

DECLARE THEY WERE SOLD INTO SLAVERY

Most Remarkable Account Is Given by German Immigrants in Chicago.

DUPED BY A LABOR AGENT

Men and Women Together, They Say, Were Victimized and Sent Off to Mississippi to Toil in Practical Bondage.

Chicago, Jan. 8.—Telling stories of being sold into slavery in the Mississippi oyster country, twenty-five German emigrants appeared at the central police station today and demanded the arrest of Louis Krampe, 185 Clark street, a labor agent. Krampe is accused of obtaining money under false pretenses and back of the charge lies an unusual story of alleged duping of ignorant men and women.

Herman Mueller, 6614 May street, who led the party said to have been deceived by Krampe, was the only person in the clamoring crowd who could speak English. The others, men and women, are recent arrivals in the United States from Germany.

Krampe was arrested shortly before noon. With him at the time were several men and all were playing poker. The police took all of them into custody.

According to Mueller's story, he and his countrymen answered an advertisement of Krampe and were led to agree to go to Pensacola, Fla., to work in an oyster canning factory. Men were to be paid \$2 a day and women \$1.50, Mueller says.

Refused to Do Work. Mueller's party started southward December 25, in a special coach of the Chicago and Eastern Illinois railway. Two days later the party was sent down at what was believed to be Pensacola. After the train had passed on the emigrants learned they were in Bay St. Louis, Miss.

Mueller told the detectives his party was set at work shucking oysters at a central oyster cannery in Chicago. James Dunbar, the owner of the cannery, told them he had paid \$5 each for them and he threatened to have them locked up unless they went back to work.

Mueller says: "I answered Dunbar that we look to friends in Chicago for protection in case he attempted to force us to work, and the next morning, instead of having to go to the factory, the car we had gone south on was drawn into Bay St. Louis and we were told to get aboard and never come back."

"We were brought back to Chicago. When we complained to Krampe he returned to each of us \$5 of the \$10 he had paid him. He said that Mr. Gregg, labor agent of the St. Louis and San Francisco system of railways, had asked him to hire us and declared he believed we would be given good places to work down south. We hold him responsible, however, and if the railway company is at fault he'll have to show it in court."

FROM CLIFF HOUSES.

Remarkable Relics Found in Colorado of Prehistoric Races, for the World's Fair.

Denver, Colo., Jan. 8.—Important discoveries among the ruins of the cliff dwellers have just been made in Montezuma county by W. Maurice Tobin, manager of the cliff dweller exhibit at the St. Louis world's fair, and W. S. Miller of Pagosa Springs. Mr. Tobin came to Denver on his way east with a number of the relics Miller and himself have unearthed.

One of the wonders of the collection is a quantity of rope which was found in a newly opened cliff house ruin near Pagosa.

"This rope is of soap weed and the weave is square. In other words, the rope itself is square instead of round, as the rope now used," said Mr. Tobin. "It is a real curiosity. In fact, the Indians I have interviewed say they never heard of a square rope being used among any of their ancestors, while a history of the Aztec races will not contain any mention of such an article."

"Mr. Miller and I climbed a cliff 300 feet high to cut the rocks away from the entrance to a dwelling. We found in there many stone implements, some of them very rare and a pile of this square rope. The rope was made up probably 5,000 years ago. The rope on the top was moldy and flimsy and when we picked it up it fell apart in shreds. Farther down we were able to get some pieces that were in a good state of preservation."

"Attached to the end of the coil was a small net, and the chances are that the contrivance was used by the cliff dwellers in hoisting wood from the regions below up to the tops of the cliffs."

HELD UP STREET CAR.

Motorman and Conductor Are Both Killed by Salt Lake Highwayman.

Salt Lake City, Utah, Jan. 8.—John Gleason, motorman on Consolidated Street Railway car, was shot and instantly killed, and Thomas Brighton, conductor, was fatally shot, at midnight by a masked highwayman who was attempting to rob them of their money and valuables. The murderer escaped without securing any booty.

THE BLAME IS PLACED

Electrical Worker Named H. Frazee Dropped Candle Into Rubbish in the State House.

