

KAISER MAY SLIP IN

Alliance With Denmark If War in Far East Comes.

WOULD CLOSE THE BALTIC

Plan for German Troops to Occupy Copenhagen and Prevent Russian Ships Leaving or Those of England Entering.

EXAMINE RAILROAD FOR RUSSIA

Minister Will Go Over Line of Great Value in the Event of War.

ST. PETERSBURG, Jan. 27.—While the exchanges regarding the Russian response to the Japanese note are still progressing, the Japanese Legation does not credit the report from Tokyo that Japan has requested Russia to hasten her reply. M. Kurino, the Japanese Minister, has received no instructions on the subject. On the contrary, he apparently realizes the delay is consequent upon exchanges between St. Petersburg, Viceroy Alexieff and Baron de Rosen, the Russian Minister at Tokyo.

M. Kurino reiterates his opinion that Japan will not press Russia for a reply. The Admiralty insists that the movements of the Russian ships in the neighborhood of Port Arthur are entirely without significance, saying, in explanation, that they are probably merely routine changes of station, and certainly made without the expectation of a collision. A prominent Admiral said in an interview today:

"The Admiralty believes in the peaceful termination of the negotiations. Some of our ships in the Far East are still in reserve. The steps now being taken should be described as precautionary, rather than warlike preparations."

Prince Kikoff, Minister of Railroad Communications, will leave here in a few days for Irkutsk to inspect the nearly completed railroad line around Lake Balkhal, which connects the two ends of the Siberian road. This connection, which will permit the movement of troops and supplies, is considered of great advantage, especially in the event of winter military exigencies. The czar, when vouching his approval of Prince Kikoff's mission, said in substance that he desired peace, which he believed would not be broken, but it was proper to prepare for all emergencies.

Some of the Russian newspapers are again becoming belligerent. The Bourse-Gazette declares Russia has reached the parting of the ways, and must now choose her position and maintain it. It discusses seriously the possibility of contending it to be the duty of the powers to intervene, as they did after the China-Japanese war. The Gazette concludes its article by saying that if Japan persists in her warlike attitude, Russia is not going to be intimidated.

The Novoye Vremya says the conversion of the reserve battalions into regiments, which was not carried out some months ago for financial reasons, is now accelerated because more military units are needed in the East, and because Germany's increase in recent years demands a second line of defense.

Today was diplomatic day in St. Petersburg, but Count Lamsdorff, the Foreign Minister, did not receive.

NEW AGITATION IN LONDON.

Question Whether Alexieff or Lamsdorff Will Rule.

LONDON, Jan. 28.—Conflicting rumors are in circulation regarding the plans of the peace element as to the hopes of the peace element as to the lowest possible end. In fact, there is no doubt in London that Russia's answer, when it is heard, will be unfavorable. But it is not the question of this reply that is agitating London this morning, rather it is whether Admiral Alexieff and Count Lamsdorff, the Russian Minister for Foreign Affairs, is to have the upper hand in deciding the issue with Japan.

Alexieff is unavailably for war, and if his counsel prevails, Russia will absolutely refuse to treat with Japan regarding Manchuria, and will also refuse to grant anything but limited territorial rights in Korea. Lamsdorff is a favorite of the czar, and is known to be friendly with Japan, and if he were in supreme control, Russia would avert war at any cost.

Therefore, a dispatch that came to hand last night from Berlin stating that Alexieff was to be deprived of his plenipotentiary powers, and that Count Lamsdorff would in the future shape Russia's foreign policy in the Far East in another part of the world was received with much interest, and there was premature rejoicing that war would be averted.

However, within a very short time came a dispatch from St. Petersburg which told another story, and declared the best informed military officials who could be reached refused to believe that Count Lamsdorff had been able to undermine Admiral Alexieff. They declared the latter was too powerful an official and too well posted on the situation in Manchuria and Korea to have his judgment set aside because he disagreed with the Minister for Foreign Affairs.

In fact, the war sentiment in St. Petersburg was declared to be on the increase, and the feeling was general that important developments could be expected at almost any time.

