

# MADRID DISASTER DUE TO NEGLIGENCE.

Underneath Foundations of the  
Reservoir Which Gave Way  
Were Water Pipes.

## ENGINEERS FORESAW TROUBLE

Governor of City Has Prohibited a  
Great Popular Demonstration  
Of Mourning.

Madrid, April 9.—It appears that underneath the foundations of the reservoir which gave way with such disastrous results on Saturday were water pipes used to supply the palace and old Madrid. It is stated that this was the cause of the subsidence and not the surface of the ground which, when tests were made, sank only 11 millimeters.

The vault was built of cement, with iron girders, as were also the supporting columns. The first fall caused all the pillars to bend and the end of the iron work to stretch, resulting in a general and uniform collapse. These explanations, however, cannot be considered as final.

Madrid newspapers publish assertions that the disaster had been foreseen by engineers as well as by workmen. It is now recalled that the bad condition of the soil on which the reservoir was constructed caused keen opposition and numerous criticisms when the scheme was being discussed in the cortes.

Workmen who have been questioned say that they were compelled to build too rapidly with materials so defective that a disaster was bound to happen.

Many heartrending incidents and painful scenes are reported. Ten of those who were rescued alive have gone mad. A huge crowd stood around the scene throughout the night watching the attempts at rescue in the light of huge electric lamps.

Crowds of workmen and women carrying flags forced all the theaters to close Saturday night.

The king Alfonso had a telephone wire laid from the scene of the disaster to the palace and was kept constantly informed. The king again visited the hospitals this morning. Some of the injured have died. One body was recovered from the ruins during the night, but none later. Seven hundred workmen are engaged in clearing the debris. During the day students and workmen parade the streets collecting money for the families of victims of the disaster. The public is contributing freely.

The governor of Madrid has prohibited a great popular demonstration of mourning which the workmen wished to organize, but he received the delegates of the workmen's associations, whom he informed that a street procession would be permitted under certain restrictions.

A workman who was injured says the collapse was so sudden and complete that it was impossible to tell what happened. The men at work on the reservoir, however, anticipated trouble, as a fortnight ago three arches collapsed and cracks developed in four others. The public held the engineers and contractors responsible for the catastrophe, into which the cabinet has ordered a strict inquiry.

The catastrophe caused a profound sensation throughout the city. All work was suspended and the people flocked to the scene. As the day passed the indignation and excitement increased and serious disorders are feared, especially on the occasions of the funerals of the victims, should the authorities undertake to prevent processions passing through the center of the city. Already incipient demonstrations are evidencing, directed against those held to be responsible for the disaster.

Processions of women, carrying black flags are parading the district in which the disaster occurred. A great crowd marched to the center of the city and forced the merchants to close their establishments as a sign of mourning. The markets are all shut and business is entirely at a standstill.

The work of recovering the dead and injured is hampered by enormous crowds of angry women. The estimates of the number of persons injured are of a serious nature. The ambulance stations are already overflowed, but assistance continues to arrive from every direction.

King Alfonso was shooting at Cuenca when he heard of the disaster and immediately repaired to the scene. His arrival was the signal for ovations from the crowds. The king was personally moved and insisted upon personally supervising the relief measures.

The structure which collapsed was a huge quadrilateral, 350 by 150 metres, built on arches. The disaster was due to the weakness of the supporting pillars. As the greater part of the debris is under water the work of extricating the victims is most difficult.

Up to this time 100 bodies have been recovered. These were taken immediately to the cemetery in order to prevent disturbances. Seventy injured persons have been rescued, but it is

One Washing  
may spoil a fine waist or a piece  
of lace. You soak out most of the  
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feared the remainder of those working in the vicinity at the time of the accident perished in the crushed masonry or by asphyxiation.

Military guards are posted all about the scene of the disaster. The government has authorized the opening of a relief fund and at a meeting of the cabinet it was decided to appoint a mixed civilian and military commission to establish responsibility for the disaster.

## A DEMONSTRATION.

Madrid, April 9.—Carrying black banners, 5,000 workmen made a demonstration this afternoon near the scene of Saturday's reservoir disaster. The police, on seeing the flag, were stoned by the crowd, and several on both sides were severely injured.

## STRIKE IN CHICAGO.

Mayor Dunne Will Try To Settle  
It by Arbitration.

Chicago, April 9.—A determined effort to settle by arbitration the strike of the garment workers and the teamsters employed by Montgomery, Ward & Co., is being made.

Justice Edward F. Dunne, who will assume the office of mayor tomorrow, stated tonight that one of his first official acts would be to endeavor to bring about an amicable adjustment of the difficulty.

While peace plans were being considered today, the local unions of the express drivers throughout the city met and decided to refuse tomorrow to handle any goods belonging to the firm of Montgomery, Ward & Co. The employers, however, declared they will have sufficient non-union help on hand tomorrow.

## IN THE CAUCASUS.

Railway Situation There Said To  
Be Alarming.

St. Petersburg, April 10, 12:40 a. m.—Dispatches from the Caucasus paint the railway situation there in alarming colors. The authorities there are reported to be afraid to run trains at night lest they be wrecked. Striking section hands seize trains and travel up and down the line forcing other employees to cease work.

