

The CHIEF

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GEORGE NEWBOUSE - Manager

EXPLOSION WIPES OUT CITY

BETWEEN 25 AND 50 KILLED AT FONTANET, IND.

SIX HUNDRED ARE INJURED

Dupont Powder Works Explode and Every Building in Town of 1,000 Is Wrecked—Shock Felt for Two Hundred Miles.

Fontanet, Ind., Oct. 16.—Between twenty-five and fifty dead, 600 injured and a city of 1,000 people wiped out. Such is the fate which overtook Fontanet when the Dupont powder works exploded. Where stood a thriving and busy town of 1,000 people yesterday, today there is ruin and scattered wreckage. Five hundred inhabitants, all more or less wounded, remain to gather their scattered household goods and sleep under tents and on cots guarded by soldiers of the state.

Without warning the powder mills, seven in number, blew up at 9:15 a. m. They employed 200 men and of these, seventy-five were at work when the first explosion occurred in the press mill. In quick succession the glazing mill, the two coining mills and the powder magazine blew up, followed by the cap mill. In the magazine, situated several hundred yards from the mills, were stored 40,000 kegs of powder. The concussion when it blew up was felt 200 miles away. Every house in this town was destroyed. Farm houses two miles away and school houses equally distant were torn to pieces and their occupants injured. Indianapolis and even Cincinnati felt the shock. A passenger train of the Big Four railroad, four miles away, had every coach window broken and several passengers were injured by flying glass.

Following is a list of the identified dead: A. B. Monahan, general superintendent; Mrs. A. B. Monahan and sister; George Justice, John Bobo, George Bobo, William Sherrill, Henry Harrington, Sylvester Dial, A. D. Webster, Sam Nevins, Will Dalton, George Hodge, Earl Wood, John Grey, Don Dial, Frank Dial, James Briggs, Fred Cress, John Nevins, Edward Nevins, T. T. Kellup, Henry Chandler, W. E. Criff, J. L. Carroll, Samuel Ingalls, Frank Ingalls, Miss Susie Bishop, Willie Hodge.

Dead Burned in Ruins.

The mill went up with three distinct explosions, followed ninety minutes later by a fourth, even more serious than the others, when the magazines went up. Immediately following the explosions the wreckage took fire and the inhabitants of the town who rushed to the rescue of the mill employes found themselves powerless to aid those in the ruins. They worked frantically in constant danger from possible succeeding explosions, unmindful of their wrecked homes. Dead and dying were picked up and collected. Eighteen bodies, horribly burned and mangled, were carted to a protected spot to await identification, while the badly injured, numbering upwards of fifty, were put on a special train and taken to Terre Haute for hospital accommodations.

The mills were located one mile south of the town. With the first explosion the employes ran for safety, but most of them were killed or wounded by the quick following explosions in the other mills. When the heat from the burning mills exploded the giant powder magazine ninety minutes later, destroying the town by the concussion, many of those engaged in rescue work were badly injured and several killed.

That the death list is not far greater is due to the fact that the people of the town had left their homes at the first explosion and were not in them when the explosion of the 40,000 kegs of powder in the magazine buried their homes to pieces and scattered household goods in heaps of debris.

Big Buildings Destroyed.

Among the largest buildings to be destroyed in the town were the Methodist and Christian churches, two school buildings, the depot, all business blocks and 500 homes. In many of them the fronts were blown away, while in others the roofs were hurled into space, the sides blown out or they were left a confused mass of collapsed wreckage.

A Big Four railroad freight train on the switch leading to the mills was practically destroyed. Three school buildings were destroyed at Fontanet and Coal Bluff, two miles away. All were filled with school children and every one of them were more or less injured by the collapse of the build-

ings. A four-room school building was torn to pieces and not one of the 200 children escaped unhurt, although none was fatally hurt. A two-room school building at Coal Bluff was turned over and collapsed. The teacher and ninety pupils were more or less injured.

The force of the explosion destroyed all telephone communications with outside towns and it was with great difficulty that aid was summoned. Terre Haute and Brazil sent physicians and nurses, with supplies, in carriages and automobiles. Governor Hanly ordered the Terre Haute company of the Indiana National Guard to patrol the ruined district and to protect life and property.

SON SHOTS MOTHER FATALLY

In Battle With Burglar Young Kansas City Man Causes Her Death.

Kansas City, Oct. 16.—George Smiley, aged seventeen years, shot and killed his mother, Mrs. Lizzie Scholfer, aged forty-two years, in their home at 2943 Myrtle avenue. In a statement to the officers Smiley says he shot his mother in defending her against a burglar. He is being held for investigation.

