

# MINNESOTA JOURNAL

PRICE TWO CENTS.

WEDNESDAY EVENING, JANUARY 6, 1904.

20 PAGES—FIVE O'CLOCK.

## JAPAN NOW HAS RUSSIA'S REPLY

Document Which May Precipitate War Is Thought to Have Been Delivered To-day.

Its Contents, However, Are Kept Secret and Further Negotiations Are Likely.

Statement of Points at Issue Between Powers Now Facing Each Other in the East.

**RUSSIAN NOTE RECEIVED.**  
Tokyo, Jan. 6.—It is believed here that the Russian response has been handed to the government, but the secret of its delivery has been jealously guarded and the nature of the reply remains undisclosed.

Minister of Foreign Affairs Kumura called this afternoon upon Baron de Rosen, the Russian minister to Japan, with whom he remained an hour, and later visited Premier Katsura, when an extended conference was held.

There is every indication now that further negotiations will take place, altho it is expected that Japan will refuse to transfer the discussion of affairs to St. Petersburg.

Tokio, Jan. 6.—4 p. m.—A high Japanese authority to-day made the following explanation of the status of the far eastern question:

The statement to this end, Japan has made concessions to Russia is not exact. On the contrary, Russia, in the month of October, made certain concessions which were accepted by Japan, subsequently withdrew them and assumed an attitude which left the Japanese little hope in the way of reaching a settlement.

The Japanese proposals. First—Russia and Japan should mutually respect the independence.

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## AIRSHIP WAS A GREAT SUCCESS

The Wright Brothers Give Out a Statement Regarding Their Recent Experiments.

Their Machine Succeeded in Traveling Into the Teeth of a Winter Gale.

Dayton, Ohio, Jan. 6.—The Wright brothers, inventors of a flying machine which has attracted widespread attention, have prepared the following statement of their first correct statement of two successful trials made by them:

"On the morning of Dec. 17 four flights were made, two by Orville Wright and two by Wilbur Wright. The starts were all made from a point on the level. The wind had a velocity of from 24 to 27 miles an hour, as recorded by the anemometer. The flight was made directly against the wind."

## WHEAT SOARS; BULLS DANCE

An Advance of Nearly Three Cents Made in Minneapolis To-day.

Other Grains and Other Markets Feel Effects of the Same Influences.

Millers and Traders Alike Are Inclined to Look for Dollar Wheat.

Wheat advanced 2 3/4 this morning from yesterday's close, and 3 1/2 from the low point of yesterday. In the Minneapolis pit May sold at 88 3/4, compared with yesterday's closing figure of 85 3/4. There was excitement in all markets, and the local pit was crowded all day, with a large number of outside grain men were on the floor.

Colonel George D. Rogers, secretary of the chamber, has long been an outspoken bull, as has president James Marshall.

Henry Little Says \$1. Henry Little, manager the Pillsbury-Washburn company, says: "I expect wheat to sell at \$1 a bushel irrespective of what Armour does and without any regard to the possibilities. Our wheat receipts in the northwest are coming about as they usually do. They are coming just as fast as the railroads can bring them, and they would come just about as fast if we had grown only 100,000,000 bushels up there. But we know the situation in the country, and we do not believe there will be any northwest wheat to spare. The winter wheat prospect is certainly not good. The stock of wheat in the country and the stocks of good wheat are very light. The flour situation is strong. We have had our holiday dullness, as we always have after the close of a busy season. In broad view, the situation is strong, and I expect it to develop it."

What the Traders Say. Charles E. Lewis says—"If the foreigner who are undoubtedly short a large line of wheat should start in to buy wheat, which they are bound to do sooner or later, \$1 wheat might be realized inside of forty-eight hours. I myself don't see where we have much if any wheat to spare. The government crop figures of 637,000,000 bushels are 50,000,000 bushels too high. Even if the Russian and Japanese have the only stocks of wheat in this country. The mills of the northwest used 10,000,000 bushels of winter wheat from the southwest last year, when cash wheat finally sold above \$1. What will it do this year with the northwest wheat crop admittedly 25,000,000 bushels less than in 1902?"

H. Wason says: "The war scare has been the means of drawing attention to wheat, but it is a mistake to suppose the strength due primarily to that cause. It has only hastened what was bound to come. The situation is legitimately strong, as has been said repeatedly for months past. War would mean a great spur, and a peace agreement might mean a sharp decline, but in either case it all there would remain the conditions making for much higher prices ultimately."

## OTHER MARKETS EXCITED

War News Causes a Sharp Advance in Futures. Chicago, Jan. 6.—Under excited bidding by shorts who were frightened at a reported clash between Russian and Japanese troops, the depression of consols and the pessimism of continental bourses, May wheat jumped 2 1/2 to 2 3/4 at the opening. It rose and then declined, but was simultaneously ranged from 87 1/4 to 88 3/4. July advanced to 82 3/4—a gain of 2 1/2 over yesterday's close—and September showed a gain of 1 1/2.