## Dry Day in Kansas City

Kansas City, Mo., April 9.—Saloons in both Kansas City, Mo., and Kansas City, Kan., and the suburbs of the latter city, as well as all outlying saloons, were closed today. Last Sunday, when the closing order went into effect in Kansas City, Mo., people made a pilgrimage across the line into Kansas or to many gardens in the country on the Missouri side. Today, however, the closing order took in all places, including hotels, where liquor is sold.

## THE INDICTMENT OF

MAXIM GORKY, NOVELIST

St. Petersburg, April 8.—The indictment of Maxim Gorky, who is styled therein "an artisan of Nijni Novgorod, Alexis Maximovich Meschkoff," contains the text of a document found in the St. Petersburg residence of Advocate Eugene Kedrin and the authorship of which Gorky is alleged to have admitted. This document styles the shooting of the workmen premeditated massacre and accuses Prince Sviatopolk-Mirsky (who, at the time, was minister of the interior) of wilful and unprovoked murder. It continues:

"Emperor Nicholas was informed of the character of the workmen's movement and of the peaceful intentions of his late subjects, the innocent victims killed by the soldiers, but notwithstanding this knowledge he allowed them to be massacred. We, therefore, accuse him also of having continued the killing of people who in no wise provoke such measures."

The document details the events of Sunday, Jan. 22, the day on which the troops fired on the workmen in St. Petersburg, and points out the absence of a revolutionary character to the demonstration. It relates that the days previous to the disturbance the signatories of the document went to Minister of Justice Muraviev with a view to requesting him not to order out the troops and to enable the workmen to speak freely with the emperor. The signatories were informed by the secretary of the minister that it was no affair of the minister of justice. After the document was signed, it went to the president of the committee of ministers, Witte, to whom they expressed fear that blood would be shed. M. Witte replied that Interior Minister Sviatopolk-Mirsky was more accurately informed as to the state of affairs, but Emperor Nicholas certainly had been made acquainted with the situation. M. Witte added that personally he was impotent to do anything. They telephoned to Prince Sviatopolk-Mirsky asking the minister of the interior if he would receive the deputation, but Prince Sviatopolk-Mirsky refused to do so. The document concludes:

"We declare that such an order of things cannot longer be tolerated and call on all citizens of Russia to enter into an imminent and relentless universal struggle with the autocracy."

The indictment sets forth that Gorky admitted in writing that he composed the document referred to above, with a view to sending it to all St. Petersburg newspapers, hoping that at least one of them would publish it. After describing Gorky's discussion with the workmen the indictment says:

"He went on the evening of Jan. 21 to the offices of the Journal Nashidni, where it was decided to appoint a deputation to wait on Minister of the Interior Sviatopolk-Mirsky for the purpose of begging him as minister and as a man, to take all possible measures to prevent conflict between the workmen and the police and troops. The deputation included Gorky, whose account of its reception, according to his own avowed, was written at his own initiative and only became acquainted with its contents later."

The indictment accuses Gorky of appealing to the people through the document to overturn the existing social regime, and says that the fact that the document was not circulated was due to the circumstances outside Gorky's control.

The trial of Gorky will be behind closed doors.

## Killed by Locomotive.

Atchison, Kan., April 9.—A. B. Syme, founder of the Syme Wholesale Grocery company of this city, one of the oldest and wealthiest concerns in the west, was run over and killed by a locomotive at Hot Springs, Ark., where he had gone for his health, according to a message received here today. Mr. Syme was 73 years old. He came west to St. Joseph in 1852. He was the father-in-law of Capt. A. Rowan, noted as the man who carried the "message to Garcia" during the Spanish-American war.

# WILL THERE BE A NAVAL ACTION?

Russia and Japan May Hesitate  
To Stake the Fate of Empires  
On a Sea Battle

## MAY HASTEN PEACE PROPOSALS

All is Conjecture and Nothing Certain—Rejestyevsky's Squadron Passes Singapore

St. Petersburg, April 10, 12:40 a. m.—There is reason to believe that Vice Admiral Rejestyevsky's entrance into the China sea has been followed by orders for the cruisers Gromobol, Russia and Bogatyr, which have been ready for some time at Vladivostok, to put to sea.

Whether it is the intention to send them south immediately or to hold them in the vicinity of Vladivostok is not known.

Their appearance outside the roadstead of Vladivostok would constitute a potential threat against Admiral Togo's fleet, which will compel the retention in or dispatch of a number of fighting ships to Japanese waters. Thus Admiral Togo seems to be virtually placed between two fires.

The peace influences in the government urge that this favorable strategic position presents the psychological moment for offering officially the olive branch to Japan, reasoning that no matter how confident the Japanese government may be of Togo's victory it cannot overlook the possibility of defeat nor fail to appreciate the complete disaster which would follow the transfer of the mastery of the sea to Russia.

With so much depending upon the issue, they argue, both countries have mutual interests in avoiding an actual test and it is not impossible, therefore, that a new move in the direction of peace may come just as the world expects to hear the call to quarters for the greatest naval battle of modern times.

