

## TORNADO KILLS MORE THAN 100 IN INDIANA CITY

Manager of Telephone Company Says Number of People Dead in New Albany May Reach Two Hundred.

### SCORE ALSO ARE INJURED

Requests for Aid Made of Other Towns and Governor Called on to Send Troops.

### MANY CHILDREN TRAPPED

**ANNIVERSARY IN OMAHA.** Yesterday was the fourth anniversary of the destructive tornado that struck Omaha March 23, 1913, causing loss of over 100 lives and injury to many more.

New Albany, Ind., March 23.—A. M. Floyd, New Albany manager of the Southern Telephone company of Indiana, at 8 o'clock tonight estimated the number of dead in the storm here late today at more than 100 and asserted it might reach 200. The estimate was made, he said, after a hurried inspection of the storm-swept area and was based upon the condition of the wreckage and the number of persons reported missing at that hour.

More than 100 persons, he said, were injured, some of them seriously. The majority of those killed and injured were white persons.

**Requests for Aid.** Requests for aid have been made of other towns and the governor of Indiana has been requested to send state troops.

West Union, a subdivision in the northeastern section of the city, bore the brunt of the storm. Here the wind swept a path two blocks wide and more than a mile long, demolishing residences, several factories and destroying a negro school building. Twenty-five children were caught in the wreckage of the structure.

### Five Bodies at Morgue.

At one undertaking establishment tonight there were five bodies, one of which, that of Edward Johns, jr., an employe of the Ohio Falls Iron company, has been identified. The bodies were those of a woman about 70 years old, two men and a baby.

At another undertaking establishment were the bodies of a boy named Zurschneide and of a woman believed to be a Mrs. Hough. In addition, Mrs. John Diddel and three children, a daughter, Cecilia, 14; a boy of 6 years and a baby of 2 years are known to be dead.

### Cologne Gazette Says Norway Too Insolent

Amsterdam, March 23.—(Via London.)—Indications of renewed tension between Norway and Germany are appearing in the German newspapers. The Cologne Gazette makes a feature of an editorial headed "Norwegian Insolence," in which it says:

"The press of Norway in these days has assumed a tone of insulting character which Germany cannot tolerate. The Norwegians would do well to remember that their unbridled press campaign once before led to diplomatic tension. A sense of responsibility should have kept the papers from again singing the same tune."

### City Will Not Go Into The Sprinkling Business

During a discussion in the city council meeting Superintendent Parks of the street cleaning and maintenance department explained that the city will not do street sprinkling this season, as had been erroneously stated by a business man. The work will be done by private arrangement, as in the past. The street department will continue to flush the streets.

### The Weather

For Nebraska—Fair, warmer.

Temperatures at Omaha Yesterday:

7 a. m.	36
8 a. m.	36
9 a. m.	36
10 a. m.	36
11 a. m.	36
12 m.	36
1 p. m.	36
2 p. m.	36
3 p. m.	36
4 p. m.	36
5 p. m.	36
6 p. m.	36
7 p. m.	36
8 p. m.	36
9 p. m.	36
10 p. m.	36
11 p. m.	36
12 m.	36

### Comparative Local Records.

Highest yesterday	56	21	46	48
Lowest yesterday	35	20	27	26
Mean temperature	45	40	30	27
Precipitation	.00	.02	.00	.00

### Reports from Stations at 9 P. M.

Station and State	Temp.	Wind	Relat. Humid.
Cheyenne, Wyo.	50	st.	44
Denver, Colo.	48	st.	44
Des Moines, Ia.	49	st.	44
Dodge City, Kan.	52	st.	44
Lincoln, Neb.	44	st.	44
North Platte, Neb.	46	st.	44
Omaha, Neb.	49	st.	44
Pueblo, Colo.	48	st.	44
Rapid City, S. D.	42	st.	44
Salt Lake City, Utah	42	st.	44
Santa Fe, N. M.	42	st.	44
Sheridan, Wyo.	42	st.	44
Sioux City, Ia.	38	st.	44
Valentine, Neb.	44	st.	44
Wichita, Kan.	44	st.	44

\*T indicates trace of precipitation.  
L. A. WELSH, Meteorologist.

## RAILROADS ASK FOR RATE RAISE

Eastern Carriers File Petition for Freight Tariff Increase and Western to Follow.

### ASSERT THEY FACE LOSS

Washington, March 23.—Several of the country's larger railroads filed a petition with the Interstate Commerce commission late today, asking that they be permitted to increase their rates generally, except on coal, coke and ore and that the new tariffs be permitted to become effective in thirty days instead of being suspended for investigation.

