

The CHIEF

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PAUL C. PHARES - - - Editor
GEORGE NEWHOUSE - - - Manager

MANY SAILORS ARE KILLED

FRENCH BATTLESHIP BLOWS UP WHILE IN DOCK AT TOULON.

SEVENTY OR EIGHTY ARE DEAD

Over Six Hundred Officers and Men on Board When Torpedo Sets Fire to Powder Magazine and Explosion Follows—Arsenal Shops Wrecked.

Toulon, March 13.—The powder magazines on board the French battleship *Iena* blew up, and as a result Captain Adigard, commander of the battleship, Captain Vertier, chief-of-staff of the Mediterranean squadron, and from seventy to eighty bluejackets are dead, while Rear Admiral Manceron and hundreds of other men are suffering from injuries. Naval circles are aghast and the public is stunned by the appalling catastrophe, coming so soon after the loss of the French submarine boat *Lutin*, in which sixteen men met death.

The entire after part of the *Iena* was blown to pieces. The bodies of the victims were hurled through the air by a succession of explosions and panic stricken workmen at the arsenal fled for their lives from the vicinity of the dry dock. Scores on board of the *Iena* jumped overboard onto the stone quays and sustained serious injuries.

Torpedo Causes Accident.

The primary cause of the accident was the explosion of a torpedo. What caused the explosion is not known, but the powder magazines of the *Iena* were set on fire and the resulting explosions practically destroyed what was considered one of the best vessels in the French navy. The *Iena* had just undergone a final inspection of her hull and machinery, the latter having been completely overhauled preparatory to joining the squadron. The crew was in its full strength, being composed of the rear admiral, twenty-four other officers and 630 men.

The magazines had been replenished recently and contained many tons of powder, as well as a number of charges for torpedoes.

The crew had finished their midday meal only a short time before the explosion and had dispersed to various parts of the vessel. Most of the men were engaged in work connected with the approaching departure of the warship, but quite a large party had been detailed to attend a lecture that was being given forward.

The first shock of the explosion was extremely violent and shook the vessel fore and aft. It was followed instantly by other shocks. The crew rushed wildly about the deck. The men forward, who had been attending the lecture, clambered over the bulwarks and jumped down, some of them onto the deck and others to the stone quays, many being fatally hurt.

The hundreds of men below deck were enshrouded in smoke, and while they groped their way toward the exits they became the prey of suffocating fumes, which caused many of them to fall unconscious.

Explosions Continue.

Shells and charges of explosives in the magazines continued to explode and masses of metal were hurled into the air and fell about the docks and arsenals. These flying missiles demolished the torpedo shed, the engine works and the pump house nearby and constituted a most serious menace to the lives of those who made their way toward the battleship to take part in the work of rescue. The *Iena* was afire from bursting projectiles, and the fire prevented approach.

It is declared that for thirty minutes the authorities were unable to discover the keys with which to open the locks to flood the dry dock and submerge the ship, but when they did finally open the locks the water rushed in onto the *Iena* and the explosions came to an end.

Then amidst masses of dense smoke the search for the dead and wounded was commenced. The lower deck of the *Iena* was littered with the fragments of shattered and torn bodies, while the surrounding water was dotted with human fragments.

It is impossible to ascertain the exact number of killed and wounded, as many of the men were completely blown to pieces, while others were incinerated.

Many of the injured became temporarily insane and rushed frantically around until they fell exhausted.

END OF THAW TRIAL IN SIGHT

PLANS FOR FINAL STAGES OF CASE AGREED ON.

JEROME IN FIGHT FOR DEATH

Newly Discovered Evidence Shatters Plans of Lunacy Commission. Witness Tells About Interview With Thaw on Night of Shooting.

New York, March 13.—The end of the Thaw trial at last seems to be in sight. Tentative plans for the final stages of the trial were agreed on by opposing counsel, even to the detail of allotting the time for the summing up.

District Attorney Jerome at last has burned behind him all bridges leading to a lunacy commission, and is irreversibly pointing his course to proving that Thaw was sane when he shot Stanford White and, that being sane, his crime constituted murder in the first degree. Within ten days or two weeks the case should be in the jury's hands.

Jerome played probably the strongest card he holds—evidence which came to his knowledge but a few days ago, and which undoubtedly caused him to abandon the idea of trying to send White's slayer to a madhouse and to try for a straight out conviction under the criminal statutes. The evidence came from Mrs. Stanford White's brother, James Clinch Smith, who told a remarkably clear, succinct story of the events of Madison Square garden the night White was killed and of a long conversation he had had with Thaw just before the shooting.

It seems Thaw sat for some time with Smith during the fateful first performance of "M'amelle Chambaine," and discussed with him a variety of topics, in a manner, Mr. Smith declared, such as any sane man would talk. There was nothing anywhere in the repeated conversation of Thaw's intent to inflict bodily harm on any one. Mr. Smith did say, however, that Thaw, not having a reserved seat, roamed about the garden and continuously looked in the direction of the spot where he subsequently killed Stanford White.