Des Moines, Ia., Jan. 8.—H. Frazee, an electrical worker, is found responsible for the fire at the state capitol. Frazee dropped a lighted candle near the locality where the blaze was discovered. He will not be prosecuted.

A Lawyer's Charges.

Dubuque, Ia., Jan. 7.—J. J. McCarthy, former president of the state bar association, created a sensation in district court by declaring that at each term he is compelled to elect judges to get meritorious cases tried. A tilt with George Kiesel, opposing counsel, followed. Judge O'Donnell finally restored peace.

Will Meet in Boone.

Boone, Ia., Jan. 6.—The committee of the Iowa State Middle Teachers' association decided to hold the next convention in Boone, June 21 to 24.

WANTS MRS. EDDY'S JOB

Mrs. Stetson Ambitious to Succeed Christian Science Leader.

New York, Jan. 11.—The big, handsome marble building on Central Park west and West Ninety-sixth streets, the home of the First Church of Christ, Scientist, is in a state of practical siege, and may soon become the object of an attack in the courts. Nobody is allowed to penetrate into the halls of the church, except those whose presence is agreeable to the former first reader, Mrs. Augusta E. Stetson, whose efforts during sixteen years resulted in the erection of the splendid edifice.

The reason for the edict is the declared hostility that exists between two factions of the church, one of which is opposed to what it terms the autocratic rule of Mrs. Stetson, although she is no longer the nominal head. Miss Laura Lyman is the present first reader, the title of the teacher or pastor of the church. Recently she declared from the rostrum: "I am here to support Mrs. Stetson tell me to do." This announcement hardly allayed the discontent in the congregation, and the approach of the annual business meeting of the trustees, it is expected, will bring a culmination of the trouble, if, indeed, the placing of the guard in the building does not precipitate it. A member not in harmony with Mrs. Stetson said today that a test case might be made, and if admittance was refused a member in good standing the affair would be taken to court.

Back of the dispute, it is claimed by the minority, is the ambition of Mrs. Stetson to succeed Elizabeth Baker Eddy as head of the whole church. In the first church in this city she makes no secret of her rule. She controls a powerful faction that could be brought into play in a struggle for supremacy over the church. Speaking of the situation, a leading member of the minority said today: "Mrs. Stetson has been, and is still, building up a powerful faction in the church as her personal following. How this will affect the church in the event of Mrs. Eddy's 'passing' on without appointing her successor I cannot say. If the selection is put to a vote a factor in the election will be the former students under Mrs. Stetson. No member of the minority faction in our church objects to the love and veneration that are due Mrs. Stetson for her work. But if she should attempt to use her following for any purpose not entirely within the tenets of the church or of Christianity there will be a strong protest."

PLOTTED EXPLOSION.

Damaging Testimony About Recent Fatal Mishap in a Montana Copper Mine.

Helena, Mont., Jan. 11.—The most damaging testimony yet given tending to fix the responsibility for the explosion in the Michael Davitt mine, by which Samuel Olson and Fred Divil were killed, was given before the coroner's jury.

Frank McGrath and other witnesses testified that powder had been used in the Rarus mine for purposes other than legitimate mining, and that orders had been given by officers of that mine to blast down the workings and to prevent the inspectors, working under court orders, from coming into the Rarus or allowing the Rarus men to get into the Amalgamated mines.

MUST "LABOR" LONGER

Half an Hour a Day to Be Added to Hours of All Government Employees.

Washington, Jan. 11.—A unanimous decision was reached by the cabinet today that the hours of labor for government employes shall be from 9 a. m. until 4:30 p. m., with a half hour for lunch. The new regulations will go into effect next Monday. Heretofore departmental hours have been from 9 until 4, with a half hour for lunch. The decision affects not only employes of the executive departments, but also those in departments throughout the country.

THE MARKETS.

Sioux City Live Stock.

Sioux City, Jan. 9.—Sioux City Stock Yards.—Hogs—Butcher and heavy, \$4.00; light and mixed, \$4.25; \$4.50. Cattle—Cows and heifers, \$2.00; \$3.50; stock cows and heifers, \$1.75; \$3.00; steers and feeders, \$2.50; \$3.00; butchers steers, \$3.50; yearlings and calves, \$2.25; \$3.40.

