

# WAR DURING A WEEK

## RUSSIAN VLADIVOSTOK FLEET MAKES A BLUFF.

Unexpectedly Descends Upon the Japanese Coast After Nine Months of Idleness—Raid Doubtless Made to Divert Togo's Attention.

The Vladivostok fleet, after nine months of idleness, has unexpectedly descended upon the Japanese coast. Four torpedo boat destroyers of that fleet appeared off the southwest coast of Hokkaido, or Yezo, as it is designated upon most of the maps used in this country.

The Vladivostok squadron Russia has two of the most powerful modern armored cruisers afloat. Originally there were three, the Rossia, the Rurik, and the Gromoboi. The Rurik was sunk in the straits of Korea in the engagement with Kamamura's fleet on Aug. 16 last.

The raid by the torpedo boats on the Japanese coast 600 miles from Vladivostok makes it practically certain that the big cruisers are not far away, and that they are attempting a diversion in order to draw a part of Togo's fleet to the northwest.

The expedition, however, of the four Russian torpedo boats from Vladivostok will have about as much weight in this war as a feeble pinprick. If it is one more of St. Petersburg's deep-laid schemes for perturbing Togo's mind and causing him to alter his plans, it is the most ridiculous yet recorded.

Admiral Togo doubtless would like to know whether all three or only two of the Vladivostok cruisers are in good condition for sea, and what kind of a showing they can make, and any raid that would give him that information would doubtless be welcomed.

It is a tactical move naturally expected by naval men. It proves, to begin with, that the Japanese have left Vladivostok unguarded. This is an indication that Togo has drawn all his fighting ships southward—how far southward the outside world does not know.

The Vladivostok cruisers, therefore, if properly handled, are likely to work a great deal of damage along the Japanese coast.

The naval problem thus becomes doubly interesting. Rojestvensky's fleet remained at Honkoku bay, a short distance north of Kamranh bay, on the French Indo-China coast, until May 3, when it is reported to have put to sea, to join the division which has been proceeding to the far east under the flag of Rear Admiral Nebogoff.

In the China Sea Nebogoff, with his squadrons of antiquated and crippled ships, has at least appeared. In a few days more he should be able to join Rojestvensky, who, according to last accounts, was still hovering off the French coast, not many miles from Kamranh bay.

Rojestvensky's departure from that region has again been announced in the French dispatches from Indo-China, but no one can credit the fact till the fleet is actually reported in some other place.

With his divisions united Rojestvensky will have under his flag eleven battleships, to say nothing of his cruisers and destroyers—a formidable fighting force, and one, if properly handled, capable of meeting Togo on more than equal terms.

Although the world has not the slightest knowledge as to where Admiral Togo has his headquarters, his course is thoroughly comprehensible. It is not to his interest to seek a battle a thousand miles from the Japanese naval bases, so long as there is a prospect that Rojestvensky will approach closer.

Whether he chooses to await the Russians near Formosa, or, instead, in the Korea Straits, where he can keep a weather eye on the northern passages into the Sea of Japan, he knows that Rojestvensky's fleet will be no serious menace to Japan till it has advanced at least a thousand miles further on its course.

Togo has effectually concealed his fleet. No French, German, British, or American steamer has sighted it—or, at least, reported it, and if it had been sighted the fact almost certainly would have been reported.

No more absurd rumor could become current than the one reiterated several times last week that Rojestvensky was headed, not for Vladivostok, but for Petropavlovsk at the southern end of the peninsula at Kamchatka. Petropavlovsk is at least 1,500 miles to the northeast of Vladivostok. It is a mere village, with no accommodations for a single battleship, let alone a great fleet, and, in fact, no more useful to Rojestvensky than Patagonia would be.

The only reasonable assumption as to Rojestvensky's immediate objective are now, as before, that he is making for Vladivostok. He hardly can be planning to spend the summer in the China Sea.

Little has been heard during the week of the movements of the Manchurian armies. The latest report is that it seems as if the Japanese are about to resume the offensive by striking at General Linevitch's left. Roads impassable because of mud have been accepted as a satisfactory explanation of recent inactivity. It has been assumed that whenever military operations on a grand scale were feasible Field Marshal Oyama would renew them.

## DECLINING RURAL POPULATION.

Population Increasing in Towns and Decreasing in Country Districts.

