

TWENTY-ONE PEOPLE BURNED IN TRAIN WRECK

Head-on Collision of Two Trains on the Denver and Rio Grande During a Snowstorm— A Signal Operator Asleep.

Pueblo, Col., (Special)—Some two-score lives were crushed out in a head-on collision of two passenger trains near Adobe, Col., on the Denver and Rio Grande Railroad, and more than a score of the victims were incinerated beyond identification by a fire that destroyed the wrecked coaches. More than a score were injured, but all will probably recover.

The wreck was due to undelivered orders, heavy mountain grades, a blinding snowstorm, a sharp curve and the slippery condition of the rails. Only the locomotive, baggage and day coaches were wrecked, the sleeping cars escaping almost unscathed, as in the Eden disaster on the same road in 1904, when part of a train ran into a flooded canyon through a washed-out bridge.

Many of the dead were homeseekers bound for the Northwest. The three crushed locomotives set fire to the splintered coaches, and it was hours before all the bodies were recovered, the flames being so hot that rescuers could not approach the debris until the fuel burned out.

It was a wild, stormy night in the mountain canyons when the two heavy trains met. Blinding snow darkened the rocky gorges and speed was not high. Suddenly headlights flashed out, and it was realized by the engineers that something was wrong. According to Fireman J. H. Smith, of the westbound train, Engineer Walter Cowlett applied the emergency brake, but the slippery rails allowed the momentum of the heavy train to carry it on to the fatal crash.

The impact was scarcely noticeable, but the trains crashed and ground into each other. The helper engine of the westbound train acted as a cushion, minimizing the force and weight of the heavy mountain engines. This helper was crushed together like so much paper and the larger locomotives ran through the mesh of iron and plowed each other to pieces.

Fireman Smith was the only one of the engine crews to escape. The baggage car of the westbound train broke in two and three coaches were squeezed together. The baggage car, the mail car and a coach of the eastbound train buckled, but none of the cars telescoped.

Hardly had the noise of the wreck ceased, when a sheet of fire ran through the shattered cars of both trains. In the forward coach of the westbound every seat was occupied by passengers, most of whom were homeseekers. A number of foreigners were among them, and in their terror they gave up life without making any attempt to reach safety outside the burning car. They sank to the floor of the car and were roasted alive. The cooler ones in the car, seeing their danger, rushed for the windows and doors, and with the aid of the passengers in the rear train and those members of the train crew who were unharmed managed to reach the open air. Many were injured by the rough handling they received or by flying glass.

When the occupants of the two sleeping cars saw that nothing could be done to check the flames they aided the trainmen in pushing back the undamaged cars. Communication was opened with the Pueblo office of the railroad from Portland, a mile from the wreck, and a relief train with physicians was dispatched to the wreck. The injured were placed in the sleeping cars and brought to Pueblo with the passengers of the eastbound train who were unharmed. Another relief train came from Florence to take away the uninjured portion of the eastbound train.

It is impossible to determine the exact number of dead on account of the incineration of many bodies. The number of victims buried is said to be at least 20. The railroad officers asserted that only 15 persons were killed. The monetary damage to railroad property is \$200,000. In addition to this much baggage and mail were destroyed. One of the pathetic tragedies of the disaster was the wiping out of all but two of the family of Taylor Hewitt, of Lebo, Kan. Father, mother, daughter, grandchild and the wives of the sons are missing. The two sons—E. A. Hewitt and W. L. Hewitt—are among the injured in the hospitals here, each of them having leg fractures in addition to other injuries.

Two victims of the wreck were Deputy Sheriff Edward Baird, of Denver, and Archibald Whitney, a prisoner whom Baird was taking to the penitentiary at Canon City. The office was killed instantly. Whitney was burned to death. But for the shackles on his wrists he could have escaped.

SHIP FOUNDERS WITH 28 SOULS

The British King Goes Down in a Hurricane.

SHIPS STOOD BY FOR THREE DAYS.
Capt. J. C. O'Hagan Loses His Life in Attempt to Save His Ship—Disabled Steamer Wallowed in Mountainous Seas, While Oil Barrels Stove in Her Sides—Two Steamers Lay By Her Days.

Boston (Special)—Twenty-eight men, including Capt. J. C. O'Hagan, went down with the British steamship British King, which foundered in a terrific gale off Sable Island, 150 miles off shore, Sunday.

A terrible story of suffering and terror was related by 18 survivors, brought to Boston on the Leland liner Bostonian. Eleven more were rescued by the German oil steamer Mannheim. For three days and nights the two steamships lay as near as they could to their doomed sister before a single rescue could be made.

The British King sailed from New York for Antwerp on March 7. She had a tempestuous trip, and on Wednesday, while in the vicinity of Sable Island, became disabled. The Mannheim, bound east, and the Leyland liner, bound for this port, both answered her signals of distress, but it was impossible for them to render any aid.

The sea was like a grouped mass of plunging mountains, and to launch small boats was out of the question. The sea raged for three days, and it was late Friday before it subsided sufficiently for the crew of the British King to put off in boats.

Captain O'Hagan lost his life, but his body was recovered. Boats from the Bostonian and the Mannheim put off to the aid of the small boats from the British King.

