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CHICAGO, ILL., SEPTEMBER 20, 1913.

Chicago Markets.

WHEAT—Firm; Cash, 96 1/4; December, 91 1/4; May, 81 1/4. CORN—Steady; Cash, 47 1/4; October, 47 1/4; May, 50 1/4. OATS—Market steady; Cash, 37 1/4; October, 37 1/4; May, 40 1/4. MESS PORK—Steady; Cash, \$10.00; October, \$9.85; January, \$11.97 1/2. RYE—Steady, No. 2, at 61c. BARLEY—Steady, No. 2, 28c. FLAX—Firm No. 1, \$1.55; No. 2, \$1.50. PRIME TIMOTHY—Quiet; \$1.27 1/2. WHISKEY—\$1.13. FLOUR—Market steady; Cash, \$10.00; October, \$10.00; January, \$12.25. LARD—Market steady; Cash, 80 1/2; October, 80 1/2; January, 80 1/2. BUTTER—Quiet; Creamery, 14 1/2; Dairy, 10 1/2. EGGS—Firm; Fresh, 16 1/2. HIDES—Fair demand; Heavy green, 7 1/2; light green, 7 1/4. TALLOW—Steady; No. 1, solid packed, 4 1/4; No. 2, 4c; cake, 4 1/4.

A TERRIBLE WRECK.

A Passenger Train Crashes Into the Wreck of a Freight Near Shoemakersville, Pa.

Forty or Fifty Human Beings Supposed to Have Been Killed. Reading, Pa., Sept. 20.—A wreck occurred on the Reading road seventeen miles above this place at 6:45 o'clock last night. If everything is borne out by subsequent developments, it is the worst wreck that has ever occurred in this section in the history of the Reading road. The train which met with this disaster left this city at 6:10 o'clock, ten minutes late. It is known as the Pottsville express and was running at the rate of forty-five miles an hour. It had on board probably 120 to 150 passengers, and consisted of the engine, mail and express cars and three passenger coaches. Above Shoemakersville, fifteen miles above this city, there is a curve, where the railroad is about eighteen to twenty feet higher than the Schuylkill river. Here shortly before 6 o'clock a freight train ran into a coal train, throwing several cars of the latter on the opposite track, and before the train hands had time to go back to warn the approaching train of the danger the Pottsville express

and ran into the wrecked coal cars on its track. The engine went down the embankment followed by the entire train, with its human freight. The scene was one of great horror, and can be better imagined than described. The cries of the imprisoned passengers were heartrending. It was a scene never to be forgotten by those who participated and survived. Some of the passengers managed to crawl out of their prisons and arouse the neighborhood. Word was telegraphed to this city and help summoned, but all information was refused at this point by the railroad officials. Physicians and surgeons and a force of 300 workmen were taken to the spot, and with the aid of a traveling electric light plant the work of clearing away the wreck was at once proceeded with. Work was slow and the dead and dying were taken out with great difficulty.

Direct communication was had with the scene of the wreck at 11:30 and it is reported that the number killed

will reach thirty or forty. It is impossible to get the exact number and the full horror of the situation will not be known before morning. At 11 p. m. Mail Agent Greenwald's body was taken out, followed by the two horribly mangled bodies of the Mahoney City firemen on their way home from the firemen's convention at Chester. It is rumored that George R. Kaecher, the famous lawyer of Reading, is among the killed. Sixteen of the injured was brought on a special train to the Reading hospital at 11 o'clock. A passenger who went down with the wreck and who was slightly hurt says:

"When the passenger train left Reading the cars were all filled, many of the passengers being ladies. I sat in the front part of the last car. The train was going at a lively rate of speed. The passengers appeared a happy crowd, many of the ladies chatting and laughing after a day's pleasure at the Berks county fair. I was viewing the lovely country through which we were passing when suddenly there was a terrible crash. I was hurled from my seat, while the cars rolled down the twenty-foot embankment and I was thrown from one side of the car to the other like a boy, when splash went one end into the water and I was thrown against the side of the car with a force that partially stunned me. I quickly recovered myself and managed to climb upon the seats on the side of the car which lay against the embankment. I was a prisoner in the car, unable to get out, and while I was nursing my sprained ankle and dislocated wrist I realized that I was in a scene of veritable horror. Around me were human beings struggling in the water, screaming in their fright and some almost dragged me back into the water again. A few saved themselves as I did and the remainder struggled for a while and then quietly sank out of sight. Professor Michell, of Lehigh university, Bethlehem, is among the injured at the Reading hospital. Lawrence Barnes, of Philadelphia, had his arm dislocated. The body of John L. Miller, of Creston, Ia., was taken out at midnight.

