

VOL. XXXVIII—NO. 31

OMAHA, SUNDAY MORNING, JAN. 18, 1909

17, 1909—FIVE SECTIONS—THIRTY-TWO PAGES.

SINGLE COPY FIVE CENTS.

DONEGAL TO BE SOLD

Whole Town to Be Sold by Earl of Arran.

TEANANTS WILL BE PURCHASERS

Irish Land Act is Applied to Town Holdings.

SALE CAUSES GREAT INTEREST

Landlord Influenced by Threatened Increase of Land Tax.

DUBLIN HAS A CARRIE NATION

Barriester Named Wallace Earns Title for His Eccentricities—Increase of Insanity in Ireland.

DUBLIN, Jan. 16.—(Special.)—It is not often that whole towns are sold outright. Such a sale is being made in Donegal, Ireland, that is about to undergo that novel experience.

Like a good many other towns in the British islands, this city is owned by one man—the earl of Arran, who is also the owner of many other lands across the county of Ulster.

It is only in Ulster, in fact, that tenants holding under various landlords have always been allowed compensation for their improvements, which was effected by one of the best things ever introduced into the system of landholding.

But even in Ulster, in fact, there has been much chafing between landlord and tenant. Lord Arran's agricultural holdings, under the land act of 1903 were disposed of to various tenants at very satisfactory terms to both parties.

LIBERAL BUDGET HELPS SALE. After a lot of haggling the tenants have finally agreed to buy the town of Donegal if the earl of Arran will sell at twenty years purchase instead of twenty-five.

Much wonder has been expressed at the somewhat harsh demands of his lordship in asking for cash down. Many landlords, both in England and Ireland, are anxious to sell owing to the fact that the next liberal budget, it is said, will contain a heavy tax on land.

Irish Land Act. Much amusement has been caused recently in Ireland over an application before the court of the Dublin Landlord's Land Commission, with reference to the stealing of the Dublin Jewels.

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CONDITION OF THE WEATHER

Table with columns for days of the week and temperatures. 1909 JANUARY 1909. SUN MON TUE WED THU FRI SAT. 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

THE WEATHER. FOR OMAHA, COUNCIL BLUFFS AND VICINITY—Fair and colder Sunday.

Table with columns for hour and temperature. Hour 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12. Degree 4, 3, 2, 1, 0, -1, -2, -3, -4, -5, -6, -7, -8, -9, -10, -11, -12, -13, -14, -15, -16, -17, -18, -19, -20, -21, -22, -23, -24, -25, -26, -27, -28, -29, -30

MOVEMENTS OF OCEAN STEAMSHIPS. Port. Arrived. Sailed.

CANAL CHARGES UP MONDAY. Entire Staff of New York World Summoned Before Grand Jury.

WASHINGTON, Jan. 16.—It was learned today that an investigation of the alleged libelous publications charging a scandal in connection with the Panama canal purchase is to be made next week by the grand jury of the District of Columbia.

JOHN BURNS WARNS TEDDY. English Labor Leader Says Shooting is Hazardous for Man Wearing Glasses.

LONDON, Jan. 16.—Robert J. Wynne, the American consul general at London, today called upon John Burns, the labor leader and member of Parliament, and delivered a personal message from President Roosevelt, responding to a message which Mr. Burns had sent to the president.

ELECTRICAL SHOW AT CHICAGO. "Push the Button" Era of Civilization Demonstrated by Series of Devices.

CHICAGO, Jan. 16.—With a great blaze of glory as a sky effect and a blue of light for its finale, the Coliseum opened today for the annual electrical show.

TRAIN DITCHED BY SNOWSLIDE

Two Killed and Thirty-Three Injured in Wreck on Canadian Pacific.

VANCOUVER, B. C., Jan. 16.—A west-bound Canadian Pacific passenger train, headed by John Burns, the labor leader and member of Parliament, and delivered a personal message from President Roosevelt, responding to a message which Mr. Burns had sent to the president.

