

CAST ON A ROCK

ENGLISH STEAMER SUNK ON THE FRENCH COAST

Probably a Hundred Lost

PRACTICALLY NONE RESCUED OF PASSENGERS OR CREW

Twenty First Class Passengers on Board and All Drowned—Many of the Bodies Being Washed Ashore

LONDON.—The Southwestern railway's cross channel steamer Hilda, was wrecked off St. Malo, on the north coast of France, and it is believed that one hundred or more of her passengers and crew were drowned. The Hilda left Southampton for St. Malo, with considerable more than one hundred souls on board. Her passage was greatly delayed by a fog in the channel, and when nearing St. Malo she ran into a severe snow storm, apparently missed her course and foundered on the rocks off Jardin lighthouse, three miles from St. Malo.

The company's steamer Ada, outward from St. Malo, rescued five of the passengers and one of her crew. These are now on their way to Southampton. There is an unconfirmed report that seventy had been saved.

The crew numbered twenty-six, and there were about a hundred passengers, all Frenchmen, the majority being onion dealers from St. Briac and neighborhood.

A telegram from St. Servan, adjoining the town of St. Malo, gives a few particulars yet available. The Hilda was near St. Malo one morning. She struck the rocks at 4 o'clock the next morning, in the roadstead off the island of Czeembre, having missed the tide owing to bad weather and fog.

The majority of the crew and passengers were asleep at the time. Two boats were lowered, one of which, containing five men, arrived at St. Servan. The second boat, was picked up empty at St. Cast, where thirteen bodies were washed ashore. The top of the Hilda's funnel and her mast are visible at low tide, according to the telegram from St. Servan.

The Hilda was built at Glasgow in 1882 and registers 848 tons. She was a screw steamer of iron construction, and was 225 feet in length.

The Southwestern Railway company is as yet unable to give a list of the Hilda's passengers, but they say that a score booked passage at stations between London and Southampton and that to the best of their knowledge ninety-nine were drowned and only six saved. The company is still without reliable details as to how the disaster happened. Its agent at St. Malo, only briefly reported:

"The Ada has put back and reports the Hilda is a total wreck at Les Portes reef outside Jardin lighthouse. The Ada's boat saved five onion men and a seaman named Grintner out of the rigging. They appear to be the only survivors."

ST. MALO, France.—The exact number of lives lost on the Hilda is unknown here. It is understood that there are about twenty first-class passengers, including several English people. Among the latter were the Hon. Mrs. Butler, sister-in-law of Lord Lansborough, and Colonel Fillet. Though it is not certain that these were actually on board they were expected to travel by the Hilda, and it is known that all the first-class passengers were drowned. These passengers were English officers and others who were coming to rejoin their families or to spend the season at St. Malo and Dinard (opposite St. Malo.)

It appears to be certain that only six were saved, these being five onion sellers and an English seaman named Grintner, belonging to Guernsey, and that the total on board, including the crew numbering 105. The delay in the arrival of the Hilda at first inspired little anxiety as there was dreadful weather in the channel and as every one had full confidence in her captain, who was likely to exercise caution in approaching the dangerous coast of Brittany which he had known for thirty years.

The disaster was first suspected through the washing ashore of a body, and the port authorities immediately sent out a tug

THEY BOUGHT HIM OFF

PROVES TO BE WILLIAM S. MANNING OF ALBANY.

Promises to Tell Something Himself if Given Opportunity—Senator Platt Explains Campaign Contributions.

NEW YORK.—The identity of Senator Depew's "rantankerous friend from up the river" was disclosed in the session of the state legislative insurance investigation committee by the testimony of John A. Nicolls, a lawyer under retainer by the Equitable Life Assurance society. Mr. Nicolls had written Senator Depew a letter referring to an individual in the above terms and this letter was read at the session of the committee, when senator Depew was on the stand. The senator was unable to recall who was meant by the "rantankerous friend," but Mr. Nicolls disclosed a series of payments to W. S. Manning of Albany, a former actuary, who has been connected with the investigation of insurance companies in 1877.

