

The Independent.

A WEEKLY JOURNAL DEVOTED TO

POLITICS, AGRICULTURE AND HOME LIFE

Vol. 18. No. 927.

Lincoln, Nebraska, March 15, 1906

Subscription \$1.00

FIND A WATERY GRAVE

TWENTY-SEVEN MEN GO DOWN ON OCEAN FREIGHTER.

Caught in Atlantic Storm and for Many Days at the Mercy of the Tempest—A Part of the Crew Was Saved.

Boston, Mass., March 14.—Suffering, mental and physical, and numerous acts of heroism in saving life rarely equalled in the records of tragedies of the sea attended the loss of the Phoenix line steamer British King, which on Sunday last, in a raging Atlantic storm, foundered about 150 miles south of Sable island, and carried to death twenty-seven members of the crew. Thirteen men were rescued from the sinking vessel by the Leyland line steamer Bostonian, bound from Manchester to Boston, and eleven by the German tank steamer Mannheim, from Rotterdam for New York. Five others who had been drawn in the vortex into which the British King was engulfed, were picked up by the Bostonian from a frail bit of wreckage which they had grasped after a desperate struggle for life in the whirlpool.

Bring Details of Disaster

The Bostonian arrived here this afternoon and the details of the disaster became known.

Captain James O'Hagan of the British King died on board the Bostonian from the effects of terrible injuries sustained in trying to save his ship. The rescued who were brought here today include James Flanigan, the second officer; J. D. Crawford, the chief engineer; Adolphus Beck, the fourth engineer, and William J. Curry, the steward. The others were coal passers and sailors, mostly Belgians, and one stowaway, Henry Parkotch of New York.

Two life boats from the Bostonian were crushed to fragments and the volunteer crews which manned them were thrown into the high-running seas while engaged in the work of rescue, but all were safely landed on board the steamer.

SUSAN B. ANTHONY DEAD

Is Noted as An Abolitionist and an Equal Suffragist.

Rochester, N. Y.—The long and eventful life of Susan B. Anthony closed at 12:40 o'clock on March 13. The end came peacefully. Miss Anthony had been unconscious for practically twenty-four hours, and her death had been momentarily expected since Sunday night. Only her wonderful constitution kept her alive.

Dr. M. S. Ricker, her attending physician, said Miss Anthony died of heart failure, induced by double pneumonia. She had had serious valvular

heart trouble for the last six or seven years. Her lungs were practically clear, and the pneumonia had yielded to treatment, but the weakness of her heart prevented her recovery.

Mayor James G. Butler announced that as a mark of respect to the memory of Miss Anthony the flags of the city will be displayed at half mast the day of the funeral.

Miss Anthony was taken ill while on her way home from the national suffrage convention in Baltimore. She stopped in New York, where a banquet was to be given February 20, in honor of her eighty-sixth birthday, but had an attack of neuralgia on the 18th, and hastened home. Pneumonia developed. After that she became unable to retain nourishment and showed an alarming.

Last week, however, she seemed to improve and her friends hoped she was out of danger. Then came the attack of heart failure Sunday afternoon, following which she sank into unconsciousness. From that time on almost the only sign of life manifested was the feeble pulse beat and the labored breathing.

Miss Anthony herself had believed that she would recover. Early in her illness she told her friends that she expected to be as old as her father, who was over ninety when he died.

OIL RATES IN KANSAS

To Be Investigated by the Interstate Commerce Commission

Kansas City.—Acting upon resolutions passed by both houses of congress three members of the interstate commerce commission began an investigation here today into charges made by independent producers of Kansas that the railways of Kansas discriminate in favor of the Standard Oil company in the matter of oil rates outside the state. The railroads involved are the Santa Fe, the Missouri Pacific, the Missouri, Kansas Texas, the St. Louis & San Francisco, the Rock Island, the Union Pacific, the Kansas City Southern and the Burlington.

The members of the interstate commerce commission who will make the investigation are Francis M. Cockrell, Judson C. Clements and Charles A. Prouty. John T. Marchand, who has been in the southwest for the last two weeks making a preliminary investigation of the producers' charges, was present as the attorney general of Ohio, and Clifford Thorne of Washington, Ia., were present as counsel for the independent producers.

Democratic Victories in Maine

Portland, Maine.—The democrats carried off six of the eleven Maine cities holding municipal elections, and came within 16 votes of electing their mayoralty candidate in Bath.