Recount Will Be Made. New York, Sept. 20.—Mayor Grant today sent a letter to the police enclosing the report of the health board arranging the work of the federal census enumerators in this city. The mayor says that such an enumeration as the board suggests is, in his judgment, necessary for the purposes of vital statistics and public matters, and asks that a sufficient number of police be detailed to make a complete count of the population.

The Car Arrived. CHICAGO, ILL., Sept. 17.—For several months the pay car of the Wabash road has not made its appearance until several days after its scheduled time. Switchmen on two occasions have refused to work until they were paid. Last August it was down near St. Louis, and the superintendent is supposed for it to come immediately. It did so at the rate of a mile a minute, and the men returned to work. Yesterday the car arrived on time and trouble was prevented.

Great Railroad Combine.

CHICAGO, Sept. 21.—The Great Southwestern railway and steamship company of which J. F. Goddard is slated for chairman if it is carried out on the lines laid down, will be one of the greatest railroad combines of the age. It now transpires that the agreement of the association was signed in New York Sept. 3rd or 4th by the presidents of the lines which are interested, of which the principal magnates are Jay Gould, C. P. Huntington and Allan Marvell. The executive committee of the new association is S. H. Clark, first vice president of the Missouri Pacific; J. C. Stubb, third vice president of the Southern Pacific; J. Waldo, freight traffic manager of the Missouri, Kansas & Texas; J. D. Springer, assistant to the president of the Atchafalaya; and C. Mallory, president of the Mallory line of steamers plying between New York and the Gulf of Mexico ports. The association includes all the steamship lines plying between New York, New Orleans, Galveston and other ports on the Gulf of Mexico as well as the large system of the southwest. The association will control the freight making power as far as New York and east as far as west and southwest are concerned.

Another Purchase. DENVER, Sept. 21.—It is learned that the Atchison Topeka & Santa Fe has not only bought the Midland, but has also secured an option on the Rio Grande Western. The move will change the railway map of Colorado, as it will shut the Rio Grande out of its connection with Ogden. Rio Grande Junction is the connecting link between the Rio Grande proper, Midland and Rio Grande Western. The Rio Grande and Midland own it jointly but the interest of the former road now becomes valueless. The formal transfer of the road will occur at the annual meeting of the Colorado Midland in Denver in October.

The Bark Condemned. SAN FRANCISCO, CAL.—Three mates and three of the crew of the sailing bark Loganda arrived here yesterday on the steamship Rio Janeiro from Yokohama. The Loganda left here at the opening of the season on a whaling voyage, but after a few days out sprung a leak. The men were put at the pumps and she finally reached Viadivoclock, Siberia. Her men compelled the captain to sail for Yokohama, where the ship could be saved. The captain started for Yokohama, but soon after changed his mind and went on a whaling voyage. The crew then mutinied on the high seas and forced the captain to sail for Yokohama. At that port the American consul condemned the bark and she was sold.

Preparations Being Made to Open the Bridge. LOUISVILLE, NEB., Sept. 21.—If the sky in the direction of this town takes on a carmine tint on the 24th, the state will know that it is caused by the jubilee over the opening of the free wagon bridge. Preparations of an extensive character are being made with which to celebrate the occasion. The oration of the day will be made by John C. Watson and then to give it a democratic tone, W. B. Bryan will speak. I. W. Lansing of Lancaster will talk politics later on. Altogether we are liable to have a large, red time.

Professional Under Disguise. SEWARD, NEB., Sept. 21.—Will Thomas, a local foot racer, had a dash yesterday with a professional footman, who went under the name of Pattee. Charley Whitney the professional foot racer was here under the then disguise of a white hat and the assumed name of Mason, and made the race. It was thought that it was a bait to catch Morton, a Milford sprinter, who beat Thomas a few weeks ago, but as Thomas was not allowed to win that was hardly the object. Very little money was bet as Seward has been let down so often that she looks with suspicion on men who run with their feet.