A recent State census indicates that while the town and city population of Iowa is increasing its rural population is decreasing. Grundy is cited as a typical Iowa agricultural county. Grundy Center, its county seat, is growing, but in 1895 the population of the entire county was 14,491; in 1900 13,759; and in 1905, 13,064. "There are fewer people on the farms of Iowa," the Cedar Rapids Republican believes, "than there were even twenty years ago," and it is probably right.

There is no special reason why Iowa should be alarmed. What is taking place there has taken place elsewhere—in Illinois, for instance. One cause of the loss of rural population is the increased value of land. Many of the rising generation of farmers, having much muscle and enterprise and little money and no land, go to new States, where land is cheap. Many Iowa land owners are selling out to men from Illinois and other older States. The Illinoisan who sells his land for \$125 to \$150 an acre takes his money to Iowa, where, at \$80 to \$100 an acre, it will buy more acres than he owned in Illinois, says the Chicago Tribune. The Iowa man takes his money to Missouri, where, at \$50 to \$75 per acre, it will buy more acres than he had in Iowa. This interesting movement of population tends to increase the size of farms and decrease the number of farmers in the States it affects.

Another potent cause of the decrease in rural population in old States is improvements in farm machinery. Think how many men it would take to plant, cultivate, and harvest this year's crop without the drill, the riding plow, the steam plow, the reaper, the mower, and any number of other implements that might be mentioned. Agricultural implements are being improved every year. The more they are improved the less men farm work takes.

Formerly the farmer, no matter how well off he was, stuck to the farm house to the last, even after he had become unfit for hard work. To-day the farmer who has acquired a competence often moves into the nearest village or town when he gets along in years and enjoys his ease. He may rent his farm or let one of the boys work it. If he has many sons he may set up one in business in the village. The drift of population from the farms is not exclusively to the large cities. The small places get their share of it. The population of the villages and towns in several Illinois counties has increased, while that of the rural townships has declined.

But the decline in rural population in Iowa and other middle western States will be brief. Soon all the available agricultural land in the country will be taken. Soon the growth of towns and cities will make neighboring farm lands in old States so valuable that, to render its ownership profitable, intensive culture will be necessary. Peas and tomatoes, gooseberries and strawberries, will supplant cattle and corn. Four hundred acre farms, steam plows and thrashing machines are not adapted to intensive culture. It means small farms and human labor. With intensive culture the agricultural States will get back their lost farmers and farm workers and thousands besides.



The blast furnace workers of the country receive an advance in wages ranging from 10 to 12 1/2 per cent May 1.

All the contracts of the different labor unions have been agreed to by the Lake Carriers' Association and the labor board has been all cleaned for the 1905 season.

The referendum vote of the Brotherhood of Carpenters and Joiners on the amalgamation of the Amalgamated Society of Carpenters and Joiners was against the plan.

United Metal Workers' International Union has voted to withdraw from the A. F. of L. The organization, which is not a very large one, was dissatisfied with several decisions made against it in jurisdiction matters.

International President C. P. Shea of the teamsters won a strike against the George A. Fuller Company. The company had employed a non-union contractor in Boston. Shea went to Chicago and tied up the material for two buildings being erected by the company. After four days the company agreed to employ union men in Boston.

The Amalgamated Association of Iron, Steel and Tin Workers is waging the battle of its existence in the Calumet region. The association had complete control of all the steel mills in that district, as well as those in Joliet and Milwaukee, before the great strike in 1902. At that time local lodges of that section refused to participate, and as a consequence lost their charters. Only one lodge remains in the territory included by East Chicago, Hammond and Indiana Harbor, and that one is threatened with extinction.

Michael Donnelly, president of the Amalgamated Meat Cutters and Butcher Workmen, has returned from an organization trip through the packing centers, and he says that matters look more hopeful for the butchers than they have since the strike of last year. In East St. Louis the butcher workmen have got a fair organization again, and at Fort Worth, Texas, the men will soon be as well organized as they were before the strike. Only six locals are left in the stock yards at Chicago, but they are steadily increasing in strength. More than 50 per cent of the sheep butchers are again in the union.

J. G. Butler, Jr., chairman of the Bessemer Pig Iron Association, says that out of the 193 furnaces using Lake Superior ore, on April 1, 173 were in blast, being 92 per cent of the total capacity in blast, an increase of 2 per cent during the month.

