

TWENTY KILLED AND MANY INJURED

ANOTHER RAILWAY WRECK IN THE STATES

Passenger and Cattle Trains Collide Head-on—Some Bodies Crushed Beyond Recognition.

Kansas City, Mo., Jan. 6.—The Rock Island, California & Mexico express, which left Chicago on Monday night at 11:30 for the West, collided head-on to-day at Williams, Kansas, fourteen miles west of Topeka, with a cattle train. Twenty persons were killed, and every person in the train was injured.

A relief train that left Topeka for the scene returned to that city at 7:30 this morning with the dead and injured. The train which left Kansas City at 10 o'clock last night was twenty minutes late, and was running at the rate of thirty miles an hour. The train carried many persons for Oklahoma, who had taken advantage of the home-owners' excursion rates. It also contained through sleepers and chair cars for San Francisco and Los Angeles.

The wreck was one of the most serious that has happened on the Rock Island system in years. Between Kansas City and Topeka the Rock Island uses the tracks of the Union Pacific, and as there are no offices of either road in this city, details of the disaster were obtained with difficulty. Several reporters who boarded the relief train as it left early this morning were put off the train shortly after it started, and the first details of the wreck were sent by persons on the wrecked train, after they had been returned to Topeka.

Occurring at a small station with few facilities for aid, and in the darkness, there was much delay in extricating the dead and injured, and in caring for the latter. The train consisted of a combination baggage and mail car, a regular baggage car, a smoker, a tourist sleeper and a standard sleeper.

H. G. Parsons, a resident of the Topeka state journal, who was on the wrecked train, arrived in Topeka at 8 o'clock this morning, after driving overland from the scene of the collision. Parsons escaped with slight injuries, while two persons on the seat in front of him were killed.

Mr. Parsons tells this story, which is copyrighted by the Topeka Daily World: "The wreck occurred at 1:35 this morning, two miles west of Williams, Kas. At least 30 persons were instantly killed, while several others were fatally injured, and a large number of persons were seriously injured. Two cars filled with passengers were demolished, both locomotives were destroyed, and four carloads of stock torn to pieces, and dozens of dead animals strewn over the right of way. Both trains were running at a speed of from 15 to 25 miles an hour, and when the engines met they were when the sudden explosion of one of the boilers by the impact. The engineer and the man on the freight escaped without injury by jumping. The fireman on the passenger train was seriously injured, but the engineer escaped.

"It was in the third car of the passenger train, the first coach having been preceded by a smoker and baggage car, that the greatest loss of life occurred. The smoker, which was occupied by only two or three men, was overturned and pushed through the car behind it, which was overturned and crushed. The car behind it, which was crowded with passengers, some standing on the aisle.

"The first warning given the passengers in this car was when the sudden settling of the air brakes shut off the lights, leaving all in darkness. A moment later a mass of splintered wood fell on us, and we were crowded down upon them. No one was thrown out of his seat by the blow. Most of those in the forward end of the car were killed instantly. Thirty in the rear end of the coach, however, succeeded in escaping from the end of the car, which was still unobstructed. No one in the front half of the car escaped. They were crushed down between the seats by the smokers.

"When rescue was finally possible, only three living persons were taken out by the rescuers, who were compelled to chop holes in the side and through the floor and top of the coach to reach them. "Bonnie Martin, a girl 11 years of age, was pinned down between the two cars, the heavy stove resting on one foot. When she was taken out she addressed a doctor who was bending over her as 'papa.' The physician did not have the heart to tell her that her father and mother had been killed. The child was suffering with a broken ankle, where the stove fell on her, and severe scalp contusions. She was put to sleep by a hypodermic injection to relieve the pain.

"After daylight the work of removing the bodies began. The engine of the wrecking train coupled on to the two cars and a sleeper and chair car which were uninjured and started back to Topeka with the victims. At Topeka all the injured were hurried to hospitals. Some of the bodies were so badly crushed as to be unrecognizable. Not a wheel in the entire passenger train seemed to be off the track. The four cars immediately behind the engine of the freight train were crushed into kindling. Dead and dying cattle littered the right of way, while others, uninjured, ran about adding to the confusion."