The Times this morning publishes the following dispatch from its Tokyo correspondent:

"The government has resolved to impose a war tax by doubling the land tax and the income tax, thereby obtaining additional revenue of 44,000,000 yen (\$25,000,000)."

JAPAN TAKES 20 STEAMERS.

Several Are Now Being Prepared for War Service.

VICTORIA, B. C., Jan. 27.—The steamer Kaga Maru, which arrived this morning, brought news that 20 steamers had been commandeered by the Japanese government before she sailed, and that the naval department. The five liners of the Australian line of the Nippon Yusen Kaisha, including the just completed Nikko Maru, had their fittings torn out and were hurried to Yokohama to be fitted as torpedo-carriers. Three steamers of the American route to San Francisco had been taken and will be made auxiliary cruisers.

The Aki Maru and Rio Jan Maru, of the Seattle line, were taken, the former to be used as a receiving ship. The small steamers, mostly fast vessels, were being

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All information reaching the highest quarters here tends to show that the crisis continues. It appears to be the accepted conviction in government circles that the final determination between peace and war cannot long be deferred. A categorical decision is given, so far as France is concerned, to the effect that the French Minister is taking part in negotiations with the view of mediation of France, Great Britain and the United States.

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No Pie at High School Restaurant.

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New York's big \$500,000 high school building will have seating capacity for nearly 600 pupils. It is to be on the west side of Tenth avenue, between Fifty-eighth and Fifty-ninth streets, and will have five stories and an attic. In the attic will be a new feature in school buildings, a restaurant for pupils. Students who live a distance from the school can go to this restaurant for luncheon. The restaurant will be conducted somewhat on the lines of a quick-lunch place, where orders are served almost as quickly as given. This is planned so that the children will not bolt their food in their impatience to get out for recreation.

Progress in Manila.

The Wonderful Changes That Have Begun Brought About in Five Years.

Manila American.

What progress have the Americans made in the Philippines? Looking back five years to that memorable day when the first American expedition arrived in the Philippines, and contrasting the appearance of the City of Manila and the condition of the Philippine people, as they appeared to those American pioneers with today's comparatively modern city of Manila, and the peaceful and comparatively contented natives, one is forced to the conclusion that American administration in the Philippines has not been barren of results.

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Manila will probably never be advertised as an ideal health resort, nevertheless the large number of residences in course of construction indicates that Americans have learned that they can live in the tropics, and are preparing to make this their home.

One of the greatest drawbacks to the city has been the lack of shipping facilities. The great harbor improvement now under way will in time dispose of this difficulty, and make Manila the best-equipped port in the Orient and its main distributing point. An advantage which is now enjoyed by Hong Kong.

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DEATH THE SWIFTER

Charles Clark Loses Race to Side of His Wife.

PASSES AWAY IN NEW YORK

Son of the Senator Was in Arizona When the Summons Reached Him and Since Then Has Had Many Trains at His Command.

HE DODGES DECLINATION.

Things That Mr. Hanna Might Say, but Doesn't.

Brooklyn Eagle.

Mr. Hanna says that he has sent out 200 personal letters denying that he is a candidate for President, and does not want to be considered as such. He regards all such talk as "a closed incident." He thinks that "opposition" to the nomination of Mr. Roosevelt has been overestimated.

Charles W. Clark, who is the Senator's eldest son, is on the way East from Arizona, and is expected to reach this city Friday morning. Many claims have been at his command, but death has won the race. Mrs. M. L. Cunningham, Mrs. Clark's mother, will reach this city tomorrow, and others of the family are on the way. The funeral will take place on Sunday, either from the residence of Senator Clark or from St. Thomas' Church, and the interment will be in Senator Clark's mausoleum, in Woodlawn cemetery.

Mrs. Clark was married June 30, 1896, at Butte, Mont. There has been no issue of the union.

CLARK NOT YET TOLD.

His Father Is Making Fast Time, and Promises to Break All Records.

