

IMPERIAL CLAN TO FIGHT TO FINISH.

Republicans Clamor For Resumption of Hostilities--Premier's Life in Danger.

YUAN CHARGED WITH TREASON

Disaffection in Imperial Soldiers--Not Believed They Would Offer Much Resistance.

Shanghai, Jan. 22.—There were indications today that the imperial clan had decided to fight desperately to retain the throne.

Rumors abroad in Peking declared either Yin Tchang, former Minister of War, or Teh Liang, ex-president of the Board of War, would be chosen as his successor.

Republican leaders here today clamored for a renewal of hostilities. Already several hundred republican soldiers have been landed at Chefoo and an expedition could reach the imperialist capital in a few days.

EXPERIENCES OF A SCOUT.

As the years roll by there is noticed a perceptible thinning in the ranks of those who wore the gray. The story of their hardships is known to few except their own individual families.

DR. ALLISON'S SERMON.

Rev. Jno. Lee Allison, D. D., preached yesterday morning to a large congregation on "the church in its ministry of service to humanity."

Dr. Allison said the life of Jesus was not a mystic, dreamy, contemplative one, it was not a life spent in seclusion nor was it one of indulgence and ease.

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NEW MEMBERS RECEIVED.

Twenty-five new members were received to the Methodist Episcopal Church South yesterday. Twenty-four of the number were former members of Bethany Independent Methodist Protestant Church which recently disbanded.

ADMINISTRATOR'S SALE

R. F. Knox, Auctioneer. On Saturday, January 27, 1912, 11 a. m., at 124 south Fairfax street, Alexandria, Virginia, I will sell the personal effects of the late Blanche B. Berkley, consisting of bed room set, a few pieces of inexpensive jewelry, etc. Terms cash. J. K. M. NORTON, Administrator. Jan 22 1912



W. MORGAN SHUSTER, Treasurer-General of Persia.

SHUSTER TALKS ON PERSIA.

Vienna, Jan. 20.—"The net result of the British and Russian action in Persia renders a nation, which was making progress toward peace and order, and was building up its finances for the establishment of a constitutional government, a land of chaos and anarchy, without prestige among its own people and, in addition, has meant the sacrifice of hundreds of innocent lives."

This statement was made today by W. Morgan Shuster, the American who was dismissed as treasurer-general of Persia recently, and who has just arrived here.

"The Mohammedan people," he continued, "are further aroused against the Christian nations. Great Britain and Russia, far from being on a more solid basis of friendship, are now face to face on opposite sides of a disorganized territory."

"The Russian and British legations are the real governing forces in Persia. They are acting through a directory of seven Persians, in order to avoid international complications, but morally, they are responsible for the destruction of Persian nationality, when it gave promise of establishing a stable constitutional government."

"The seven men who are nominally governing Persia are without character or reputation. They do not command the slightest respect of their countrymen, and would not exist a day without the protection of the British and Russian legations."

"Russian forces and influences are steadily advancing southwards and unless there is a break in the present trend of events the realization of Russia's dream of a warm water port is a matter of only a few years."

"Great Britain will then be confronted with a living Russo-Indian frontier problem."

"The past year's action of the European nations in Morocco, Tripoli and Persia does not encourage the hope of international peace. The fact that the Mohammedans have been driven to the wall renders future retaliation inevitable. The most regrettable feature of Persia's dismemberment is the fact that it might have been prevented had Great Britain frankly objected at the beginning of Russia's flagrant violation of the Anglo-Russian agreement, commencing with her claim last summer of the right to veto appointments of Persian officials, and culminating in the dispatch of her army on the false pretext that a Persian official had printed a pamphlet criticizing Russia's previous action in Persia."

DUKE AND FAMILY IN NEW YORK.

First Visit of Members of Royal Family For Years--Welcomed by Ambassador Reid.

BIG DANCE TOMORROW NIGHT.

His Grace and Retinue Travel in Private Cars--Early Morning Breakfast Given by Host.

New York, Jan. 22.—By the unprecedented action of establishing a new time table and bringing the Canadian express in a quarter of an hour ahead of schedule, the Duke of Cornwall, his wife, the Duchess, and their daughter, Princess Patricia, first members of the English royal family to visit New York in years, avoided the great mob of sight-seers who later thronged the Grand Central Station for a glimpse of royalty.