The wreck, according to the passenger conductor, was caused by the freight crew running off schedule. The passenger train had the right of way, he declares, and the freight train should have waited for it to pass at Maple Hill, six miles west of the scene of the collision. The wreck occurred at a curve.

The identities of the dead, at Kansas City, James Griffin, Clarendon, Mo.; W. S. Martin, Wm. Jackson, Carl Fuller, a young girl, Blocktown, Ia.; Mrs. Henry Kaiser and child, Germany.

The unidentified dead include four girls, three boys, one man and four women.

THE PANAMA QUESTION.

United States Secretary of State Replies To Protest of the Colombian Government.

Washington, Jan. 7.—General Reyes, the Colombian special envoy, has received the answer of the Washington government to his note charging the United States with violation of the treaty of 1848. The answer, which was prepared by Secretary of State Hay, though expressing the wishes of the United States government to deal justly with Colombia, is an emphatic refusal to reopen the Panama question. Prior to the receipt of the reply, General Reyes or the state department requesting that the correspondence be transmitted to the senate for its consideration. Pending an answer to this request, the correspondence will not be published.

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THEATRE CURTAIN WAS DEFECTIVE

IT FAILED TO WORK DURING PREVIOUS FIRE

The Panic Might Have Been Averted—Warnings Which Were Unheeded by Management.

Chicago, Jan. 4.—As a result of the Iroquois theatre fire and panic, which 500 persons lost their lives, Building Commissioner Williams to-night issued an order closing all the public halls, theatres, and similar places of public assembly until an inspection has shown that they are complying with all provisions of the building ordinance. This leaves Chicago churches and lodge halls alone open for public gatherings.

It was pointed out to the building commissioners to-day as indicating that the Iroquois theatre was opened prematurely, that \$10,000 bonds filed by the Fuller Construction Company to insure the city against damage to the frontage in re-erecting had not yet been redeemed.

The police to-day arrested George M. Dinsberry, chief usher of the theatre, on a charge of manslaughter. He is held to furnish evidence on the statements made by many people in the theatre that the ushers closed the doors and for a time refused to allow people to pass out.

Many belated funerals of victims of the Iroquois theatre fire took place to-day. The public schools were closed as a tribute to the dead teachers, for whom memorial services were held.

Coroner Traeger has received information that more than half of the stage hands were in a saloon near the stage door drinking beer when the fire was discovered. It has been learned that the stage door opened in, and not out, as the city ordinance requires, and that it was torn from its hinges when the stage door of chorus girls occurred. The windows of the theatre, through which many people might have escaped, were closed and covered with heavy boiler sheet iron doors.

The closing down of the Chicago theatres, by order of Mayor Harrison, has a basis in a paralytic of horror among the theatres. Miss Owens was a teacher in the Curtis public school.

The Locked Doors. Chicago, Jan. 6.—"Make every possible effort to establish the identity of some persons who died in this corner," State Coroner Traeger said to-night, after the coroner's jury stood at the end of the blind gallery passage, where before a "locked exit" more than thirty bodies were found. In this request, repeated at every point where bodies were found, State Attorney Deneen gave the key to one of the gravest questions that will confront the police in their criminal investigation of responsibility for deaths. It will not be sufficient for the purpose of a criminal prosecution for the coroner to show that the locked doors were responsible for the deaths, even if the responsibility for the locked door is fixed. In order to sustain a prosecution for manslaughter, it will be necessary to show that the identity of one or more of the individuals whose deaths the door caused.

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SHADOWING JAPAN'S NEW WARSHIPS

RUSSIAN SOLDIERS EN ROUTE TO KOREA

Reply From Czar's Ministers Will Be Considered at Urgency Meeting of Mikado's Cabinet.

London, Jan. 6.—(9:26 p. m.)—A dispatch to the Reuter Telegram Company from Tokyo says: "All the Russian warships recently at Vladivostok are reported to have sailed, probably for Port Arthur. Russia's reply has not yet been received by Japan. There is a strong widespread tendency to doubt the reports of the alleged conciliatory character of the reply."

