

CHINESE SURRENDER

Government at Berlin Is Apprehensive That the Allied Forces May Have Further Serious Trouble

Fearing That the Conciliatory Policy of the United States May Lead to Uprisings in Many Districts.

BERLIN, Sept. 25.—Alarming news from China has reached the German government, but it will not be published now, as Germany intends to use it during the conferences in Peking.

Advices from Dr. Mumm von Schwartzstein, the German minister in China, are of a similar tenor. Rear Admiral von Bendemann has repeatedly cabled that the situation along the Yang tse Kiang is very critical and also expressing fears concerning the safety of Kiao Chou.

The German foreign office has received official information of the appointment of Prince Tuan as grand secretary. In reply to an inquiry as to whether this indicated a serious turn of affairs, a high official of the foreign office said:

"Undoubtedly it does, for those powers who want to begin peace negotiations. The appointment means that Tuan now is at the helm and shows to what lengths the Chinese will go in defying the powers."

The official added that Germany feels absolutely no bitterness over the answer of the United States, while she regards it as embodying a misleading policy towards China. There has been no further exchange of views on the subject between Berlin and Washington since the reception of the American reply.

Dr. Mumm von Schwartzstein will go to Peking tomorrow. The report is confirmed here that Germany has assured Lord Salisbury that she is not opposed to the embassy retaining power provided she retains it under the control of the powers, thereby preserving the harmony of the powers.

Private Russian advices say that official news has been received at St. Petersburg confirming the report that neither the emperor nor the empress will return to Peking until the foreign troops have left Chinese territory.

A special to the Lokal Anzeiger from Peking says that the emperor and empress have separated and that the former is now located in Ta Tung. Other dispatches say the Germans took the Lu Tai forts without serious resistance.

WASHINGTON, Sept. 25.—The United States government today took the first steps toward the redemption of its pledge to the Russian government. August 23 last by cablegram instruction to Gen. Chaffee to reduce the American forces in China to the proportions of a legation guard. Nearly a month ago the Russian government was told through M. De Wolant, its charge here, that if the Russian forces and military were withdrawn from Peking "we shall give instructions to the commander of the American legation in China to withdraw our forces from Peking after due conference with the other commanders as to the time and manner of withdrawal."

Much thought has been given to the proper number of troops to be allotted for this purpose, and it is believed that the 1,400 men selected will be quite sufficient to protect the legation and to guard against any force that could be brought against it. It is noteworthy, too, that the most complete arrangements have been ordered for the maintenance of the men, while care has been taken that there shall not be a shortage of ammunition, as there was in the British legation during the siege. It is estimated that about a week will be required to bring the 1,400 soldiers away from Peking, but as the start cannot be made immediately, it will be at least about the end of the first week in October before the movement can be completed.

HELL GET TANGLED UP AND HANG HIMSELF YET BEFORE HE GETS THROUGH WITH IT.



In their attacks on Gov. Lind's administration, the Republican press is certainly getting the worst of it.—Ex.

AUTO CARS FOR ARM USE FOR "TRAY MANN KRUGER"

WASHINGTON, Sept. 25.—The French military maneuvers demonstrated their practical utility. Unless except where good roads are numerous—New Field Artillery is extremely effective.

PARIS, Sept. 25.—Maj. G. M. Mott, who represented the United States at the recent French maneuvers, is preparing his report to the war department. He said to a representative of the Associated Press today:

"The maneuvers proved extremely interesting and instructive. From several points of view the extensive use of automobiles was a most striking innovation, and the results attained have fully justified the claim for their practical utility in European warfare. They did excellent work, enabling the generals and their messengers to cover great distances in a few hours."

"Auto-traction cars, moreover, facilitated the task of the commissariat department immensely, each drawing six or seven cars heavily laden with provisions. They have undoubtedly done much to stay the hands of the commissariat department, and while fully appreciating the enormous service they render to the armies in Europe, where the highways are level and well built, and the distances comparatively small, I do not believe the same results could be obtained in the rough American roads and over enormous tracts of country as in the United States. It is justly the heavy expense of their maintenance in the American army. Our new cavalry is not yet ready to take over the European countries. The latter must always prepare for possible war on their own soil, and their conditions favor the use of auto-cars, while the possibility of hostilities within the United States are remote and their utility is highly problematical."

