

The CHIEF

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PAUL C. PHARES, EDITOR

23 AMERICANS DEAD

FAST TRAIN IS WRECKED NEAR SALISBURY, ENGLAND.

Most of the Victims Are Americans Who Had Just Debarked From the Steamer New York at Plymouth. Death and Destruction Follow Crash.

Salisbury, England, July 2.—Driving at a mad pace over the London South-western railway, the American line express, carrying forty-three of the steamer New York's passengers from Plymouth to London, plunged from the track just after passing the station here, at 1:57 a. m., and mangled to death in its wreckage twenty-three passengers, who sailed from New York June 23, and four of the trainmen. Besides those to whom death came speedily, a dozen persons were injured, some of them seriously.

Following is the list of the first cabin passengers dead: Walter Barwick of Toronto, Louis Cassler of Trumbull, Conn.; Frederick Henry Cossitt of New York; Mrs. C. W. Elphicke of Chicago, Dudley P. Harding of New York, Mrs. L. N. Hitchcock of New York, Miss Mary F. Howieson of New York, Rev. E. L. King of Toronto, Frank W. Koch of Allentown, Pa.; John E. McDonald of New York, C. F. McMeekin of New York, C. A. Pison of Toronto; Mrs. E. Semtell of New York, Miss Blanche M. Semtell of New York, Miss Gertrude M. Semtell of New York; Mrs. Walter W. Smith of Dayton, O.; Miss Eleanor Smith of Dayton, Mrs. Lillian Hurd Waite of New York.

The late hour of the New York's arrival at Plymouth saved many lives. She carried more than sixty travelers for London, but many of them elected to travel on comfortably to Southampton in preference to the late landing at Plymouth and the long night ride across the country. If the New York had made a faster passage the somber roster of the dead and injured would have been longer. The train consisted of a powerful express engine, three first class corridor carriages and one combination guard's van and buffet. The passengers were soon entrained and the express pulled out. It was given a clear track on the run of 230 miles to London, on which the express generally maintains an average speed of a mile a minute.

Engine Leaps From Track.

Driver Robins quickly gave the engine her head and the special was soon speeding swiftly through the night. It ran on safely and without incident until it entered the long railway yard at Salisbury, when the passengers noted that the coaches began swaying from side to side. Suddenly, at the end of the long platform, where the track begins to curve towards the bridge spanning Fisherton street, the engine seemed fairly to leap from the track. It swung across the adjoining track with terrific force and destroyed the guards' van of a milk train that was slowly steaming in the opposite direction, killing a guard. Lurching forward the locomotive plunged against the standards and the girders of the bridge.

The first coach shot over the engine and careened onward until it was hurled against the parapet of the bridge and smashed into fragments, killing or maiming almost every occupant. One man was shot through the window, cleared the parapet and fell to his death to the sea below. The second coach lurched forward and rolled towards a stationary train and practically destroyed itself before its wild flight was ended.

The third coach dashed forward with the rest, left the rails and encountered some obstruction, overturned and collapsed.

The guards' van and buffet, the rearmost car of the train, was saved by the courage and quickness of Guard Richardson. With the first shock Richardson jumped forward and set the brakes and saved himself and his comrades. The van ploughed forward, injuring some of its occupants, but practically maintained its equilibrium.

The surviving passengers and trainmen describe the sound of the wreck as like the discharge of a series of heavy guns of varied caliber and when the crashing of the wreck was past there came calls of the injured, some shrieking with pain and fear and others moaning as if bewildered by the shock.

Work of Rescue Difficult.

The darkness and incredible destruction made the work of rescue exceedingly difficult. Lamps and torches were brought to light the desolate

scene. The station was converted into a surgery and the platform was made a mortuary. Several of the dead and injured were imprisoned in compartments and it was necessary to saw away the partitions in order to effect their release. Others were caught under heavy wreckage. Several of the bodies were badly mangled, and one woman was decapitated.

In the carriages huddled in wreckage almost under the wheels of the overturned engine, death had been busiest. Here nine men and five women were taken out dead soon after the accident. The driver and fireman were dead in their cab. When an opening was made into the second carriage a terrible sight was revealed. At one end of a compartment several bodies were jammed together in an almost unrecognizable mass.

The cause of the accident is still in doubt. It is suggested that the wheels of the engine failed to take the switch or that a wheel or axle broke.

Indians Must Pay Taxes.

