

### JAPAN AND RUSSIA.

#### While the Bear Has Given Out Conciliatory Propositions, It Still Keeps on Forcing Troops and Munitions of War to the Front—Japan Says Little, but Does Not Let Up.

ST. PETERSBURG, Jan. 6.—The semi-official despatch of last night from Vladivostok, saying that owing to disturbances between Koreans and Japanese in Corea, the Russian second rifle regiment, in full strength, had been dispatched to Corea to protect Russian interests there, created little comment here.

At Moscow, however, commenting upon the order of the Mikado to return to Korea, the *Times* says that Japan declares Russia is ready to fight Japan and a coalition if necessary.

LONDON, Jan. 6, 8:25 p. m.—A despatch to Reuters' 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, but it is a strong, widespread tendency to doubt the reports of the alleged conciliatory character of the reply."

CHYENNE, Wyo., Jan. 6.—Several hundred Japanese trackmen and miners, employed by the Union, Pacific road and coal companies in Wyoming, is reported, are arranging to obey an order of the Mikado to return to their native land and enter the army.

ROME, Jan. 6.—Mr. Ohayama, the Japanese minister, in an interview today said he had hopes for a victory for Japan in the coming war.

The minister said his country was in a position to rapidly create 300,000 men in Manchuria, while Russia could with difficulty send there only 200,000 men.

Minister Ohayama said that the naval forces of Japan were numerically superior to those of Russia, and from a military standpoint were worth double.

"If war breaks out," said the minister, "it will last for only a few weeks."

SEOUL, Jan. 7.—A Russian legion guard of thirty has been landed at Chemulpo, but the Japanese railway has refused to transport it to Seoul.

It is reported preparations have been made for the emperor of Corea to find an asylum in the French legation in the event of serious trouble. It is expected that France and Germany will send marines here to guard their legations.

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 Corea to protect Russian interests there.

The correspondent of the Daily Mail at Shanghai reports that Japan has learned that the Russian squadron at Blantyre has been instructed to shadow Japan's new cruisers and is in readiness to attack them in the event of war being declared.

[A despatch to the Associated Press from Rome, dated Jan. 3, said that the Japanese Admiral Iwano Matsumoto was discussing the advisability of taking the cruisers *Nashua* and *Asaga*, recently bought at Genoa from Argentina, through the strait of Gibraltar, instead of by the Suez canal, in order to avoid a possible attack by Russian naval forces.]

LONDON, Jan. 6.—The meeting of the Japanese cabinet has almost certainly been called for the purpose of considering the reply to Russia to the last Japanese note, and it is equally certain that the meeting of the British cabinet will be for the purpose of discussing the attitude of Great Britain in the light of the Russian reply.

Editorials in this morning's papers are almost unanimous in admitting that even if the war shall be confined to Russia and Japan, Great Britain cannot possibly see Japan crushed, and that in the event of Japan suffering a great naval defeat, Great Britain would be almost compelled to go to her assistance.

LONDON, Jan. 7.—The Tokio cor-

### TWENTY-FOUR KILLED

#### By a Most Frightful Railway Collision in Kansas, Yesterday.

Balance of the Passengers Were Injured, but None of Them Seriously—Particulars of the Head-on Disaster.

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Thirty persons were killed and every person on 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 thirty 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-steaders' excursion rates. It also contained several sleepers and chair cars for San Francisco and Los Angeles.

H. G. Parsons, a reporter, who was on the wrecked Rock Island express, tells this story:

"The wreck occurred at 2:35 o'clock this morning two miles west of Willard, Kas. At least thirty persons were instantly killed, while several others were 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 overturned and pushed through the miles an hour, and when the engines met they were welded together by the impact. The engineer and fireman on the freight escaped without injury by the door of the engine, but the engineer's train was seriously injured, but the engineer escaped."

It was in the third car of the passenger train, the first coach being preceded by a stock car 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 crowded with passengers, some standing in the aisle. The first warning given the passengers in this car was when the sudden stopping of the train caused the lights, leaving all in darkness. A moment later a mass of splintered wood and iron was crowded down upon them. The smoke and dust were suffocating. 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 through the windows and doors, which were still unobstructed. No one in the front half of the car escaped. They were crushed down between the seats by the stock train.

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 door and top of the car to reach them. The three rescued from this position were a man, a small girl and a middle-aged woman, who were moaning and begging to be taken out. One man, hurt internally, was removed through the rear door within five minutes after the collision, but died almost as soon as the rescuers could lay him down. A woman died two hours later through a hole chopped in one side of the car. Her name is Miss Hovey.

A dozen men had helped to take her from the wreck. Bonnie Martin, a girl 11 years of age, was pinned down between the two cars. The heavy stove top of one foot. Her mother, who relieved the injured and made no attempt then to remove the crushed bodies from the debris.