Chicago. Chicago, Jan. 9.—Hogs—Receipts, 23,000. Market steady to easy. Good heavy, \$4.80; \$5.00; light, \$4.50; \$4.70; mixed and butcher, \$4.00; \$4.50. Cattle—Receipts, 3,000. Market steady. Receipts, 2,000. Market steady. Closing: Hogs—Bulk, \$4.00; \$4.50; good heavy, \$4.50; \$5.00; mixed and butchers, \$4.00; \$4.50; rough heavy, \$4.50; \$4.70.

Cattle—Slow. Beeves, \$3.50; \$5.75; cows and heifers, \$2.00; \$4.40; steers and feeders, \$2.25; \$4.15. Sheep—Slow at \$3.00; \$4.25; lambs, \$4.00; \$5.00.

South Omaha. South Omaha, Jan. 9.—Cattle—Market steady. Native steers, \$3.25; \$5.25; cows and heifers, \$2.50; \$3.50; steers and feeders, \$2.50; \$4.00; calves, \$2.00; \$3.50. Hogs—Heavy, \$4.00; \$4.70; packers, \$4.50; \$4.60; light, \$4.40; \$4.60; pigs, \$3.75; \$4.30. Sheep—Yearlings, \$3.50; \$4.50; common and stockers, \$2.25; \$3.50; lambs, \$5.75.

Kansas City. Kansas City, Jan. 9.—Cattle—Native steers, \$3.50; \$4.50; southern steers, \$3.50; \$4.00; stockers and feeders, \$3.50; \$3.75; cows, \$2.50; \$3.50; western steers, \$3.50; \$4.00; cows, \$1.50; \$2.50. Hogs—Heavy, \$4.50; \$4.75; packers, \$4.40; \$4.50; pigs and light, \$4.50; \$4.60. Sheep—Wethers, \$3.50; \$4.45; lambs, \$4.75; \$5.00; range wethers, \$3.75; \$4.40; ewes, \$2.50; \$3.50.

GRAIN MARKETS.

Grain and Provisions.

Chicago, Jan. 9.—Cash quotations were as follows: Flour—Market strong. Wheat—No. 3 spring, 76¢; No. 2 red, 87¢; No. 1, 90¢. Corn—No. 2, 44¢; No. 2 yellow, 45¢. Oats—No. 2, 36¢; No. 3 white, 35¢. Rye—No. 2, 53¢. Barley—Good feeding, 30¢; fair to choice maling, 42¢. Hops—Prime, \$2.90. Clover—Contract grade, \$11.25. Provisions—Mess pork, \$12.50; \$13.62½; lard, \$6.50; \$6.80; short rib sides, \$6.37½; \$6.62½; short clear sides, \$6.62½; \$6.87½. Whisky—On basis of high wines, \$1.27. Butter—Market easier; creamery, 16¢; dairy, 14¢. Eggs—Firm, 25¢; \$28c. Cheese—Market steady, 10¢; 10½¢.

Minneapolis. Minneapolis, Jan. 9.—The closing cash prices on track were as follows: Wheat—No. 1 northern, 87¢; to arrive, 87½¢; No. 2 northern, 84¢; to arrive, 84½¢. Corn—No. 3 yellow, old 39¢; No. 4, old 38½¢. Oats—No. 3 white, 34¢; No. 4 white, 34½¢. Rye—No. 2, 52¢. Barley—Feed, 32¢; maling, 30¢. Flax—No. 1 northern, \$1.01½; to arrive, \$1.01½; May, \$1.03½.

JUDGE HARMON GIVEN OVATION

Possible Candidate for President Addressed the Jackson Club Banqueters.

ENTHUSIASTIC MEETING

Does Not Forecast Future Democratic Policy, but Avows That Party Is by No Means Menace to Prosperity.

Cincinnati, O., Jan. 11.—The feature of the Jackson day banquet given by the Duckworth club here was the address of Judge Judson Harmon, attorney general under the Cleveland administration, and prominently mentioned as a candidate for the democratic nomination for the presidency. Judge Harmon was given a reception in the club rooms previous to the banquet and was received with demonstrations throughout the evening.

