

DEATH LURKS AT GRADE CROSSING

FREIGHT TRAIN HITS STREET CAR

Mistake in Signals Causes a Collision—One Passenger Is Killed.

Body of Street Car Lifted from Trucks and Hurled to the Ground.

THE DEAD. A. L. JACKSON, farmer, Roscoe, S. D.

INJURED. Ned Parker, 833 First avenue S.; bruised and back sprained.

OTHER PASSENGERS, NOT INJURED. H. A. Ralphie, 1621 Hillside avenue.

A mistake in signals was responsible for the collision of a train of freight cars, pushed by a Northern Pacific switch engine and an east-bound interurban car on the grade crossing at University avenue SE at 9:40 a. m. to-day.

One man was killed, several others injured and the car almost demolished. The switch engine, in charge of William Smiley, engineer, had just pulled across the street crossing and the gates were raised to allow the street car to pass.

As soon as the train came to a standstill the foreman of the switching engine, Charles Smith, in charge, gave the signal to go ahead so as to clear the crossing. The train crew then devoted its attention to removing the body of the dead man and to releasing the imprisoned passengers.

Engineer William Smiley, who lives at 1135 Aldrich avenue N., told the story to the Journal as follows: "We had just crossed the street car tracks and were about to set some cars on the east switch. I had pulled up so that the last car in the train was about one and a-half lengths above the crossing. Thomas Owens, one of the switchmen, dropped off the rear car as we passed the switch and gave me the signal to back up. I turned the switch and I thought signalled me to back up. I reversed the engine and did not know that anything was wrong until the foreman of the engine began to back up the car. I set the brakes, but the train went nearly a car length before it stopped. I was on the right side of the engine and saw the car until after the collision.

George Me, 1728 University avenue NE, the fireman, told his story as follows: "I was on the left side of the engine and did not see any signals. I looked out of the window and the street car was standing ready to cross. The engineer began to back up and I looked out of the window again. I saw the street car standing on the tracks about a yard from the rear end of our train. I cried to the engineer to stop the train, but the collision occurred before he did so."

"No Signal," Says Owens. Thomas Owens, 1105 Fifth avenue N., the switchman whose movement was mistaken by Smiley as a signal to back up, declares that he made no such signal. "I dropped off the train as we came to the switch," said Owens, "and the train stopped on the crossing. I spoke to the gateman and said that I would let the street car cross. I signalled the engineer to go ahead, and when he was about one and-a-half car lengths from the crossing I signalled him to stop. I then threw the switch, and when he backed up around again I saw him backing up at a good rate of speed. I was horrified to see the street car on the tracks and signalled the engineer to stop. He did not see me at first, and the collision occurred before he could stop the train. He is mistaken about my giving a 'back-up' signal."

Owens' story is borne out by C. H. Coveyou, Thirty-eighth avenue NE and Main street, another switchman, and by Thomas Klein, 2513 University avenue, the gateman stationed at the crossing.

Street Car Crew's Account. The street car men, in charge of the wrecked car, insist that it was not to blame for the accident. Levi Anderson, 775 Raymond avenue, St. Anthony Park, says:

"When we came up to the crossing the gates were down and we waited for the freight train to pass. I got off and went ahead to flag the car over the crossing. The train pulled up above the crossing, the gateman raised the gates, and I signalled the car across. I paid little attention to the train, but just as the car was crossing, I saw the train backing up. I signalled the driver to stop the car, but just as I did so he saw the train himself and reversed his car and put on the air. The car came to a standstill, and just as it did, the train struck it and turned it over on the side. I did not suspect any danger, for when the gates were up we had the right of way."

Alexander Alekson, 45 Hunt street, St. Anthony Park, driver of the car,

FALLING CORPSE STARTLED TEAM

Loaded Wagon Overturned Upon the Lifeless Body of Charles Swanson.

Charles Swanson, 2402 Tenth avenue S., a driver for the Palmquist Fuel company, died suddenly on his wagon at Park avenue and Twenty-fourth street this morning.

Swanson, who was apparently in good health, was delivering a load of wood. He was close by John Palmquist, his employer, with another load, Palmquist saw Swanson sway and then fall forward.

Williams said that the man was undoubtedly dead before he fell from the wagon. An autopsy was held this afternoon.