Mr. Hughes inquired as to a report that Manning had been in possession of the information that was suppressed during this investigation and that would have been detrimental to the Equitable.

Mr. Nicolls could not recall the suppression of information, but he detailed the payment of sums of money over to a considerable period to Manning as an inducement to give up his business as actuary, in which capacity he believed Manning was a menace to the Equitable Life. Mr. Nicolls said he was a paid retainer from the Mutual and the New York Life for the same duties, that of "taking care of Manning," as Mr. Hughes characterized it. He added that the payments by the Equitable for Manning was made to Nicolls on vouchers bearing false names which Nicolls said was done to protect Manning.

Aside from the disclosures made by Nicolls on the witness stand, the feature was the appearance of United States Senator Thomas C. Platt who did not hesitate to tell of the contributions of insurance companies to state campaigns. The Equitable, the Mutual and the New York Life were the only insurance companies that made such contributions.

The Equitable contributed regularly \$10,000 to state campaigns, the Mutual Life the same sum frequently and the New York Life a sum not so large, and occasionally.

These monies were always delivered in cash to Senator Platt's office by messenger, and he turned them over to the state committee. The senator said he was expected to influence the legislature when any legislation appeared that was hostile to the insurance companies. Senator Platt said he believed he had asked President McCurdy of the Mutual Life for a contribution when the needs were great. He, however, had never been asked to use his influence on any measure before the legislature, nor had he ever done so. He knew nothing about contributions to the national campaign.

Gage E. Tarbell was also a witness. His testimony before was interrupted by the adjournment, and he continued his explanations of the agency system, of which he had charge, and the manner of arriving at the commissions. He detailed a history of the agencies of insurance companies and his own efforts to reduce the cost of getting business.

One part of his testimony caused much amusement to the committee as well as to the spectators when he described a fight with the New York Life over the taking of agents. In this statement Mr. Tarbell told how he had won over a general agent and two hundred sub-agents of the New York Life in this city, without the cost to the Equitable of so much as a dollar. The only inducement offered was that the agents could make more on a commission basis than on the salary of the New York Life. Mr. Tarbell detailed this deal with the agent in its various steps and said he closed the deal of a Sunday. He thought it was a good job and was done on a good day. Mr. Tarbell's testimony was interrupted and Assemblyman James K. Apgar of Westchester was called. His card with the inscription "Mr. Hyde says to pay him," was attached to a voucher for \$1,000 which the Equitable paid Thomas B. Husted and the voucher bore Husted's endorsement.

NOT TIED TO TRACK

COLLEGE PRESIDENT DISPUTES CORONER'S STATEMENT

Light On Pierson Tragedy

HEAD OF KENYON GIVES NEW VERSION OF AFFAIR

No Attempt Made to Explain Death of Boy on Railroad Bridge, But Certain He Was Not Fastened

COLUMBUS, O.—President William E. Pierce of Kenyon college, was in Columbus conferring with Attorney T. P. Linn and the Rev. John Hewitt, both trustees of the institution, concerning the tragic death of Stuart Pierson and accusations which have been subsequently made.

In a signed statement issued by President Pierce he emphatically denies what he terms "perversions of the truth which have got abroad" and "absolves the students from any charge of misdoing."

Dr. Pierce in his statement says: "Believing the coroner's findings in the case of Stuart Pierson to be entirely mistaken, I ask leave in the interests of justice to present the following facts, which, in the eyes of the authorities of Kenyon college, absolve the students from any charge of any misdoing:

"On the night of the 28th of October at 9 o'clock the candidates for initiation into the D. K. E. fraternity, among whom was Stuart Pierson, left the college dormitory, each one carrying a basket with fantastic contents to the solitary rendezvous appointed for him.

"Pierson, saying good bye to his father, who, as an alumnus of the chapter, was present for the initiation, set out in pursuance to directions, for the end of the railway bridge, to await there the arrival of a committee from the fraternity. Stuart Pierson went there alone, and there is no evidence that he saw or met any one after leaving his father at 9 o'clock. His watch, which was broken in the accident, stopped at 9:41.

