothed, hearty and well-spirited men and even gay of face, are the same men who a month ago underwent inhuman hardships and the supreme test of a mortifying defeat.

In the corps of General Serpukhy, which, holding the extreme southwestern angle of the positions around Mukden, withstood the brunt of the fierce Japanese attack, strict, almost parade order prevails. There is some complaint that Tserpisky's hand is too heavy, his orders too stern, the results of his strictness are patent.

The troops on the positions, officers included, are now in the best of various considerations rendering the housing of the men in huts impracticable, though the dampness of the ground and the climatic conditions are not especially favorable to life under canvas. A great deal of discomfort is the result.

Difficulties in provisioning the troops due to various complications which cannot be touched upon add to the onerous life, but with the advent of settled weather a decided betterment of conditions may be looked for. At that time, too, the present era of insignificant skirmishing and reconnaissance work may be expected to give way to really serious operations.

RUSSIANS SAIL FROM VANFONG BAY.

Paris, May 10.—The Marquis de Barbelmy, who with the Count de Pourtales operates the French concession at Kiamrah Bay, Annam, in the course of an interview to-day denies that his establishment furnished coal or provisions to the Russian second Pacific squadron. He said: "The maximum of our coal-giving facilities is 700 tons. A small coal-giving depot exists on the Mekong river not far from Saigon, and the depot of the war the Russians bought a large tract of land there, erected sheds and accumulated supplies, particularly coal, which was bought originally from Japan. It is to this depot that Admiral Rojestvensky sent his coilers, but no warships approached the depot. This was Russian coal, placed upon Russian land and loaded upon transports. This was not a violation of neutrality. France could not prevent the Russians from taking their own coal on their own land. If the natives were at fault in selling the land to the Russians, the Japanese would not have waited fifteen months before protesting."

Although the Marquis de Barbelmy has given the foregoing as a refutation to the charges, the statement concerning the Russian coal depot on the Mekong may open a new phase of the question.

Admiral Dejonquieres, the French naval commander at Saigon, confirms the statement that the depot of the Russian squadron from Vanfong Bay, and the report of the junction of Rear-Admiral Rojestvensky and Vice-Admiral Nebogatoff outside of French waters is also correct.

Premier Rouvier conferred with Foreign Minister Delcasse to-day concerning the pending situation, but it is said that the conversation referred mainly to internal affairs.

TOKIO PRESS ON ATTITUDE OF FRANCE.

Tokio, May 10.—The Jiji hopes that France will cease her flagrant and deliberate breaches of her pledges of neutrality, in reference to the treatment accorded the second Russian-Pacific squadron in French waters, and satisfaction is

expressed at the British representations to the government in Paris, showing that England is alive to the danger menacing Japanese interests.

The Nippon says that the French interest in Russia is more of a financial and economic character than political, and that the alliance between the countries has ceased to be of any practical benefit in Europe. It expressed the belief that France is upholding the alliance because her honor is pledged diplomatically.

LEFT CAPE ST. JAMES AT REQUEST OF GOVERNOR.

Saigon, May 10.—The Russian cruiser Jemtchug and the Russian auxiliary cruiser Rion, belonging to Admiral Rojestvensky's squadron, arrived at Cape St. James near here during the night of May 8th, and left yesterday at the request of the governor of French Indo-China.

These cruisers, which brought instructions for Rear-Admiral Nebogatoff, anchored three to four miles off shore. A heavy sea was running exposing a good deal of the ship hulls, which were quite free from barnacles or seaweed.

The ships appeared to have unusually large crews, and it seemed that the men were all in good health.

The main Russian squadron is said to be well protected, but to be short of tobacco and cigars.

It is considered likely here that Nebogatoff's division has already passed Cape St. James.

The Russian hospital ship Kostroma, whose arrival here was announced May 8th, sails on May 12th.

The dispatch from Saigon announcing the recent presence of the Russian cruiser Jemtchug off Cape St. James, disposes of the report circulated by the Exchange Telegraph Company, of London, to-day that this warship had succeeded in reaching Vladivostok.

SHIPS ALLEGED TO HAVE REACHED PORT.

London, May 10.—A dispatch to the Exchange Telegraph Company from St. Petersburg says it is reported there that the Russian cruisers, Almaz and Jemtchug, belonging to Rear-Admiral Vodka's division, of Vice-Admiral Rojestvensky's squadrons have eluded the Japanese warships and reached Vladivostok.