Welcomed by Ambassador White-law Reid, whose guests the royal party will while in New York, the Duke, Duchess, Princess and royal entourage entered private automobiles, under police and secret service guards, and were rushed to an early breakfast at the Reid mansion, 451 Madison Avenue. The private cars of the royal party attached to the Canadian express, left Ottawa, Ont., Sunday afternoon at 3:30 and were due in New York City at 7:26 a. m. today. Although the party did not travel on a special train, the railroad officials took extreme precautions to guard against any mishap, special track walkers being assigned to duty along the line.

It was anticipated that an immense throng would be in the temporary Grand Central Station when the royal party arrived. To avoid the proposed demonstration, and to keep the Duke and Duchess from having to run the gauntlet of photographers and the curious, railroad officials arranged to bring the train in 15 minutes ahead of time, an action said never to have been done before in the history of the road.

The Duke and his entourage traveled in the private car "Cornwall and York" in which, as the Duke of York, the present King of England traveled through Canada several years ago. It is believed to have been the most palatial car ever built. In the party were Lieut. Col. Lowther, military secretary to the Duke; Capt. Rivers-Bulkeley, aide-de-camp; and Comptroller of the royal household; Miss Pelly, lady-in-waiting, and numerous maids and valets.

The arrival was strictly informal. The crowd in the station was materially smaller on account of the early arrival of the train. A large guard of police was on duty in and around the depot, together with a number of secret service officials. Although the Duke's visit was entirely unofficial, the government took cognizance of it to the extent of sending some of the best secret service men in the country here to safeguard the royal party during their four day stay in New York.

The morning was spent quietly in the Reid mansion. The program for the day began with a luncheon there. The entire program for the entertainment of the duke, together with the list of guests who have been invited to meet him, was submitted to the royal secretary, who conveyed them to the duke, who in turn went over them. Members of the Reid household decline to say whether the Duke exercised his royal prerogative by removing any of the names as objectionable. The list of guests—cut from the time-honored "400" to "200" was refused to the public, the statement being made that the dinners arranged for the Duke were entirely private.

After the luncheon today it was arranged that the royal party should be taken through Fifth Avenue and Central Park in automobiles, provided, of course, the duke wished. There will be an informal dinner tonight at the Reid mansion, plates being laid for 50 guests. Following the dinner, there will be a musicale, Mme. Alma Gluck and other artists singing.

The big dinner dance for the duke and party will be given tomorrow night by the Reids, 300 of New York's "exclusive" society members having been "commanded" to appear. On Wednesday night, the duke and entourage will be guests at a dinner dance to be given by the Ogden Mills.

This is the first visit to the United

SECTION HAND KILLED.

Charles McGwynn Struck by Southern Railway Train With Fatal Result.

Charles McGwynn, a section hand, in the employ of the Southern Railway Company was struck by a north bound train of that road about eleven o'clock this morning between Edsalls and Springfield and instantly killed. It seems that the unfortunate man hearing the north bound train coming stepped on that used by south bound trains. But the north bound train was using the road track, as a rail was being replaced on that which it would on other occasions have used. McGwynn was unaware of that fact, and the train was upon him before he realized his mistake.

He was struck and thrown some distance by the locomotive and when picked up was found to be terribly injured on the head. The remains were brought to this city and taken to W. Demaine & Son's undertaking establishment. The deceased leaves a widow and a son. He resided near the scene of the accident. McGwynn was about sixty years old.

LASSIES WIN FROM CENTRAL.

The girls' basket ball team of the Alexandria High School journeyed to Washington Saturday and gave the Central High School team a good sound trouncing to the tune 12 to 9.

The Alexandria were out-weighted by their opponents but their accurate passing and goal shooting was too much for the ladies across the river. It is hard to mention any individual stars as the all-round work of the Alexandria's was of first class order. Miss Ruth Watkins and Miss Dorothy Johnson made some brilliant shots for the winners, while Miss Smith scored over one half of her team's points. Line up and summary:

- A. H. S. C. H. S. Miss Johnson R. F. Miss Smith Miss Watkins L. F. Miss Thomsen Miss Plaskett S. C. Miss Boswell Miss Edmunds C. Miss Hetfield Miss Blake S. C. Miss Merrick-Litt-Starr Miss Martin R. G. Miss Hogan Miss Biddle L. G. Miss Roe

Goals from field—Miss Watkins 3, Miss Johnson 2, Miss Smith 3, Miss Thomsen 1. Goals from foul—Miss Watkins 2, Miss Smith 1. Referee Miss Jones. Time of game 40 minutes.