The crew of the latter had not slept during their battle with the wind and sea, and were weak and almost starved. Many of them only closed their eyes when they sank from exhaustion where they stood. Some were swept overboard because they were too weak to hold on.

The rescuers from the Bostonian picked up 18 of the survivors and took on board the body of Captain O'Hagan. The rescuers from the Mannheim picked up 11 of the crew and continued on its eastward journey.

Two lifeboats 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 rescued and taken aboard the Bostonian.

When the first lifeboat was lowered from the Bostonian the small craft was swept against the stern of the big ship and destroyed, and several of the seamen were bruised and maimed. Yet, despite the boisterous condition of the sea, the volunteers were rescued by lines thrown out from their steamer.

LATEST NEWS IN SHORT ORDER

THE REVOLUTIONISTS ARE TORTURED

Their Hair Pulled Out and Soles of Feet Cut.

Dr. Herman Feist, of Nashville, Tenn., was arrested in that city charged with the murder of Mrs. Rose Mangrum, a beautiful woman, whose body was found in the Ohio River, at Cairo, Ill., six weeks ago.

Lewis G. Tewsbury, who, it is alleged, fled from New York to Mexico leaving behind debts aggregating hundreds of thousands of dollars, was arrested in Philadelphia and applied for habeas corpus.

Prof. A. H. Pattengill, one of the University of Michigan's veteran professors, and the faculty representative of Michigan in all athletic matters for a number of years, died from heart disease.

The town of Tustin, Osceloa County, Mich., was partly destroyed by fire, which originated in the Hotel Compton, in which four persons were burned to death.

Walter Cathie, aged 60 years, a workman, fell from the roof of St. Bartholomew's Church, New York City, and was killed.

The Dresser Machine Tool Company's plant, in Cincinnati, causing a loss of \$100,000; insurance \$45,000.

A fire in a New York tenement drove 100 people to the snow-covered roof in their night clothes.

Laurence Rogers, the man who told the story upon which the investigation of the alleged plot to assassinate Rev. Dr. Charles H. Parkhurst, was based, has confessed to a hoax.

Had the officers of the lost steamer British King not misunderstood the signals from the steamer Mannheim, the captain of the latter says all on board could have been saved.

After impressive ceremonies in the Central Presbyterian Church, in Rochester, N. Y., the remains of Miss Susan B. Anthony were interred in Mount Hope Cemetery.

LIVE WASHINGTON AFFAIRS.

THE KEYSTONE STATE

The Latest Pennsylvania News Told in Short Order.

The Canning Industry.
A bulletin issued by the Census Bureau giving a preliminary summary of the statistics for the preserving and canning industries in the United States for the calendar year 1904 says there has been a large increase in the business. There was a slight apparent decrease in the number of wage-earners, which the bulletin says is due largely to a considerable number being employed in fish canneries under a contract system, where no record of the number was kept. Neither were fishermen included in the census.

In 1904 there were 2,687 establishments, with a total capital of \$69,580,316 an increase in the latter figures over 1903 of 45 per cent. The number of wage-earners for 1904 is given as 50,258 against 51,955 for 1903, but the wage paid in 1904 was \$14,154,730, as against \$12,759,459 for 1903, while the miscellaneous expenses for 1904 were \$8,544,477, an increase of 166 per cent. over 1903. The total product for 1904, exclusive of fruits and vegetables, fish and oysters manufactured by establishments classed under another head, valued at \$1,003,201, was \$107,534,464, an increase of 33 per cent.

For Better Election Laws.
Charles R. Russell, of Columbus, Ga., chairman of the Committee on Privileges and Elections of the Georgia legislature discussed with the President the actor of the conference just held in New York on the election laws of the United States. The object of the conference was to study and discuss the various election laws, with a view to the adoption of a primary election system in all states of the Union. Mr. Russell was appointed with Josiah Quincy, of Boston, and Mr. Garfield, of New York, a committee to draft a scheme for a permanent organization, which should be national in its scope. The President manifested a deep interest in the work.

Money For Famine Sufferers.
Assistant Secretary Charles Hallam Keep, treasurer of the National Red Cross Society, called to Japan, through the State Department, additional contributions to the famine fund amounting to \$200,000, making a total so far of \$500,000. The fund was organized some time ago by President Roosevelt and the efforts being made by the officers of the National Red Cross Society are resulting in largely increased contribution from all sections of the country.

To Pension Aged Letter-carriers.
Representative Gill introduced a bill in the House which provides for the pensioning of aged letter-carriers. The bill provides that when a letter-carrier has reached the age of 70 years, after having served 40 years, he shall be retired and pensioned at 80 per cent. of his salary. The bill was referred to the Committee on Post Offices and Post roads.

For Safety Sake.
Senator Lafolette introduced a bill making it the duty of the Interstate Commerce Commission to prescribe the maximum number of hours above which a common carrier shall not require or permit employes to remain on duty. The purpose of the bill is to promote the safety of employes and travelers upon railroads.

President Roosevelt has announced that, while several names, including that of Secretary Taft, have been under consideration in connection with the succession to Justice Brown, no decision has been reached.

