

THE CHIEF

RED CLOUD, NEBRASKA.

PUBLISHED EVERY FRIDAY.

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GEORGE NEWHOUSE - Manager

SUBSCRIPTION RATES.

One year..... \$1.00
Six months..... 50

Entered as the post office of Red Cloud, Neb., as second class mail matter.

ADVERTISING RATES:
Furnished on application.

TELEPHONE, SEVEN - TWO

CAR FALLS TO STREET

TWELVE PERSONS KILLED ON NEW YORK ELEVATED ROAD.

Most Serious Accident Ever Happening on Manhattan's Overhead Railway—Bodies of Many of the Victims Horribly Mangled.

New York, Sept. 12.—The death list of the accident on the Ninth avenue elevated railroad, when a car crowded with early morning workers, on their way down town, pitched headlong into the street, stands at twelve. Three men are in hospitals with fractured skulls. One of these is unconscious and not expected to live. More than two score of persons were injured, many of them seriously.

The cause of the accident and the immediate responsibility remain to be seen. The motorman of the wrecked train is a fugitive, while a switchman, conductor and four guards are under arrest.

The switchman is charged with manslaughter and the trainmen are held as witness.

Whatever may have caused the accident, the worst in the history of the overhead railroads in New York, it came when a southbound train on the Ninth avenue line was switched off to the Sixth avenue line at the Fifty-third street junction. The motorman, expecting a clear track, or disregarding the warning signal that the switch was open, rushed his train along at a high rate of speed. The first car swung around the right angle curve, holding to the rails because of the weight of the train behind. Then the train became too great. The couplings broke, the second car was whirled about almost end for end, and to the horror of those who looked on from below, pitched into the street.

The first indication people on the sidewalk had of the accident was a loud rumbling along the overhead structure. Looking up they saw a shower of sparks, then followed splinters and the sound of splitting timbers. Suddenly the outer guard rail of the railroad structure gave way, a score of bodies were hurled through space and with a deafening crash the car fell to the street. For an instant it stood fairly on end. Then the sides gave way as if they were made of pasteboard, belching out a mass of humanity.

Those passengers who had not jumped from platforms and windows before the plunge came were thrown into a mass in the forward end of the car. As the injured men and women were struggling to free themselves, the heavy front trucks of the third car on the train fell almost in their midst as the car itself jumped partly off the elevated structure and was wedged against a building at the southeast corner of Ninth avenue and Fifty-third street.

Huge crowds were soon on the scene and the first work of the hastily summoned police reserves was directed to clearing a way for the effective rescue of the passengers plied down by the wreckage. Almost every ambulance in Manhattan was summoned and the injured and dead were hurried away with all speed.

Three alarms of fire brought many engines to the scene. A slight fire caused by burning insulation was quickly extinguished and the firemen set to work chopping out the dead and injured. The task was not an easy one, for the heavy car in falling had almost completely buried pedestrians in its wreckage. At least one was killed outright in this way, while Policeman Henry Aitkens, who was standing directly under the elevated structure, is among those most seriously injured.

Corrected list of the dead: Jacob M. Anspach, a merchant of Newark; Ernest P. Scheible, an electrician; Theodore Morris, colored; Solomon Neugass, Cornelius McCarthy, William Lees, Joseph Bach, James Cooper, Emma Conhoven, Albert Wellster, a clerk; Louis Abel, a clerk.

Of the dead the most frightfully mutilated was James Cooper, whose head was severed from his body.

Before the great crowds collected by the news of the wreck could be cleared away the police were compelled to use their night sticks on a number of men who were attempting to snatch jewelry or other valuables

from the victims. The officers had no time to make arrests, contenting themselves with drubbing the miscreants as heavily as they could.

Three Dead of Yellow Jack.

New Orleans, Sept. 13.—Yellow fever report: New cases, 43; deaths, 3; total cases, 2,370; total deaths, 319; new foci, 12; cases under treatment, 314; cases discharged, 1,737.

The local yellow fever situation presented the usual favorable aspect. Conditions in the country, while undoubtedly showing signs of improvement in some sections, are not altogether encouraging. The point of most serious infection now is Tallulah, owing to the demoralization of the community, but extraordinary efforts are being made to restore confidence there and to Lake Providence, which is not far away.

First Train to Goldfield.

