

CRASH ON A CURVE

Passenger and Freight Trains Collided on the Illinois Central Railroad.

SIX OF THE DEAD IDENTIFIED

Two Others Missing Are Supposed to Perished Miserably.

ELEVEN MORE KNOWN TO BE HURT

Passengers Panned in by Wreckage and Roasted to Death.

FLAMES DRIVE BACK THE RESCUERS

Terrible Suffering of the Survivors in the Intense Cold—Train Crew is Blamed for Disobedience of Orders.

ROCKFORD, Ill., Dec. 15.—Failure on the part of a conductor to obey orders is supposed to have been the cause of a head-on collision on the Illinois Central between Irene and Perryville early today.

The two trains were the eastbound passenger train No. 4 and a through freight from Chicago, going west. As a result, eight people are dead or missing and eleven injured.

RICHARD ORMSBY, Chicago, engineer of passenger train.

JAMES REARDON, Freeport, fireman of passenger train.

ROBERT THOMPSON, Dubuque, Ill., American Express agent.

J. W. FINK, Chicago, brakeman on passenger train.

DAVID BEHAN, Freeport, freight engineer.

EDWARD CARRY, Freeport, freight fireman.

Missing and supposed to be dead: Newby on passenger train, name unknown.

Section foreman from Irene, name unknown.

Identifying the Injured.

Injured, as far as the names could be learned, are:

H. G. Wellman, Chicago, right arm crushed off at elbow taken to Rockford city hospital, condition critical.

D. R. Ahrendt, Chicago, cut and bruised by broken glass.

J. H. Quinlan, passenger conductor, cut and bruised, crushed about the chest, taken to Rockford city hospital; condition serious.

W. B. Keefe, Sioux City, Ia., head cut.

Frank Stadlerman, New Athens, Ill., cuts about head and arms.

Thomas Hendricks, New Athens, Ill., cut and bruised and hair scorched off.

Slightly hurt:

G. E. Shurtleff, Genoa.

G. F. Herrick, Kaukaia, Ill.

A. L. Boggs, St. Louis.

John Hussey, Independence, Ia.

Crash at Full Speed.

The trains met in a slight bend of the track, both running at full speed. The smoking, express and baggage cars were piled on the locomotives, pinning in the occupants of the smoker. Only three of the half dozen persons in that car escaped. The others were pinned in and if not instantly killed were roasted to death and their bodies, along with those of the engine crew, were completely consumed.

All efforts of the survivors to rescue the victims were unavailing. The flames drove them back at every point. The temperature was 20 degrees below zero and the icy wind was blowing across the prairie, the point where the wreck occurred being in a shallow cut, affording no protection. The injured were without hats or wraps and suffered terribly. By the united efforts of the survivors the waycar was pushed back from the wreckage to escape the flames and the wounded were placed on the banks inside. Two hours elapsed before any relief was at hand. Then an engine arrived from the east and pulled the waycar to Irene, three miles distant.

A relief train was started from Rockford at 1:30 a. m., having on board Dr. Catlin, Dr. H. R. Richings, Dr. W. B. Helm and Agent E. W. Brown. It arrived at the scene of the wreck twenty minutes later. In the meantime the injured had been brought back from Irene in the waycar and were transferred to the relief train and brought to Rockford. All the injured are doing well except H. G. Wellman of Chicago, who is in a critical condition.

Wrecking trains have been at work today and will have the tracks clear tonight. Six bodies were recovered from the debris, but were charred beyond recognition. Coroner F. M. Marsh will conduct the inquest Monday.

Passenger Conductor's Recital.

Conductor Quinlan of the passenger train was able tonight to talk of the wreck. He said: "We were trying to make up lost time, when suddenly there was a crash, throwing us all to the front of the car. I managed to clear myself from under the seat where I was thrown, and finding two men close by tried to release them. This I was unable to do, and as they did not respond to my calls I escaped through a window, being scorched by the fire as I crawled out, so quickly did the flames spread. As I remember there were eight men in the car and I find that only two of them got out. The rest were doubtless burned in the wreck."

A peculiar circumstance of the accident was that all the killed were men. There were several women and girls on the train, but all escaped.

Mrs. E. C. Williamson of Elyria, O., with her little 3-year-old daughter, was asleep in the coach. She was awakened by the collision and, grasping the little girl, plunged through a window, and falling into the wreckage, she was not injured in the slightest, nor was the child.

Horror of the Fire.