All records for movement of ore on the lakes is expected to be surpassed by the movement this season. The United States Steel Corporation expects to receive between 33,000,000 and 35,000,000 tons during the season. The former high water mark for ore shipments was 27,000,000 tons.

## TORNADO IN KANSAS.

### MARQUETTE IS STRUCK AND MANY KILLED.

Town Is Devastated by Terrific Wind and Left a Heap of Ruins—Houses Twisted to Matchwood by the Elements' Fury.

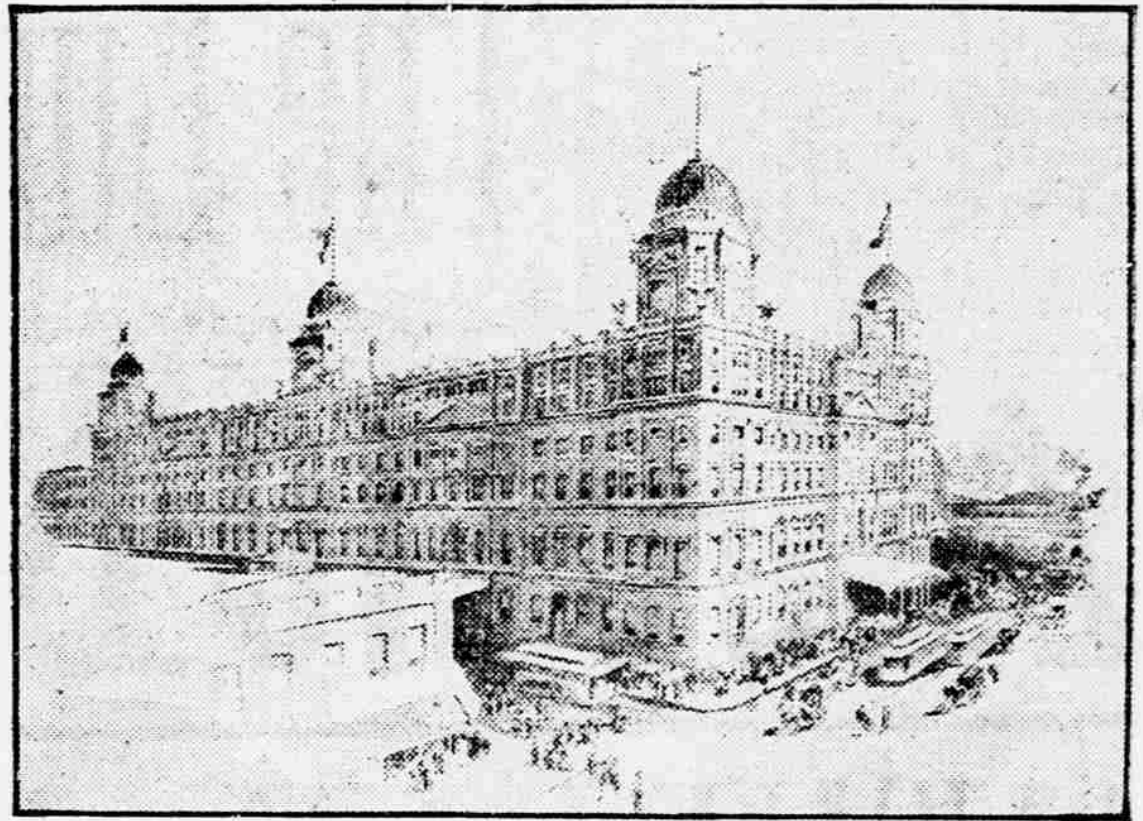
Marquette, Kan., practically lies in ruins, and at least twenty-four persons were killed and nearly 100 injured by a tornado which swept the residence part of the village while the 1,500 occupants of the houses were asleep.

Early Tuesday morning there was a terrific roar from the south, and what had been a gale became a hurricane. Gathering fury, as it swept through the town, it lashed itself into a tornado and cut a clean swath through the residence section, almost dodging the business part of the village.

The work of destruction was done within ten minutes. Persons sleeping in their beds and frightened women and children, awakened by the blasts and crouching in terror, were in most cases knocked over by the terrific onslaught which loosened the houses from their foundations or sent them crashing to the ground.