They turned over Auburn, Rockland and Waterville, and retained control of Lewiston, Saco and South Portland, while the republicans carried Bath, Eastport, Ellsworth, Gardiner and Hallowell.

The great surprise was in the vote of Rockland, where for the fifth time in 23 years the democrats elected a

mayor, and furthermore, carried six of the seven wards, something never before done in the history of the city.

The result is generally taken to be a strong rebuke to Governor Cobb for his indorsement of the Sturgis Leffer law, for Rockland is the governor's home, and his fellow republicans had been appealed to to stand by him. Scores of them, however, voted the straight Democratic ticket.

Will Bore For Oil

Bennett, Neb.—Bennett is the center of a big excitement over the prospective discovery of oil. The Nemaha Development company has been formed for the purpose of sinking test wells, and the work will be started as soon as climatic conditions will permit. Back of it is Lincoln capital, Messrs. Burnham, Ferguson and Foster, of that city being the principal men interested. J. N. Maupin, the Missouri oil expert, has been all over the ground here, employing his divining rod, and insists that there is not the least doubt but that there is plenty of oil beneath the surface.

Unusual Episode in Court

Charles E. Means, of Lincoln, who has figured considerably in the courts of late, developed a big case of remorse and went into court and paid the costs of a suit which he had won and in which the costs had been taxed to the plaintiff. Means had been sued for a lumber bill and when the case was tried he produced a receipt for the amount charged against him. He said he had secured the receipt by unfair means and as he had started on the right and narrow path he wanted to pay the costs of the suit, which amounted to \$106.

French Mine Disaster

Paris.—The worst fears as to the enormity of the mine disaster in the Courrieres district of the Pas de Calais Saturday morning have been realized. The death list numbers 1,100 and the whole of the region stands appalled at the terrible tragedy which has brought sorrow to six thousand fathers, mothers, wives and children. The last great mine disaster in France occurred in 1885 when 292 persons were killed and 80 injured, but that and all others sink into insignificance before Courrieres.

Wife Refuses to Pay Fine

Tecumseh, Neb.—George Howell, the man arrested in Lincoln by Sheriff Harry Miner and brought to Tecumseh on the charge of stealing a pair of horseblankets from the rig of William ogsson in Cook, is still in jail. Howell was brought into the county court, where he pleaded guilty and was fined \$25 and costs; \$50 in all. Howell has a wife who is worth several thousand dollars, but she has refused to pay his fine.

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RATE BILL IN THE SENATE

INTEREST CENTERS ON AMENDMENT PREPARED BY BAILEY.

The Measure Doomed Unless it Receives Practically Solid Democratic Vote—Some Facts About Panama Canal—the Congressional Muddle.

Washington, D. C., March 14.—(Special)—Interest here centers in the probable action of the democratic senators on the rate bill. Rumor has it that Senator Bailey is about to throw himself into the breach, and line up at least thirty democratic senators for the measure. Senator Bailey is reported to have prepared an amendment covering the question of court review, which amendment provides that a rate determined upon by the interstate commerce commission and going into immediate effect, may be reviewed by the courts if the claim is set up by the railroads that the rate does not allow them reasonable compensation for the service performed, or an appeal to the courts may be taken and a review of the rates made by the courts if the railroads plead that the interstate commerce commission had exceeded its authority under the law, but that in no case can the courts make an interlocutory order suspending the rate established by the commission pending its reaching the court in the regular order of procedure.

An amendment to this effect is said to be netirely satisfactory to the friends of the bill and that they will give it their full support. It is rumored that an understanding has been reached regarding the Bailey amendment and that it will not be introduced by Mr. Bailey himself, but will be introduced by Mr. Tillman or some other member of the interstate commerce commission and thereby become a committee amendment.

The report that Senator Bailey with his acknowledged ability as a constitutional lawyer, and his recognized strength as a parliamentary leader has determined to make the bill a democratic measure in a party sense, and line up the democrats in its support has created a good deal of sensation in political circles here.

Far seeing republican politicians realize that if Senator Bailey is correctly reported he is likely to succeed, and that his success will result in giving the democratic party a prestige before the country that it has not enjoyed since ante-bellum days. They admit that it is within the power of the democratic senators to win great credit for their party and to force a split in the republican ranks upon lines that will be irreconcilable and destructive to the future prospects of the party.

They recognize that the republican senators who are to come up for re-election before the legislators to be chosen next fall must support the president in his efforts to regulate the