Attorney Delmas bitterly fought the introduction of this witness for nearly two hours. He declared Smith was properly a witness in chief and should not be allowed to testify in rebuttal. Jerome replied that he had known only for a few days the real value of Smith's testimony—the conversations with Thaw—and he appealed to the discretion of the court to allow the testimony to go in. Justice Fitzgerald held that in the interest of justice the jury was entitled to all the facts. It was one of the most serious blows the judge has dealt the defense since his trial began.

There was another policeman on the stand who saw Thaw the night of the tragedy, and who declared the defendant at that time acted in a rational manner.

MINERS' CASE UP IN IDAHO

Motion to Dismiss Will Be Argued Next Monday.

Boise, Ida., March 13.—In the district court at Caldwell the case against Charles H. Moyer, William D. Haywood and George E. Pettibone for the murder of former Governor Frank Steunenberg came up on preliminary proceedings. The defendants were all on hand. Judge E. L. Bryan, who was elected last fall to succeed Judge Frank J. Smith, announced that he considered himself disqualified by reason of having been appointed as attorney for Harry Orchard, and that Judge Wood of Boise, judge of the Third district, would sit in the case. Judge Wood took the bench. It was announced by the prosecution that the remittitur from the supreme court at Washington in the habeas corpus, decided in December, had not arrived and that nothing further could be done until it arrived.

The defense held that this did not act as a stay, but it was held by the court that all action should be deferred, and the case went over until Monday. At that time the motion for dismissal of the case will be argued.

BASEBALL PLAYER KILLED.

Patrick J. Hynes Shot by Bartender at St. Louis.

St. Louis, March 13.—Patrick J. Hynes, who two seasons ago pitched for the St. Louis American league team and who was signed with Milwaukee for the coming season, was shot in the head and killed in the saloon of Harry V. Groveor. Louis W. Richardson, the bartender, was arrested and charged with the killing. Richardson declares he fired in self defense.

Prosecution Rests In Rebate Case.

New York, March 13.—The prosecution concluded its case against the Delaware, Lackawanna and Western Railroad company, charged with paying rebates on sugar shipments to the

American Sugar Refining company, in the United States circuit court. Counsel for the company asked for the dismissal of the indictment, but the court declined to do so. The defense then began submitting evidence.

Fish and Missouri Pacific.

St. Louis, March 13.—At the annual meeting of the stockholders of the Missouri Pacific Railroad company, held here, Stuyvesant Fish was elected a member of the board of directors.

Arrested on Bribery Charge.

Columbus, O., March 13.—Fred J. Immel, president of the Columbus board of public service; Nelson Cannon, former local superintendent of the Trinidad Paving company of Cleveland, and Arthur Beck, former assistant city engineer of Columbus, have been arrested on indictments returned by the grand jury and charged with bribery in the paving contract on East Broad street. Immel gave bond and Beck and Cannon have been taken to the county jail.

Restores Land to Entry.

Washington, March 13.—In a letter to Secretary Garfield, President Roosevelt has directed a modification of the orders issued under his direction last year, withdrawing certain lands from coal entry. Conformably to the president's direction, about 28,000,000 acres of coal land will be immediately opened to entry with other lands to be opened as rapidly as the geological survey can make the proper examinations.

HOUSE PASSES TWO BILLS

No Vote Recorded Against Railway Commission Measure on Passage.

Lincoln, March 13.—The house passed the railroad commission bill without a vote being recorded against it and by a large majority passed the bill providing that Christian Science healers should report contagious diseases the same as physicians do.

The McMullen motion to recommit the primary bill to knock out the open primary feature was defeated by a vote of 47 to 43, and the house ordered for engrossment, third reading and passage the state wide primary bill.

The house agreed to the reciprocal demurrage bill, but delayed putting it on passage.

The senate, with but one dissenting vote, recommended the terminal taxation bill for passage. Opposition to the measure is expected to center in the house.

The senate recommended for passage the house child labor bill, with amendments intended to exempt farmers from the operations of the bill.

The senate ordered the pure food bill, already recommended for passage, recommitted for amendment. The action was taken at the behest of druggists and patent medicine men, who urged it was an injustice to compel them to print their formulas on bottles, whereas competitors in other states were exempt. The bill was amended in this particular to conform with the national pure food law.

Governor Sheldon signed two railroad bills recently enacted—the employers' liability, referring to railway trainmen only, and another memorializing congress to enact a law which will prevent railroads and other corporations taking suits into the federal courts for the purpose of enjoining taxes levied by state and local governments.

SIXTH ATTEMPT TO WRECK TRAIN

Passengers on 'Frisco Line Escape With Slight Shaking Up.'