Among the other speakers of the evening was M. E. Ingalls, president of the Big Four railroad, and democratic candidate for mayor of this city last April. Braxton Campbell, Max B. May, Clarence J. Neare, Max Goldsmith and Judge Aaron McNeil. Two hundred plates were turned and the occasion was made one of especial interest on account of Judge Harmon's presence.

Harmon's Address. Judge Harmon did not forecast any future policy or new departure for his party, but outlined the conditions under the republican administration of Harrison that confronted the last democratic administration, and brought out many interesting circumstances that preceded the hard times ten years ago.

He said: "Of late years the republican politicians have set up the claim that it is their management of public affairs which makes good times, and so they must be kept in control if good times are to continue for awhile. But a year ago, in spite of the success of the republicans in the congressional election, some of the clouds and rainbows which had been capitalized and put off of the people began to vanish. Banks failed here and there, trade combinations stalked about, and not a democrat in power anywhere to lay it on. And matters have gone on ever since, until Mr. Hanna, the chief apostle of party-made prosperity, has announced that all this is due to the success of the republican party which is governed through parties in a bad way when it has only one party which can be trusted. I believe the people are now turning once more to the democrats for relief from extravagance, the unfairness of the undependable terms of the present administration, and the brag and pretense still employed to mislead their should be punctured once for all by the plain facts. All we ask is to be judged by those facts in the coming campaign."

WILL NOT BOMBARD.

American and English Commanders Intervene and Save a Town in San Domingo.

Washington, Jan. 11.—The navy department today received the following from Commander Dillingham of the cruiser Detroit, dated Puerto Plata, San Domingo: "Morales gunboats delivered an ultimatum, threatening the bombardment of Puerto Plata after twenty-four hours notice. With the concurrence of Captain Robinson of the English cruiser Pallas, I made such representations to both sides that they have agreed the one not to bombard, the other not to fire on the gunboats. All fighting will be confined to the land side of the town in future and United States interests are secure."

THERE WAS NO HOSE.

Proquois Had Plenty of Water, but No Way to Get It Put on a Fire.

Chicago, Jan. 11.—Robert E. Murray, stationary engineer at the Proquois theater, testified today in the inquiry today, declared there was one standing on the stage, two in the basement and one in the smoking room. There was no hose attached to any of them, although there was hose in the building on a reel. Nobody had ever been instructed how to use it.

PEOPLE EXCITED.

Outcomes of the City Election of Memphis Held Thursday Is Still in Doubt.

Memphis, Tenn., Jan. 11.—Although twenty-four hours have passed since the polls were closed in the city elections held yesterday the result is still in doubt. A legal contest of several of the offices is practically assured, and late developments show that the election was signalized by the most irregular and riotous scenes connected with any local political contest of recent years.

OLNEY FOR PRESIDENT.

Ohio Democratic Leader Strongly Urges His Nomination.

Cleveland, Jan. 11.—At the Jackson day banquet here, John H. Clarke, the democratic nominee for United States senator in the last Ohio campaign, spoke to the toast, "Democracy." Regarding a presidential candidate for the democratic party, Mr. Clarke strongly urged the nomination of Richard Olney of Massachusetts as the one whom all democrats can support and one who will bring victory surer than any other nominee.

STRIKE EXTENDS.

Other Electrical Workers Go Out in Sympathy with Street Car Men at Bloomington.

Bloomington, Ill., Jan. 11.—The Electrical workers and light trimmers declared a strike today in sympathy with the street railway strikers. All the force at the power house excepting the engineers and firemen, who are not organized, left the service. The company is filling the places of strikers as rapidly as possible.

CHAFFEE HEADS ARMY.

His Nomination Is Sent to the Senate by President.

Washington, Jan. 11.—The president today sent to the senate the following nominations of officers promoted in the army: To be Lieutenant General—Major General Adna R. Chaffee, vice Young, to be retired.