Lincoln, June 28.—The state of Nebraska will intervene in the case of the United States against Thurston county, now pending in the federal court. This case involves the assessment for taxation of approximately \$100,000 now on deposit in the banks to the credit of the Omaha Indians. When the county assessor of Thurston county attempted to assess this money the government applied to the federal court for an injunction on the ground that the money constituted trust funds in the hands of the government and was not taxable. The county entered a demurrer, which was sustained, and the state became a party to the suit, supporting Thurston county.

BURLINGTON STRIKES BACK.

Reduces Grain Rate and Discontinues Elevation Allowances.

Omaha, July 3.—The Union Pacific's announcement of the payment of an elevation allowance to all elevators performing the service which would tend to return the Union Pacific cars within forty-eight hours, is stirring the other roads to action. The first road to make a new move is the Burlington. C. E. Spens, general freight agent, says:

"Effective July 5 the rates for transporting grain on the Burlington are reduced 1 1/4 cents per 100 pounds from Missouri river points to the Mississippi river and Chicago and the payments of elevation allowances will be discontinued from that date."

A rate war on grain is promised by this move of the Burlington. Should the Union Pacific not yield the Burlington will reduce the rate from the points in the state and the Union Pacific will have to meet the cut.

ASYLUM MATTER NOT SETTLED.

Steward Peters Will Send the Governor Correspondence and Vouchers.

Lincoln, July 3.—The Norfolk asylum matter has not been settled. Steward Peters will send the governor some correspondence and some vouchers. After that Governor Mickey will announce his decision. It is expected that he will try to remove the two men. It is also expected that they will resist. Should the case go to the supreme court the men probably would hold on during the remainder of Governor Mickey's term.

Dr. Nicholson, assistant superintendent, came before the board. He stood by his recent letter, in which he declared all was not well. Steward Peters was questioned concerning some vouchers and an alleged discrepancy in the cash fund. He agreed to send the vouchers to Governor Mickey.

The voucher matter the state board overlooked when probing the case of Dr. Alden and his assistant. It is said that Dr. Young of Lincoln and Dr. Osborn of Beatrice will be named to succeed Alden and Nicholson. Dr. Alden ignored the request of Governor Mickey. He refused to answer either by attorney or in person.

Terrorists Kill Gendarme and Captain.

Warsaw, July 3.—Terrorists shot and killed a gendarme and an infantry captain, named Toboloff, the latter having been accused by revolutionary papers of commanding platoons at executions. The assassins escaped.

To Protect Prairie Chickens.

Lincoln, July 2.—Game Warden Carter has issued a circular to his deputies explaining the laws relative to the protection of prairie chickens and has asked his deputies to arrest all offenders.

Injunction Against Ticket Brokers.

Omaha, June 30.—Judge Munger in the federal court issued a temporary injunction, returnable July 10, to restrain all ticket brokers operating in Omaha from dealing in special rate railroad tickets. All the railroads centering here joined in the application for the injunction.

Kearney Chooses Delegates.

Kearney, Neb., June 28.—At the Republican caucus, with 460 voters present, thirty-one delegates to the con-

vention, to be held tomorrow, were elected on the ticket headed by Mayor C. M. Hull for state senator, and C. W. Hoxie for representative. Norris Brown was choice of both tickets for United States senator.

Deluge at Lincoln.

Lincoln, July 2.—A torrent of rain fell here last night, lasting forty-five minutes, during which time the precipitation was 2.60 inches. The heart of the business district was flooded, water standing in the largest retail stores, after flooding basements, causing a heavy loss to merchants. Small boys dived from street cars into the flood on the paved streets.

Kansas Woman Kills Self.

Omaha, June 29.—Mrs. O. A. Sumption of Salina, Kan., wife of Traveling Auditor Sumption of the Union Pacific, took her life at 205 North Twentieth street by drinking laudanum and inhaling illuminating gas. The woman left a letter intimating her domestic life had not been of an altogether pleasant nature and that her husband had not allowed her all the money she needed.

Livery Barn and Lumber Yard Burn.

O'Neill, Neb., June 30.—Fire broke out in the Bowen livery barn and the barn and all its contents, including fifteen head of horses, were consumed. The fire then caught in the lumber sheds of the Bazelman Lumber company and consumed the entire sheds, office and contents. This was one of the largest yards in this part of the state and the loss is estimated at \$20,000.

Leg Severed by Binder Knife.

Crete, Neb., June 29.—While Henry Steinheider was cutting wheat on his farm six miles west of here, his team became frightened by a train and became unmanageable. Mr. Steinheider was thrown in front of the knife of the binder and one leg entirely severed from his body and one arm was broken. The train was stopped and the injured man taken to Dorchester by the crew.