SECURING CREWS FOR RUSSIAN TRANSPORTS.

Frankfurt, Germany, May 10.—The Frankfort Zeitung to-day says it has received advice from Hamburg that agents of the Russian government have completed, through the Society of German Captains and Officers of Commercial Marine, arrangements for the enlistment of officers and crews for transport ships which are to accompany the fifth division of the Russian second Pacific squadron to the Far East. These crews, it is added, will proceed to Libau on the Baltic sea.

JAPANESE OFFICIALS REMAIN SILENT.

Tokio, May 10.—The government maintains reserve, but the Indo-Chinese situation seems to be rapidly approaching a crisis following the repeated assurances of the French foreign minister, M. Delcasse, to the Japanese minister at Paris, that the vessels of the Russian Pacific squadron would be permitted to take on board other supplies and clean their bottoms.

NO DECISION REGARDING NEW JAP WARSHIPS.

Tokio, May 10.—The reports that Japan plans to order the construction of two battleships and six large cruisers abroad are renewed. The representatives of English naval construction are here endeavoring to secure orders, but it is doubtful if the government has reached any decision in the matter.

Japanese civil administration of occupied territory includes only those portions which Russia formerly administered upon, and is practically limited to the Liao Tung peninsula. Military control is continued in Chinese territory occupied by Japanese troops, but Chinese sovereignty is recognized. Chief Counsellor-General of the Formosan administration, will be administrator of the Liao Tung peninsula and the administration will largely follow the plan now in vogue in Formosa.

ARRESTED ON CHARGE OF BEING SPIES.

Tokio, May 10.—Mr. A. E. Bougon, a prominent Frenchman, and his stepson, Strange, an Englishman, have been arrested here as spies.

RUSSIAN WARSHIPS SIGHTED ON TUESDAY.

Tokio, May 11.—It is reported that two Russian warships from Vladivostok were off Amori, in the north of Honko, the main island of Japan, on Tuesday.

ANOTHER REPORT REGARDING VESSELS.

Tokio, May 11.—It is reported that two of the second Russian Pacific squadron were seen off Amori, in the Straits of Tsuuga, on Tuesday, May 9th.

CORRESPONDENT BUYS COASTING STEAMER.

Shanghai, May 11.—Baron Kriegerstein, correspondent of the Berlin Lokal Anzeiger, has purchased the coasting steamer Wuchang, which has been renamed the Cecil, and has been placed under French colors. She will be used to report naval events in the eastern waters.

FORMER LIEUTENANT HAS BEEN ARRESTED.

Tokio, May 11.—Ex-Lieut. Iwasaki, formerly connected with the engineering department of the Japanese army, has been arrested in connection with the

charges which resulted in the arrest of A. E. Bougon and his stepson, Strange, as spies of the Russian government. Iwasaki was dismissed from the navy and deprived of his rank in 1904 for alleged misconduct, and he has since been under police espionage. Iwasaki has for a long time been held in high esteem by the Japanese, and he has been decorated by the Emperor.

SAILORS ON RUSSIAN SHIPS ARE LAZY.

Chicago, May 10.—The Daily News Hongkong correspondent cables that two colliers arrived there to-day from Honkoku bay, where they delivered 4,000 tons of coal to the Russian fleet. An officer of one of these vessels, the Neumuelien, said to the Daily News correspondent that the Russian vessels are in good trim and likely, if well handled, to give the Japanese more than they bargain for. An officer of the other vessel said:

"The Russians have seven fine battle-ships and a dozen torpedo boats in Honkoku bay. Their crews, however, are not like sailors. They are lazy and prefer to smoke and drink. They mostly consist of reservists who were forced to go home against their inclination. They are ignorant and stupid and have no knowledge of their destination or the object of their cruise. It is difficult to conceive how Russia hopes to win with such material."

Nebogatoff's squadron has joined Rojestvensky. The officers of these vessels offered \$5 a bottle for whiskey, tobacco and other luxuries. The ships are well armed and coaling at the rate of 250 tons a day. The warships could not swing their guns in order to permit coaling to be done expeditiously. The fleet lies within two miles of the shore in three lines. The torpedo boats are within half a mile of the shore.