PLANS FOR UNION ENGAGE CHURCHES

Methodist Protestants Asked to Join Congregationalists and United Brethren.

Washington, May 24.—The Methodist Protestant conference to-day officially received the plan of union to embrace the Congregational, the United Brethren and the Methodist Protestant denominations. The presentation was made by the Rev. Dr. Washington Gladden of Columbus, Ohio, a Congregationalist and chairman of the joint committee which formulated the plan.

The essential feature of the plan provides for a general council composed of representatives from each denomination, the body of one for each 5,000 members. The plan, although formulated last year, has not been acted upon by either of the churches.

CUMBERLANDS IN SESSION. Lengthy Debate on Proposed Union Promised by Leaders. Dallas, Texas, May 24.—The general assembly of the Cumberland Presbyterian church to-day took up the momentous question of union with the Presbyterian church of the United States.

METHODISTS ELECT OFFICERS. Editors of Church Publications and Missionary Bishops Chosen. Los Angeles, May 24.—Most of today's session of the Methodist general conference was taken up in balloting for the editors of the eleven church publications.

\$12,000,000 FOR COLLEGES. Presbyterians to Raise Money—Reject Proposal as to Marriages. Buffalo, May 24.—A matter of general interest to members of the Presbyterian church is the conclusion reached by the committee appointed by the last general assembly of the United States to raise \$12,000,000 with which to endow colleges, especially the weaker ones in the west.

MOODY'S SOUTHERN TRIP CAUSES SKIN ERUPTION. Washington, May 24.—Secretary Moody is suffering with a mild skin eruption contracted during the recent cruise to the West Indies.

OHIO DEMOCRATS FIGHTING HEARST

Factions of Party Hitherto Opposed Combine Against Yellow Journalist.

Columbus, Ohio, May 24.—The preliminary meetings of the democratic state convention are unusually animated to-day owing to contests from the lower conventions, involving 200 delegates and nine members of the committee.

When the hold-over state central committee was selected last year at the convention that nominated Mayor Tom L. Johnson of Cleveland for governor, it was composed largely of "Johnson men" and a few members of the committee acted so independently that there is great doubt as to what it will do with the unusually large number of contested seats.

At a recent meeting this committee selected R. L. Starr of Bryan for temporary chairman of the convention, and H. H. Johnson, a prominent officer, also Mayor Johnson was opposed to Hearst.

Even the state committee men from Cleveland and other cities voted against Chairman Starr and the rest of the Hearst organization, and they are reported to-day as not in accord with their former chief, Johnson.

The anomaly is presented of the old friends of John R. McLean, James Kilbourne and Tom L. Johnson, the last three democratic candidates for governor in Ohio, who have never cooperated before, combining against the recent organization of Hearst men in this state.

Talk of Dark Deals. The state central committee could not meet this forenoon owing to unsettled conditions. Meantime both the radicals and the conservatives are claiming the state committee eleven to ten. The result is not only close, but the feeling is bitter, with all sorts of charges of fraud in the contest cases, and even of "dark deals" in securing votes in the committee.

Major Johnson was the last of the leaders to arrive. The radicals got the first conference with him, after which they claimed that at least one of the state committeemen (Magin) from Cleveland would co-operate with them, and they still had hopes of Charles Salen, the other member from Cleveland.

The conservatives later were also with Major Johnson, and they claimed that not only the two state committeemen from Cleveland, Magin and Salen, would be with them, but also Johnson himself, who would return to be allowed to name two of the four delegates-at-large.

Johnson is himself a district delegate to St. Louis, and it is said that he has a half dozen other district delegates with him for Folk, if they are not shut off by the unit rule, on which the conservatives are insisting.

CHINAMAN AT CLASS' HEAD. New York, May 24.—Chao Chu, son of Wu Ting-fang, former minister to the United States from China and now vice president of the foreign board at Peking, has been graduated at the head of his class in the Atlantic City high school.

At the same time Johnson was not with the radicals for Hearst, but is advocating Folk of Missouri, and the proposal to let Johnson name two of the delegates-at-large is considered significant.

Joseph Brush was found dead to-day in Riverside park. He had been murdered and robbed. The murderer had made good his escape.

I. C. C. EXAMINES COAL CARRIERS

Under Ruling of Supreme Court Railroads Have to Answer Questions.