Only presidents of eastern roads signed today's petition, but a similar action will be taken tomorrow by more than a score of western lines.

"Nothing is more essential to the welfare of the nation," said the statement, "than that the railroads should be in position to respond to the fullest demands made upon them either by the general commerce of the country or in connection with the subject of national defense."

### Text of Petition.

The petition in behalf of the carriers north of the Ohio and Potomac rivers and east of the Mississippi follows:

"Your petitioners on behalf of themselves and other carriers in official classification territory represent that they are sustaining and are threatened with enormous decreases in net operating income due to large increases in wages, in the cost of fuel coal, in the cost of other material and supplies and equipment and in taxes; and to increased cost of capital.

"Nothing is more essential to the welfare of the nation than that the railroads should be in position to respond to the fullest demands made upon them, either by the general commerce of the country or in connection with the subject of national defense, and it is absolutely essential to the adequate preparation of the industrial and other resources of the country for the present crisis that the transportation machine shall be as efficient as is humanly possible. That cannot be done under the present revenues and rates of the carriers.

### More Money Needed.

"Your petitioners further represent that the present huge increase in the cost of railway operation has resulted and is resulting in inadequate net earnings and surplus, that they are unable to secure sufficient money to provide the facilities to handle the volume of traffic tendered to them and that the threatened further depletion of net earnings and surplus must seriously aggravate this condition.

"Your petitioners further represent that substantial increases in freight rates are demanded by their financial condition and that the emergency requires that these increases should be made in the most expeditious manner and with the least possible delay.

"If advances in freight rates be proposed and filed with the commission in compliance with its present rules governing the publication of tariffs a delay of four to six months must necessarily ensue before such tariff publication can be prepared and made effective.

### Commission Has Power.

"It is within the power of the commission to amend its rules as to permit the publication of flat percentage advances to existing tariffs and that such supplemental tariffs could be published and made effective in less than thirty days, thus affording the immediate relief which the emergency demands.

"Your petitioners recognize that such publication would necessarily affect to a slight extent differentials as between rate groups and it would be their purpose if permitted to make such tariffs effective to amend them as soon as possible by tariff publications naming specific rates in compliance with the usual rules and preserving existing differentials as they were preserved under the order of the commission in the 5 per cent case.

"Wherefore, your petitioners respectfully request that this commission amend its rules of tariff publication as to permit the carriers in official classification territory by brief supplements to existing tariffs to make a percentage advance in all class and commodity rates, excepting by bituminous coal, coke and ore, which can be dealt with in accordance with the present rules, and as to certain of which proceedings for advances are now pending before the commission and that such advances be permitted to become effective without suspension and, if possible, upon less than thirty days' notice."

### Nebraskan on First American Vessel to Sail Under Arms

Hastings, Neb., March 23.—(Special Telegram.)—Information has been received here that a Nebraskan, Otis E. Taylor of Madison, sailed as a passenger on the first American liner to leave the United States armed for defense against German submarines. He was one of twenty-five passengers, six of whom were women.

Taylor is a graduate of the University of Nebraska and is going to London to become private secretary to Stohl, one of England's leading theatrical men. The vessel was armed fore and aft.

### Injured Fireman Seeks Heavy Damages for Injury

Twenty-five thousand dollars damages are asked by Alga G. Waring, a locomotive fireman, in a suit filed against the Union Pacific in district court. Waring alleges permanent injuries suffered when a locomotive was derailed at "The Summit," where the Union Pacific right-of-way crosses Thirty-second street, on December 29, 1916. He states in his petition that he was earning \$150 a month as a fireman at the time of the accident.

## DETAILS REACH WASHINGTON ON HEALDTON FATE

Oil Tanker Healdton Attacked Outside the German "War Zone" and Goes Down at Once.

### ABOUT TWENTY DROWN

Six of Thirteen Citizens of the United States in Crew Are Reported Saved.

### ITS CARGO TAKES FIRE

Washington, March 23.—The first detailed official account of the sinking of the American steamer Healdton reached the State department late today from American Consul Krogh at Rotterdam. It follows:

"American tank steamer, Healdton, Bayonne, N. J., owned by the Standard Oil company of New York, en route Philadelphia, via Bergen to Rotterdam, commanded by Captain Charles Christopher, American citizen, carrying cargo of 6,000 tons petroleum, having forty-one officers and crew aboard, including number of Americans, reported torpedoed and sunk without warning by German submarine at 8:15, evening of March 21, twenty-five miles from Terschelling.