Next Thursday evening, January 25, at 8:15 o'clock, the two teams representing the Y. M. C. A. (the Regulars and the "Rebels") of Washington, will meet the Cardinal Regulars and Cardinal Reserves in a double-header for the first time in a championship League contest.

All four teams are about evenly matched, and there will surely be some hustling during the brief time that it requires to play the basket-ball game by the opposing players. The basket-ball amusement is unknown to many of our citizens, who, no doubt, think it some silly pastime, instead of a scientific game, that requires the greatest skill and much hard practice before it can be mastered, and it is desired by the Cardinals that a large crowd be present to encourage the visitors and themselves to play two of the most important games ever seen in this city.

SEMINARY NOTES.

The Rev. Dr. Wallis of the Episcopal Seminary, near this city, took the services at St. James' Church, Warrenton, yesterday, for the rector, Rev. E. S. Hinks, who was absent in Petersburg, where he held a week's mission services for the Rev. Pembroke Reed, of St. John's Church in that city.

The Rev. E. Crawford, dean of the Theological Seminary left yesterday evening for Charlottesville to see his son Dr. Charles Crawford who is in the University Hospital. The friends of Dr. Charles Crawford will be glad to know that he is improving and expects to be able to be brought to his father's home at the Seminary today.

The Intermediate Examinations at the Seminary will commence next Saturday.

DEATH OF J. D. STANTON.

J. D. Stanton, an old and well-known citizen, died at his residence on South Lee street last night. His death was caused by heart trouble. He leaves a son, Douglas Stanton. The deceased was a son of the late Elihu Stanton. He was a gas-fitter and plumber by occupation, but had at times been engaged in the grocery business. Mr. Stanton was 57 years old.

Stares of the famous princess "Pat" favorite granddaughter of Queen Victoria, and the pretty little member of the royal family was highly delighted with the prospect when she disembarked from the private car today. The duke, however, has visited New York before, having come as Prince Arthur in 1868. He was only 13 at the time and was engaged in making his first "grand tour" of the world which formerly was such an event in the life of the royal princes.

OFFICIALS KILLED IN COLLISION.

Former President Harahan One of the Victims--Private Car Demolished.

NO PASSENGERS ARE HURT

Late Railroad President at One Time Worked in O. & A. R. R. Shops in Alexandria.

Chicago, Jan. 22.—Former President James T. Harahan of the Illinois Central Railroad and three railroad officials traveling with him in a private car were killed in a wreck on that line at Kimmunity, Ill., at 12:30 a. m. today. The dead: James T. Harahan.

E. B. Pierce, Chicago, general solicitor, of the Rock Island R. R.

F. O. Melchor, Chicago, second vice-president of the Rock Island Railroad.

E. E. Wright, Memphis, son of former Secretary of War Gen. Luke Wright, connected with the legal department of the Illinois Central.

An official statement of the Illinois Central officials here says that no passengers were seriously hurt, but that Engineer Stewart of one of the wrecked trains and his fireman were injured. The private car on which the railroad officials were riding, was the rear car of train No. 25, southbound, which had stopped at the tank at Kimmunity to take on water.

Train No. 25, also southbound, which had the right of way, crashed into the rear of train No. 25, while going at a speed of 50 miles an hour. The private car was utterly demolished and every person in it was killed. Harahan's body was thrown through the roof of the car and found beside the wreckage. The body of Melchor was found beside that of Harahan. Pierce and Wright were taken from the wreckage by passengers. All were dead when found.

Chicago, Jan. 22.—Officials of the Illinois Central here gave out a statement today declaring that no one beside former president Harahan of the road and the three railroad officials traveling with him were killed, at the Kimmunity wreck on that road. The reports say that members of the engine crew of the Seminole Limited, which crashed into a local train were seriously hurt. The company says passengers were severely shaken up but no one seriously injured.