New York, May 24.—The interstate commerce commission to-day renewed its inquiry into the anthracite coal trade, based on the complaint of W. R. Hearst against the Philadelphia & Reading company and other coal carriers, which was continued from last September. The first witness called was President Baer of the Philadelphia & Reading.

In its decision the supreme court directed E. B. Thomas, president of the Lehigh Valley company, and W. H. Truesdale of the Delaware & Lackawanna, to answer questions regarding the fixing of coal rates at tidewater, transportation of freight, and the manner of preparing price circulars. The decision also compels the Templeton company and other coal companies to produce in open court their contracts with the carriers.

LEAGUES FOR TARIFF REFORM

Iowa Republicans, Dissatisfied With State Platform, Start an Organization.

Dubuque, Iowa, May 24.—A tariff reform league, starting with a membership of 100, is to be organized at Waterloo by Republicans dissatisfied with the state platform. W. W. Miller, president of the Commercial National bank, is the leader of the movement.

It is understood the membership of the league includes the men who opposed former Speaker Henderson two years ago, after he had turned down their request to work for a revision of the tariff, which resulted in Henderson giving up his candidacy for congress.

COLOMBIA REFUSES TO RECEIVE U. S. MINISTER. Panama, May 24.—Late advices from Bogota say the Colombian government has notified Alban G. Snyder, United States charge d'affaires, to cable his government not to send Minister Russell or any other diplomatic representative to Bogota until further notice.

Minister Russell, who was ready to leave last Wednesday for New York, received counter orders from Washington to remain here for the present.

MURDERED MAN'S BODY FOUND IN A CITY PARK. Cedar Rapids, Iowa, May 24.—Joseph Brush was found dead to-day in Riverside park. He had been murdered and robbed. The murderer had made good his escape.

LABOR AND THE PANAMA CANAL

Question Whether Eight-Hour Law Applies to Panama Ditch Is to Be Raised.

Washington, May 24.—One of the most important questions with which the Panama canal commission will shortly have to deal is whether the present eight-hour law, act of Aug. 1, 1892, applies to the construction of the Panama canal, and whether, if passed, the eight-hour bill now before congress will so apply. Not only are thousands of prospective contractors and subcontractors vitally interested, but also the public at large as labor application of either the present law or the pending bill would extend the time of construction at least two years and increase its cost by many millions of dollars.

The leaders of organized labor are also looking into this matter carefully, for the canal will be dug on territory under the jurisdiction of the United States, and be constructed and owned by the government and the application of the eight-hour principle to a government work of this magnitude would not only be a triumph but have a far-reaching and, they believe, wholesome moral effect. On the other hand, those who like Mr. Davenport, regard the present eight-hour law as vicious and the bill for its extension as socialist, hold that under no circumstances should either be so applied.

It is argued by some that as the canal zone is entirely under the control of the supervision of the secretary of war, the eight-hour act does not of its own force apply to the zone and that until congress shall determine otherwise the matter rests entirely with the commission. It is further represented that as the canal will necessarily be constructed so largely by non-American labor, the commission will not restrict such labor to eight hours a day. But while it is not probable that the commission would undertake to enforce this law should the canal be constructed directly under its supervision, what the prospective contractors want to know is whether they would be exempt, if the work should be done under contracts and they should be fortunate enough to secure some of them. In the absence of an authoritative opinion in advance they fear the question might be raised at a later time by the labor organizations at home and they might be heavily molested.

Of even greater consequence to the members of the Antiboycott association, is the matter of the application of the eight-hour bill. That provides for the employment of labor on all kinds of government work for only eight hours a day, and the question is whether it would apply to the manufacture of engines, dredges, rails, spikes, picks, shovels, steam shovels, cotton duck, stone, cement, carts, wagons, derricks, windlasses, and the thousands and thousands of articles which will have to be supplied for the canal. These articles must be manufactured in the United States under contract or subcontract, and while labor on the isthmus may be exempt from the present act, the impression prevails that the pending bill will cover all contracts for material furnished from the United States, as the first clause specifically includes "every contract heretofore made for or on behalf of the United States."

W. J. Wermans. Cheyenne, Wyo., May 24.—Losses resulting from the floods of last week will reach a million dollars. Ranchers and railroads were the heaviest losers.