First Bonds are Sold. BOSTON, MASS., Sept. 21.—The Sioux City & Northern railroad which completed last January its ninety-six miles of road from Sioux City to Garrettsville, thereby giving to the Manitoba system entry into Sioux City, has sold its first issue of bonds, \$1,200,000 to a Boston syndicate which will shortly offer them in the New England market. This road has the most substantial backing, both in the east and in the west, and has made important traffic alliances. The road was completed and put in operation before its bonds were offered in the market. It is understood that the Boston syndicate will offer them there at 95 and interest.

Struck by an Engine. DALLAS, TEX., Sept. 20.—Prof. Thomas O'Connor, a nephew of the late Charles O'Connor, of New York, was struck by an engine last night. He died in the hospital from his injuries.

Terrible Leap. FREMONT, NEB., Sept. 17.—Henry Krenzl had last night got aboard a Union Pacific train to see some friends off on a trip. When he boarded the train his countenance was fair and good to look upon. But he tarried too long and when he jumped off the train was moving quite rapidly and the consequence was that he jumped into the air and landed on the roof of the engine. He was not hurt, but the company did not like his antics and he was removed from the train in a police light.

WASHINGTON NOTES.

Among the bills passed was one for making the lines of battle and position of the troops of the Army of Northern Virginia, Gettysburg, Pa., and another to grant right-of-way through the public lands for irrigation purposes.

The conference report on the railroad land forfeiture bill was resumed and Mr. Morgan continued his argument against it.

Mr. Bate also opposed the conference report and asked to be informed where under the bill, the forfeiture came in. Mr. Plumb (in charge of the bill) said that it forfeited all the lands which under the decision of the supreme court could be forfeited. It forfeited somewhere between 7,000,000 and 10,000,000 acres. It confirmed not a single acre to any railroad company and did not disturb the status of any grant to railroad companies except by terminating the right of the companies to build any more of their roads and by forfeiting the grants opposite the uncompleted portions.

Mr. Fite said that he was not at all satisfied with Mr. Plumb's answer. He desired to know how much land was to be forfeited under the bill and how much was to be confirmed. Although he desired to see those railroad lands forfeited he was compelled to vote against the conference report.

The vote was then taken and the conference report was agreed to—yeas, 30, nays 13, a strict party vote.

The house anti-lottery bill was then, on motion of Mr. Sawyer, taken from the calendar and passed without a word of discussion.

On motion of Mr. Plumb the senate proceeded to the consideration of the house bill to repeal the timber culture laws, when Mr. Plumb, who had reported the bill back from the committee on public lands moved an amendment in the nature of a substitute.

Mr. Manderson moved an amendment to section 9 of the substitute, providing that no more than 640 (instead of 160) acres should be embraced in one town site entry. This was agreed to.

Mr. Plumb also moved to add to the substitute a new section restricting reservoir sites to so much land only as might be actually necessary for the construction and maintenance of reservoirs. It was agreed to.

Mr. Teller also offered an amendment (which was agreed to) giving right away through the public lands to canal or ditch companies formed for the purpose of irrigation.

Mr. Sanders offered an amendment to section 6 of the substitute providing that in the gold and silver mining regions of the state of Nevada and in those states and territories in which there were public lands containing timber, and where there was no United States law authorizing the sale of such timber lands, residents of such states or territories, if prosecuted for cutting timber, might plead that it was cut for agricultural or mining purposes. Mr. Reagan moved to add to Mr. Sanders' amendment a proviso that timber so cut should be for the domestic use only for the person cutting it (or having it cut) and should not be for sale or speculation. After a discussion, Mr. Reagan's amendment to Mr. Sanders' amendment was rejected and the latter amendment was agreed to with some modifications—yeas 41, nays 3 (Messrs. Edmunds, Quay and Spooner).

Mr. Manderson moved to add a new section setting apart the Annette Island in Alexander archipelago in southeastern Alaska as a reservation for the use of the Metlakatla Indians, who had recently emigrated from British Columbia to Alaska and to such other Alaska natives as might join them. He made a statement as to the remarkable civilization of these Indians within the last thirty years from a condition of cannibalism through the efforts and under the influence of an Englishman named Duncan.