To be Major General—Brigadier General William A. Kobbie, vice Chaffee; Joseph P. Sanger, vice Kobbie; Alfred E. Batters, vice Sanger; Wallace F. Randolph, vice Batters; George L. Gieslepe, vice Randolph; all except Gieslepe to be retired.

Brigadier General—Colonels Alfred Mordecai, Harry L. Haskell, Forrest H. Hathaway, Asher C. Taylor, John C. Butler, Frank M. Cox, George Kline, William E. Dougherty, William S. McCaskey, Albert L. Mills; all except Mills to be retired.

To be Lieutenant Colonel—Charles J. Allen, Theodore E. True; both to be retired. Staff Corps—Colonel Francis S. Dodge, to be paymaster general; Colonel Alexander MacKenzie, to be chief of engineers; Colonel John P. Storey, to be chief of artillery.

Auditor for Postoffice Department—Joseph J. McCarty, Minnesota.

Appraiser of Merchandise—Luman T. Hoy, district of Chicago.

Congressional Proceedings.

The chaplain of the house today prayed for comfort for the grief-stricken family of ex-President Cleveland. The bill amending the act appropriating money for the eradication of the root and mouth disease among cattle, so as to make available \$250,000 to meet the emergency caused by the Mexican boll-weevil, was taken up for consideration. The bill passed.

When the senate met, Scott of Virginia offered a joint resolution providing for investigation of the Darien canal route. He made a brief speech in support of the proposition for a sea level canal, stating that such a waterway would be only thirty miles in length. The Scott resolution was referred to the committee on interoceanic canals.

The resolution for a new investigation of the postoffice department was then taken up. Simmons of North Carolina said it was clearly the purpose of the resolution to permit any further inquiry into the frauds and scandals of the department. Simmons made the point that the frauds exposed by the Bristow inquiry in nearly every instance form a civil liability, and that the government funds which have been paid should be recovered in a court of law.

Tillman said a number of years ago he asked that rural free delivery boxes be supplied to farmers at cost, and had submitted a sample box which sold for 50 cents. This box, he said, was furnished later at \$1.25 and \$1.50 each. He wanted to know whether any investigation of this case had been made. Simmons answered the Bristow report exposed many such cases.

WILL NOT BOMBARD.

American and English Commanders Intervene and Save a Town in San Domingo.

Washington, Jan. 11.—The navy department today received the following from Commander Dillingham of the cruiser Detroit, dated Puerto Plata, San Domingo: "Morales gunboats delivered an ultimatum, threatening the bombardment of Puerto Plata after twenty-four hours notice. With the concurrence of Captain Robinson of the English cruiser Pallas, I made such representations to both sides that they have agreed the one not to bombard, the other not to fire on the gunboats. All fighting will be confined to the land side of the town in future and United States interests are secure."

THERE WAS NO HOSE.

Proquois Had Plenty of Water, but No Way to Get It Put on a Fire.

Chicago, Jan. 11.—Robert E. Murray, stationary engineer at the Proquois theater, testified today in the inquiry today, declared there was one standing on the stage, two in the basement and one in the smoking room. There was no hose attached to any of them, although there was hose in the building on a reel. Nobody had ever been instructed how to use it.

PEOPLE EXCITED.

Outcomes of the City Election of Memphis Held Thursday Is Still in Doubt.

Memphis, Tenn., Jan. 11.—Although twenty-four hours have passed since the polls were closed in the city elections held yesterday the result is still in doubt. A legal contest of several of the offices is practically assured, and late developments show that the election was signalized by the most irregular and riotous scenes connected with any local political contest of recent years.

OLNEY FOR PRESIDENT.

Ohio Democratic Leader Strongly Urges His Nomination.

Cleveland, Jan. 11.—At the Jackson day banquet here, John H. Clarke, the democratic nominee for United States senator in the last Ohio campaign, spoke to the toast, "Democracy." Regarding a presidential candidate for the democratic party, Mr. Clarke strongly urged the nomination of Richard Olney of Massachusetts as the one whom all democrats can support and one who will bring victory surer than any other nominee.

STRIKE EXTENDS.

Other Electrical Workers Go Out in Sympathy with Street Car Men at Bloomington.