After daylight the work of removing the bodies began. The engine of the wrecking train coupled on the two cars, 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. Through a hole chopped in one side of the car the body of a gray-haired, heavy set man, and a woman with long yellow hair were visible. Fires were built along the track at short intervals, and by the light of these the rescuers to remove the victims chipped openings in the wrecked cars until exhausted, and then handed their axes to others. The entire side of the car had been chopped away when the work was completed. 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.

In the sleeper of the passenger train

### PREMIER TWEEDIE AWFUL EXPERIENCE

#### Told the Sun Some Things of the Saint John Schooner.

Ayr.

Captain and Crew Badly Frozen and Nearly Starved—Expected the Men Will Recover.

BOSTON, Jan. 6.—The Gloucester schooner *Jennie B. Hodgdon* arrived at that port today with the crew of the St. John schooner *Ayr*, which left St. John for New York with a cargo of lumber Dec. 26th.

The *Ayr* was abandoned dismasted and waterlogged on miles east of Cape Cod on Monday last.

Capt. Sabanus and William Bell of St. John and the rest of the crew are badly frozen. They were without food for thirty-six hours. They will recover. The rescuers supposed the men dead and frozen to the deck.

The *Ayr* was owned by N. C. Scott, of St. John.

The above despatch from the Star's Boston correspondent was repeated to Mr. Scott and was the first word that he received concerning his vessel's loss.

Capt. Sabanus has a wife and a large family on Adelaide Road, to whom the news was conveyed by Mr. Scott this afternoon. Sabanus is a Nova Scotia, having come to St. John some time ago from Port Lorne. The crew, with the exception of Wm. Bell, who is a St. John man, were foreigners, though they were shipped at that port.

The schooner *Ayr* was built by John and Robert McLeod at Black River in 1881. Mr. Scott says she was never in better repair than when she left on this trip. Among other repairs, she had just received a new mainsail.

She was only partially insured.

The lumber cargo was shipped by Stetson, Cutler & Co. It consisted of 18,000 ft. of deals for New York, and was fully insured. The *Ayr* sailed from St. John on December 26th.

BOSTON, Jan. 6.—Captain Anderson of the steamer *Tancred*, which arrived Monday, reports Sunday, at 8 p. m., 35 miles east by north of Boston Lightship passed a floating iceberg, was awash, with rigging hanging alongside and a dangerous obstruction. No boats were in sight and no sign of life aboard.

### MT. ALLISON AND SACKVILLE.

SACKVILLE, N. B., Jan. 5.—The ladies' college opens Thursday with bright prospects for the second term. Twenty-five new students are enrolled. The number of students who have been returning is much smaller than usual. But for the ample accommodation afforded by the new college pupils would actually have been sent away perforce.

The appearance of the new college is such as to make all old students wish that time could turn backward and make it actually come more residents of Mount Allison.

A short flight of broad steps leading from the main hall introduces one into the wing corridor. Right and left are the classrooms, light, airy and warm, fitted with blackboards, desks, etc. At the end of this corridor is the dining hall, 4x50. With the sun pouring in through several of the windows, the walls rung with handsome oil paintings and the profusion of plants, it is a room that 'twould tempt the dying anchorite to leave for good.

Swing doors lead into a large pantry, with sinks for washing dishes, hot closet for warming plates and ample cupboard room. This in turn opens into the kitchen, with its huge range of wood, and a large dining room, of which are several wooden cupboards and a very pleasant dining room for the servants. The basement contains laundry and ironing facilities, and a large store room, and here, probably on the principle that proper nourishment is the foundation of all success, the cooking school will conduct their savory compounds. The first and second floors are given over to the hospital and students' rooms. The hospital is entirely shut off and occupies two charming rooms with open fireplaces, a bath-room and apartment for the trained nurse, Miss Hovey. The students' rooms, both single and double, are extremely attractive, with hardwood floors and pretty furniture. While those on the south have the benefit of the sun, the north rooms are compensated by a magnificent view. All are fitted with iron bedsteads, with woven spring and the best of hair mattresses. The deep closets with shelves, one for each occupant, are striking features. There are large bathrooms on each flat, beautifully fitted up with marble basins, nickel faucets, etc. The closets and baths are divided with light wood partitions. Each floor has also a housemaid's room, with sink, and one small room to be fitted up as a dark room for developing photos. The top flat contains the maids' bedrooms and bath rooms.

Miss Amy Mildred Carver, the new teacher of elocution, is expected on Thursday. The teaching staff will all be here by that day.

Dr. Archibald returned from New York Saturday, when he read a paper on mathematics at the meeting of the American Mathematical Society, the meeting being held at Columbia University. While there the doctor met Miss Florence Pratt, one of last year's piano teachers at Mt. Allison, who is now studying her art in the metropolis.

The violin department is flourishing, so much so that an assistant is required. Miss Higley will fill the post and Prof. Wilson take the harmony classes.

Two students are returning for violin instruction, under an absence of some months. Miss Irwin of St. John and Miss Gee, daughter of Rev. John Gee.

### CHICAGO HORROR.

CHICAGO, Jan. 6.—By their own evidence given today before Munro Fulkerson, who is conducting the fire department investigation into the Ironquits Theatre horror, the proprietors of the theatre, which was a worse condition of affairs existed than had heretofore been thought possible.