### Twenty Drowned.

"Captain and nineteen men brought safely to land. One died exposure in lifeboat. Twenty reported drowned by captaining."

A later dispatch from Consul Krogh said nine additional survivors had been reported.

The Standard Oil company of New York telegraphed the State department as follows:

"Wives of captain and chief engineer received telegram advising husbands are safe. Thirteen of crew were Americans. Steamer bound Philadelphia for Rotterdam and had called at Halifax and Bergen. Left Bergen for Rotterdam March 20, captain having been instructed to proceed by reported safe route through North Sea channel, west of Denmark. Cargo was illuminating oil in bulk."

Rotterdam, March 23.—(Via London, March 23.)—The six Americans saved from the Healdton are Captain Charles Christopher of Brooklyn, J. Caldwell of New York, chief engineer, and G. Embry of New Orleans, first assistant engineer, all of whom landed at Ymuiden; O. O. Willerup, chief mate; Y. Swenson, second assistant engineer, and S. L. C. Johnson, third assistant engineer, who landed at Terschelling.

Amsterdam, March 23.—(Via London.)—The Handelsblad says there are only six Americans among the survivors of the Healdton.

In its account of the sinking of the Healdton the Handelsblad says: "The unreliability of the German assurances regarding the so-called safe zone is shown by the reports of the crew of the Healdton and the crews of fishing boats.

"For safety's sake the Healdton chose the northern route. Wednesday evening at 8:15 o'clock a submarine suddenly made a treacherous attack. Without fully emerging and without a warning it fired two torpedoes, which hit the steamer amidships so that the vessel, because of the dangerous character of its cargo and an explosion in the engine room, caught fire.

"The crew, in three boats, tried to leave the ship. Two sloops with thirteen and seven men, respectively, succeeded in getting away, but the third, containing twenty-one men, capsized and nearly all were drowned.

### Rescued by Trawler.

"The crew of a Dutch trawler, which observed the fire from a great distance, believed the glow to be that of the aurora borealis and did not go to the rescue. The next day, however, seeing a sloop under sail, they at once stopped fishing and steamed in the direction of the sloop, whose occupants were so exhausted that they were unable to maneuver their boat along side the trawler. The captain of the trawler finally managed to approach the sloop and some of the Dutch fishermen jumped into the craft and brought it alongside the trawler, where the shipwrecked men were taken on board, cared for and supplied with dry clothes. All the property of the crew was lost.

"After the attack the submarine at once submerged and disappeared without troubling over the lot of the shipwrecked sailors.

### Among the crew of the Healdton

(Continued on Page Two Column Four.)

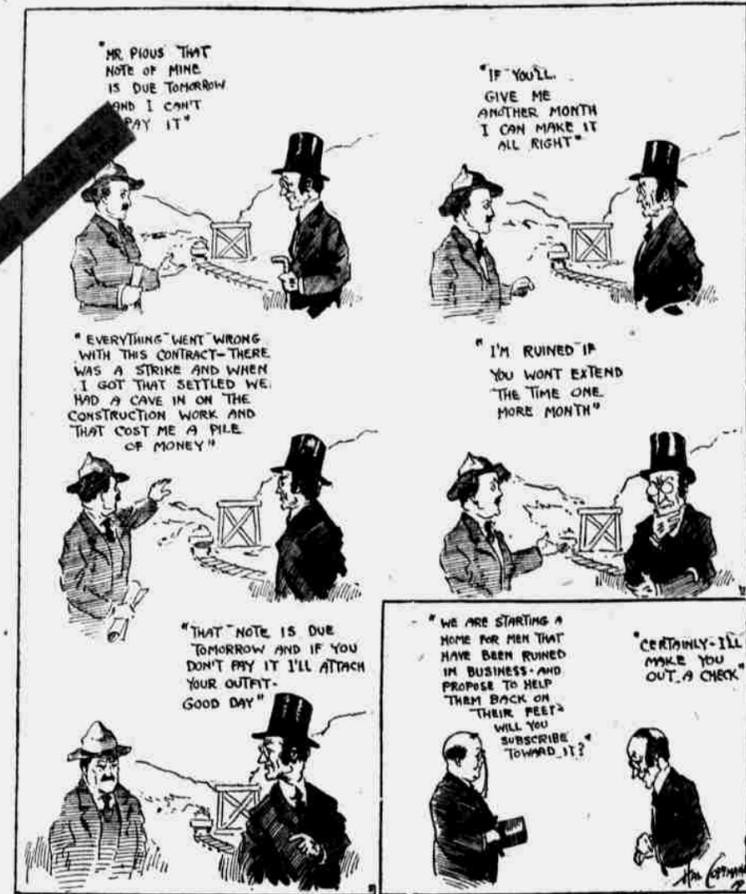
### Kaiser Reported Suffering from Nervous Collapse