In a score of cases roofs were taken from the houses and carried hundreds of yards. Nearly all the structures were of wood, and the side of one of these was blown in, killing a family of five as it slept. Several others, who had rushed from their dwellings when they feared to remain longer in them, were killed or injured by flying timbers. Two men, rushing from their houses just as the final blast came, were killed by chimneys, which crumbled like egg shells.

When the storm had passed—for it



NEW GRAND CENTRAL STATION, NEW YORK CITY.

died down almost at once after the destructive blasts—a scene of devastation was presented. In the path of the tornado hardly any structure was left tenable. Streets were blocked with debris, trees which had withstood the storms of a generation were uprooted or snapped off, and everywhere excited members of families were running about seeking their loved ones. In many cases they found them dead, and in many more they found them lying under wreckage, severely injured.

A business block in the principal street was made into a hospital, and there the injured were carried as fast as they could be found. Sometimes whole families, scattered by the wind which had made their residence a scrap heap, were reunited there.

In others no trace of the friends could be found, and a score of searching parties are clearing away the wreckage in the hope of finding victims still alive under the wreckage. Physicians arrived this afternoon from Salina and other cities on special trains and aid has been offered by many places.

A freak of the storm was the escape of Ruth Goelling, an infant 2 years old. She was sleeping in her cradle when the storm lifted it from the bedroom at the same time with the roof, and set it down right side up on the debris. The baby was uninjured.

Marquette is a town of 1,500 people, in McPherson County. It is in the exact center of Kansas and in the richest farming country in the State.



The Shah of Persia is fond of knitting, particularly silk stockings.

England's chancellor of the exchequer's favorite hobby is farming.

The new first lord of the admiralty, Earl Cawdor, is a practical railroad man.

Kaiser Wilhelm is a necktie collector, his collection, so it is said, numbering 18,000.

Lord Crawford, a noted English scientist, will visit the West Indies on a scientific cruise.

A monument to the late M. Waldeck-Rousseau is to be erected in the Tuilleries garden in Paris.

George S. Elgood, an English artist, is said by his fellow Britons to be the greatest living painter of gardens.

There are five Joneses, five Smiths and five Thomases, four Balfours and eight Wilsons in the British House of Commons.

Walter Hedgcock, successor to Sir August Mannes as director of the Crystal Palace, London, is a most accomplished musician.

The Grand Duke Paul of Russia is so tall that no hotel bed will fit him. So he carries on his travels a sectional affair to secure personal comfort.

## ENGLAND AIDS JAPAN.

Warns France, It Is Said, to Become Neutral.

The London Times, in a strong editorial warning to France of the extreme danger and gravity of the situation in the far East and appealing to that government not to treat the Japanese protests light-heartedly, says it has reason to believe that Foreign Secretary Lansdowne has spoken very strongly to the French government on the breaches of neutrality permitted to the Russian Pacific squadron.

Special dispatches from Tokio to the London morning newspapers represent that the Japanese feeling is becoming highly inflamed at France's alleged failure to prevent ostentatious disregard for the principles of neutrality by the Russian Pacific squadron. The Tokio Asahi bluntly describes France's assurances that she would preserve neutrality as falsehoods, and declares that Japan would be justified in bombarding French territory. It calls on the government to take vigorous action.

Among Japanese officials in London it is asserted that France put off Japan by fair promises in order to give Rojestvensky time to effect a junction of his forces and that the Russians are now given every privilege provided they keep just outside the three-mile limit. The report from Tsingtau that the Russian squadron is off Vanfong, which is an inlet containing the port of Honkoku, the Three Kings being rocks near the entrance of Vanfong bay, is held to confirm the Japanese assertion that Rojestvensky is still cruising in French waters.

The Daily Telegraph's correspondent at Tokio says that in response to Japan's second protest, France intimated that Rojestvensky had been ordered to leave Honkoku.

The Times correspondent at Tokio reports that the Japanese Chamber of Commerce are taking concerted measures to cease all commercial transactions with French citizens.

A telegram from Hongkong to a London news agency gives a long dispatch, which it is alleged the French authorities at Saigon refused to transmit, de-

## DIE IN AN EXPLOSION.

### THIRTY ARE KILLED IN RAILROAD DISASTER.

Pennsylvania Passenger Engine Hits Cars Loaded with Dynamite—Locomotive Boiler Explodes, Coaches Blown to Pieces and Many Persons Killed.