Smiley was the woman's only son by her first husband. She was separated from her second husband and the boy and his mother lived alone in the southeastern part of the city. Smiley following the shooting gave the alarm to the neighbors and although search was made for the burglar promptly, no trace of him could be found. The boy, taken to the station and questioned, told a dramatic story of how he killed his mother in trying to defend her.

Smiley said he had been awakened by the screams of his mother, who told him there was a burglar in the house. The woman had grappled with the man and urged Smiley to get his shotgun. A moment later the burglar had freed himself and was making an attempt to escape, when Mrs. Scholfer ordered Smiley to shoot. As Smiley raised his gun, a single barbed bullet, and fired, the burglar, he says, pushed the woman in front of him. She received the full effect of the discharge, dying within a few moments. The burglar escaped, leaving no clue.

SIXTEEN KILLED IN ENGLAND

Engineer Takes Train Around Curve at Full Speed at Shrewsbury.

Shrewsbury, England, Oct. 16.—A train made up of passenger coaches, bound from Scotland and the north of England to Bristol, left the rails as it was entering the station here. Sixteen persons, including ten passengers, were killed and many were injured.

The London and Northwestern railroad, on which the train was running, curves sharply as it nears Shrewsbury and there is a standing order that the engineer must not exceed a speed of ten miles an hour at that point. Disregard of the order is believed to have been the cause of the accident. The engine and all the cars, with the exception of the last one, left the rails, and when the officials from the railroad station reached the spot the cars were a tangled mass of wreckage, beneath which were the bodies of the dead and injured.

FEDERATION MINERS ESCAPE

Judge Langan Dismisses Cases Against Men Accused at Goldfield.

Goldfield, Nev., Oct. 16.—Upon motion of the district attorney, Judge Langan dismissed the cases against Vincent St. John and other members of the Western Federation of Miners accused of conspiracy to kill Silver, the restaurant keeper. Two men, Preston and Smith, are now serving five and ten-year terms respectively in the penitentiary for murder. The district attorney said in making his motion to dismiss that some of the witnesses were out of the state and the state could not hope to convict on the evidence at hand. St. John has been out on bail.

FLOODS IN SPAIN SERIOUS

Great Distress Reported in Vicinity of Barcelona by High Water.

Barcelona, Oct. 16.—The floods in this vicinity continue to be most serious. Up to the present time five persons have been drowned and 30,000 thrown out of work. The greatest distress is reported from Naresa, the birthplace of St. Ignatius, the founder of the Society of Jesus. This village has been terribly ravaged and the waters have washed out countless coffins and bodies from the local cemetery. The Gaudalmedina river is again out of its banks and in this district several old people and children have been drowned.

NEW COAST DEFENSE PLANS

War Department Devoting Its Attention to Protection of San Francisco.

San Francisco, Oct. 16.—The general plans of the war department for the new coast defenses have begun to take shape at this point. The first

point that will receive the attention of army officials is Half Moon bay. At a point which might be vulnerable as a landing approach to San Francisco by a foreign invading force, the government is able to establish defense that would prevent an entry there.

UNIFORM BILL OF LADING PLAN

Commercial Representatives Suggest "Straight" and "Order" Bills.

Washington, Oct. 16.—That the uniform bill of lading, which it is proposed to put into effect on all railroads of the country on Jan. 1 by the interstate commerce commission, is not satisfactory to the commercial interests and that two separate bills of lading should be adopted instead, was pointed out at a hearing of these interests before the interstate commerce commission.

The hearing was one of the most important ever held by the commission, from the standpoint of the interests affected, as the adoption of a uniform bill of lading in the transportation of freight by common carriers will involve a radical departure from the methods now in use. At the present time the railroads of the United States use separate bills of lading and it is the desire of the commission, the shipping and the railroad interests to secure uniformity in the matter, the only question at issue.

It was the consensus of opinion of the representatives of the interests heard that a recommendation should be made for the adoption by the commission instead of the one which it was proposed to put into effect, of two distinct bills of lading which should be uniform in character, one to be known as a "straight" bill of lading and the other an "order" bill of lading. An order bill of lading, it was explained, is a negotiable instrument, upon which money can be loaned, and a straight bill of lading is an ordinary receipt which the railroad company gives for a consignment of goods. It was argued that should the commission adopt the two proposed bills of lading, substantial justice to all interests concerned would be afforded.

Wool Growers Prepare for Meet.