To Prevent Landing. Paris, Jan. 6.—The St. Petersburg correspondent of the Paris edition of the New York Herald hopes as follows: "There is almost no hope of a peaceful solution and the public is expecting news of a battle resulting from the landing of Japanese troops in Korea. A battalion was sent from Vladivostok to prevent the Japanese from landing."

The correspondent says it is alleged that Japan is negotiating with Buenos Ayres for four other Argentine warships.

Shadowing Cruisers. London, Jan. 7.—The Daily Mail's correspondent at St. Petersburg says that the news is confirmed that the Second Rifle Regiment has already left Mukden for Korea to protect Russian interests there.

The correspondent of the Daily Mail at Shanghai reports that Japan has learned that the Russian squadron at Bizerta has been instructed to shadow Japan's new cruisers, and is in readiness to attack them in the event of war being declared. He admits that he never gave any instructions to anybody as to what should be done in case of hostilities, nor will he be able to do so until he has received a final certificate before opening. Mr. Powers gave similar evidence.

Fifteen other witnesses said there were no orders to place a fire alarm box in the theatre, that he had no direction to place a pump upon the stage before the fire broke out. He admitted that he never gave any instructions to anybody as to what should be done in case of hostilities, nor will he be able to do so until he has received a final certificate before opening. Mr. Powers gave similar evidence.

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HAS GREAT FAITH IN THIS PROJECT

J. B. HOBSON SEES FIELD FOR

He Will Transfer His Interest Measure From California to British Columbia

Since J. B. Hobson became in British Columbia proprietor of the coal mines, he has been making use of the resources of the one he has done more to advance the interests of the country than any other man. He has been a manager and one of the directors of the Consolidated Carbon Hydro Company, which represents an interest in the coal fields of the province since 1897, when it was incorporated in California. He has become by far the greatest promoter of the beautiful home of the province, and has been associated with him in the management of the coal mines. He has apparently caught from the same optimistic spirit, and is ready not only to sink the company in improved property, but are likewise ready to take the enterprise in development.

As previously recorded in the company propose to develop the coal fields of the province for the purpose of establishing a permanent water supply independent of that obtained from the Columbia river. This latter work is considered unlikely while the question of water is in the balance. The diplomats also regard the fact that the crown council was called on January 3rd and January 5th as being a favorable indication.

Paris, Jan. 7.—The war office has received a dispatch from Tokyo saying that Baron de Rosen, the Russian minister, presented Russia's reply to the Japanese minister yesterday.

On the Wave. St. Petersburg, Jan. 7.—The announcement of the departure of M. Rozbrazoff (who has been acting as the power behind the scenes in the Russo-Japanese negotiations) for Switzerland may be construed as an indication that the intention of the Russian war party is to withdraw from the present position. This view is strengthened by the failure to hold any meeting of the committee on the Far East. Such a meeting is considered unlikely while the question of water is in the balance. The diplomats also regard the fact that the crown council was called on January 3rd and January 5th as being a favorable indication.

Paris, Jan. 7.—Official and diplomatic circles here are waiting for information regarding the contents of the Russian reply to Japan, but the news is distinctly pessimistic, and there are but slight hopes of a peaceful settlement from the position in which Russia and Japan find themselves.

SHOT BY HOLD-UP MAN. Motorman Killed and Conductor Fatally Wounded When They Showed Fight.

Salt Lake, Utah, Jan. 7.—John Gleason, motorman on a Consolidated street railway car, was shot and instantly killed by a hold-up man. The conductor on the same car was seriously wounded by a masked highwayman, who was attempting to rob them. The assailant escaped without obtaining any booty. The shooting took place in a sparsely settled district. Instead of complying with the demand to hold up their hands, the car men showed fight.

CONDITIONS IN AUSTRALIA. Preferential Trade the Most Important Question Before the People.

Ottawa, Ont., Jan. 7.—Mr. D. H. Ross, Canada's commercial agent, writing to the press in Australia, says the bond of imperial feeling is growing stronger. A phenomenal harvest means renewed loyalty in imports, and preferential trade looks largely on the Australian political position. It is felt that Canadian firms doing business in Australia send their catalogues to him. In this way he will be able to quote prices.