While big officials of the company here were withholding a formal statement until they received detailed information, it was given out that the private car in which Harahan and his friends were traveling was attached to the southbound Seminole Limited, and was running immediately behind the baggage cars in that heavy train. The local train also southbound, had been ordered to a siding to allow the Seminole to pass. The local tried to make the depot to discharge its passengers before taking the siding. While the train was standing at the station the Seminole, going at full speed, crashed into it. The heavy steel sleepers running behind the private car, plowed through it and smashed it up against the baggage car, and the tender of the engine.

The rear of the local train was wrecked but no one on that train was seriously hurt. Harahan and his friends left Chicago at 8:15 last night.

The railroad men were to attend a conference in Memphis today with representatives of a company which is planning to build a bridge across the Mississippi at that point.

The Illinois Central and Rock Island lines were interested in this concern.

J. T. Harahan, Jr., son of the former Illinois Central president, is a patient at St. Luke's hospital, and his condition was such early today that he could not be told of his father's death.

James T. Harahan, sr., on his retirement as president of the Illinois Central, January 12, 1911, was awarded a pension of \$6,000, under the rules of the company, which apply to all employees after they reach the age of 70. Harahan's average salary for the last ten years was \$39,000. He was president of the road for four years.

Harahan was born January 12, 1841, at Lowell, Mass. He began his railway career as a freight clerk for the Boston and Providence in Boston

FUNERALS.

Solemn high mass was celebrated in St. Mary's Catholic Church yesterday morning for Mrs. Josephine Delaney, who died Thursday. Rev. Father William Delaney, of Portsmouth, Va., her son, was the celebrant; Rev. H. J. Cutler, pastor of St. Mary's Church, was the deacon; and Rev. L. F. Kelly, the assistant pastor, was the subdeacon. The pallbearers were Francis T. Quinn, William H. Kelley, Terrance McIowan, Michael A. Ahern, William H. Sweeney, and Patrick F. Gorman. The interment was in St. Mary's cemetery.

The funeral of the late Mrs. Medora Larmond, wife of Frank Larmond, took place from the residence, 115 south Columbus street, yesterday afternoon. Rev. William J. Morton, rector of Christ Church, officiated, and the pallbearers were George V. Peyton, James M. Duncan, M. A. Ahern, C. M. Bruin, J. Johnson Green, and G. W. Keys. Interment was in the Presbyterian cemetery.

The funeral of the late Mrs. Mary A. Cornwell took place yesterday afternoon from her home, 507 North Patrick street, Rev. W. F. Watson, pastor of the First Baptist Church, officiating.

in 1860 or 1861. He served three years with the Federal army in the Civil War and then re-entered railroad work in the shops of the Orange and Alexandria Railroad, Alexandria, Va.

After serving in various capacities for the Nashville and Decatur road, he was placed in charge of a small branch line. In 1879 he became Division Superintendent for the Louisville and Nashville. Later he was general superintendent of this road and afterward occupied the same position with the Baltimore & Ohio. He was assistant general manager of the Lake Shore and later manager of the Chesapeake and Ohio, and the Louisville, New Orleans and Texas. November 1, 1890, he was elected vice president of the Illinois Central.

Harahan became president of the Illinois Central, succeeding Stuyvesant Fish after the memorable Hariman-Fish controversy on Nov. 7, 1906.

A misunderstanding of orders is given as the cause of the disaster. Train No. 25 had orders to take the siding at Kimmunity for No. 3 to pass her. Her crew believed they had time to take on water before making the siding. The engineer of No. 3, believing he had a clear track, was going at top speed, and he saw the rear lights on the private car too late to avert a collision or even reduce the speed of his train.

The heavy engine plowed through the light private car and reduced it to a mass of splintered wood and twisted iron. The crash came without the slightest warning to those in the car.

Passengers on both wrecked trains formed a volunteer rescue brigade and the bodies were quickly removed from the scene and taken to Kimmunity. Within fifteen minutes after the accident a wrecking train and a corps of physicians were on the way from Centralia.

Both of the wrecked trains are through Chicago-New Orleans trains. No. 25, the one carrying the private car, running via Memphis, while No. 5 did not stop there. The railroad men left Chicago at 5:50 last evening. No. 5 left at 7 o'clock.