The amendment was agreed to and the bill passed, and a conference was asked on the disagreeing votes, and Messrs. Plumb, Pettigrew and Walthall were appointed conferees on the part of the senate.

HOUSE.

When the house met today Mr. McKinley of Ohio, from the committee on ways and means, reported back the tariff bill with senate amendments with recommendation that the amendment be nonconcurrent in. It was referred to the committee of the whole.

Mr. McKinley from the committee on rules, reported a resolution for the immediate consideration of the tariff bill in the house. After two hours general debate it should be in order to move to nonconcur in the senate amendments in gross and agree to the committee of conference asked for by the senate, and the house should without further delay or other motion proceed to vote on the resolution. The previous question on the resolution was ordered—yeas 116, nays 71.

Mr. Fowler, of New York, said that the estimate revenue for the year was \$481,000,000. This congress had appropriated \$481,000,000. What was the need of this tariff bill? Why not leave the present law as it was, with amendment for reciprocity which meant reciprocity and not one of these jumping jacks, the striking of which the president could pull at any time?

KANSAS.

Carlson has a race track. A Catholic church will be built at Stafford this fall.

Farmers are busy cutting corn and as a result farm hands are scarce.

A new fire and lightning insurance company has been formed at Kearney.

The Madison county agricultural society will make an exhibit of county products at the Sioux City corn palace.

The general merchandise store of Adam Pierson at Grant has been closed by the sheriff on an \$8,000 chattel mortgage.

The date of the soldiers' reunion at Hebron has been changed from September 30, October 1, 2 and 3, to one week later.

The eighth annual fair of Brown county will be held at Long Pine, September 11 to 20. All the premiums offered are open to Brown, Rock and Keya Paha counties.

The Kobetz brewery at Wilbur was totally destroyed by fire Thursday night. The fire is said to be of incendiary origin. The loss is estimated at from \$15,000 to \$20,000; insurance \$6,000. The brewery was very prosperous.

The city council of Minden held a meeting to make arrangements to begin the laying of mains and putting down the well for the water works. The bonds have been sold for 85 cents on the dollar and it is expected that the work will begin in a week or ten days and be pushed to completion.

The indications are that Dundy county will have an irrigation ditch before the roses bloom again. A Colorado irrigation company now have a gang of surveyors are work between Benkleman and Haigler with a view to ascertaining whether or not it would be possible to dig a ditch that would tap the Republican river a short distance about Haigler, and would convey into this county a volume of water that would irrigate at least 50 farms comprising 160 acres each.

E. W. Simms lost five head of cattle recently from Hydrophobia. They were bitten about three weeks ago by a mad dog. Mr. Simms' son Walte, aged about fourteen years, was also bitten at the same time on the arm, but it is thought the boy's coat so protected his arm that no serious result will follow. However Mr. Simms thought it advisable to take the boy to New York City and give him the benefit of the Pasteur treatment.

The installation of an electric light plant is being agitated by the leading citizens of Pender.

At Dodge the whooping cough has just completed its work carrying off three victims, and now scarlet fever prevails, but it is thought the disease will not spread.

A base ball club composed of nine members of the McKinney family have challenged the Argabright nine to a match game of ball at the ball park in Auburn.

The Columbus Sentinel advises the business men and newspapers of that place to cultivate reciprocity with a great deal more freedom and all concerned will be gainers thereby.

The Indians of Thurston county are taking to the custom of marrying, a la white man. Last week Judge Downs issued two licenses to Winnebago, the first since the organization of the county.

Further information has been received concerning the missing Katie Trout, who went from Gibbon to join relatives in California. The girl has been traced to San Francisco. She should have gone to Sacramento. What became of her after reaching San Francisco is not known. It is now more than a month since she left Kearney.

An old man named Krembling was carried by the station at Fremont and stepped off the train near the cannery factory. He was picked up for dead, but regained consciousness and was found to be only slightly injured.

Elise will organize a lodge of the I. O. O. F. in the near future.

There is talk among the athletes of Kearney of building a new gymnasium.

The way land hunters are coming into Sheridan county, it begins to look like a real estate boom.