Recent intimations that Russia's reply to the Japanese would be conciliatory, had tempted a somewhat heavy launching of short lines, and the report of a clash of troops, altho unverified, taken in conjunction with the drop in consols, was more than sufficient to start a covering movement.

Commission-house buying was also noticed as a factor in the advance. At the crest of the rise the inevitable report of a clash of troops, altho unverified, taken in conjunction with the drop in consols, was more than sufficient to start a covering movement.

TAWNEY WANTS TO KNOW Asks Information Regarding Deceitful and Superannuated Mail Cars.

From The Journal Bureau, Colorado Building, Washington, Jan. 6.—Representative Tawney to-day introduced resolutions calling on the postmaster general to inquire into the number of mail cars now in service, when built and other information.

"I am informed," said Mr. Tawney, "that many mail cars have been in service twelve and fifteen years, and that they have deteriorated so as to afford but little protection to clerks in wrecks. Statistics of railroad accidents show that mail clerks are more often injured than any one else on trains. The postoffice department recently recommended the adoption of all-steel cars for the transportation of mails, and I want to get the information I have called for to show the necessity for stronger mail cars."

## BARN BANDITS FACE THE JUDGE

Charged with the Murder of Frank W. Stewart, Clerk in Charge of Money.

Delay Sought on Behalf of Van Dine, Who Is Alleged to Be Insane.

New York Sun Special Service. Chicago, Jan. 6.—The trial of the car barn bandits Marx, Neidermeier and Van Dine began before Judge Kersten to-day. Among those present was the mother of Neidermeier who has been familiarizing herself with court methods in attending a murder trial conducted by another judge during the past few days.

The morbidly curious were rigidly excluded, no person not directly connected with the trial being admitted. The specific case called was that of the murder of Frank W. Stewart, of Milwaukee, has been in the

city since Dec. 16 looking up evidence to use against her. He left last night for Milwaukee with the avowed intention of laying his evidence before the authorities of that city and bringing the woman to account.

Mrs. Gates, according to Dr. Madden, son-in-law of Dr. Nelson S. Darling of Laporte, will receive a retainer of \$25,000. It is said to accompany Mrs. Gates of that city, said to be worth \$40,000,000, on a tour of Europe for the restoration of her health. In addition to this sum Dr. Madden will receive a handsome salary. He will be accompanied by his wife, Mrs. Grace Darling Madden, formerly a teacher in the Wisconsin state normal school.

Under date of June 24, 1903, there appeared in one of the Milwaukee dailies the following dispatch from Indianapolis: Dr. John Madden, son-in-law of Dr. Nelson S. Darling of Laporte, will receive a retainer of \$25,000. It is said to accompany Mrs. Gates of that city, said to be worth \$40,000,000, on a tour of Europe for the restoration of her health. In addition to this sum Dr. Madden will receive a handsome salary. He will be accompanied by his wife, Mrs. Grace Darling Madden, formerly a teacher in the Wisconsin state normal school.

## LEGISLATION FOR ALASKA

No Territorial Form of Government Proposed at Present. From The Journal Bureau, Colorado Building, Washington, Jan. 6.—The report that Senators Nelson, Dillingham, Burnham and Patterson, who visited Alaska last summer, had returned to the east, prepared their report is premature, but it is expected that when it is ready it will recommend no territorial form of government at present, but favor the appointment by the president of a delegate to congress, the construction of wagon roads—particularly one from Valdez to Eagle, a distance of 100 miles—the cession to be defrayed from the revenues of the territory, and the revision of the mining laws.

The difficulty of an election on account of the sparseness of population and lack of means of communication are reasons for deferring the organization of a territorial form of government and the appointment rather than the election of a delegate.

## WASHINGTON NOTES

Appropriation Promised for Elevator in Minneapolis Federal Building. From The Journal Bureau, Colorado Building, Washington, Jan. 6.—Chairman Hemenway, of the appropriations committee has promised that the federal building in Minneapolis will have a \$25,000 appropriation for the new elevators in the Minneapolis federal building put in the urgent deficiency bill, soon to be reported to the house. Representative McCleary, who is a member of the committee, has promised his co-operation.