A FEW COSSACKS BADLY DEFEATED

UTOPIAN DREAM IS FADING AWAY

Dreamer Dying After Spending His Wife's Wealth to Reform the World.

Cambridge, Md., May 24.—A man who tried to reform the world—and spent his wife's money freely in the attempt—is dying here, while his utopian dream fades away.

It is said to be only a question of a few short weeks at most when Walter Vrooman, who made one of the most audacious attempts at commercial co-operation on record, will pass away. Vrooman, dreamer as he was of a world made over on socialist principles, had spent millions in attempting to put his wild theories into practice, no one ever accused him of trying to serve his own selfish purposes in what he did. His altruism was unquestionably genuine.

Vrooman crowded into twenty years more socialist activity than any other man in this country, in the furtherance of his schemes, all of which failed, has expended sums estimated to amount to millions. This included part of his wife's fortune. His wife was Miss Allie Grafkin, a member of a wealthy Baltimore family, and her marriage raised a storied fortune into the hands of trustees, who refused to put her in possession of it, and five years of costly litigation followed before his wife's mission needed to make it a fact was her money.

He finally showed up in Baltimore and presented his plans for a community city. It was at this time that he married Miss Grafkin. She believed that he would be able to revolutionize the world and that all his mission needed to make it a fact was her money.

Within a few months after the court's decision in her favor Mr. and Mrs. Vrooman appeared in Kansas City. Vrooman purchased stores right and left to be part of a vast co-operative scheme. To call together crowds to whom he might explain his plans, he rented the Century theater for an entire week and gave free performances.

Between the acts Vrooman, or one of his lieutenants, explained his co-operative store scheme and invited people to invest \$300 each. He finally determined to give the world an object lesson in how easy it is to establish co-operation. He chose Trenton, Mo., as the scene of his triumph.

Trenton is near St. Joseph and has some 6,000 population. One fine morning Vrooman and his staff swooped down on Trenton and announced that he had rented the Century theater for merchants out at their own figures, or they must take the consequences.

He did not wish to injure any man, he said. On the contrary he would be treated. Within a week he purchased a half-dozen of the leading groceries, hardware stores and three drug stores and had the biggest building in town for a department store and the headquarters of the Western Co-operative association, which was the style of his commercial empire.

He paid for everything in cash and he paid excessive prices. He rented the Trenton opera-house and for three months gave free performances to his classes, companies, all absolutely free. Before the end of the first month's doing the people believed that Vrooman had a million of her money, and the promised light shined into Trenton.

At all these performances Vrooman or one of his staff lectured. They described themselves as disciples of Ruskin, and Vrooman purchased a farm of 2,000 acres on the edge of Trenton and there set gardeners at work raising vegetables and fruits for canning. He built a large cannery and gave employment to hundreds at excellent wages. He established an ax-handle factory and gave employment to many more.

The Crash Came. The crash came a year ago when his wife fled her bill for divorce and stated, among other things, that Vrooman had squandered at least a quarter of a million of her money in the Western Co-operative association went into the hands of a receiver and Mrs. Vrooman secured her divorce and returned to Baltimore.

Vrooman disappeared. Somewhere in his travels he married again and with his new wife he has now sought quiet and rest in Cambridge.

GILLESPIE DENIES HE IS GUILTY, ON OATH. Rising Sun, Ind., May 24.—In the Gillespie murder trial James Gillespie was on the stand to-day and was asked by his attorney these direct questions: "Did you fire the shot that killed your sister Elizabeth?"

"I have no knowledge of who did fire the shot?" "I have not." In cross-examination the prosecutor used the report of the grand jury and questioned Gillespie closely on the matter. His responses were indifferent, often saying he did not remember what he said to the grand jury.

SENATOR QUAY IMPROVES. Beaver, Pa., May 24.—The improvement noticeable in Senator Quay since his return home continues. His physician says his condition to-day is more favorable than it has been for weeks.

Rumors of all Kinds With the Accompanying Denials Later.

Russians Hurry to Liao-yang—Stories of Disease in Both Camps.

Tokio, May 24.—General Kuroki reports that a section of Japanese infantry encountered and defeated 200 Cossacks at Toutao-kou, eight miles northeast of Kuan-tien. The Cossacks fled to Ai Kuan-tien, leaving twenty dead. The Japanese sustained no losses.