Certainly the spirits of the war party have been greatly raised by Rejestyevsky's success in penetrating to the China sea, and the prospect of a naval battle, even with the odds against a Russian victory, which would change the entire complexion of the situation, has aroused something of a fever of enthusiasm in many Russian breasts.

Some naval officers express the opinion that Rejestyevsky, having now safely navigated the straits, instead of sailing north to meet the Japanese, can afford to calmly await Vice Admiral Nebogotoff with his division of the squadron, who could arrive there in about three weeks.

The Russian admiralty on Sunday received a long dispatch from Singapore, but no intimation as to its contents has been given the newspapers. The papers Sunday morning printed Singapore dispatches without comment, the Soviet being the only exception. This paper views the news from Rejestyevsky as an auspicious prelude to a decisive battle "which may show that over Rejestyevsky still shines the happy star which helped him, when a lieutenant, to save the fragile Vesta in an unequal conflict with a Turkish battleship."

The Soviet expresses the hope that Rejestyevsky is destined to turn the tables and that even in case of defeat some of his vessels will be able to break through and reach the Japanese sea.

## ROJESTYEVSKY'S SQUADRON.

Singapore, April 9.—Fifty-one ships of Vice Admiral Rejestyevsky's second Pacific squadron passed here yesterday. The most important fighting vessels of the squadron, including the battleships Knyaz Suvoroff, Alexander II, Borodino and Orel, with their complement of cruisers, torpedo-boat destroyers, etc., did not arrive, and their whereabouts is totally unknown.

The vessels which passed Singapore were the following: Battleships, Sissoi Veliky and Oleg; cruisers, Admiral Nakhimoff, Dmitri Donskoi, Aurora, Izumrud, Jemchug, Almaz, Russ, Anadyr, Furst Bismarck, Kaiserin Maria Theresa, Kaiserin Augusta Victoria, Kaiser Friedrich, Rion, and seven torpedo-boat destroyers, all sailing under the naval flag.

Under the commercial flag were the volunteer seamen, Voznes, Kiof, Yantoboff, Tarnoboff, Vladimir and Orel, the Russian Navigation company's steamers Meteor, Jupiter and Mercury; the fast Asiatic company's steamers Koranda and Kaiser; the North Baltic company's steamer Knyaz Gortchakoff, one salvage ship and 16 colliers.

A French steamer arrived here today with a cargo belonging to the Admiral Nakhimoff, who fell overboard and was picked up in the Straits of Malacca after having been 12 hours in the water.

## Prairie Fire Destroys Crops.

Lawton, Okla., April 9.—A prairie fire in southwest Greer county, Okla., has killed and the destruction of several thousand dollars worth of feedstuff, many outbuildings, some livestock and several hundred acres of growing crops. Sparks from a locomotive started the fire.

## Mary Galloway Suicides.

New York, April 9.—Miss Mary Galloway, daughter of Henry Galloway, president of the Merchant's National bank and a director in many railway companies, killed herself in her room at the Hotel Seville here today.

Miss Galloway, who had suffered from dyspepsia for several years, was attended by two trained nurses. One of these was engaged hanging some clothes in a wardrobe when she heard the sound of a shot, and turning to the bed, saw Miss Galloway, who had been

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155 Main St. (East side.)

## GODBE PITTS.

PRESCRIPTION DRUGGISTS,  
101 MAIN ST.

## Elegant Through Sleeper Service

ST. LOUIS TO ST. AUGUSTINE

Beginning January 9th, 1905, the Southern Railway—only St. Louis line with its own rails to Jacksonville—will put into service fine observation sleeper line from St. Louis to St. Augustine, Fla. ONLY ONE NIGHT ON THE ROAD.

This sleeper will leave St. Louis every day except Sunday at 10:00 a. m., arrive at Jacksonville the next evening at 9:35 p. m., and arrive St. Augustine at 10:35 p. m. The trip is directly through the beautiful Blue Grass Region of Kentucky, thence via Chattanooga, Atlanta and Macon, Ga., at Lexington, Ky., this sleeper is taken on to the famous "Chicago & Florida Special"—the finest winter train in the world, carrying every variety of perfectly constructed equipment.

Another attractive feature, giving new charms to a Florida trip this season, is that the Southern Railway has arranged variable tour tickets, whereby a passenger may pay the small additional sum of \$2.00 and secure a ticket going to Jacksonville one route and return from there an entirely different way; that is, go South through Chattanooga and Atlanta and return via Savannah, Columbia, Asheville and Knoxville, allowing stop-over privileges at different points, including the "Land of the Sky" with its mountain, forest and stream charms.

For Ogden, Portland, Butte, San Francisco, Chicago, St. Louis, Omaha and Denver, \$4.00 a. m. For Ogden, Portland, Butte, San Francisco, Chicago, St. Louis, Omaha and Denver, \$4.00 a. m. For Ogden, Portland, Butte, San Francisco, Chicago, St. Louis, Omaha and Denver, \$4.00 a. m.

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