The Red Cloud street car company has been sued for \$1,000 damages for ejecting a man from one of their cars.

Custer county wins the grand prize and a gold medal from the state agricultural society for the best county exhibit for three years consecutively.

Within the past week half a dozen flowing wells have been bored in Holt county near Amelia. A ten-inch flow above the surface is common. According to the Amelia Journal there has been more hay stacked on the South Fork this fall than any season since the county was settled by white folks.

KANSAS IN BRIEF.

All but one or two of the Kansas congressmen sit in the back row of seats in the house at Washington. Several of them have also taken back seats in Kansas.

The fight over the capital question in Oklahoma would have been decided the first thing when the legislature met had it not been for the fact that there are about as many Kansas men in Oklahoma City as there are in Guthrie.

Ottawa lays claim to a hunter who always has excellent success and who never tells hunting yarns. If Ottawa can substantiate this claim George T. Anthony will have to brace up a little or he will lose much of his popularity in that city.

The Arkansas Valley Baptist association will hold a meeting at Hutchinson during the first days of October. There may not be anything in the fact the Baptists are going to meet at Hutchinson just a few days after the time set for the meeting of the editorial association of that valley, but the burden of proof seems to be on the editors.

It is claimed that the Kansas sunflowers are not so rich and golden this year as usual, but no one is complaining about the size of the stalks. When corn is too scarce for fuel the patriotic sunflower can always be relied upon to grow large enough to make half a dozen "stove lengths" when saved up for wood.

The students are about all back to Baker university and the minister in charge at that place will soon have received by the way of the collection plate a sufficient number of poker chips to start a bank if he can find any one willing to cash them in for him.

The city marshal of Leavenworth declares his intention of breaking up all euchre parties where the game is for a prize. This will probably have the effect of driving all the Leavenworth people to draw poker again.

A Lawrence man has declined to run for office after receiving the nomination. There are more funny things happening in Kansas this year than during all the other years of its history put together.

Two men charged with prize fighting were quitted by an Abeline jury. That is right. No man should be punished for getting himself in proper condition for the fall campaign.

If the Kansas farmers had as much corn to gather this year as they had last they would miss nearly all the fun there is going to be in the campaign.

A Mr. Nelson near Kingman, was recently kicked in the stomach by a horse and survived but two days.

As the 4:30 passenger train from the south came into Parnell last Sunday, William H. Canon of Parnell, with his affianced, Miss Effie Miller of Rush Center Kan., stepped from the train where they were met by friends and the Rev. J. A. Still performed the marriage ceremony, after which the conductor and many others aboard the train extended their congratulations to the young couple.

Paola has found a vein of coal nearly 4 feet in thickness.

The Smith family seem to be running things in Kansas this year. Five of them have already been nominated for the legislature, and fears are entertained that some member will be on the turf when the election for United States senator comes around.

Unless jack rabbits get wilder than usual this winter the western settler is in no danger of getting out of meat, even though he does have to take his fruit trees into the kitchen to keep them from being eaten up.

The bravest man in the world is supposed to be in Franklin county. He has just started a new paper.

There are thousands of Odd Fellows in Topeka this week, and the jointists who loiter on the streets are seeing a great many signs and hearing pass words that are strange and unusual to them. Topeka joints use the same signs and pass words that they did when St. John was governor, an they can see little use of the less tangled arrangements that they can't understand.

Republican county had frost two mornings last week.

Lawrence has a bicycle club with forty members, and it is the only really "mas" institution that Lawrence will tolerate.

One Atchison dealer sold forty copies of the "Kreutzer Sonata" in one day last week and one vis. lawyer is said to have sold more beer than any other day for several years. About the only way to sell a thing in Atchison is to prohibit it.

It is claimed that there is more white ky in Wichita now than there ever has been since the prohibitory law went into effect.

Some of the Kansas papers complain because the railroad commissioners attend so many soldier's reunions. As the commissioners side on passes wherever they go the soldiers should be no knock made on this, as it is the only way they have of getting even with the railroads for not doing as the commissioners tell them.

The Howard county Coward wants its subscribers to bring coal instead of wood on subscription. This is one of the beneficial effects of striking a fourteen-inch vein of coal in the neighborhood.