New Rural Routes. Rural free delivery established to commence Feb. 15; Routes 1 and 2, Watkins, Meeker county, Minn.; length 50 1/2 miles, population 1,385, number houses 277. Rural carriers appointed to commence Jan. 15 as follows: Anoka, route 4, Harold Pope, carrier; Ernest Rickaby, substitute, Glenwood, route 3, Casper Sussag, carrier; Ole Sussag, substitute, in route 1, G. S. Thurston, carrier; Charles F. Thurston, substitute. South Dakota—Clear Lake, route 1, S. R. Lawson, carrier; R. G. Lawson, substitute. Ida Ekholm has been appointed fourth-class postmaster at Siggestad, Kittson county, Minn., vice G. Peterson, resigned.

—W. W. Jernama.

## HETTY GATES' FAKE FORTUNE

Dr. John Madden of Milwaukee Comes Here to Make Investigation.

He Relinquished His Practice to Become the Woman's Private Physician.

Now He Is Held Accountable by Friends Who Advanced Her Money. Chicago, Jan. 6.—"The overwhelming mistake of the Iroquois disaster was the condition of the skylights and ventilators above the stage," said Fire Inspector Fulkerson to-day. "Had the ventilators over the stage been opened or the skylights not been fastened shut," said Mr. Fulkerson, "there would have been no loss of life by fire, regardless of the asbestos curtain falling to work."

An employee of the theater failed in his duty of closing the metal reflecting trough and thus blocked the curtain. But the skylights were

blocked and wired so they could not open. "The heat of the flames finally broke two panes of the skylight, with the result that there was instant relief from the deadly draft sweeping the auditorium. If the skylights had been entirely opened the flames would have been diverted from the auditorium entirely."

The building inspector bitterly arraigned the management of the theater and the builders who closed the stage skylights. Mr. Fulkerson's statement was given while he was preparing to probe the conduct of the ushers at the theater in the panic which followed the outburst of flame. He said:

"All the testimony given me forms a story of incompetency, blunders, carelessness and neglect on the parts of builders and managers of the theater."

Released Under Bonds. David Jones, John Kingsbury, Otto Rausch and William Brown, the Fuller Construction employees arrested on a charge of malicious mischief in destroying evidence at the Iroquois theater by changing the skylights, were to-day held under bonds of \$2,000 each. Their cases were set for Jan. 11.

That the stage management of the Iroquois never gave orders to govern the employees in case of a blaze never instructed them as to opening or closing of ventilators, and never gave them a fire drill, was testimony given to-day before Fire Inspector Fulkerson. The witness was C. M. Hawes, a scene-shifter.

LISTS AT VARIANCE Police Place Dead at 591, the Coroner, However, Disagrees. New York Sun Special Service. Chicago, Jan. 6.—Bodies of 556 victims of the fire have been buried, according to burial permits issued by the health department. If the coroner's figures, which show that a total of 555 persons lost their lives in the catastrophe be correct, only nine remain unburied. Four of these are unidentified. Eleven burial permits were issued yesterday, but more than that number of funerals were held, some interments being under permits previously issued.

The records of victims of the theater fire, both of the police and coroner, are still incomplete and do not tally. In both offices clerks are trying to straighten them out, after which it will be possible to check them up and investigate errors. Many rushed to police headquarters on the night following the fire and reported as dead or missing friends or members of their families who afterward were found unharmed. Others were reported missing, when in reality they had been taken to hospitals. In most cases where this mistake was

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## BLUNDERS AND INCOMPETENCY

Fire Inspector Fulkerson Thus Characterizes the Cause of the Iroquois Theater Disaster.

Skylights Which Should Have Carried Flames from Stage Were Completely Blocked Up.

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## TWENTY PERSONS KILLED IN WRECK

The Rock Island's California and Mexico Express Has Head On Collision with a Cattle Train Near Topeka.

Nearly All the Occupants of One Car Are Instantly Killed—Relief Train Takes the Survivors to Topeka—Heroic Work of Dr. Bell of New York, Who, Tho Crippled, Worked Indefatigably Over the Injured.

Topeka, Kan., Jan. 6.—The Rock Island's California and Mexico express, which left Chicago on Monday night at 11:30 for the west, collided head on, shortly after 1 o'clock this morning at Willard, Kan., fourteen miles west of here, with a cattle train. Twenty persons were killed, and every person on the train was injured. A relief train that left Topeka for the scene returned at 7:30 o'clock this morning with the dead and injured.

The Dead. A. C. WRIGHT, Kansas City, Mo. JAMES GRIFFIN, Claremont, Mo. W. S. MARVIN, De Kalb, Ill. WILLIAM WELLS, Jacksonville, Ill. MRS. HENRY KAISER and child, Germans. GAIL FULLER, young girl, Blacktown, Iowa. E. E. MEYERS, Buffalo, N. Y. FAY FULLER, girl, 7 years old. E. R. KANE, 25 years old, baggage checked to Tyrone, Okla. Woman of middle age, ticket to Tyrone, Okla. Girl 16 years old. Child 8 years old. Child 9 years old. Boy 12 years old. Boy 13 years old, brown and white checked suit. Girl 13 years old, brown dress. Woman 40 years old, weight about 155 pounds. Woman 45 years old, plain band ring on left hand, blue and white checked waist. Girl 16 years old. The dead are being brought to Topeka. Many of them are badly mutilated.