FORTY RESCUED FROM FIRE

Mercantile Building and Rooming House in Oklahoma Destroyed, with \$75,000 Loss.

SAPULPA, Okla., Jan. 16.—Fire here early today destroyed the building occupied by the Mercantile Building and Rooming House in Oklahoma, with \$75,000 loss.

JAILED FOR OFFERING BRIBE

Leavenworth Judge Commits Lawyer for Bidding Fifty Dollars for Decision in His Favor.

LEAVENWORTH, Kan., Jan. 16.—Acting Judge Neiderling of the district court today fined Attorney Schwartz \$50 and committed him to the county jail for ninety days, for offering the judge a bribe.

RHODIUS' MARRIAGE IS NULL

Millionaire Declared to Be of Unsound Mind When It Was Contracted.

GREENFIELD, Ind., Jan. 16.—In the circuit court here today, Judge Mason annulled the marriage of George Rhodius, millionaire, and Elma Dare, on the ground that Rhodius was not of sound mind when the marriage was contracted.

TWENTY-ONE KILLED

Head-on Collision on Rio Grande Near Glenwood Springs, Colo.

TWELVE BODIES ARE IDENTIFIED

Unidentified Dead Are Women and Children, All Badly Mangled.

FOUR VICTIMS FROM NEBRASKA

Thirty Persons Are Injured, Many of Them Seriously.

ENGINEER READS TIME WRONG

Makes Error of Five Minutes in Looking at Watch and Tries to Reach Siding Ahead of Freight Train.

GLENWOOD SPRINGS, Colo., Jan. 15.—Twenty-one persons were killed and thirty injured, many of them seriously, in a head-on collision between westbound passenger No. 2 and an eastbound freight train on the Denver & Rio Grande railroad between Dotsiero and Spruce Creek, twenty-two miles from Glenwood Springs, at 9:35 o'clock last night.

The identified dead: J. D. MAHA, Leavenworth, Ind.; A. AMHILLTON, Potosi, Mo.; W. C. KITTLE, Ashton, Neb.; MRS. MATTIE REZELL, Williston, N. D.; O. W. OLESON, St. Louis; DR. ARTHUR A. OLESON, either from Hildreth, Neb., or Astoria, Neb.; REV. R. L. MELLEBY, either from Brookline, N. Y., or Mechanicsville, Va.; CLARENCE A. GOODING, Washington, D. C.; J. C. DAVIS, of Davis-Bridgman Drug Company, Denver; HENRY E. WATSON, St. Louis.

Unidentified dead, with description, etc.: TWELVE-YEAR-OLD BOY, wearing plain blue suit, wearing of left hand.

TEN-YEAR-OLD BOY, light hair and six-year-old girl, light hair and blue dress, full face, brown hair, about six years old, wearing black and white dress.

WOMAN, in description, badly mutilated. WOMAN, in description, dark complexion, plain gold ring inscribed "Nancy," shoes stamped Selye Shoe company, Portsmouth, N. H.

WOMAN, in description, blue and white striped, about 45 years old, weight about 110 pounds.

Unidentified are women or children and bodies are badly mangled.

A partial list of those who were on the train and escaped are: John Burns, laborer, Cleveland, O.; Thomas Elliott, Penderton, Ia.; W. Edgar Ravenna, O.; R. B. Miller, Denver, Colo.; Mrs. G. Blanke, Wapola, Mo.; Charles E. Maynes, Chicago, Ill.; W. M. Barber, Anthony, Kan.; E. H. Hudson, and Chas. Buffalo, Okl.; Fred Jensen, Iowa Falls, Ia.; Mrs. Nellie J. Morton, Stanbury, Cal.; Mrs. A. W. Wiggins, E. D.; W. C. Moxey, Los Angeles; E. B. Thibault, Denver; Clyde E. McCowan, Pullman conductor, Clarence, Va.; and J. L. Hoff, Wapola, Mo.; Hugh Gregg and family, Petersburg, Ill.