In their stories of the disaster all those who escaped from the wreck dwell upon the horror of the fire and the rapidity with which the wreckage was eaten up by the flames. Almost instantly after the first terrific crash an oil car close to the freight engine exploded, the oil adding fuel to the flames and causing a most terrific spectacle, accentuated by the groans and cries of the dying men pinned in terrible agony and meeting death in flames. Persons who were attracted to the scene by the noises of the collision and the flames, were unable to render the victims any assistance, as the fire spread so rapidly that in less than fifteen minutes the cars had been consumed.

Blames the Freight Crew.

CHICAGO, Dec. 15.—J. W. Higgins, general superintendent of transportation of the Illinois Central road, places the blame for the disastrous wreck at Perryville, Ill., on the conductor and engineer of the freight train. They are said by Mr. Higgins to have disobeyed orders, which were to stop at Irene, several miles east of Perryville. Mr. Higgins said of the wreck: "It was a bad wreck and a lamentable accident. It was due to the fact that the conductor and engineer of the freight failed to obey orders. The passenger was delayed three hours and forty minutes by the weather. Coleman is the regular passing point for the two trains. The conductor and engineer of the freight train were instructed to stop at Irene. It was their duty to sidetrack at Irene, which they neglected to do."

"There is no explanation of the explosion that we can get word of. Employees on board both trains say both were running at full speed and that the shock was terrible. It seems there were three distinct blows, due to the recoil of the cars. The men say they were thrown down three times in rapid succession. The entire passenger train and a large part of the freight train were demolished with the two locomotives."

Story of a Survivor.

Bernard R. Ahrendt of Chicago, one of the survivors of the wreck who was injured and taken to a hospital, staggered into his mother's home at 659 West Ninth avenue tonight and fainted on the threshold from the fatigue and nervous strain he had been compelled to endure. When he recovered later he told the following story of the crash: "I was riding in the chair when the crash came. I was knocked senseless for a moment and the first I knew the steam from the burst pipes was enveloping me. I broke the window with my fist and climbed out, cutting and bruising myself badly."

"A fellow passenger who sat in the chair next to me jumped outside the window after me and fell on his side. The wreck took fire almost immediately and in ten minutes was reduced to ashes. The oil from a tank car and the high wind that prevailed helped the blaze."

"There were a great many miraculous escapes. A young woman with a baby jumped out of one of the cars and escaped without a scratch. We were all obliged to stand out in the cold two hours waiting for the relief train."

Miss Maude Stewart, fiancée of Harry G. Wellman, another Chicago passenger who was seriously injured, is now at his side in the Rockford hospital. She left tonight in response to a telegram from the hospital authorities requesting her presence. Wellman was seriously injured, his right arm being torn off, and it is thought he cannot recover.

FIRE THREATENS MANY LIVES

Tenants of Big Apartment House Driven from Beds by Flames.

DARING RESCUES IN ARCTIC WEATHER

Lincoln Avenue Car Barns Also Destroyed—Frozen Hydrants Hamper the Firemen in Their Work.

CHICAGO, Dec. 15.—The four-story apartment building, known as the Olinger flats, at the corner of Indiana avenue and Thirty-fifth street, was burned early this morning.

The sixty tenants, most of whom were asleep, were aroused by the dense smoke and many narrow escapes from death were spectacular and exciting.

So far as reported everyone left from the building by fire escapes or by ladders hoisted to the upper windows by firemen, but much suffering was caused by the exposure to the intense cold in scant attire. When the first detachment of fire-fighters arrived the majority of the tenants were panic-stricken and rushed wildly through the halls and apartments in their efforts to leave the building.

The attendant cold spell was responsible for the fire. Complaints from the tenants that the building was insufficiently heated caused the janitor, John West, to overheat the furnaces in the basement, where the fire started.

A policeman on the boat rushed to the upper floors and aided in rousing the occupants of the sixteen apartments. Soon all chance of escape by the main stairway was cut off by the flames. Many persons were restrained only by force from leaping from the upper windows, others were overcome by the dense smoke, and a scene of indescribable confusion followed.

Night Clothes and Arctic Weather.

Women in their night clothes and with bare feet climbed out to the fire escapes and descended to the street and were given refuge in neighboring residences and stores. Many daring rescues were made by the firemen, especially from the second floor, where the danger from smoke was increased by the close proximity of the flames.

Mrs. Mowery, wife of Dr. A. E. Mowery, was in her apartments on this floor suffering from a severe attack of illness. Her husband carried her to the street, where she was taken to a hospital. Her escape was due to the fact that the two lives were saved.