Bloomington, Ill., Jan. 11.—The Electrical workers and light trimmers declared a strike today in sympathy with the street railway strikers. All the force at the power house excepting the engineers and firemen, who are not organized, left the service. The company is filling the places of strikers as rapidly as possible.

TWENTY ARE KILLED IN A COLLISION

Passenger and Freight Meet at Full Speed Near Willard, Kansas.

A LONG LIST OF VICTIMS

Besides Twenty Killed, a Score Received More or Less Serious Injuries, a Number of Them Fatal—Cause Doubtful.

(Copyright, 1904, by Topeka State Journal.) Topeka, Kan., Jan. 8.—The Rock Island California-Mexico express which left Chicago Monday night collided with an eastbound stock train early today, twenty persons were instantly killed, several fatally injured, and a large number slightly hurt.

Two coaches were demolished, both locomotives destroyed, four carloads of stock demolished, and dozens of animals killed.

Both trains were running at full speed and came together with a terrific impact.

The passenger train was composed of a combination baggage and mail car, a regular baggage car, smoker, tourist sleeper and standard sleeper. The smoker, which was occupied by only two or three men, was overturned and telescoped the car behind it, which was crowded with passengers, many standing in the aisles.

Most of those in the forward end were instantly killed. Thirty in the rear succeeded in escaping. Those killed were crushed to death in their seats.

When rescue finally was possible the only three living persons, a man, a woman and a small girl, were taken out. The rescuers were forced to chop their way through the side of the car to reach them.

Relief Train Sent.

A relief train with a dozen physicians aboard reached the scene of the wreck as soon as possible and the doctors began their work of relieving the injured. All the dead and injured were taken to Topeka, where the latter were placed in hospitals. Some of the bodies taken from the wreckage were so badly crushed as to be unrecognizable.

None of the trainmen seemed to know who to blame for the wreck.

The Work of Rescue.

The three persons rescued from the front end of the third car were moaning and begging to be taken out. One man was hurt internally. He was removed through the rear door within five minutes after the collision, but died almost as soon as the rescuers could lay him down. A woman died two hours later while trying to tell the physicians her name. A dozen men had worked on the place where she seemed to be before she was extricated.

Bonnie Martin, a girl of 11 years, was pinned down between two cars, a heavy stove resting on her foot. Her cries attracted the rescuers, and men, many of them bleeding from wounds about the face and arms, were heroically to get her out. It took two hours of steady work to relieve her. When she was taken out she addressed the doctor who was bending over her as "papa." The physician did not have the heart to tell her she was an orphan, her father and mother having been killed. The child was suffering with a broken ankle, where the stove fell on her, and severe scalp contusions.

After daylight the work of removing the bodies began. The engine of the wrecking train coupled on the two cars, a sleeper and a chair car, which were uninjured and started back to Topeka with the victims.

Car Chopped to Pieces.

Fires were built along the track at short intervals, and by the light of these the rescuers, in their eagerness to remove the victims, chopped openings in the wreckage until exhausted and then handed their axes to others. The entire sides of the car had been chopped away when the work was completed.

So terrific was the force of the collision that the smoker left the trucks on its backward wheels, and the trucks still upon the track. Not a wheel in the entire train seemed to be off the track.

In the sleeper was Dr. Bell, of New York, a young physician who walked with a crutch, as the result of some spinal trouble, and was thrown down and slightly injured, but was the first man to emerge from the sleeper, and immediately began aiding the injured. He had a portion of the chair car and berths in the sleeper cleared, and to these the victims were carried. The physician was like other instruments or medicine, and the only thing he could do was to bind up the wounds with bandages, which he did by tearing up the sleeper sheets and pillowcases, and giving the patients whiskey to docteur the pain.

A Primitive Operation.

The doctor found a woman with an artery broken in his leg. He took it up with a penknife and tied it with thread, probably preventing the fireman from bleeding to death. He performed innumerable acts of like nature before the arrival of the Topeka physicians.