FELL FOUR HUNDRED FEET.

Man Killed at Cumberland by Falling Down Shaft of Mine.

Nanaimo May 11.—Word came from Cumberland this morning that Thomas Neelands, cager at No. 6 mine, was killed yesterday by falling down the shaft. He was working on the upper seam and not knowing the cage was at the surface above a box into the open shaft, falling with it to the bottom, four hundred feet below. He was dashed to pieces. He leaves a widow and family of five.

BRITT AND NELSON WILL FIGHT AT SAN FRANCISCO IN JULY OR AUGUST.

San Francisco, May 11.—James Britt and "Battling" Nelson have agreed to fight for 20 rounds before the Western Athletic Club, to take place either in July or August with men to weigh 133 pounds at 6 p.m. on the day of the match. Each man posted \$2,500, and the club put up a like sum. The referee is to be agreed on five days before the fight.

Winnipeg, May 9.—It is reported that the miners here will strike on the 15th of this month for an increase of pay from 40, 30 and 25 cents per hour to 50, 40 and 30 cents.

Accidental Death.

James Lawrie, a prominent farmer for thirty years in the Morris district, died last night, his death being caused, it is believed, by a fall from a horse. He was a native of Whitby, Ont., where his wife is now residing.

Settlers' Effects.

Winnipeg, May 9.—During April 2500 cars of settlers' effects were offered for sale in this province at Getz and Emerson, being nearly a thousand actual dollars. The value of the effects was \$175,000.

Premier Roblin Improving.

Winnipeg, May 9.—Premier Roblin was much better last night, this improvement having been noted by his doctor. His attack of bronchitis was a severe one. It will be some time before he will leave his room.

Fatal Fall.

Hamilton, May 9.—John Alford, teamster, fell off his load at Glen's Crossing on the Beach road yesterday, and was killed.

Pilo Thousand Damages.

London, May 9.—The case of the London Trust Co. vs. Lake Erie & Detroit River railway resulted yesterday in the jury awarding \$5,000 to the widow and family of a pilot who was killed by the collision of the ship with the railway bridge on the morning of May 6th, and it is generally believed that the fourth division (Nebogatoff's) of the Russian Pacific squadron will be permitted to take on board other supplies and clean their bottoms.

Social Democrats Will Use Dynamite and Bombs if Troops Interfere with Demonstrations.

Reval, European Russia, May 10.—At a large meeting of workmen here to-day, which was attended by the delegates from St. Petersburg and a number of masked men, it was decided to proclaim a three days' strike in connection with Labor Day, May 14th. It was further determined to serve fresh demands to the employers, coupled with the intimation that if they were not complied with inside of 12 hours the destruction of the factories by fire would follow.

Taking Precautions.

St. Petersburg, May 10.—The Social Democrats declare that their programme includes demonstrations throughout Russia on Sunday, and they are provided with bombs and dynamite with which to fight the troops if the latter interfere.

Precautionary measures have been taken everywhere and the authorities are convinced that the disorders will be comparatively insignificant.

The cool-headed Liberals are counselling the workmen against useless bloodshed.

Strike Expected.

Kief, Russia, May 10.—A general strike and extensive demonstrations are expected here on the Russian May Day.

CANADIAN NOTES.

Hon. C. Hyman Says If Offered a Portfolio He Will Run in London.

London, Ont., May 10.—Hon. Chas. S. Hyman has returned to Ottawa. He has crossed the border and has offered a portfolio to the government, but should he be and decided to accept he would run in London and nowhere else.

Favor Amalgamation.

Halifax, May 10.—The shareholders in the People's Bank of Halifax have practically unanimously adopted the resolution to amalgamate with the Bank of Montreal.

Letters Disappear.

Quebec, May 10.—The post office authorities are investigating the disappearance of thirty-four registered letters from the mail bag from River Penitence, along the north shore of the St. Lawrence. The letters contained settlements from North Shore merchants for Quebec and Montreal shippers.

HIS LAST TERM. Roosevelt Declares He Will Not Again Be a Candidate For Office of President.