The Injured. G. W. Sherman, McFarland, Kan., slightly. Blanche Martin, St. Joseph, Mo., foot sprained, face cut. E. Allen, Topeka, Harlan, Mo., back and head injured. Molly Fuller, Blacktown, Iowa; head and back not serious. C. A. Fried, Everest, Kan., sprains. Mrs. D. E. Fuller, Blacktown, Iowa, face cut. Mrs. Ellinger, Lindsay, Kan., face cut. Gail Fuller, Everest, Kan., badly bruised. Dan H. Wadsworth, Armourdale, Kan., leg broken. Clarence Fowler, Hanson, Ky., head cut. Mrs. Alice Rosebo, address not given, bruised. Mrs. M. I. Hill, address not given, leg and arm fractured, serious. H. A. Jones, Everest, Kan., nose fractured, face cut. J. C. Nagle, conductor, Kansas City, ankle broken, bruised. E. Allen, porter, Topeka, back injured, not serious. Frank H. Arville, Chillicothe, Mo., 6 years old, head cut. Mrs. Frazier, Kansas City, shoulder hurt. J. Veneman, conductor of Pullman, Kansas City, Mo. O. Swanson, Lane, Kan. E. Beatty, Pennsylvania. E. F. Adams, brakeman, Everest, Kan. Mrs. Rose Bulb, Atchison county, Kan. Mrs. Bertha Shubert, St. Claire, Ill. Ola Parvo, Lynne, I. T.

The train, which left Kansas City at 10 o'clock last night, was twenty miles late, and at the time of the accident 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 that closed yesterday. It also contained thru sleepers and chair cars for San Francisco and Los Angeles.

Wreck Was Most Serious. The wreck was one of the most serious that has happened on the Rock Island system in years. Occurring as it did at a small station with few facilities for aid, and in the darkness, there was much delay in extricating the train. The train was composed of a combination baggage and mail car, a regular baggage car, a smoker, a tourist sleeper and a standard sleeper.

Passenger Had Right of Way. 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 Topeka, before crossing the freight train. The wreck occurred at a curve.

The hero of the wreck was Dr. Bell of New York city, a young physician, himself crippled, walking on a crutch. Dr. Bell, altho slightly hurt as a result of the collision, was the first man to leave the Pullman sleeper, which was not damaged. Struggling heroically forward on his crutches, he immediately assumed charge of the rescue work. First he ordered the chair car and sleeper cleared. Then, after directing the removal of the injured to these cars, he layed their pain as much as possible without medicines or instruments, bandaged legs and arms with strips torn from sheets and pillow cases, administered what whisky was at hand to deaden pain until the relief train should arrive, and saved the life of the fireman by tying an artery with the aid of a pen knife and a piece of string.

Dr. Bell Was Modest. After working until nearly exhausted, Dr. Bell only gave way when the relief train arrived from Topeka with medicine and instruments. Then he steadfastly refused to disclose his name, and it was only partially learned from his fellow passengers. Dr. Bell was on his way to El Paso, Texas, for his health. Soon after returning to Topeka from the scene of the wreck he boarded another train for the south, arranging either to disclose his full name and address or to submit to an interview.

Chopped Car to Pieces. Fires were built along the track at short intervals and by the light of these the rescuers, in their eagerness to remove the victims, chopped openings in the wrecked cars. Thru a hole chopped away when the work was completed. Occasionally the rescuers would descend upon an alarm being raised by watchers, who declared that the chopping away of the cars was letting the smoldering fire upon the victims. So terrific was the force of the collision that the smoker left the trucks in its backward rush, leaving them still upon the track.

Physician on the Train. On the passenger train, in the sleeper, was a young physician, who walked with a crutch as the result of some spinal trouble. He was thrown from the south, sustaining other injuries, but was the first man to emerge from the sleeper and immediately began aiding



NO NEW DRESS FOR ALASKA The Congress Tailor—The Nice, Warm Duds You Are Now Wearing Suit Your Present Needs, but Here's a Nice, New Tipset for You.

clerk in charge of the money at the car barn office, Roski, one of the bandits, is not a defendant in this particular case.

The first step taken by the defense was motion to seek delay in behalf of Van Dine. An affidavit was presented to the effect that effort had failed to secure the attendance of Dr. James C. Ross who is in Colorado. Van Dine was employed by Dr. Ross in Chicago Heights and it is said that the physician will testify that Van Dine is insane.

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