NITRO-GLYCERINE EXPLODES. Four Men Instantly Killed and Several Injured.

Penance, Eng., Jan. 6.—Four men were killed and several were injured by an explosion at the nitro-glycerine department of the Nitro Explosive Works, eight miles from here. The whole district was enveloped in a cloud of black smoke, and nearly every window in the town was shattered by the terrific force. Many windows were also smashed at Penance.

ALLEGED FORGERY. Cashier Taken Into Custody, and Bank Has Closed Its Doors.

St. Joseph, Mo., Jan. 7.—Cashier J. E. Marcell, of the Bank of Highlands, Kansas, charged with forgery, was arrested last night. The bank's doors were closed. Marcell has been a speculator on the Chicago Board of Trade.

MEET NEXT MONTH. San Francisco, Jan. 7.—Wm. Rothwell ("Young Corbett") and James E. Britt have agreed to fight in this city next February. They were in at 130 pounds. The fight will probably be under the auspices of the Yosemite Club.

INDIRECT ANSWER. Boreg—"Do you believe that suicide is a sin?" Miss Cautley—"Well, in your case I think it would be permissible."

BORN. BIRD—On the 4th inst., at 24 Henry street, the wife of A. H. A. Bird, of a son.

WELCH—On Jan. 7, at 3 Jubilee avenue, the wife of H. H. Welch, of a daughter.

LAW—At Vancouver, on Jan. 6th, the wife of Charles F. Law, of a son.

MARRIED. PHILPOTT-SAVAGE—At Westham Island, on Dec. 29th, by the Rev. Thos. Oswald, Wilfred Philpott and Maggie J. Savage.

JOHNSON-GRANT—At Vancouver, on Jan. 4th, Capt. Bernard Johnson and Miss Flora Macdonald Grant.

WATSON-NICHOL—At Kamloops, on Jan. 1st, by Rev. Father Michel, Robinson Watson and Mrs. Mary Josephine Nichol.

DIED. NEEDHAM—At Vancouver, on Dec. 29th, at the residence of his daughter, Mrs. Wm. Needham, aged 79 years.

URQUHART—At Kamloops, on Jan. 6th, Walter Urquhart, aged 79 years.

LOWEY'S Z (Wise Head) Defunctant Son Fowler dived in the bath tubs this winter at the same time that it disintegrated.

WATCHES FREE TO AGENTS—Wanted, gentlemen and ladies to engage in the sale of our watches. We give our agents a free sample \$10 watch to take orders and to sell. If you are interested, please write to us at once for sample and terms. Address Ideal Watch Co., Dept. 18, Toronto, Ont.

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Mr. Parsons tells this story, which is copyrighted by the Topeka Daily World: "The wreck occurred at 1:35 this morning, two miles west of Williams, Kas. At least 30 persons were instantly killed, while several others were fatally injured, and a large number of persons were seriously injured. Two cars filled with passengers were demolished, both locomotives were destroyed, and four carloads of stock torn to pieces, and dozens of dead animals strewn over the right of way. Both trains were running at a speed of from 15 to 25 miles an hour, and when the engines met they were when the sudden explosion of one of the boilers by the impact. The engineer and the man on the freight escaped without injury by jumping. The fireman on the passenger train was seriously injured, but the engineer escaped.

"It was in the third car of the passenger train, the first coach having been preceded by a smoker and baggage car, that the greatest loss of life occurred. The smoker, which was occupied by only two or three men, was overturned and pushed through the car behind it, which was overturned and crushed. The car behind it, which was crowded with passengers, some standing on the aisle.

"The first warning given the passengers in this car was when the sudden settling of the air brakes shut off the lights, leaving all in darkness. A moment later a mass of splintered wood fell on us, and we were crowded down upon them. No one was thrown out of his seat by the blow. Most of those in the forward end of the car were killed instantly. Thirty in the rear end of the coach, however, succeeded in escaping from the end of the car, which was still unobstructed. No one in the front half of the car escaped. They were crushed down between the seats by the smokers.

"When rescue was finally possible, only three living persons were taken out by the rescuers, who were compelled to chop holes in the side and through the floor and top of the coach to reach them. "Bonnie Martin, a girl 11 years