Among those who were on the train and escaped are: Dr. Charlotte Hall, St. Paul; Emma Stratford, Cleveland, O.; Marie Spears, Cleveland, O.; E. L. Hoff, Wapola, Mo.; Hugh Gregg and family, Petersburg, Ill.

According to information received here the wreck was caused by the failure of Engineer Gus Olson of the passenger train to correctly read the time indicated by his watch.

When nearing Dotsiero Olson looked at his watch and read the time to be 9:35 p. m. It was then 9:50.

Thinking he had plenty of time to make the next siding below Dotsiero he pulled the throttle of his engine wide open and was making forty-five miles an hour on a down grade when he collided with the freight, which was laboriously climbing up the hill under a full head of steam of two big engines.

All the sleeping cars remained on the track and none of the passengers in them were injured.

To add to the horror of the accident the second relief train on its way to Glenwood loaded with injured has been tied up by the derailment of some of the freight cars.

The first relief train bearing a number of the more slightly injured reached Glenwood this morning, bringing reports of the wreck which undoubtedly was one of the worst in the history of railroading.

Cars Crushed Like Shells. When the passenger did not stop at Dotsiero, Conductor Edward McCurdy jumped to his halloo and signaled to Engineer Olson to stop the train, but it was then too late to avert the disaster and the two trains crashed together with an awful roar and terrible impact.

The three big engines telescoped and one huge piece of standard steel and iron rods and mechanism.

The combination baggage and express car, the smoker and the day coach, which followed the engine, and the three Pullman sleepers and dining crushed the entire mass against the engine. The light coaches were crushed as though they had been eggshells.

The only member of the engine crew who was injured is John Anderson of Glenwood Springs. In jumping from the cab he sustained a broken leg.

Engineer Gus Olson of the passenger is a brother of Engineer Sig Olson, who was in charge of the head engine on the freight train. Harry Jeffries was the engineer on the second engine. Both Sig Olson and Jeffries live at Glenwood Springs.

The wreckage caught fire immediately after the collision and a holocaust was averted by those passengers who were not killed or seriously injured and the members of the train crews, who secured shovels and boards and put out the blaze with snow, which is piled in huge banks alongside the tracks.

It was at first supposed that the two small clerks, Hammond and Frase, on No. 5, were killed, but it later developed that it is the custom to cut the mail car out at Pueblo and send it on by No. 1, an hour and a half later, so as not to delay the freight train by stopping to load the heavy mail that they generally pick up at Pueblo.

The passenger was flying down the grade making for a siding five miles west of Dotsiero, where it expected to meet the freight, and the freight was also trying to make the siding. The result was a head-on collision in which the engines were smashed, the baggage car of the passenger train left standing on end, and one of the day coaches telescoped by the chair car immediately behind it, and fifty people in the day coach and chair car mangled almost beyond recognition.

Train No. 5, which was wrecked, left Denver yesterday morning. The train was well filled with passengers, many of whom were from Nebraska.

(Continued on Fourth Page.)



By Steady "Digging" the Panama Canal Will Be Completed on Time.

OMAHA WOOL MEN VICTORS

Secure Endorsement from National Wool Growers' Convention.

ONE OF TWO STORAGE POINTS

Local Men Make Friends by Their Pair and Many Friends and Are Congratulated by All at the Convention.

POCATELLO, Idaho, Jan. 16.—(Special Telegram.)—The dove of peace has at last found a resting place in the caps of those contending for recognition as to storage places before the meeting of the National Wool Growers' association.

The adoption of resolutions to that effect at today's session is a great victory for those who came out here and in the face of adverse conditions and in spite of the strongest and most bitter opposition succeeded in securing a favorable resolution and also recognition on the floor of the convention.