Confesses to Killing Sister.

Nebraska City, Neb., July 2.—Miss Lucy Lloyd confessed that she choked her sister, Miss Dolla Lloyd, to death Saturday night at their home on a farm near here. The elder woman, who was killed, had been losing her mind, and while brooding of this and the separation that would result, the younger woman stepped up behind her sister as they were preparing for bed and killed her, then remained beside the corpse all night.

Firebug at Creighton.

Creighton, Neb., July 2.—Fire at 2 a. m. destroyed the millinery stock and building owned by George Ayres. The firemen, hearing a noise in a rear room of the second building from Ayres' store, burst open the door and found the room in flames. A well-directed stream extinguished the flames, when the firemen found a five-gallon can partly filled with kerosene had been overturned and its contents spread on the floor. A bottle of naphtha had also been uncorked and part of its contents sprinkled over the floor. Both fires are believed to have been the work of an incendiary.

Plans for Bryan Celebration.

Lincoln, June 30.—Preliminary arrangements preparatory for the homecoming reception of W. J. Bryan were made at the meeting of the executive committee held in the Commercial club rooms. Mayor Brown, as chairman of the executive committee, was authorized to appoint seven committees to carry out the details under the direction of the executive committee, these to have charge respectively of speakers, transportation, music, decorations, program, finance and publicity. Two letters were received, one telling of a delegation to come from Fort Scott, Kan., and the other from Boonville, Mo.

UNION PACIFIC GIVES IN.

Yields to Demand of Missouri River Grain Dealers.

Omaha, July 2.—The pressure against the Union Pacific railroad to give all grain dealers along the Missouri river the same show it has been giving Peavey & Co. has had the desired result. Announcement was made that the 1 1/4 cents per 100 pounds elevator allowance, which had been made secretly to Peavey & Co. for so many years, will be made to all elevators on the Missouri river.

It is freely predicted that before the interstate commerce commission and the courts get through with this matter of grain rates the Union Pacific will have to abrogate its contract with Peavey & Co and abolish all elevator allowances.

Only In Chemistry.

Tommy-Paw, doesn't precipitation mean the same as setting? Mr. Figg—It does in chemistry, but in business you'll find that most men in setting don't show any precipitation at all.

Every one of us, whatever our speculative opinions, knows better than he practices and recognizes a better law than he obeys.—Froude.

DO YOU GET UP WITH A LAME BACK?

Kidney Trouble Makes You Miserable.

Almost everybody who reads the newspapers is sure to know of the wonderful cures made by Dr. Kilmer's Swamp-Root, the great kidney, liver and bladder remedy.

It is the great medical triumph of the nineteenth century; discovered after years of scientific research by Dr. Kilmer, the eminent kidney and bladder specialist, and is wonderfully successful in promptly curing lame back, uric acid, catarrh of the bladder and Bright's Disease, which is the worst form of kidney trouble.

Dr. Kilmer's Swamp-Root is not recommended for everything but if you have kidney, liver or bladder trouble it will be found just the remedy you need. It has been tested in so many ways, in hospital work and in private practice, and has proved so successful in every case that a special arrangement has been made by which all readers of this paper, who have not already tried it, may have a sample bottle sent free by mail, also a book telling more about Swamp-Root, and how to find out if you have kidney or bladder trouble. When writing mention reading this generous offer in this paper and send your address to Dr. Kilmer & Co., Binghamton, N. Y. The regular fifty-cent and one-dollar size bottles are sold by all good druggists. Don't make any mistake, but remember the name, Swamp-Root, Dr. Kilmer's Swamp-Root, and the address, Binghamton, N. Y., on every bottle.

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"I was a supporter for four years, to keep up my womb," writes Mrs. S. J. Chrisman, of Mansfield, N. Y. "My doctor said no medicine would help me. After taking Cardui I gave up my supporter and am now well."

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INFLAMMATORY RHEUMATISM CURED IN 3 DAYS

Morton L. Hill, of Lebanon, Ind., says: "My wife had inflammatory rheumatism in every muscle and joint; her suffering was terrible and her body and face were swollen almost beyond recognition; had been in bed six weeks and had eight physicians, but received no benefit until she tried the Mystic Cure for Rheumatism. It gave immediate relief and she was able to walk about in three days. I am sure it saved her life." Sold by H. E. Grace, Druggist, Red Cloud.

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