None of the trainmen seemed to know who was to blame for the wreck. The El Paso train left Topeka about thirty minutes later, and the injured conductor said he had the right of way and that the cattle train had no excuse for being on the main line, and should have waited for the passenger at Maple Hill, six miles west of Willard. The El Paso train did not stop at Willard and was making up lost time. At the point where the wreck occurred there is a curve, and the engineers on the two trains barely had time to set the air brakes and jump before the crash came. The freight was an unusually heavy train.

Those on the passenger train had little warning. The loud hiss of the air brakes was followed almost instantly by the blow and the crushing sound of telescoping cars.

Soon amid the groans and shrieks of the injured, survivors began to crawl out over the wrecked seats. Many of those who escaped injury were stunned and unable for the time to realize their situation. They stood around helplessly, while others began using the tools at hand, and then resorting to wooden levers and pieces of scrap-iron to break into the death trap.

The Identified Dead.

Many of the dead had not been identified at 11 o'clock today. The list follows: C. A. WRIGHT, Kansas City. JAMES GRIFFIN, Claremont, Mo. W. S. MARTIN, DeKalb, Ill. WILLIAM WELLS, Jacksonville, Ill. GAIL FULLER, Blockton, Ia. MRS. HENRY KAIZER and CHILD, Germantown, Pa. FAY FULLER, girl 7 years old.

E. E. MEYERS, Buffalo, N. Y.

The relief train in hurrying to Topeka with the injured left the dead at the wreck, and they are being brought here. Many are badly mutilated.

The Injured.

The injured: G. W. Sherman, McFarland, Kan. Blanche Martin, St. Joseph, Mo. E. U. Tolman, Harlan, Ia. Molly Fuller, Blockton, Ia. C. A. Fried, Everest, Kan. Mrs. H. E. Hopske, Louisville, Ky. Mrs. D. E. Fuller, Blockton, Ia. Hattie Ellinger, Lindsborg, Kan. Gail Fuller, Everest, Kan. Dan H. Wadsworth, Armourdale, Kan.

Clarence Fowler, Hanson, Ky. Mrs. Alice Rosebo. Mrs. M. A. Hill, serious. H. A. Jones, Everest, Kan. J. C. Nagle, conductor, Kansas City. E. Allen, Porter, Topeka, Ia. Frank Harville, Chillicothe, Mo. C. A. Wright, Kansas City, serious. V. Veneman, conductor Pullman car, Kansas City. O. Swanson, Lane, Kan. E. L. Beatty, Pennsylvania. E. E. A. Jans, brakeman, Everest, Kan. Mrs. Rose Bulb, Atchison county, Kan. Mrs. Bertha Shubert, St. Clair, Ill. Ole Harvo, Lynne, I. T.

According to officials of the Rock Island and St. J. Benjamin, engineer of the passenger train, failed to regard his orders to meet the freight at Willard. It is believed Benjamin either forgot the orders or disregarded them. He saved himself by jumping.

THE CARBARN CASES.

Trial of Three Bandits Charged with Murder of F. W. Stewart Is Begun.

Chicago, Jan. 8.—The trial of the car barn bandits, Marx, Niedermeyer and Van Dine, began before Judge Kerstens today. The specified case called was the murder of Frank W. Stewart, clerk in the car barn office at the car barn office, Reski, one of the bandits, is not a defendant in this particular case.

The first step taken by the defense was a motion seeking delay in behalf of Van Dine. An affidavit was presented to the effect that an effort had failed to secure attendance of Dr. James C. Ross, who is in Colorado. Van Dine was employed by Ross and it is said the physician will testify that Van Dine is insane. The motion was overruled and the judge directed the defendants to proceed to trial.

STRIKE IS ORDERED.

Stationary Engineers of the Union Ordered Out of All Non-Union Chicago Hotels.

Chicago, Jan. 8.—The peace negotiations between the stationary engineers' union and the Chicago Hotel Keepers' association regarding wages and hours were broken off today and a strike ordered. Men were sent out by the union to the hotels, and all hotels controlled by the union. The hotel keepers made the plea that there were a number of persons injured in the Iroquois fire in the hotels, and the shutting of heating plants would work hardship. The union, however, was firm in its demands.

BLAME FOR FIRE.

Investigation Now Shows That Workman Was Responsible for Capitol Blaze.