Col. William Elliott, of Beaufort, S. C., has been selected by Secretary Taft to be a commissioner to mark the graves of Confederate soldiers who died in Northern prisons.

Representative Shackelford made an attack on Speaker Cannon in the House, declaring the Speaker an "enthroned despot."

POLICYHOLDERS MAKE PROTEST

Their Money Spent in Campaign For Proxies.

THE NEW YORK LIFE IS CRITICISED.
Letter Sent to Alexander E. Orr on Behalf of 50,900 Policyholders, Strongly Protesting Against the Effort of Trustees Whose Terms Shortly Expire to Have Themselves Re-elected.

New York (Special)—Samuel Untermyer, counsel for the International Policyholders' Committee, of the New York Life Insurance Company, sent a letter to Alexander E. Orr, president of the New York Life, protesting in the name of the policyholders, against what he terms the extraordinary effort that is being made by the officers of the company to obtain proxies for the annual election which is to be held next month. It is estimated that more than \$60,000 has been spent in this way.

The proxies are for use at the annual meeting of the New York Life, on April 11, in the event of the failure to pass the Armstrong committee recommendations before that date. If the Armstrong committee bills relating to mutual company trustees are enacted before April 11 the proxies will, of course, be void, and the annual meeting postponed until November 15, or some other date set by the committee, when an entire new board will be elected.

Mr. Untermyer in his letter to President Orr intimates that it is the desire of the management to re-elect the six trustees at the April election for the effect which it will have in the more strenuous campaign that will precede the annual election set by the Armstrong committee. Mr. Untermyer's letter in part is as follows:

"As counsel for policyholders and committees there are now representing upwards of 50,000 policyholders in your company, I am instructed to protest in their behalf against the extraordinary use that is being made by you and your party who are being pressed into the service of soliciting proxies for the re-election of yourself and associates as directors at enormous expense to the policyholders.

SECRETARY BONAPARTE SAYS THERE IS A CONSPIRACY.

Washington, D. C. (Special)—

Midshipmen at Annapolis have been conspiring to prevent a high standard of scholarship, according to the statement of Secretary Bonaparte before the House Committee on Naval Affairs. Brilliance has been discouraged and a sort of trade union agreement to hold all midshipmen on a dead level, so far as class records are concerned, has been in existence, so the Secretary of the Navy told the committee.

There has been a tendency to place the man who barely passes on a plane with those having higher records, and anything like superior records has been discouraged.

Secretary Bonaparte said that a recent order for the graduation in September of the members of the senior class who have good averages and holding the others until six months later had already affected the combination against high grades and improved class records.

The Secretary of the Navy also discussed hazing at length, and objected to amendments to his antihazing bill in the Senate which provides that midshipmen may be tried before court martial for hazing upon their own petition. He said this would be fatal to discipline and urged the passage of his bill for graduated punishment without amendment.

Fire Panic in Hotel.
Pittsburg, Pa. (Special)—A slight fire resulting from an overheated furnace caused a panic among the 150 guests of the Irondale Hotel, Donora, Pa., about daylight. When the blaze was discovered an alarm was sounded through the hotel and many of the guests, in their fright, dashed from the building into a snowstorm, scantily clad and in their bare feet. The fire was controlled with a loss of \$3,000. No one was hurt.

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Confirmation of Ethel Roosevelt.
Washington, D. C. (Special)—President Roosevelt's second daughter, Miss Ethel; Secretary Taft's daughter, Miss Helen, and a daughter of Gen. A. W. Greely, of the Army, were among a class of about 25 young people who were confirmed at St. John's Episcopal Church Sunday afternoon. Bishop Satterlee administered the rite of confirmation, the presentations to the bishop being made by Rev. Roland Colton Smith, the rector of the church. President and Mrs. Roosevelt and Secretary Taft were present at the church.

SHERRIFF HAD TO PAY.

Knoxville, Tenn. (Special)—

A compromise was reached in the Federal Court here in the case of the government against J. W. Fox and his bondsmen as sheriff of Knox County. The government sought to recover damages from Fox on account of the escape of Harvey Logan, the convicted Montana train robber, who escaped from jail here in June, 1904, while awaiting transportation to the Columbus (O.) prison. The compromise was made on the defendants paying into court \$3,000 and costs.

Hurled Over a Bluff.
Pittsburg, Pa. (Special)—William Kuhn, driver of a lumber wagon, is dying at his home in Homestead from injuries received by being hurled over a 50-foot bluff by a trolley car. Kuhn, with a companion, James O'Donnell, driving on the tracks near McKeesport, when the street car came up behind and struck and wrecked the wagon. Kuhn was thrown from his seat over the side of the bluff. O'Donnell was thrown through the air in the same direction, but caught hold of a telegraph pole on the edge of the bluff and saved himself from serious injury.

Three Villages on Savoi Island.
Samoan group, have been destroyed by a volcanic eruption. A stream of molten lava stretches five miles out to sea.

Arthur Clavell Sailer, a Unionist, was elected to the House of Commons at a by-election, succeeding A. T. Jeffreys, a Conservative.

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