Additional details of the fight at Wang-chia-tun, near Taku-shan, May 20, indicate that the squadron of Cossacks was almost annihilated by the Japanese infantry, which surrounded and completely routed the enemy. All the Russian officers were killed, wounded or captured. Natives report that some of the Cossacks escaped on foot, abandoning their equipment. Many killed and wounded were found on the battlefield.

New York Sun Special Service. Shanghai, May 24.—The Russians, it is reported, are hurriedly removing stores and provisions to Harbin. A hundred locomotives and 800 cars have been hastily collected at Liao-yang in readiness to convey passengers and goods.

The conclusion is drawn, therefore, that the Russians are preparing to retreat. The Chinese are greatly alarmed at Russian threats to burn Liao-yang and Mukden before retreating. The Tartar viceroy at Mukden has ordered a brigade of Chinese troops to occupy the city after the Russians evacuate.

The accounts of the friendly treatment of Russian prisoners by the Japanese is tending largely to swell the number of desertions. There are signs that the Russian forces at Port Arthur in Kwang-tung peninsula are preparing to make a dash northward.

Captains and crews of the Chinese Eastern railway steamers at Dainy arrived at Chi-fu yesterday with four junks filled with refugees. More junks are coming to land on the morning of May 22 and report the Japanese within a day's march of Dainy. Indications point to the destruction of all vessels in the docks at Dainy.

RUSSIAN MARAUDERS Their Only Purpose Seems to Be to Destroy Property. Seoul, May 24.—Reports are being received that Russians are advancing along the coast south of the Tumen river. Koreans estimate their number at about 600. The Cossacks, who fought with the Koreans at Ham-heung, are supposed to have retired to Chang-chin. The latest reports from Ham-heung are that the Russians burned 600 houses in the suburbs and that the Russian bridge in Korea, which spans the Song-chun river. Detached bodies of Russian troops, which evidently lack mutual understanding, are continually appearing and seem to have no definite purpose other than that of destroying property. Major Takagi, the commander at Tuen-san, apparently wearying of the constant raiding, has sent a force north, the strength of which has not been stated and which is probably intended to garrison Ham-heung.

Lady Om's Power Wanes. The influence of Lady Om, the emperor's favorite at Seoul palace, has recently weakened. Her power is the retention in office of Yi Yung Tai, the seller of prefectures, against the emperor's desire to the appointment of either Yi Chi Yung or Sim Sang Hun, the home minister, to the office. The emperor sharply rebuked her for interference in state affairs and suggested that she refrain from interfering in politics. Many Koreans predict the end of her power, which has lasted for over a decade.

The Japanese commissariat is considerably annoyed over the instability of the rate of exchange between the Japanese yen and Korean wickles. The government prints are working overtime to buy the imperial notes held by an American firm.

IT IS EASY A French Expert Gives Russia Control of Sea. St. Petersburg, May 24.—Lieutenant Saint-Pierre, a French naval attaché, said to-day, in the course of an interview:

"The last Japanese disaster makes it impossible for the Japanese to overpower the Port Arthur squadron. Port Arthur will hold out until the Baltic fleet arrives, and then the Russians will be able to gain command of the sea."

The foreign office states that it has not received any protest regarding the alleged planting of mines by Rear Admiral Wittsoen outside the marine limit at Port Arthur.

The admiralty denies the report of the capture of three Japanese cruisers by the Vladivostok squadron, which has not been outside the harbor for several weeks.

HUNDREDS OF MINES The Russians Sowed Them Broadcast Off Port Arthur. Wel-hai-wel, May 24.—The Russians must have sown hundreds of floating mines of the deadliest character in an endeavor to keep the Japanese fleet out of the harbor.

The Japanese laid down no fewer than 180 chin mines before she went to the bottom. Since the Russians have been unreluctantly at work sowing chin mines, so that at present the seas surrounding the northern promontory contain no less than 400 floating mines which are now a terrible menace to peaceable shipping.

Terror of the mines has so possessed the Chinese sailors that large numbers of them refuse to go to sea and consequently are without means of earning a livelihood. It is stated that many derelict mines have been sighted, in one case in the immediate vicinity of Wel-hai-wel and in another off the southern coast of



THE HAUNTED MONARCH. The Czar—Perdition Take the Day That You Were Born.