Helena, Mont., Oct. 16.—George D. Walker of Cheyenne, secretary of the National Wool Growers' association, has notified the Helena Commercial club the forty-fourth annual convention of the association will be held in this city January 13-18. President Roosevelt's policy for government supervision of public ranges will be the most important topic for discussion.

Bishop Preaches in Wall Street.

New York, Oct. 16.—Standing on a temporary platform, where an office desk served as a pulpit, the bishop of London preached the gospel in the open air of Wall street. Many who failed of standing room within hearing distance, looked from open windows and even the roofs of many buildings were lined with auditors. Bankers, brokers, policemen, clerks and messengers made up the audience. It was the bishop's fortieth sermon since his arrival here for "rest and recreation."

Conference of Friends.

Richmond, Ind., Oct. 16.—The five-year meeting or general conference of the American Friends was held here, with delegates present from all parts of the United States. Edmund Stanley, president of the Friends college at Wichita, presided.

Earthquake in Massachusetts.

Lowell, Mass., Oct. 16.—The vibrations of an earthquake were felt in this city and all suburban towns last night. The shock lasted two or three seconds and followed what appeared to be a sharp explosion. In a few instances chinaware was thrown to the floor.

Emperor Franz Josef's Condition.

Vienna, Oct. 16.—According to trustworthy information the condition of Emperor Francis Joseph shows no improvement. The fever has returned to a moderate extent, but in spite of this his majesty is in good spirits and expressed a desire for physical exercise.

Time for Pettibone Trial.

Boise, Ida., Oct. 16.—The trial of George A. Pettibone, charged with complicity in the assassination of former Governor Steunenberg, was postponed until Oct. 28.

His Three Laughs.

"The fool," wrote Burne-Jones in one of his letters, "has three laughs. He laughs at what is good, he laughs at what is bad, and he laughs at what he does not understand."

Talent is that which is in a man's power. Genius is that in whose power a man is.—Lowell.

Auto Breaks Banker's Neck.

St. Cloud, Minn., Sept. 25.—Fred Ware, president of a Clarksdale bank, was instantly killed here in an automobile accident. The machine went into a ditch, and Mr. Ware's neck was broken.

TIES UP 286,731 SHARES

CORPORATION-OWNED ILLINOIS CENTRAL STOCK RULED OUT.

BOTH SIDES CLAIM A VICTORY

Fish Because Enjoined Shares Will Not Be Effective at the Annual Meeting Today and Harriman Because His Modification is Accepted.

Chicago, Oct. 16.—E. H. Harriman was, by an order of court, deprived of the voting power of 286,731 shares of Illinois Central stock in the annual meeting of that railroad company, which opens here this afternoon. The order of the court was practically identical with the modification asked by the attorney of Harriman. Both sides claim a victory. Fish because the enjoined shares will not be effective at the election, and Harriman because his modification was secured.

These shares of stock ruled out are those held by the Union Pacific Railway company, the Railroad Securities company of New Jersey and the Mutual Life Insurance company of New York, against which a temporary injunction was Monday issued by Judge Ball in the superior court.

Fish asked that the voting of these shares be enjoined. The court, after extensive arguments by the attorneys of both sides, modified the injunction by permitting the shares to be voted under the condition that if any one of these shares should have a decisive effect on any vote taken, the entire vote is then to be null and void. In other words, Fish is given by the court a handicap of 286,731 votes, and in order to defeat him in any motion or resolution which comes before the annual meeting Harriman and his friends must cast 286,732 votes more than are cast by Fish and his followers.

The total outstanding shares of the Illinois Central number 956,499. Counting out the shares affected by Judge Ball's decision, the total effective vote is 669,767 shares. Based upon previous meetings of the Illinois Central railroad, the estimate is made that approximately 100,000 shares will not be voted. This will leave a probable representation of 569,767 shares at the meeting.

FIRST ASCENSION AT ST. LOUIS

Aerial Journey From St. Louis to Jacksonville, Ill.

St. Louis, Oct. 16.—After traveling through the air a distance of almost one hundred miles in three hours and ten minutes, J. C. McCoy and Captain C. DeF. Chandler brought the balloon "Psyche" down to earth three miles north of Jacksonville, Ill., ending the first trial trip taken by the aeronauts who are to contest in the international races to be held here Oct. 21. The route of the balloon was almost directly north of St. Louis, and Mr. McCoy, who is to pilot the "America" in the coming races, expressed himself as most pleased with the performance of the "Psyche," and with the prospects for a long trip in the "America," which is more than twice the size of the "Psyche."

The trip was devoid of special incident. Toward the end of the journey, the balloon passed through a rainstorm for almost an hour, but a few minutes in the sunshine dried the envelope and the "Psyche" afterwards rose to a height of a mile. The landing was made in a cornfield and no damage was done the balloon.