The western express on the Pennsylvania Railroad, known as the Cleveland-Cincinnati Express, crashed into a freight train which contained two cars of dynamite early Thursday morning at South Harrisburg, Pa., and the explosions that followed brought death to thirty persons and grave injuries to perhaps one hundred more. The passengers numbered 109 and nearly everyone was killed or injured.

Both trains were piled in a mass of wreckage which at once took fire. The flames from the blazing mass were so fierce that rescuers who hurried to the spot attracted by the noise of the explosion were unable to approach the pyre of the dead and injured.

Following the crash of the wreck, three distinct explosions were heard. The spread of the flames caused several later blasts, adding to the fierceness of the blaze and increasing the number of casualties. As the smoke rolled from the wreck the forms of men and women could be seen beneath the timbers which had formed the passenger cars, and their cries for help were piteous.

The train was running as the second section of the west bound express, which left New York at 5:55 p. m., and the first section of which passed through Harrisburg at midnight. The second and third section was running nearly an hour behind the regular express. The title of the train was the Cleveland and Cincinnati express, but at Pittsburg certain cars were made up again for the Chicago train.

Cause of the Wreck. The wreck was caused by a smaller wreck to the freight train, which was cast bound. Passing the plant of the Paxtang Electric Company, near Cedar street, an air hose in the freight burst and several cars in the middle of the train buckled up and fell across the passenger tracks at the side.

Almost at the same moment the express train, with ten coaches, dashed along and plunged into the wrecked freight cars. The boiler of the passenger locomotive blew up and the concussion caused the immediate explosion of the two cars of dynamite in the freight. The force of the collision crushed all the passenger cars, which piled up in a huge mass with those of the freight. Instantly the two trains were masses of flames.

With the crash the passengers, all of whom were asleep in their berths, were hurled in all directions. Many were tossed free of the wreckage, some down the railroad embankment, some into the Susquehanna river, which parallels the railroad in that locality. All who were not pinned in the debris or wholly incapacitated ran away from the burning mass, which kept exploding and scattering debris like a volcano.

It was impossible for those who escaped uninjured to reach the imprisoned passengers, whose cries rent the air for blocks. As soon as some of the dead and injured were reached they were laid in rows along the tracks.

The passenger train, which was entirely demolished or burned, had consisted of one locomotive, torn to pieces when the explosion occurred; six Pullman sleeping coaches, two baggage cars, one mail coach and one engine tender.

The first explosion heard was that of the boiler of the passenger locomotive. This was followed by a terrific noise when the dynamite car went up. The car was No. 71383 of the Erie railroad and had a cargo of 5,000 pounds of dynamite.

Soon after the wreck many negroes and foreigners were on the scene searching for loot.

### M'KINLEY TOMB TO BE COSTLY.

Memorial Association Decides on a Mausoleum Worth \$500,000.

The trustees of the McKinley National Memorial Association have approved the design for a mausoleum submitted by H. Van Buren McGonigle, consulting architect of the board. It was decided that work should be begun at once.

The body of President McKinley is in a public vault in Westlaw cemetery, Canton, Ohio. The association has purchased a tract of land adjoining the cemetery, which will be known as Monument hill. The approach to the hill, which is seventy-four feet high, called "The Mall," is 600 feet long and will be beautified at an expense of \$500,000. Along the middle of this mall, with a wide walk on either side, will be an artificial lake. A broad flight of steps will form a part of the mausoleum. From the foot of the hill to the top of the mausoleum the height of the stone structure will be about 175 feet.

The mausoleum will in general resemble the tomb of Gen. Grant. The main feature will be a dome about 75 feet in diameter and 100 feet high. The structure will be of granite, but the interior will be finished in white marble. The entire cost will be \$500,000.

While suffering from a nervous disorder John Terhune, superintendent of schools in Bergen county, New Jersey, shot and killed his wife and then committed suicide in their home in Hackensack, N. J.

The Appellate division of the New York Supreme Court has handed down an opinion in which it is declared that the executor of an estate, named in a will, "can no more for a consideration dispose of his right to act as such than a public officer can the right to exercise the functions of his office."