The loss to the building, which was owned by John P. Olinger, was about \$15,000; to the contents \$2,000, covered by insurance.

Lincoln Avenue Car Barn Burns.

The total destruction of Lincoln avenue car barns of the Chicago Traction company, with more than 100 street cars, resulted from a fire that was discovered at an early hour this morning. Besides the building nearly all the grip cars and trailers used on Lincoln avenue were destroyed. The intense cold of the first of the day contributed much to the spread of the flames, as fire hydrants in the vicinity were found to be frozen. When a supply of water had been obtained by thawing out the hydrants, after a delay of twenty minutes, the building was doomed.

Soon after the first stream was directed upon the flames the entire second story of the building was ablaze and fell with about 100 open summer cars that were stored there. The intense cold of the early morning added to the difficulties presented by the fire and made it necessary to work in shifts, exhausted workers being relieved by comrades, who had short rests in neighboring stores, which were thrown open to the fire fighters.

Loss of \$130,000.

President John M. Roach of the Traction company placed the loss at about \$130,000, partly covered by insurance, but the exact amount he was unable to state. It is supposed the fire originated from an overheated stove in one of the cars that were in the barn. It is reported that a watchman was in the barn when the fire was discovered and he has not been seen after it was under control, but there is so far no positive evidence that he was burned.

The heavy east wall of the building fell across Sheffield avenue and flying bricks demolished the front of a saloon opposite. The flames also communicated to a frame dwelling next the saloon, but this blaze was quickly subdued with small loss. The saloon was damaged to the extent of \$2,000.

A serious danger to the firemen was from the broken trolley wires, which were charged with electricity. These were buried in the debris or collected along the street and offered great danger to the firemen until the current was turned off. The temperature of 15 degrees below zero covered the hose with thick coatings of ice which required the utmost care in handling it. No case of serious injury from live wires on the job was reported.

TWO MEN BURNED TO DEATH

Gasoline Engine Explodes and Cremates Impersonated Operatives.

HARGRAVE, Manitoba, Dec. 15.—Fire caused by the explosion of a gasoline engine totally destroyed the engine house of the elevator owned by E. A. Holmes. Five men who were in the engine room when the explosion occurred were unable to get out through the door.

E. A. Knight burst open a window and three of the men escaped. Two others were burned to death. The victims were Stewart Wright of Kola district and B. D. Sikes, a farmer living near here. The three who escaped were badly burned, the most seriously injured being the proprietor of the elevator, E. A. Holmes.

MICHIGAN WOMAN IS CREMATED

Mrs. Southworth, Seventy-Five Years Old, Victim of Kitchen Fire.

TOLEDO, Mich., Dec. 15.—The house of Thomas B. Southworth was destroyed by fire early today and Mrs. Southworth was burned to death. She had risen to build the kitchen fire and, being 75 years old and nearly blind, it is supposed she set her clothing alight.

Iowa Department Store Destroyed

ORANGE CITY, Ia., Dec. 15.—(Special Telegram.)—Fire here at an early hour this morning destroyed the department store of John Van DeSteege & Co. The loss is estimated at \$25,000. The blaze started in the basement.

CAPTURE COLOMBIAN SEAPORT

Liberals Aided by Venezuelan Report Another Notable Victory.

WILLEMSTAD, Island of Curacao, Dec. 15.—The Venezuelan General Vincente Sanchez, who is now here on his way from Maracaibo to Caracas, reports that a thousand Colombian liberals distantly supported by 4,000 Venezuelan troops, captured the Colombian seaport town of Rio Hacha, on the northern coast of the Guayula peninsula, December 10, after General Claudio Castro and Cirio Pupo, both Venezuelans, had defeated 2,000 Colombian conservative troops near Treinta. Treinta is thirty miles southwest of the Rio Hacha, in Colombian territory.

Chill Situation Improves.

Buenos Ayres, Dec. 15.—(Via Galveston.)—Although the situation between Argentina and Chile has improved it has not yet been clearly defined. The council of Argentine ministers has spent much time in studying the two paragraphs of the Chilean note, which form the basis of that country's proposition, an agreement on which would mean the solution of the pending difficulties.

The council has decided to accept the first paragraph concerning the construction of roads. This paragraph is satisfactory to the Argentine Republic. The completion of the second paragraph relating to the present occupation by Argentine of Chilean territory at Ultra Espana is not acceptable to the minister.