London, March 23.—2:28 p. m.—Private messages have reached The Hague that Emperor William is suffering from a severe nervous breakdown, an Exchange Telegraph dispatch from The Hague reports. The emperor's physicians are said to have ordered him to take the cure at Hamburg.

### Union Pacific Trying to Hold On to Whitney

There is nothing certain at W. A. Whitney, superintendent of transportation for the Union Pacific, is to become general manager of the Ogden street railway and a number of lines running out from Ogden. He has accepted the position, his appointment to become effective April 1. However, he is having some difficulty in getting away from the Union Pacific. His resignation has not been accepted and it is asserted that there is a possibility that it will not be.

## O, Well, That Squares It



## LARGE SECTION OF NORFOLK FLOODED

North Fork of Elkhorn is Mile Wide and Water Extends to Main Business Street.

### BUILDING NEW DIKES

Norfolk, Neb., March 23.—(Special Telegram.)—Attempts to stop the inundation of the business portion of the city with temporary dikes to check the flood from the North Fork river were stopped suddenly this afternoon when the workers decided they were making no headway. The water continued rising and shortly after 1 o'clock the flood conditions were as serious as five years ago, when Norfolk experienced the worst flood in its history. Reports from Pierce at 2 o'clock showed that the river was rising. In Norfolk the rise was at the rate of an inch an hour. The river is several miles wide at this point and hundreds of homes are surrounded by water. Many of the business houses are affected by the flood.

The river is more than a mile wide in some parts of Norfolk and hundreds of homes are cut off from the main part of town. Residents are transported from their homes in boats and wagons. The city water supply is being threatened by the flooding of the water plant.

### Water Reaches Depots.

Water reached the Union Pacific and Omaha depots at 9 o'clock this morning. The storm sewers of the city were backing up and storemen removed goods from their basements. The enormous amount of snow which fell last week has choked the river from Pierce to Norfolk. The water was receding at Pierce at 8 o'clock this morning, but was rising at Norfolk at that hour.

### Breaks Through Dike.

The water began breaking through the permanent dike in several places at noon, and had reached the Union Pacific and Omaha depot, located a block from Norfolk avenue, the city's main business street. Hundreds of men were building dikes, which only tended to keep the water from the more important business district.

All indications pointed to a flood which will be equal to the disastrous one five years ago. The water was rising at the rate of an inch an hour.

### Water in Business District.

At 2 o'clock the flood waters at Norfolk reached the business portions of the city and the work on temporary dike building was abandoned. The water was rising gradually and the city was in the grip of a flood which equaled that of five years ago, which was the worst in the history of this vicinity. Among the buildings surrounded by water was the News building.

### Date Set for Meeting of Masonic Relief Bureau

September 26 to 27 has been set by the Masonic Relief Association of the United States and Canada for the meeting of that body in Omaha. R. V. Cole of Omaha, a member of the executive board of the association, has just notified the bureau of publicity of the dates chosen. Lou B. Winsor of Reed City, Mich., is president.

### Crane May Be Appointed Ambassador to Japan

Washington, March 23.—Charles R. Crane of Chicago was understood today to be under consideration by President Wilson for appointment as ambassador to Japan to succeed the late Ambassador Guthrie. Mr. Crane was appointed minister to China in the Taft administration, but was recalled before he left San Francisco because of a published interview dealing with far eastern questions.

### Mrs. Lucy M. Clark Able To Handle Own Property

Application filed in county court to have a guardian appointed for Mrs. Lucy M. Clark and her property on grounds of alleged insanity, has been dismissed by Judge Crawford. The judge found that she was sane and well able to handle her own affairs. Attorney J. W. Battin represented her at the hearing.

### Norris on His Way West To Speak to Nebraskans

(From a Staff Correspondent.)  
Washington, March 23.—(Special Telegram.)—Senator Norris left tonight for Lincoln, where he will speak on Monday night at the Auditorium. Other speaking dates will be arranged when he reaches Nebraska.