LATEST FRENCH CANNON. "Another feature of the maneuvers which much impressed me was the new artillery. The French artillerymen know their business, too, and the prompt and effective maneuvering combined with rapid servicing of the guns is simply admirable. The French cavalry methods are quite different from ours. American cavalry acts chiefly as the eyes and ears of the infantry, and as mounted infantry. We consider the days when masses of cavalry were thrown against infantry are past. But here cavalry charges are still regarded as feasible. Another great war will alone decide whether the latter idea is justifiable."

"One thing the cavalry operations brought out. That was the clever horsemanship of the French officers. They have been described as poor riders, but all doubts on that score were thoroughly dispelled by the display they made around the camp. I came away with a golden opinion of the infantry. They are not merely splendid marchers, but they are good spirits under trying circumstances, but they are as independent soldiers in supplying their own wants as any I have met."

"Personally, I was treated handsomely. Everything was done for the comfort of the foreign attaches. Auto-cars were placed at our disposal, and I was lent a beautiful Irish thoroughbred for cross-country riding."

FOUGHT AGAINST SPAIN.

Spanish-American War Veterans in Annual Reunion. WASHINGTON, Sept. 25.—The second annual meeting of the Spanish War Veterans' Association of the United States was called to order at the Ebbett house, in this city, today, by the grand commander, Gen. J. Warren Keifer, of Ohio. Gen. Keifer, in his address, recommended a union of all organizations of a similar character in the United States. There was some discussion of the question of making soldiers who serve in China eligible for membership in the association, with the same footing as soldiers who have served in the Philippines since the declaration of peace. No action, however, was taken. After the appointment of the standing committees, the meeting took a recess.

TRAIN LEFT THE TRACKS

FATAL RAILROAD ACCIDENT AT SPRINGFIELD, ILL. SPRINGFIELD, Ill., Sept. 25.—This afternoon at 4:15 o'clock the Chicago, Peoria & St. Louis and Chicago & Alton trains were running to the west. A high rate of speed, when the Chicago, Peoria & St. Louis locomotive, No. 63, left the tracks, rearing up and struck the Chicago & Alton locomotive, No. 115, John Ettinger engineer, and fell over a most complete wreck. The body of Engineer John Ryan, of the Chicago, Peoria & St. Louis, was found under the cylinder of his locomotive, and his fireman, Jerry Hall, under the trucks. Both had been instantly killed. Neither of the Chicago & Alton engine crew were injured. Not more than a dozen passengers were on the train, and all escaped injury.

THEY CALL FOR TROOPS

PENNSYLVANIA SHERIFFS ARE ALARMED AT NIGHT MARCHES OF THE STRIKERS

RIOT ACT READ AT TOMHICKEN

NO ACTUAL CONFLICT HAS OCCURRED BETWEEN OPPOSING FORCES

MORE COLLIERIES ARE CLOSED

According to the Reports the Number of Idle Miners Seems to Be Increasing Daily.

HAZLETON, Pa., Sept. 25.—It was learned tonight that Sheriff Harvey, of this (Luzerne) county, has telegraphed to Gov. Stone asking that troops be sent to this county, on the ground that he (the sheriff) cannot guarantee the safety of persons or property during the night marches of the strikers. The governor, it is understood, is considering the matter. It is also understood that the sheriff's request was backed up by several telegrams from private citizens of Hazleton, who, it is said, were mine operators.

It is believed that the sheriff is of the opinion that the presence of troops will prevent any further marching, thus lessening the possibility of serious trouble. Last night's march of 300 men from Cranberry, Tomhicken, Derringer and Gowen probably hastening the action of Sheriff Harvey in asking for state help. The strikers met after midnight at Cranberry, and when they reached Tomhicken they were stopped by Sheriff Harvey and thirty armed deputies, who went to that place on a special train.

READ THE RIOT ACT. It was in the dark, and the sheriff read the riot act to them by the light of a lantern. The strikers then scattered in different directions and began missionary work in preventing mine workers from going to the Potts mines at Tomhicken, Derringer and Gowen. They were successful in preventing a large number of men from going to work, and in consequence the Gowen and Derringer mines were closed.