Clinton, Mo., March 13.—A sixth attempt to wreck the Clinton line passenger train, a local, on the St. Louis and San Francisco railway, was made here last night. The passengers escaped with a slight shaking up.

This time the wrecker, who, it is thought, seeks the life of Frank Shivers, the engineer, was bold enough to enter the Clinton railroad yards and while the train was at the depot, threw the roundhouse switch. This switch is an eighth of a mile from the depot and barely 100 feet from the roundhouse.

The engine struck the switch at a speed of fifteen miles an hour and struck the tender of an engine standing in the roundhouse, smashing the pilot and headlight and forcing the second engine into the wall.

Houses Burn at Graff.

Tecumseh, Neb., March 13.—Fire destroyed three business houses at Graff, eight miles east of Tecumseh, with a total loss of \$2,000. The buildings destroyed were frame houses. Two, owned by B. Somberg of Omaha, were occupied by William Buerstetter, who was opening a stock of general merchandise. He lived in a room over the store and narrowly escaped death by suffocation. The third building, owned by William Ernst of Tecumseh, was occupied by J. D. Schumann, wagonmaker.

M. Casimir Perier Dead.

Paris, March 13.—M. Casimir Perier, former president of France, is dead.

STICKNEY DIPS INTO FUTURE

SEES TREMENDOUS PANIC IN THE DIM DISTANCE.

FEDERAL RULE ONLY SOLUTION

Says Railways Are Threatened With Bankruptcy Owing to Hostile Legislation by State Legislatures—May Confer With President.

Washington, March 13.—A. B. Stickney, president of the Chicago Great Western railway, in an interview, said: "The people are laying the foundation for a tremendous panic."

Mr. Stickney says he does not believe the crisis will be reached within the next two years, but he took the position that it certainly would come, and would be even more disastrous than the panic of 1893-4. He declared that if the railroad agitation is kept up all the railways are threatened with bankruptcy, and that in 1909 hundreds of men will be thrown out of employment. The great unrest in the financial world, President Stickney said, is not due to the policy of President Roosevelt, but is brought about "by hostile legislation by the various state legislatures."

Mr. Stickney contended that the only solution of the railroad problem is to grant all the power to regulate the roads to the federal government. He urged the establishment of a department of "interstate commerce," its head to be a member of the cabinet.

President Stickney's visit here at this time, following so closely that of E. H. Harriman and the hurried trip of J. Pierpont Morgan, caused considerable comment in official circles. President Stickney says that he has no appointment to see President Roosevelt, but intimated that he might call at the white house before he leaves for the west.

HILL SAYS IT WOULD BE LOTTERY

Only Too Willing to Have Government Take Over His Road.

Minneapolis, March 13.—James J. Hill, president of the Great Northern, testifying before the Sandburg legislative committee, declared without qualification that he would be only too willing to have the United States government take over his road. He stated further that if the government would go into the railroad business, it would be nothing short of a lottery, and the country would, as a matter of fact, have an "elephant" on its hands. "Then," said he, "the government would be obliged to engage in another lottery to get rid of the elephant. If the government had charge of all the railroads in the country, congress would be kept busy making appropriations night and day and the districts with poor representation and sparse population would be left in the lurch. This would mean that the districts in question would go to seed as far as the railroads were concerned and that the railroads would get rusty, figuratively speaking, and become less and less valuable."

Attorney Manahan asked Mr. Hill what it would cost the government to secure control of the Great Northern.

The witness replied that it would cost upward of \$60,000 per mile to "reproduce" the Great Northern.

PULLMAN PLEA UNAVAILING

Railroad Committee Recommends Bill to Reduce Sleeping Car Rates.

Lincoln, March 12.—In the state senate the bill relating to the confiscation of coal in transit by railroads, providing a penalty of 20 per cent of the actual cost of the coal, received 20 votes, or less than enough to carry the emergency clause. It was then put on passage with the emergency clause stricken out, and was passed by but a bare constitutional majority—17 votes.

The railroad committee of the house last evening gave a hearing to representatives of the Pullman Sleeping Car company in opposition to the bill providing for a 33 1/3 per cent reduction in rates. Attorneys Ransom and Benton, for the Pullman company, argued that the receipts from local business in Nebraska were \$2,000 less a year than the taxes paid, and that to put into effect the proposed reduction would demoralize the business and might result in an undesirable class of patronage. The committee, however, recommended the bill for passage. The committee also recommended that the bill reducing charges of express companies 20 per cent be passed.

Kenison Murder Trial in March.

Gering, Neb., March 11.—The prosecution of E. S. Kenison, who will be tried at the term of district court beginning here March 25 for the murder of Sam D. Cox at Minatare in December, will be conducted by M. F. Harrington of O'Neill. Judge F. G. Hamer of Kearney has been engaged by the defense and the case is looked forward to with much interest.

When your Watch Stops

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