## PRESIDENT IN CHICAGO.

Receives a Hearty Welcome in Strike-Bound City.

President Roosevelt arrived in Chicago on Wednesday. A hearty welcome was extended him as he stepped off the presidential train at the Northwestern station, fresh from his extended hunting trip in the West. Gov. Deneen, Mayor Dunne, delegations from the Merchants', the Hamilton and the Iroquois clubs, a committee of Aldermen and other city officials extended a greeting. Admission to the railway station, where the presidential train pulled up, was by card only, yet those authorized to be present almost crowded the place.

President Roosevelt shook hands with Gov. Deneen and those who met him at the train steps. Immediately the visitor was escorted to a carriage to be taken to the Auditorium Annex, where a suite of rooms had been provided for the President's party.

The President was a guest in the city for twelve and a half hours. In almost all of that time he was entertained at some function. Thousands of people were prevented from crowding into the station by a strong police guard. Long before the train arrived 150 policemen were



PRESIDENT ROOSEVELT.

distributed about the station. Besides these there was a detachment of cavalry from the First Illinois, which with the police acted as an escort in the procession to the hotel. Besides the regular United States secret service men who accompany the President eight picked men were detailed by the police department.

The streets through which the President's carriage drove were lined with police and men in uniform and plain clothes mingled with the crowds everywhere. There were 450 policemen along the drive from the Northwestern station to the Auditorium and an equal number in the parade from the hotel to the Hamilton club. In addition to these there were over fifty detectives who followed the President's carriage and watched the crowds closely for any disturbers.

Having arrived at the hotel the President went almost immediately to the dining room, where 100 members and guests of the Merchants' Club awaited him. The luncheon followed.

The President was a figure in the strike situation in Chicago. In the afternoon he received and responded to a written appeal handed to him by the labor leaders. In the evening he referred to the strike in a speech at the Iroquois Club banquet. In response to the appeal presented to him personally by President Shea of the teamsters, the President urged respect for law and order. He deprecated certain phrasings of the appeal and expressed a wish the labor leaders had not referred to federal troops as likely to be sent to Chicago.

Speaking at the Iroquois Club banquet at night, President Roosevelt declared mob rule would never triumph in this country. He made a personal application of this assertion by turning to Mayor Dunne and telling him that behind the city administration stood the State. Then speaking to Gov. Deneen, he assured him that back of the State stood the nation.

President Roosevelt also gave the trusts and corporations his attention. He declared the Federal government must take control of corporations, and strongly advocated the passage of a law conferring on some executive body the power of supervision and regulation of the great corporations.

Speaking of mob rule, the President said: "There need not be the slightest apprehension in the hearts of the most timid that ever mob spirit will triumph in this country. If ever the need arises, back of the city stands the State and back of the State stands the nation."

Other important paragraphs from President Roosevelt's speech follow:

We must recognize that the time has now come when it is essential in the interests of the public that there should be exercised a power of supervision and regulation over the railroads in the interests of the public.

Personally I believe that the Federal government must take an increasing control over corporations. I hope there will be no halt in the steady process of assuming such national control. The first step toward it should be the adoption of a law conferring on some executive body the power of increased supervision and regulation of the great corporations engaged primarily in interstate commerce of the railroads.

I have not the least anticipation of Chicago's ever reversing that most complimentary vote which I so deeply appreciated last year. It will never have the chance.

I wanted Congress to give me power to remodel the Panama Canal Commission. It did not do it. I remedied it anyhow.

The corporation—that is, organized capital and unions—that is, organized labor, must alike be held to be peculiarly responsible to the public at large, and from each alike we have the right to demand not only obedience to the law, but service to the public.

I believe in a big navy, but I hope that I need not say that I believe in it not as a provocative of war, but as a guarantee of peace.

We have not the choice as to whether this country will play a great part in this world; we cannot help playing a great part. All we can do is to decide whether we will play it well or ill.

We cannot abandon our position on the Monroe Doctrine. We cannot abandon the Panama canal.

Green and Gaylor, the United States government contractors who have been in hiding in Canada for several years, have again been defeated in the courts there and their extradition now will be heard on its merits.

A Santa Fe passenger train from San Francisco was derailed near Ashfork, Ariz., and Engineer Richter and Fireman McCon were killed.