The most important development here, aside from the request for soldiers, was the answer of G. B. Markie & Co., to the demands presented by the firm's employees, ten days ago. The answer is not considered satisfactory by many of the Markie employees, and what action they will take at their meeting tomorrow is not certain. There is much talk among them tonight in favor of a strike.

President Mitchell, discussing the situation tonight, said: "Reports from the Schuylkill district are to the effect that the entire district from Mahanoy City to Schuylkill is idle. This is a gain of three large collieries. In the Luzerne valley the mines of Eckert, Derringer, Tomhicken and Gowen were closed today, and we made satisfactory gains at other mines, where the men have been working. It is generally conceded that the strike in the Schuylkill district will soon embrace every man employed there. On the whole, we are well satisfied with the status of the strike."

MILITIA ON PARADE

Three More Mines Reported Closed at Shenandoah.

SHENANDOAH, Pa., Sept. 25.—The few developments in the strike situation since yesterday were favorable to the strikers. Three additional collieries were closed today in this region, because the number of men who reported for duty was not sufficient to operate them. They are the Park Place, Preston No. 3 and the Lawrence collieries. Other collieries in the region still in operation are the Best, at Asaand; Potts, at Locustdale; Locust Spring, at Locust Gap, and the North Franklin, at Treverton. The Best colliery is said to be short-handed, and the troops today had nothing to occupy their time, but guard duty, practice marches and regimental parades.

SHIPMENTS REDUCED.

Four Hundred Cars Only to Go From Reading. READING, Pa., Sept. 25.—The prospects are that by tomorrow coal shipments over the Philadelphia & Reading company will drop to 400 car loads daily, one-fourth the usual run. The company is now preparing to lay off some of the men at its repair shops at different points along the line. The Ashland mines will also be shut down in a few days. Mine officers are particularly jubilant over the resumption of work at the North Franklin mine, No. 1, at Treverton, also a Philadelphia & Reading company operation. The men almost in a body failed to report yesterday, but the whole of them returned to work this morning.

CAN'T REACH A VERDICT

JURY IN THE HOWARD CASE HUNG UP.

FRANKFORD, Ky., Sept. 25.—The jury in the Howard case reported at 5:13 o'clock this afternoon that the jurors had been unable to make a verdict. The jury took the case at 2:30, and nearly three hours were spent in the jury room in an effort to reach an agreement. Judge Cantrill did not discharge the jury, and it will report again at 9 o'clock tomorrow.

The argument of the case before the jury was concluded this morning by Acting Commonwealth Attorney Ben Williams. He presented the evidence against Howard, and while there was no effort at oratory, his argument was conceded to be a strong effort. It is generally believed the jury is hopelessly hung up and that a verdict will not be found, as it is supposed the jurors are divided on the question as to Howard's guilt or innocence and not as to the degree of punishment.

BULLETIN OF IMPORTANT NEWS OF THE DAY

- Weather Forecast for St. Paul. Rain; Colder.
1-Chinese Situation More Serious. Autos for Army Use. Davitt Roasts Oom Paul.
2-Mine Owners Want Troops. Republicans May Change Horses. National Guard Work. Bohemian Catholic Convention. Boards Still Fighting.
3-Minneapolis Hatfests. Appeal From Galveston.
4-Editorial Page.
5-Sporting News.
Democratic Primaries Tonight. News of the Railroads. Farmers Want Pledges. Popular Wants.
7-Markets of the World. Chicago October Wheat, 73 7/8c. Bar Silver, 62 5/8c. Stocks Unchanged.
8-In the Field of Labor. More Funds for Texas. Street Car Taxation Raised.

WRECKS ON ALASKA COAST

VESSELS DESTROYED BY STORM AND MANY LIVES LOST.

SEATTLE, Wash., Sept. 25.—The steamer Roanoke brings news of further Alaskan disasters. In the great storm at Nome, on Sept. 11, 12 and 13, the tug Islam came ashore, while trying to aid the big barge Skookum, went down with Capt. Madison, her commander, and the engineer. Three or four men working along the water front, in an effort to save something from the wreckage, are said to have been swept out to sea, but their names are not known. From Benny river they were stopped by the schooner Prosper and the tug Astor, and an hour later the barge Skookum dragged her anchors and was wrecked on the beach. The North American Transportation company lost the tug Bob, valued at \$2,000, which was broken in pieces. The steam launch Strae sank at anchor, and the Belvedere is a wreck at the mouth of Snake river. The little schooner Zenith, which attempted to put out to sea, was blown about two miles up the beach, having her passengers aboard.