Early reports to the effect that Mrs. Harahan and James T. Harahan, jr. were on the wrecked train and were among the injured were false, as Mrs. Harahan is at home in Chicago, and the son is at St. Luke's hospital suffering from a broken arm.

Officials of the railroad here have started a rigid investigation as to the cause of the wreck. Nothing is known of the whereabouts of the flagman of train No. 25, whose duty it was to protect the rear of the train and warn No. 3, the through train, that the track was not clear. This man is said to have disappeared after the accident.

An official statement given out by the railroad officials said that no passengers, except the four killed, were injured.

The private car, which belonged to the Rock Island, was known as a "business car," and was the only wooden car on the two trains.

Train No. 3, known as the "Panama Limited," is a new solid steel train. Seven steel sleepers and day coaches made up the train No. 25. When the engineer of the Panama Limited plowed through the light car in which the railroad officials were riding, it was brought to a stop as it struck the steel vestibule of the sleeper ahead. Other cars were hardly damaged.

A statement made shortly after the wreck by members of train No. 25 indicates that they were help up by a freight train which had been taking water at Kimmunity before No. 25 could get to the water tank.

OVER-SEA-ROAD FORMALLY OPENED.

One-Hundred Mile Stretch Saluted by Guns of Battleships...Gala Day.

MILITARY AND NAVAL BASES.

Congressmen, Army and Navy Officers and Representatives From South America Present.

Key West, Fla., Jan. 22.—Broadside salutes of United States and foreign battleships marked the opening here today of the 100 mile over-the-sea extension of the Florida East Coast Railroad.

Forty senators and representatives, army and navy officials, and diplomatic representatives from almost every Central and South American country participated in the ceremonies. A special train brought the Washington delegation. Included are the Rivers and Harbors Committees of the Senate and House.

Sites for a military and naval base in Cuba, and harbor work at Savannah, Ga., will be inspected by the Congressmen before returning to Washington, Jan. 25.

SPECIAL SESSION OF FRENCH CABINET

Paris, Jan. 22.—The French cabinet will meet in special session tonight to consider a proposal received from the Italian government that all of the questions in dispute between the two nations growing out of the seizure of the steamers Manouba and Carthage be sent to "The Hague Tribunal for adjustment." Both vessels were seized on the high seas by Italian gunboats and taken to Cagliari, Sardinia.

Several cabinet members believe that the seizure of the Turkish nurses is not a matter for The Hague Tribunal, and urged the government to stand firm in its demand for the release of the prisoners.

Declaring that the "smirch on the French flag" can only be eradicated by an abject apology from Italy and the release of 20 members of the Turkish Red Cross, who were seized while aboard the steamer Manouba, or Cagliari, the newspapers today unanimously called on the government to stand firm.

The French fleet at Toulon was under a full head of steam today and all sailors were called in from shore leave. Unless a reply to France's demand was received before night it was said the warships would be ordered to make a demonstration in the Mediterranean. The press is a unit in demanding that the "insult" be wiped out, and the government is being vigorously applauded for its attitude so far.

LOCAL BREVITIES.

The city republican committee will meet at the Hotel Rummel at 8 o'clock tomorrow night to fix a date for a convention to choose delegates to the Eighth congressional district republican convention which will be held at the Elks Home on February 12.

A ladies' night celebration will be given Wednesday at St. Mary's Hall by the members of Fitzgerald Council, No. 450, Knights of Columbus. In addition to a musical programme Rev. Charles W. Currier, of the Catholic Indian bureau, will deliver an address on South America.

On Wednesday, the 7th proximo, the real and personal property of the Columbia Cotton Oil and Provision Corporation will be sold at public auction by virtue of an order of the United States District Court for the Eastern District of Virginia in recent bankruptcy proceedings. The sale will take place at Relee, P. O., in Alexandria county.

The Washington Monument Association has sold a lot in Section No. 1 of George Washington Park to James F. Carlin.

A public resort which is to be constructed in Barnesville, Ga., will be known as "Summers Park," from the fact that George L. Summers, a native of Alexandria, but for many years a resident of Barnesville, has donated a substantial sum towards the enterprise.

The Corby Bakery has just completed the installation of a new oven at its bakery on North Lee street, which has a capacity of 25,000 loaves of bread every 24 hours. This plant is said now to be the largest of its size in the world in any city which has a population not in excess of Alexandria.