"Almost immediately upon the departure of the freshmen, the active members of the fraternity with their alumna, including Pierson's father, went in a body to the fraternity lodge, which is about a mile in an opposite direction from the railroad, stopping a few minutes on their way at a bakery. Committees were appointed to go to meet the several candidates for initiation, Mr. Pierson declining the invitation that was given him to go for his own son. The committees separated not earlier than 9:40 at the lodge, a mile away from the railroad bridge.

"The committee appointed to meet young Pierson consisted of F. R. Tscham, the college organist, who was graduated with honor from Kenyon college last June and is now a student in the theological seminary; A. E. York '07, a mature fellow of twenty-three or twenty-four, whom Mr. Pierson had selected as a suitable room mate for his young son, and Herbert Browne, a former member of the chapter, a married man with a family who is in business in Zanesville.

"At 10:15 York reached my house and then gasped out the story identical with that told by every member of the committee and the chapter ever since. At the end of the bridge between the rails, the committee found the basket with its contents undisturbed, but the boy was not there and made no reply to their whistles and calls. In the thought that he might have crossed the bridge they started across themselves only to stumble upon his body, perhaps sixty feet from the entrance. Hearing the whistle of an approaching train they hastily carried the boy off the bridge with considerable danger to themselves. At this point they heard the college clock strike 10.

"My first act was to summon Dr. Irvin Workman of Gambier and ask him to go to the bridge. Upon his arrival he found Tscham and Browne standing by the body in the darkness. He sent one of them to the college pumping station nearby to procure a lantern and with the assistance of Edwin Gorsuch, the engineer in charge of the station, prepared the mangled body for removal. There were no traces of bandages or ropes on the bridge or on the body.

THE BURTON CASE

EFFORT TO SHOW AGREEMENT WAS NOT MADE IN MISSOURI.

COURT PERMITS NO DELAY

Relations With Rialto Company Fully Discussed By Attorney Harlan—Agreement for Compensation.

ST. LOUIS, Mo.—Rapid progress has been made in the trial of United States Senator J. Ralph Burton, of Kansas, charged with rendering services as an attorney before the post-office department at Washington in violation of the federal statutes, and it now appears probable the case will go to the jury soon.

The government has taken several short cuts in its presentation of testimony and Judge Vandevanter has saved time by his sharp, decisive rulings, and his admonitions to counsel to confine themselves strictly to the matters at issue.

When court opened Judge Vandevanter announced that he overruled the objection made by the government to certain questions asked by counsel for the defense in the cross-examination of witness Thomas B. Harlan, former attorney for the Rialto Grain and Securities company, who was placed on the stand by the prosecution.

At Senator Burton's former trial, Harlan was a witness for the defense and the object of Attorney Lehmann's cross-examination was to bring out the testimony elicited from Mr. Harlan at the former trial, when a witness for the defense, Attorney Lehmann took up the letter written by Harlan to Senator Burton accepting the latter's proposition to act as attorney for the Rialto company for a salary of \$500 a month, which was introduced, and questioned the witness regarding the events leading up to the writing of the letter. This was the point on which the government based its objections.

Mr. Harlan described his first meeting with Senator Burton, on November 17, 1902. He said Senator Burton had little time at his disposal and that he proposed to accompany the senator to Chicago and talk over the matters on the train, which proposition was accepted.

Witness said he described to Senator Burton the legal difficulties in which the Rialto company was involved through the animosity of a former business partner of Major Dennis, president of the Rialto company, who, the witness declared, had caused the institution of fifteen civil suits, twenty libel suits and the probability of about 200 other cases, and that it was probable that indictments might be returned by the federal grand jury against Major Dennis.

According to the witness the conversation then branched off on to railroads and he explained that the Rialto company projected a new "securities department" and suggested that Burton act as the head of this, being in a position, as the director in a railroad board and having other financial interests, to investigate thoroughly and keep in touch with the securities in which it was proposed to deal.

In recalling his conversation with Senator Burton, Mr. Harlan said:

"He said (meaning Senator Burton) Now you must remember I am a United States senator. I am not going to do anything inconsistent with my duty as a senator."