The Roanoke sailed on the evening of Sept. 17, and after having abated somewhat, but after getting out to sea it increased. The Roanoke was completely at the mercy of the gale. On the third day the storm subsided, and the vessel succeeded in reaching port unharmed. The steamer Charles Nelson sailed from Nome three days ahead of the Roanoke and has not arrived. She had a large number of passengers.

Woolley at Fargo.

Prohibition Special Will Make Crookston, Minn., Next.

FARGO, N. D., Sept. 25.—The Prohibition special train reached here at 4:30 this afternoon. The Prohibition leaders were at once driven to the Armory, where an audience of 700 gathered as soon as the arrival of the train was made known. The small crowd was due to the fact that it was not known whether the meeting would be outdoor or not. Mayor Johnson welcomed the speakers to North Dakota, a state which has never licensed saloons. The Prohibition leaders were at once driven to the Armory, where an audience of 700 gathered as soon as the arrival of the train was made known. The small crowd was due to the fact that it was not known whether the meeting would be outdoor or not. Mayor Johnson welcomed the speakers to North Dakota, a state which has never licensed saloons.

GEN. JOHN M. PALMER DEAD

NATIONAL DEMOCRATIC CANDIDATE OF 1896 SUCCEDES.

SPRINGFIELD, Ill., Sept. 25.—Gen. John M. Palmer, ex-United States senator from Illinois, died at his residence in this city at 8 a. m. Heart failure was the direct cause of Mr. Palmer's death. He had been in ill health for more than two years. Last Sunday he attended the funeral of Gen. McClelland, acting as honorary pallbearer. After viewing a campaign parade last night the general retired, apparently as well as usual. Symptoms of the fatal stroke manifested themselves about 3 a. m. The general rested uneasily until that hour, when he complained of severe pains in the chest. As he had felt them before, he was not particularly alarmed. However, a physician was summoned at once. The general fell asleep again, and did not awake until 7 o'clock. The pains in his chest became more severe, and nothing could be done to afford relief. The dying man conversed calmly with his wife for a time, then passed away.

Prominent Wedding at Baldwin.

BALDWIN, Wis., Sept. 25.—(Special.)—H. A. Hagedorn, a prominent River Falls merchant, and Miss Margaret Thorson, daughter of Rev. and Mrs. Thorson, of New Centerville, were married today at the residence of the bride's parents by Rev. Rosenquist.

BOILER EXPLODED WITH TERRIFIC FORCE

Locomotive Engineer Hurlled From His Cab Over the Tops of the Telegraph Poles.

MARION, Ill., Sept. 25.—This morning at 7:30 o'clock at Johnson City, five miles north of this city, on the Chicago & Eastern Illinois railroad, one of the most fearful explosions ever known in this country occurred. A freight train pulled by Engine 22, one of the heavy engines of the Chicago & Eastern Illinois, was derailed at Johnson City for a short time, pulled out on its extended run, but proceeded only a few hundred yards when the explosion occurred, killing the engineer and freeman. The boiler was blown seventy or eighty feet forward and above the telegraph wire to the edge of the right of way. Engineer Padgett was blown about a eighty feet high, passing above the telegraph poles, falling several feet beyond the right of way. His neck and arms were broken. Fireman Rains was blown back into the tender and covered up with coal, where he was found with both arms and both legs broken. From his chin down the body was so badly scalded that the skin slipped in handling him. Notwithstanding his fearful condition, he survived about an hour, the last half of that time conscious. His wife, a few miles away, was sent for, reaching him a short time before he died. He recognized her, and where he was found with both arms and both legs broken. From his chin down the body was so badly scalded that the skin slipped in handling him. Notwithstanding his fearful condition, he survived about an hour, the last half of that time conscious. His wife, a few miles away, was sent for, reaching him a short time before he died. He recognized her, and where he was found with both arms and both legs broken. From his chin down the body was so badly scalded that the skin slipped in handling him. Notwithstanding his fearful condition, he survived about an hour, the last half of that time conscious. His wife, a few miles away, was sent for, reaching him a short time before he died. He recognized her, and where he was found with both arms and both legs broken. 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