The movement to establish storage warehouses through which the growers will be enabled to store their wool, Chicago of course being the other.

Contrary to predictions in some quarters Omaha was extended every courtesy at the Pocatello meeting and Harry C. Boone of that city was heard this morning on what Omaha had done, is doing and can do for the wool men, citing the establishment and development of the Omaha live stock and grain markets as criteria of what can be expected of the Omaha wool market. He dispelled the impression that Omaha's activity was in any way inimical to or directed against the Chicago warehouse.

Text of Resolution. It is resolved by the growers that there is wool enough for both and from now on, while Chicago is to be the central market, Omaha is recognized and considered essential as an auxiliary, wherein more wool will be stored than at Chicago of any other point.

Resolved, That we endorse and recommend for your favorable consideration the central wool market now being established in the city of Chicago in accordance with the plans submitted by your committee and appeal to wool growers at large to give this movement their earnest and energetic consideration and substantial financial support.

Resolved, That our hearty appreciation is due for all that has been done for provision of wool markets and storage plants in the city of Chicago and in the establishment of that enterprise and that we further urge the wool growers to give their support to the movement.

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BILL FAVORS LARGER NAVY

House Committee Measure Recommends \$13,000,000 Increase in Appropriation.

BILL AIMED AT PRIZE FIGHTS

Senator Gallinger Has Plan to Stop Mills on the Potomac River.

WASHINGTON, Jan. 15.—In reporting the naval appropriation bill to the house today the committee on naval affairs filed the amount needed for the maintenance of the naval service during the fiscal year 1910 at \$13,000,000, as compared with \$12,000,000 in the present appropriation.

The bill contains recommendations for an increase in the navy by two 25,000-ton battleships, five torpedo boat destroyers, four submarine boats and four fleet collars. A provision tucked onto the \$2,572,770 appropriation for enlisted men into the marine corps requires that "hereafter officers and enlisted men on the marine corps shall serve as heretofore on board battleships and armed cruisers and also upon such other vessels of the navy as the president may direct in detachments of not less than five per centum of the strength of the enlisted men of the navy on said vessels."

Senator Gallinger has introduced a bill providing that no prize fighting takes place shall be permitted to use wharf property in the District of Columbia. As practically all vessels plying on the Potomac river are compelled to use Washington wharf property, it is believed that the prize fighting can be stopped.

WASHINGTON, Jan. 15.—Senator Gallinger has outlined a plan to terminate the holding of prize fights on vessels anchored in the Potomac river, between the city of Washington and Alexandria, Va.

Bouts have been "pulled off" for a number of years, to the great annoyance of police authorities in Washington and the Virginia town. Neither had jurisdiction over the point of anchorage, which usually was near midstream.

To meet this condition, Senator Gallinger has introduced a bill providing that no prize fighting takes place shall be permitted to use wharf property in the District of Columbia.

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MURDER FIXED ON CURTAIN

Killing of Policeman Smith Reviewed at the Inquest.

DESPERADO IS ORDERED HELD

Fund for Relief of the Dead Officer's Family is Now Over the One Thousand Dollar Mark.

Patrolman Smith Fund. Previously reported..... \$441.15

Charles Metz..... 150.00

Gottlieb Stora..... 100.00

Anna Nelson..... 50.00

Dr. George E. Miller..... 50.00

People's Furniture and Carpet Co..... 25.00

Council Bluffs Police..... 25.00

G. W. Watties..... 25.00

Orchard & Wilhelm Co..... 25.00

Faxton Hotel..... 25.00

Dahlman Brewery..... 25.00

Anna Wilson..... 25.00

F. A. Nash..... 20.00

Dr. C. P. Condon..... 10.00

John L. Kennedy..... 10.00

Conrad Young..... 10.00

E. Wolfelt & Co..... 10.00

J. E. Bugg..... 10.00

George L. Sluiter..... 5.00

A. Venato..... 5.00