## Nearly 300 Drown When Danton, French Battleship, Is Sunk

London, March 23.—In the sinking of the French battleship Danton in the Mediterranean on March 19, says a statement from the French admiralty received here, 286 men were drowned. The Danton was torpedoed by a hostile submarine.

The sinking of a French battleship of the Danton class by a German submarine in the Mediterranean on March 19 was reported by the German admiralty March 20. The Danton displaced 18,028 tons and its complement before the war was 687 officers and men. It was commissioned in 1909.

### Murguia Says Villa Has Army of 4,500 Soldiers

El Paso, Tex., March 23.—Francisco Villa has 4,500 men in the field with him, according to an official report made by General Francisco Murguia, commander of the northern military zone. This report was brought here today by a Carranza official from Chihuahua City, who said General Murguia left there yesterday for Jimenez en route to Parral to engage the Villa rebels. Villa's main command was reported at Satevo yesterday. General Eduardo Hernandez, with 2,000 men, went to Santa Ysabel, and from there toward Satevo to engage Villa when Murguia attacked from the direction of Parral.

General Joaquin Amaro, with 2,000 de facto troops, left Torreon yesterday for Jimenez to join General Murguia in his campaign against Villa in the north, the official said.

General Murguia, before leaving for Jimenez, made a forced loan of 25,000 pesos from the merchants of Chihuahua City with which to pay his troops before leaving for the south, the Mexican declared.

Reports received here that Jose Ynez Salazar had captured Madera, Chihuahua, were officially denied today.

### Preparedness Believers Get Chance to Join Navy

Echoing the war and preparedness talk prevailing in the city, Lieutenant Waddell will hold a formal opening of the new navy recruiting headquarters, fifth floor of the Paxton block, Monday at 1 p. m. A bugler will sound calls from the roof of the building and the recruiting offices will be decked with flags.

Recruiting is humming and all men at the station are kept busy handling new applicants and the incidental routine work. Two new assistants have just arrived, making the navy recruiting staff in the Omaha district now total seventeen men under the lieutenant.

The new arrivals are W. E. Stevens and E. Luginsland, both gunner's mates, first class, who came here from Kansas City. Several more assistants are expected soon.

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### Straw Vote on Burlington Gives Norris Big Majority

A straw vote taken on the Burlington railroad between Omaha and Lincoln by Louis Fredericks of Hebron on Senator Norris' special election suggestion indicates that he is a valuable public servant. Fredericks says five would not vote either way, being unfamiliar with the situation, nineteen voted to uphold Norris and two voted against him.

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## FRENCHMEN HURL THE GERMANS BACK

Gain Between Mile and Quarter and Two and Half East of St. Quentin Canal.

### TEUTON ATTACKS FAILED

Paris, March 23.—The French forces operating northeast of the St. Quentin canal have pushed back the Germans between one and a quarter and two and a half miles and also have gained additional ground on the heights northeast of Tergnier, overlooking the Oise Valley, according to the French official communication tonight. Two German attacks near Thil, northeast of Rheims, were repulsed.

### Encounters Reported.

London, March 23.—Encounters between British patrols and German detachments have occurred along the general line from Beaumont to Etrellet, says the official communication from British headquarters in France, issued tonight. South of Arras and near the center of the line, German counter attacks, the statement adds, were driven off and the British positions were maintained. British troops made further progress in the region of Croisilles and Ecoust, southeast of Arras.

For the last twenty-four hours winter weather on the French front has brought field operations almost to a standstill. Reuters' correspondent at British headquarters wires that more definite resistance is being offered by the German rear guards, particularly along the irregular line running in a northern and northwestern direction from De Savy wood, about three miles west of St. Quentin.

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### Maintain Strong Patrols.

In the most northerly sector affected by the retreat the Germans continue to maintain strong covering detachments and cavalry guards and also have posted many machine guns at vantage points, indicating that they intend to prevent the British from continuing to progress as rapidly as they have gone heretofore.

Although some cavalry skirmishes were reported, as well as small clashes of reconnoitering parties, there was no appreciable change in the situation today, except the tendency of the Germans to offer greater resistance. Behind all the newly acquired British front the greatest activity continues, both in the way of troop movements and in the construction and repair of roads and railways.

Thus far about 10,000 inhabitants have been left behind by the Germans during their retreat, mostly elderly or very young persons. Reuters' correspondent reports that all the women between the ages of 17 and 35 are being sent to the fortress at Mauberge, as the Germans say that if they were left behind they would make munitions for the French and so they are keeping them to make munitions for themselves.

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