The assurance is given that the Argentine government replying to this paragraph will answer that it is impossible for it to recognize an act which, after investigation, has been found to be illegitimate. Hereafter that everything will be arranged on a friendly basis within a few days.

It is believed that Chill will insist upon presenting an insignificant claim for the invasion of Chilean territory by three Argentine taking military measures. Men of wealth are offering the government money with which to buy horses and otherwise equip a regiment of cavalry should occasion demand.

Public opinion throughout the entire country is expressing its patriotic approval of the government's conduct. The people remain quiet. The government has decided to divide the government into six military zones, with 20,000 men in each. The arms and equipment for these men are already in hand in the respective zones.

Over and above the reserves called out last week 15,000 volunteers have presented themselves for service. In case of necessity the government has resources which would enable it to mobilize an army of 200,000 men.

Buenos Ayres, Dec. 15.—(Via Galveston.)—LATER—The situation here is unchanged. Everything is quiet. The Argentine government will tomorrow forward its reply to the Chilean note.

United States Vigilance.

PARIS, Dec. 15.—The Temps, reviewing the dispute between the Argentine Republic and Chile, says that while a complicated question is the vigilance, not to say jealousy, with which the United States reserves faithful to the Monroe doctrine, while justifying their own, and watches for the interference of Great Britain and other powers in the affairs of South America.

La Liberté declares that an Argentine-Chilean war would just suit the American imperialism and it would entirely suit the designs of those working perseveringly to pervert the Monroe doctrine.

CONFIRMS REPORT OF SIGNALS

London Manager of Marconi Announces Success of Transatlantic Wireless Telegraphy.

LONDON, Dec. 15.—Major Flood-Page of the Marconi Telegraph company, in an interview with a representative of the Associated Press confirms the report that Marconi, at St. Johns, N. F., had received signals from the experimental station at Poldhu, Penzance. Major Flood-Page said that the severe weather made continuous tests very difficult, but that the signals had been successfully transmitted across the Atlantic.

ST. JOHNS, N. F., Dec. 15.—Congratulations from Newfoundland and abroad are today pouring in on Mr. Marconi.

Local telegraphers, while admitting that the wireless signals were a propitious omen, think the value of the proposition, which is a number of years must elapse before it can be put into practical use.

IOWA'S COLD WAVE BROKEN

Much Warmer in Des Moines and Light Snow is Driven by Southwest Wind.

DES MOINES, Dec. 15.—(Special Telegram.)—The backbone of the cold snap gave away this afternoon, when the wind veered around to the southwest, and the temperature began to rise rapidly. The minimum of this morning was 18 degrees below zero, the lowest for December since 1882, and 1 degree below the Saturday mark. At 7 o'clock this evening it was 6 above and rising, and a light snow began to fall.

BURLINGTON, Ia., Dec. 15.—The thermometer here marked 13 below zero at 4 p. m. The temperature moderated during the day, being 2 above at 4 p. m.

COOPERAGE FACTORY BURNS

Plant that Furnished All Sugar Trust's Barrels is Destroyed.

NEW YORK, Dec. 15.—Fire tonight destroyed the large factory of the Brooklyn Cooperage company in Williamsburg. Seventeen firemen were burned, some of them seriously. The plant is the most extensive of its kind in the country and furnishes the American Sugar Refining company with its barrels. The loss is estimated from \$150,000 to \$250,000. One of the injured firemen may lose the sight of both eyes.

FIFTY-SIX BUILDINGS BURN

Fire Destroys Business Part of Salem at a Loss of Two Hundred Thousand.

PARKERSBURG, W. Va., Dec. 15.—The fire which started last night in Salem, seventy miles east of here on the Baltimore & Ohio railroad, destroyed practically the business part of that city. Fifty-six houses and stores were destroyed. The loss is estimated at over \$200,000, with little insurance. The fire originated in a newspaper office, but the cause is unknown.

Drowns Under Ice.

PADUCAH, Ky., Dec. 15.—Third Clerk Mark Amerberg of the steamer Spread Eagle, one of the Levee feet of St. Louis, in winter quarters here, was drowned today by breaking through the ice. The body was shipped to his home at Grifton, Ill.

THERMOMETERS LOOKING UP

Rise of Twenty-Two Degrees Recorded Since Early Sunday Morning.

CONDITION GENERAL THROUGHOUT WEST

Omaha Gets About as Much Snow as Any Other Point, and that Hardly Enough to Measure on the Gauge.

Forecast for Nebraska—Fair and Warmer Monday; Tuesday Fair, Colder in Northern and Western Portions; Variable Winds.