Omaha, Neb., May 10.—The Bee quotes President Roosevelt as making the following emphatic statement that he will not be a candidate for re-election: "You are authorized to state that I will not again be a candidate for the office of president of the United States. There are no strings on this statement. I mean it. I made my speech at Denver for the purpose of convincing the people of my earnestness in regard to the matter of railroad legislation. I will not be satisfied with any compromise that would bring relief to the people from the conditions that now exist in regard to transportation affairs in this country. No compromise bill from congress will be accepted."

This is President Roosevelt's reply to published statements showing him to the effect that he would be forced to accept a re-nomination by the people who would be aroused by the action of congress to enact remedial legislation.

THE EXTENSION OF MONTREAL GAS FRANCHISE.

The City Council Reported to Have Acted Illegally—Farmer Accidentally Shot Himself.

Montreal, May 9.—Discovery was made to-day that the city council yesterday, in extending the gas franchise of the Montreal Light, Heat & Power Co. for fifteen years, acted illegally. The extension was made by simple resolution of the council, whereas the charter requires that it be done by law.

Will Strike.

Winnipeg, May 9.—It is reported that the miners here will strike on the 15th of this month for an increase of pay from 40, 30 and 25 cents per hour to 50, 40 and 30 cents.

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MORE SENATORS FOR BRITISH COLUMBIA

THE NUMBER WILL BE INCREASED TO SIX

Each of Western Provinces Will Eventually Have Increased Representation in Senate.

Ottawa, May 10.—British Columbia will have at no distant date six senators. Sir Wilfrid Laurier, speaking last night, favored the group principle, which would give each of the provinces west of the Great Lakes six senators, or twenty-four in all.

Speaking of the territory in the far north Sir Wilfrid declared he would have it saved to Canada, although an American expedition had been in the past giving American names to land under Canadian jurisdiction.

Received Deputation.

Sir Wilfrid Laurier received a delegation of veterans of 1866-1870 to-day, asking a grant of land in the Northwest. The Premier, who was out in 1866, asked the veterans to trust the government.

Without Information.

The trade and commerce department has heard nothing from the Union Steamship Company stating that it is the intention to discontinue the Canadian-Australian service in the Pacific unless its subsidy is increased. As Canada contributes most of the subsidy, it is thought the committee would communicate with Ottawa if it proposed abandoning the service.

AGAINST GENERAL STRIKE.

Decision Reached by the Chicago Teamsters Joint Council.

Chicago, May 10.—Promises of peace and order for to-day, the President's day, were made by both sides in the teamsters' strike. The employers' teaming company decided to reduce its teaming and delivery operations for to-day. The teamsters' joint council has voted against a general strike, and determined that no further sympathetic movement should be made, except in cases of boycotted houses, in which event individuals should walk out. A statement of the situation was prepared to be presented to President Roosevelt by a strikers' committee, which desired that his request from meeting him on the way to Chicago.

The labor representatives planned to inform the President of the legal proceedings which have been taken by the employers, and make a proposition that the President act as an arbitrator of the differences, choosing as associates one man from the labor ranks and one from the employers.

The employers say they will not officially approach the President. "We have no intention of bothering President Roosevelt with our troubles," said counsel for the Employers' Association to-day. "It is likely, however," he added, "that the employers' side will get to the President's ear for a quiet discussion of the situation some time during his stay here."

Change of Plans.

Chicago, May 10.—The labor leaders prepared a petition to President Roosevelt protesting against the calling out of the United States troops, and stating that all the unions asked for arbitration, as provided in their contracts. The employers gave it out that they did not think it advisable to present their side of the controversy to the President. This day the union asked for arbitration, as provided in their contracts. The employers gave it out that they did not think it advisable to present their side of the controversy to the President. This day the union asked for arbitration, as provided in their contracts.

The Harrisburg hospital is crowded with the most seriously injured. Others of the injured are at the hotels and will be able to resume their journey during the day. The railroad company is doing everything possible for the relief of the injured. Many of them escape from the wreck in their night clothes, and lost all their clothing and other belongings.

The passenger train of nine cars and locomotive was wrecked.

The Death Roll.

Harrisburg, Pa., May 11.—At 8 o'clock this morning it was estimated that the dead numbered between 25 and 30. One hundred and twenty-five received treatment for injuries at the Harrisburg hospital, most of whom remained at the institution. Ten of these may die.