Suffragan Bishop for Negro Churches.

Richmond, Va., Oct. 16.—The house of deputies of the general Episcopal convention voted 267 to 199 to place negro churches under suffragan bishops. This proposition will be placed before the house of bishops and is expected to pass. Bishop L. L. Kingsolving was appointed bishop of Brazil.

Amundsen to Try for Pole.

New York, Oct. 16.—Captain Roald Amundsen, the Arctic explorer, who arrived on the steamship Oscar II, said he will make an attempt to reach the North pole in 1910. He announced that he is having four big polar bears trained to haul sleds and intends to use them in the far north.

The Bachelor's View.

"What is the most aggravating thing in married life?" asked Dorothy. "Sometimes," said the bachelor friend, "it's the husband, and sometimes it's the wife."

Kemp's Balsam

Will stop any cough that can be stopped by any medicine and cure coughs that cannot be cured by any other medicine.

It is always the best cough cure. You cannot afford to take chances on any other kind.

KEMP'S BALSAM cures coughs, colds, bronchitis, grip, asthma and consumption in first stages.

It does not contain alcohol, opium, morphine, or any other narcotic, poisonous or harmful drug.

New and Liberal Homestead Regulations for WESTERN CANADA

New Districts Now Opened for Settlement

Some of the choicest lands in the grain-growing belts of Saskatchewan and Alberta have recently been opened for settlement under the Revised Homestead Regulations of Canada. Thousands of Homesteads of 160 acres each are now available. The new regulations make it possible for entry to be made by proxy, the opportunity that many in the United States have been waiting for. Any member of a family may make entry for any other member of the family, who may be entitled to make entry for himself or herself. Entry may now be made before the Agent or Sub-Agent of the District by proxy on certain conditions, by the father, mother, son, daughter, brother or sister of an intending homesteader.

Any even-numbered section of Dominion Lands in Manitoba or the Northwest Provinces, excepting 8 and 24, not reserved, may be homesteaded by any person the sole head of a family, or male over 18 years of age, to the extent of one-quarter section, of 160 acres, more or less.

The fee in each case will be \$10. Churches, schools and market convenient. Healthy climate, splendid crops and good laws. Grain-growing and cattle-raising principal industries.

For further particulars as to Rates, Routes, Best Time to Go and Where to Locate, apply to

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Canadian Government Agent

LANE TELLS OF REBATING

EVIDENCE THAT SOUTHERN PACIFIC CONTINUES PRACTICE.

Interstate Commerce Commissioner Bases Charges on Ecks of Company—Says Hearing Demonstrates Necessity for Regulation.

Washington, Oct. 16.—That rebates on shipments of freight have been paid by at least one great railroad system since the enactment of the Hepburn rate act was ascertained definitely by Commissioner Franklin K. Lane of the interstate commerce commission on his recent trip to the Pacific coast. The offending line is the Southern Pacific, controlled and practically owned by E. H. Harriman. The evidence of his violation of the law was adduced at a hearing before Commissioner Lane, acting for the commission, in San Francisco. Commissioner Lane, who has just returned, has not yet submitted his report to the interstate commerce commission, but he authorized the following statement bearing upon his investigations:

"I do not know what may have been published in the east concerning rebating by western roads. The hearings held in San Francisco were open to the public and the information elicited was regarded by the California papers as startling. We found in the Southern Pacific office a list of preferred shippers, who paid but a proportion of the published rates upon state shipments. This list included many of the largest and most important manufacturing firms. We also found twenty books which had accumulated since the fire of last year showing special rebates. There were several thousand entries in all, most of them for very small amounts. These rebates in all amounted to about half a million dollars during the past year.

"I do not regard the revelations in California as indicative of a settled policy by the roads to evade the law. On the contrary, I believe that the western roads, and the roads of the country generally, are making a very serious effort to comply with the requirement of the law. The hearing in California demonstrates beyond all question the necessity for regulation, for the railroads will not, or cannot, without the help of prohibitory legislation, make and hold uniform rates to all shippers. It is not true that all rebating upon interstate shipments has been stopped. The old method of giving a direct return of a portion of the rate has been abandoned very generally, but the railroads themselves will grow in time to see the wisdom and benefit coming to them from the strictest enforcement of the law.

"As to the general condition of the west, I do not see any reason for pessimism. Everywhere west of the Missouri river there is a great amount of building, and the people, in the presence of large crops, are confident and buoyant. The only people who seem to be at all discouraged about the west are those who do not live there."