William J. Davis, Harry J. Powers and Thomas J. Noonan, active managers of the Ironquits Theatre, were examined by Mr. Fulkerson today. All of them pleaded ignorance of any precautions taken to prevent loss of life by the theatre.

They admitted failure to instruct employees in fighting fire and failure even to provide suitable appliances for use against flames. Their statements were corroborated by the testimony of twenty employees of the theatre.

Noonan, who is the working manager of the theatre under direction of Davis and Powers, admitted today that eleven of the theatre exits were looked and bolted. Two of these exits, leading to the front of the theatre on the ground floor were looked, three additional exits on the north side of the ground floor were bolted, three exits on the north side of the theatre from the first balcony were bolted and three exits on the north side of the second balcony were bolted.

Had the three exits in each balcony been available, according to Inspector Fulkerson, the loss of life must have been greatly diminished.

Noonan declared that no person had been named by the theatre management to superintend the operation of the ventilators of the theatre in case of fire, and that in consequence the flames had been permitted to sweep the place instead of seeking a natural outlet through the stage roof. It was said by Noonan that George M. Dusenberry, the head usher; Archibald Barnard, chief electrician; and the theatre engineer knew how to operate the ventilators.

It was proven by the evidence of these men, however, that two of them never went upon the stage and that the other had never been told to assume charge of the ventilators in case of fire.

From figures obtained from Noonan today it became evident that almost one in three of the people who attended the matinee lost their lives, the percentage being a trifle over 31 per cent. The theatre seated 1,596 people and in addition to these 238 had been admitted after all seats were sold, making a total of 1,834 people on the stage when the flames broke out.

Manager Noonan declared that the two balconies, including seats and people standing, held 889 persons. Only three persons were killed on the first floor. This would make, according to Manager Noonan's statement, 588 deaths out of 889 people in the two balconies.

Will J. Davis testified that he had given no orders to place a fire alarm box in the theatre or a pump upon the stage, beyond the fact that any apparatus the firemen wanted should be provided as soon as possible. He declared that he could not say as to whether the building had been finally accepted from the Fuller Company or not, nor had he given instructions to anybody as to what should be done in case of fire. He had no knowledge as to whether the theatre had received a final certificate of inspection from the building department of the city before opening.

Mr. Powers gave evidence substantiating the same.

## It won't chop wood

but Sargent's Gem Food Chopper will chop raw meat, cooked meat, vegetables of all kinds, fruit, crackers, bread, eggs, cheese, nuts, figs and other foods, and

## It will chop

them all rapidly, easily, coarse or fine, in uniform pieces, without mashing, squeezing, tearing or grinding.

**W. H. Thorne & Co., Limited, St. John.**

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### OTTAWA NEWS.

OTTAWA, Jan. 6.—The coroner's jury at the inquest touching the death of John Wark of Welford, N. B., rendered a verdict that he committed suicide while in a state of insanity.

It is stated tonight that Premier Parent will be here this week to see Sir Wilfrid, and that he will get either one or the other offices, which a deputation came to Ottawa about.

A big struggle is contemplated in Quebec province. Bourassa was spoken of as likely to succeed Sargent as premier of Quebec, but the party managers are afraid to let Bourassa leave the county of Labelle, as they realize he is the only man who has a chance of retaining it for the house of commons. Gouin is, therefore, mentioned as the prospective premier of the province.

The prime minister was waited upon today by an influential deputation from the province of Quebec. They asked that a French-Canadian be appointed on each of the two commissions shortly to be appointed, viz., the railway commission and the commission to construct the eastern section of the new transcontinental railway. The political situation in Quebec was also discussed, state of liberal organization, shuffie in judgships, etc.

Prof. Cowie, Scotch herring expert, reports to the government that Canadian herring are quite equal in quality to those taken off the Scotch coast, and equal prices could be had for them if the fishermen followed better methods of putting them up for market. It is altogether likely that, acting upon the advice of Professor Prince, the fisheries commissioner, the government will bring some Scotch herring packers to Canada to demonstrate the Scotch methods of canning.

The cabinet had a two hours' sitting today, but the business transacted was not of a very important character. Mulock and Sutherland were appointed a sub-committee to report upon the subject of a new public building for Ottawa. Quarters have been secured for the customs house and inland revenue offices, but the general men are still occupying the senate and commons building. It is altogether likely the post office will be rebuilt on the present site, but on a greatly enlarged scale, commensurate with the growth of the city.

Bicyclists and all athletes depend on BENTLEY'S Liniment to keep their joints limber and muscles in trim.

### LAWLESS CHICAGO.

CHICAGO, Jan. 6.—With persons busy in offices all about him, David Freeman, a jeweler, with offices on the sixteenth story of the Masonic Temple Building, was held up by two men today and robbed of \$4,300 in currency, diamonds and watches. The men compelled their victim to open his safe and show case. He was then locked in a small closet used as a laboratory.