Only three dead have been positively identified, so completely were the bodies cremated. At 9:30 o'clock this morning none of the tracks remained clear of the wrecking crews, three in number, the two original ones on the scene having been augmented by the Columbia crew, began throwing the debris over the bank into the Susquehanna river. At this time the fire in the last two Pullman cars was extinguished. The contents of these were so completely burned that it was impossible to tell whether there were any bodies there or not. If there were, they were reduced to powdered ashes. It was unofficially estimated that the financial loss will amount to fully \$200,000. This includes \$15,000 for cash, jewelry and other personal effects of the passengers that were destroyed.

A Gruesome Sight.

Harrisburg, Pa., May 11.—The wreck of the Cleveland & Cincinnati express, west-bound, on the Pennsylvania railway, which dashed into a wrecked east-bound freight train, exploded a car filled with 50,000 pounds of blasting powder, was one of the most horrible disasters ever experienced by the railroad on its main line. Several hours will elapse before the greater number of dead and injured will be known. Twelve of the dead are at the morgue, and other bodies are being brought to the dead house as quickly as they are located.

There are about 70 injuries in the Harrisburg hospitals and hotels and private residences, while others are under care of physicians in houses near the scene of the wreck.

The identified dead up to 11 a. m. are: Jack L. Silverman, Philadelphia; Mrs. R. G. Dougherty, Philadelphia; C. Kaufman, Altoona, Pa.; H. J. Luomas, Harrisburg, Pa.; engineer of the passenger train.

The scene the wreck presented when

MORE THAN TWENTY-FIVE ARE DEAD

AS RESULT OF WRECK OF PASSENGER TRAIN

One Hundred and Twenty-Five of the Injured Received Treatment in Hospital.

Harrisburg, Pa., May 11.—An express train on the Pennsylvania railway ran into a freight train in which were two cars loaded with dynamite at 1:10 this morning in South Harrisburg, near the plant of the Paxtang Light, Heat & Power Co.

Three explosions that broke windows all over the city followed, and the two trains were completely wrecked and took fire.

It was estimated at 3 o'clock that 50 persons were killed and 100 injured, but these figures may be too small. It is impossible to obtain the exact number of fatalities because the wreckage is still ablaze and unapproachable, in which many of the passengers and some members of the train crews are pinned.

When the first explosions occurred, bodies were thrown clear out of the berths in the sleeping cars, many landing down the railroad embankment and some even having been hurled into the Susquehanna river, which parallels the railroad in that city. All of the city physicians procurable were summoned to work with the injured.

A fire alarm sounded and the firemen arrived to find themselves practically helpless in the work of rescue.

A patrol wagon was commissioned as an ambulance, and as many of the injured were brought to the hospital and some even having been hurled into it on each trip, and taken to the Harrisburg hospital, the capacity of which soon became taxed because of the large number brought in, several trains were made up and brought the injured and dying to the Union station. Many of the injured were taken into private houses.

Immediately after the wreck all the passengers who could do so ran from the scene of horror, but some of the incessant small explosions. The agonizing cries of the unfortunates were heartrending. The office of the Paxtang Light, Heat & Power Company looked like a hospital. At an early hour out a number of cars from its south Harrisburg barns and used them to bring the injured to the hospital.

Harrisburg, Pa., May 11.—At least five persons were killed and many others injured in a collision on the Pennsylvania railway, south of Harrisburg, this morning, caused by the collision of the Cleveland & Cincinnati express, westbound, crashing into a wrecked freight train.

The dead who have been identified are: Mrs. John Dunsmuir, 1205 South 28th street, Philadelphia; Harry K. Thomas, Philadelphia; engineer of the passenger train; Jacob F. Silverman, of Bridgeport, N. J., is also believed to have been killed.

There are at least two bodies under the wreck.

Among the injured were Mr. and Mrs. Tindell, the latter a daughter of United States Senator E. A. Tamm, who were on their way to Pittsburgh from New York. They were able to walk to Steelton, from where Mr. Tindell telephoned to the governor, who sent Erie's Secretary Wharton to bring them to the executive mansion, where they were given medical attendance and clothing.

The Harrisburg hospital is crowded with the most seriously injured. Others of the injured are at the hotels and will be able to resume their journey during the day. The railroad company is doing everything possible for the relief of the injured. Many of them escape from the wreck in their night clothes, and lost all their clothing and other belongings.

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