"I assured Senator Burton that I didn't want him under any circumstances to do anything inconsistent with his position as a United States senator, and I was just as positive in my statement as he was in his declaration, as far as that matter was concerned.

"Up to this time nothing had been said about compensation. He had not even indicated, to the best of my recollection, whether he would or would not become counsel.

"I brought up the question of compensation. I explained to Senator Burton that I did not feel that I had any authority to close any contract, but I would take the whole thing into consideration and report it back to the company when I returned to St. Louis. Senator Burton said he would serve as counsel for \$500 a month. That struck me as being reasonable; so much so, that I did not dissent to it, all things considered.

NEBRASKA NOTES

J. P. Harris has sold his interest in the drug business in Plattsmouth to his partner, A. T. Fried.

Will Rightmyer, of Gretna, has traded his livery business to Chris Koch for eighty acres of land lying northwest of Gretna. Mr. Koch has taken possession.

Four coyotes were captured by two local men and their bounds at Sutherland. The animals have become very numerous and their depredations have been extensive.

E. G. Gregory, a well known merchant of West Point, has sold his stock and business to Paul Dewitz of Wisner. Mr. Gregory will engage in a similar undertaking at Hancock.

The tragic killing of a happy little boy, playing with his father and mother in a cornfield near Dorsey, is reported. Roland Deau Pickering was his name. His father and mother, because of the scarcity of cornhuskers, were plucking corn. The little fellow hid under the wagon and was caught by the wheel and mashed to death.

In the new town Nebbing, not far from Oakland on the Great Northern's proposed route, several new enterprises have already been installed. A bank, hardware store, saloon and livery barn are doing business while three lumber yards are going, one of them being owned by C. N. Dietz of Omaha.

Warren Snyder alias Harry Williams is being held in the county jail at Fremont on a charge of being a deserter from the regular army. He was arrested and an officer is expected to take him back to his post.

J. E. Smith of Beatrice while going to his office sustained a fractured shoulder by being knocked down by a couple of dogs which ran against him. It will be several weeks before he recovers from his injuries.

Harry Wiles shot and killed a large gray eagle, and his father took it to Plattsmouth. It was measured seven feet from the tip of one wing to the tip of the other. A taxidermist will mount the bird for the owner.

Arcible, the 9-year-old son of J. E. Fisher, living near the South Sixth street bridge, at Beatrice, has been shot in the hand by the accidental discharge of a 22-caliber rifle in the hands of one of his playmates. Unless complications arise, it is thought the lad will get along all right.

Harry Preston, who lives two miles north of Oakland had a new fur coat stolen from his buggy while his team was tied in front of Baugh's store. No clue to the robber has been found as yet. Recently a coat was stolen from the front of the clothing store of Wicks Iron & Force.

The Rev. Father Ruesing, Catholic priest at West Point, has purchased the D. C. Giffert home and will convert the place into an administration building for a home for the aged. Work on the home will begin next spring.

Mrs. Elizabeth McIntyre, aged 70 years, one of the old settlers of Dawes county, having lived one-half mile east of Chadron for twenty-one years, is dead. Funeral services were held in the First Congregational church, conducted by Rev. John H. Anders, pastor. Interment was in Greenwood cemetery where her husband was buried four years ago.

Fran Faulks, an engineer on a construction train on the Union Pacific has been seriously bruised in a small wreck near the Union depot at Fremont. Owing to a misplaced switch, the train ran into a string of cars, including a diner. Some smashed couplings and broken dishes in the diner was all the damage to property.

Alva Baker aged 38, was accidentally shot in the stomach with a shotgun while feeding cattle near Oakdale. Baker attempted to pull the gun from the wagon and it was discharged the charge tearing a gaping wound in his stomach. He was taken to Oakdale, but physicians state that he cannot live.

Eight car loads of material are being unloaded at Oakland for an elevator, which the Carvill Co., will build on the Great Northern, west of the Benson block. The building will be 32x40, forty feet high, with a capacity of 40,000 bushels and will be completed as fast as possible. It is generally understood that the Simpson-Swanson Co., of Oakland will also erect an elevator on the Great Northern road.