Temperature at Omaha Yesterday:

Table with 4 columns: Hour, Deg., Hour, Deg. Rows show temperatures from 5 a.m. to 12 m.

— Indicates Below Zero.

Nebraskans may turn down their coat collars and take off their ear tabs today. The cold wave is flapping itself out of the state and when the winds this created are quieted the wave itself will be found to be a thing of the past.

At least that is the prospect as based on the decided fall in temperature that began Sunday with the first reading at 5 a. m., when the mercury stood at ten below, and continued until 7 p. m. when it reached its day's maximum of 14 degrees above.

Omaha's slight snow flurries were as heavy as any town experienced, for there was not a real snowfall anywhere in the territory from which the local office received reports. The heaviest being 2 of an inch at Haver, Mo.

Omaha's experience of the last few days may have some precedents, but not many. The deluge of frigidly was heralded from the local bureau at 2 o'clock Thursday afternoon and became apparent at 3 o'clock the following morning. At that time the mercury stood at 20 degrees above. By 7 o'clock Saturday morning it reached 18 below, which lacked but one degree of equalling the December record here, so far as the local bureau can testify.

Colder Elsewhere in Nebraska.

Yet it was not the extreme of the state, for at Valentine at 8 o'clock of the same morning (Saturday) the government observer found 34 degrees below. This was the lowest temperature of which the bureau received any information during the present stage and will probably stand as the record for the wave of December, 1901. Precipitate and extreme were the changes in Nebraska temperatures, there were even greater ones elsewhere. At St. Louis the extreme drop in the course of the wave was from 54 degrees above to zero. At Chicago it was from 48 above to 2 below. The most acute suffering incident to the change has probably been in the south, but men of the western ranges feel that they, too, have fared rather severely at the hands of the weather dispenser.

After the 7 o'clock readings last night Valentine reported 12 above and North Platte 16 above. From all over the north and west come reports of a similar nature, indicating that the cold wave is practically a thing of the past, except possibly in the east, and there it is reported to be dwindling rapidly.

Local conditions were such last night that people will find it hard to believe that the late afternoon hours were really a period of moderation. The wind blew with almost blizzard fury and cars grew white with snow, about 60 years old. Few people ventured out and the city had a sepulchral appearance that will make most welcome the bustle of business when it is resumed today under conditions expected to become less rigorous from this time on.

STOCKMAN FROZEN TO DEATH

T. T. Garnett of Trumbull, Clay County, Perishes Looking After His Cattle.

HARVARD, Neb., Dec. 15.—(Special.)—Word comes from Trumbull, in the northwest corner of this county, that as T. T. Garnett, about 60 years of age, living some three miles northwest of Trumbull, was returning from a sale held by his son a short distance from his home, he left the team and party with whom he was riding, saying he would go and look after his cattle and get the horses. This was the last seen of him until yesterday, when he was found frozen to death.

BISHOP OF CHEYENNE DEAD

Right Rev. Thomas Mathias Leunhen, D. D., Victim of High Altitude.

MARSHALLTOWN, Ia., Dec. 15.—Right Rev. Thomas Mathias Leunhen, D. D., bishop of Cheyenne, Wyo., one of the best known men in the Catholic church of the west, died tonight at the home of his brother, Father Leunhen, M. C., where he had been for a year and a half with heart disease, which had been greatly aggravated by the high altitude of the west. He was 77 years of age. His remains will be taken to Dubuque Tuesday.

JOHN SWINTON'S PEN AT REST

Veteran Writer on Labor Topics Passes Away at Age of Seventy.

NEW YORK, Dec. 15.—John Swinton, for years a leader with labor organizations and a writer on such topics, died today in Brooklyn, aged 70. Mr. Swinton was a native of Warsaw, Ill., and for a long time was a printer. For more than thirty years he was connected with New York papers and at one time had a paper of his own. His wife survives him.

LIVES MORE THAN A CENTURY

Mrs. Julia Lee Succumbs After One Hundred and Five Years.

CARPENTER, Ia., Dec. 15.—(Special Telegram.)—Mrs. Julia Lee, widow of Knud Lee, died yesterday, aged 105. She was born in Norway.

Movements of Ocean Vessels, Dec. 15.

At Southampton—Arrived—Vessels Dec. 15. From New York for Bremen. La Gascoigne, from New York.

At New York—Sailed—Furness, from Glasgow for New York.

At Queens-town—Sailed—Celtic, for New York from Liverpool.