Goldfield, Nev., Sept. 13.—The first train over the Goldfield railroad arrived here. At the depot an immense crowd of citizens was present to witness the event fraught with so much importance to the industrial development of the district. A big celebration will be held during the balance of the week to mark the advent of the railroad.

TANNER AT HEAD OF G. A. R.

Former Pension Commissioner Elected Commander-in-Chief.

Denver, Sept. 9.—The thirty-ninth annual national encampment of the Grand Army of the Republic elected officers as follows: Commander-in-chief, James Fanner of New York; senior vice commander-in-chief, George W. Cook of Denver; junior vice commander-in-chief, Silas H. Towler of Minneapolis; surgeon general, Hugo Pailer of Waukesha, Wis.; chaplain-in-chief, Rev. Father J. G. Leary of Chapman, Kan.

The first business before the encampment was the choice of a meeting place for next year. It had been practically settled in advance that the national encampment in 1906 would be held in Minneapolis. The only other city that asked for the encampment in the convention was Dallas, Tex. On a viva voce vote the delegates seemed to be about equally divided between the two cities. On a roll call Minneapolis was chosen.

Mrs. Abbie A. Adams of Superior, Neb., was elected president of the Women's Relief Corps. There were originally five candidates and the balloting continued for three hours. The contest finally narrowed down to Mrs. Adams and Mrs. Carrie E. Sparklin of St. Louis. The decisive ballot was: Mrs. Adams, 205; Mrs. Sparklin, 193.

SPANISH WAR VETERANS ELECT.

Major Charles R. Miller of Cleveland Chosen Commander-in-Chief.

Milwaukee, Sept. 9.—So far as the business to come before the second annual encampment of the United Spanish War Veterans is concerned, the reunion is at an end. The contest for commander-in-chief was a spirited one and resulted in the election of Major Charles R. Miller of Cleveland. Major Miller, who is a cousin of the late President McKinley, is a leading lawyer of Cleveland. For senior vice commander, Major John M. Harland of Buffalo was elected, and Captain E. E. Kirk of California was chosen as junior vice commander.

Washington, whose claims for the next reunion were put forward by Captain Walter Mitchell of that city, was chosen over San Francisco. The date of the 1906 encampment was set so as not to be later than Oct. 15, so as to make it convenient for President Roosevelt to attend.

The ladies' auxiliary elected Mrs. Mary E. Gedney of Mount Vernon, N. Y., president and Mrs. Jessie Booth Perry of Chicago vice president.

CZAR FAVORS AMERICA.

Russia's Ruler Orders Change of Policy in Regard to Imports.

Oyster Bay, N. Y., Sept. 11.—At the conference between President Roosevelt and the Russian peace envoys, M. Witte, by direction of the emperor of Russia, presented the following communication: "Some years ago, in consequence of a misunderstanding in the interpretation of the most favored nation clause, there were established in Russia on several articles of American production customs on a higher scale than those levied on the same articles when imported from other countries. His majesty, the emperor of Russia, has commanded me to inform the president of the United States that he has been pleased to order the discontinuance of the levying of such higher duties on American products in order that henceforth the American manufacturers should pay the same duties as importers from other countries."

Railroads Refuse to Grant Demands.

Chicago, Sept. 13.—Demands of the members of the Freight Handlers' union of Chicago for an increase of 10 per cent of wages or an arbitration of their demands and the demand for a conference were refused. The general managers of the twenty-two railroads entering in Chicago notified President P. J. Flannery of the union

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that negotiations were ended.

The news of the refusal of the general managers to grant the increase in wages and the declination to hold a conference was received angrily by the men. They immediately arranged to call a series of mass meetings to consider the action of the roads.

Baron Komura's Condition.

New York, Sept. 13.—Dr. Francis Delafield has been called from his summer home in Hot Springs, Va., to treat Baron Komura, the Japanese peace plenipotentiary, who has been at his hotel for several days. This gave color to a report that the envoy's condition is not as favorable as had been announced.

Here Is Relief for Women.

Mother Gray, a nurse in New York discovered an aromatic pleasant herb drink for women's ills, called AUSTRALIAN-LEAF. It is the only certain monthly regulator. Cures female weaknesses and backache, kidney, bladder and urinary troubles. At all druggists or by mail 50 cents. Sample FREE. Address The Mother Gray Co., LeRoy, N. Y.

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