TOPEKA, Kan., Jan. 27.—William A. Clark, Jr., son of United States Senator Clark of Montana, passed through Topeka at 1:45 this morning on a special Santa Fe train, which is making a record-breaking run. He was called to New York by news of his wife's illness. The Santa Fe dispatcher's office reports that Mr. Clark has not yet learned of his wife's death.

An effort was made to give the Associated Press dispatch announcing her death, but the train rushed through Topeka at the rate of 60 miles an hour. No stops will be made until Kansas City is reached about 3:30 o'clock.

The Santa Fe has special engines ready at all important stations between here and Newton, to be used in case of accident. None were needed, as no stops were made except at a small station for water after Emporia was passed. The train will reach Chicago about 11 o'clock tomorrow morning in time for Mr. Clark to take the Lake Shore Twentieth Century Limited for New York.

The run from Albuquerque, N. M., to La Junta, Colo., 200 miles, was made in eight hours. This is a record for the time that was made by the Lowe special over the same division last August. All this was through the mountainous districts of New Mexico and Colorado. On reaching the Kansas prairie, all previous records were left behind. The train left La Junta at 2:30 and was due in Newton, Kan., at 9:40. A slight delay was encountered at Newton, but it was before it left Newton. The run of 132 miles to Topeka was made in two hours and 45 minutes.

Local Santa Fe officials say all past records will be broken, and that the run from Albuquerque to Chicago will be made in less than 90 hours.

Will Break News to Clark.

KANSAS CITY, Mo., Jan. 28.—The Charles W. Clark special train on the Santa Fe Railroad, consisting of an engine, day coach and a Pullman, passed through Kansas City at 3:36 A. M., six minutes late, without stopping.

H. J. Lake, a relative of Mr. Clark, went from Kansas City to Argentine, Kan., on an engine, and entered the sleeper there. He will go to New York with the train. Mr. Lake will notify Mr. Clark of his wife's death within the next few hours. Mr. Clark was sitting at an open window when the special went through here.

Informed of Mrs. Clark's Death.

Mr. Joseph K. Clark last evening received a telegram from New York informing her of the death of her niece, Mrs. Charles Clark. The telegram read: "Sorry to inform you that Mrs. Clark passed away at 8 o'clock."

COLLIDE IN A FOG.

St. Louis Street-Cars Come Together With Great Force.

ST. LOUIS, Jan. 27.—More than 30 persons were injured, some of them fatally, when two cars on the Broadway line collided today.

Seriously injured: John Barrington, heavily bruised, internal injuries, probably fatal; Walter Svernitich, internal injury, serious; Frank Gill, employee of the City Water Department, scalp cut and nose broken; J. Holleman, William Miller, Thomas McGovern, George Decker, chest crushed; Christopher Jougren, motorman of front car.

Both cars were northbound and traveling in a dense fog. The accident occurred while the front car was stationary, owing to a quarrel between the conductor and a passenger over a fare. The second car was coming at high speed. Within 100 feet the front car loomed up through the fog, but it was useless to try to avoid a crash. None of the 100 passengers on the two cars knew that the accident was impending until the crash came. The second car crashed through the rear of the front car until it reached almost the middle of it.

The dozen or more passengers on the rear platform of the front car were

Let the Men Wash if they won't get you Pearline

I see if they don't say that washing with Soap is too hard for Any Woman

Reading in Bed.

London Mail.

Mr. Frank T. Bullen, the novelist, says: "With all due deference to the expert opinion in your columns, may I state that I have never since I was 12 years old read at any length anywhere else. At sea, before the mast, and even as an officer, reading anywhere else, is, if not an impossibility, a most difficult business on account of the light."

"If reading in bed be a disease," Mr. Bullen continues, "I have it very badly, but to it I owe all I know. As to its effect upon the eyes, I will not dogmatize. I may be an exception, but at 37 years of age my eyes are as keen as ever they were, and I read in bed every night. As to danger, if a man is so mad as to go to bed with a candle on his chest, he will burn sooner or later, reading or not."

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