At New York—Arrived—Etruria, from Liverpool. La Hrivada, from Harze; Canadian, from Liverpool.

WYOMING SNOW STILL DRIFTS

Cold Weather Continues, but the Losses to Stock Prove Not to Be Extensive.

CHEYENNE, Wyo., Dec. 15.—(Special Telegram.)—The severe snow and wind-storm which set in last Tuesday night, and which has been accompanied by the coldest weather seen in this state in many years, is still raging in some sections. Little snow is falling, but what has fallen is being drifted badly by a high wind, which, unless it subsides during the night, may stop railroad traffic completely. The snow is fine and light and packs in railroad cuts and other depressions solidly.

While the high wind and drifting snow will cause the railroads untold trouble and expense, the conditions are becoming more favorable for the stock interests of the state, for cattle and sheep will now be able to secure food almost anywhere on the ranges, where the snow has been blown off. It is only when snow covers the ground to considerable depth and lies for a week or longer that there are losses among stock. The present storm has not been of this character, although the suddenness of its coming and its severity for a period of several days have undoubtedly caused losses in some sections, but there are no official reports of any losses except a few hands of sheep sought shelter in railroad cuts and were slaughtered by trains.

From the best information at hand it is safe to say that the losses to date, except the railroad accidents, will probably not exceed a few hundred sheep. There has been no loss among cattle. The loss of life in Wyoming due to the blizzard is probably little in excess of ten persons. Five persons are known to have lost their lives, five others are reported dead and one other has been lost for two days on the prairies and it is believed he has perished.

Of the known dead one died at Cheyenne, one at Hanna, one at Rawlins and two between Rock Springs and Green River. Three persons in the storm on the plains, one froze to death in the railroad yards and one was run down by a train during the blinding storm a few miles west of Rawlins. Three of the dead were herdsmen, a railroad man and the other a woman.

Five persons were reported lost near Point of Rocks as their dogs came in town the men undoubtedly perished.

A civil engineer named Hemingway who left camp several days ago to visit a ranch got lost and searching parties are scouring the prairies for him. As he was a tenderfoot his friends thought he had died. RAWLINS, Wyo., Dec. 15.—(Special Telegram.)—The weather cleared up in this vicinity today and it is claimed that the loss has been only normal. Some bands of sheep were badly scattered by the storm and herders are busy trying to get them back to their ranges.

Sheepmen who have just come in from the Red desert say they know nothing about the reported loss of life among the herders and aside from the sheep killed on the railroad, the loss has been light.

MINNESOTA SUB-ZERO RECORD

Lowest Notch is Reached at Last and Mercury Starts Up Again.

ST. PAUL, Minn., Dec. 15.—The official report of the weather bureau tonight contains the news that the backbone of the present cold wave has been broken. From all of the stations in the far northwest three hours this morning the mercury stood at 21 degrees below zero. Later, however, the skies cleared and the wind which had been blowing from the northwest, died down, causing a gradual rise of temperature, and tonight the thermometer at the local office here registered but 3 degrees below zero. The predictions for tomorrow are moderate weather and a rising temperature.

While there was considerable suffering among the poor, many of whom were unprepared for the sudden change, no deaths were reported today that could be attributed to the cold.

MONTANA'S TREMENDOUS SNOW

One of the Heaviest Falls Ever Known—From Two to Six Feet on Level.

BILLINGS, Mont., Dec. 15.—Eastern Montana has been enveloped in one of the heaviest snowfalls ever known. The snow averaged from two to six feet on the level and railroad travel will be interrupted for the next few days.

The thermometer is 20 degrees below zero here tonight, with a strong north wind blowing, which will drive it from 10 to 20 degrees lower by morning. All stock on the open prairie is suffering frightfully and unless weather changes come within the next twenty-four hours losses will be great. J. H. Phillips, a well known sheep man, left for Flat Mills, accompanied by two herders, and a report reaches here today that the whole party were frozen.

DISTRESS ON TEXAS RANGES

Bitterly Cold Weather Threatens Heavy Losses to Live Stock.

AUSTIN, Tex., Dec. 15.—The cold wave which appeared yesterday has grown in intensity during the day and tonight the weather is bitterly cold. Reports from the stock ranges are to the effect that the cattle are not in good condition for such weather, owing to the drought of the last four months and their unprotected condition on the big ranges.

It is feared that much loss will result by the death of calves especially. In this section numbers of horses are reported as dying during the last twenty-four hours, mostly the property