

TORNADO LEVELS VILLAGE

Several Killed and Many Hurt in Texas.

FIRE FOLLOWED THE STORM

Tornado Was a Mile Wide and Levelled Everything in Its Path.

A tornado which swept through Bellevue, Texas, destroyed everything in its path. The entire town is a mass of ruins, only three buildings are now standing, at least 11 persons are dead, and a number injured. The tornado was followed by fire which consumed the wreckage. The town of Bellevue consisted of over 200 houses.

Among those known killed are: R. L. Russell, wife and four children; A. D. Carr, Tom Mount, W. W. Bell, two members of Gray family.

The seriously injured: Two daughters of N. E. Smith of Bowie, Mrs. Gault, Mr. Gray and five members of his family, Mrs. McGraw.

A. D. Carr was caught in a building, mashed to death and his body cremated.

The tornado was a mile wide and traveled eight miles, leveling everything in its path, ruining crops and destroying all farm houses and barns on the way. This section is thickly settled.

All the houses were equipped with storm cellars and the people ran to them as soon as they saw the tornado approaching. Those who could not reach them suffered.

Fire followed up the work of the cyclone and rapidly destroyed portions of the towns which escaped the work of the cyclone.

BURNED DISTRICT

Engineer Says Area Covered by Fire Is 15 Square Miles.

"An engineer states that the area devastated by fire in San Francisco approximates 10,000 acres, or about 15 square miles. There are few cities in the world where so much valuable property is contained in an equal territory. Within this 15 square miles were 100 banks, some of the finest buildings in the world, thousands of mercantile and manufacturing establishments and more than 230,000 inhabitants, besides 40,000 transients. "Notwithstanding the enormous and widespread destruction the homes of 150,000 people are still standing and practically uninjured. There still remain the great ship yards at the Potrero, the Pacific mail docks, the stockyards at South San Francisco, the docks and manufacturing along the waterfront from Mission creek to Hunters Point, the mint, the post-office and a large retail district on Fillmore and Devisadero streets."

A very different estimate is made by the city engineer of San Francisco. A trifle less than four square miles, or about 2,500 acres were burned over by the fire following the earthquake, according to City Engineer Woodward, who, by completing an official map of the burned area.

CAMPAIGN FUND BILL

Foraker, Knox and Bailey Improve on Tillman's Measure.

The senate committee on privileges and elections by unanimous vote authorized Senator Foraker to report favorably the Tillman bill to prohibit insurance and other corporations from contribution to campaign funds.

The bill was amended by a subcommittee consisting of Senators Foraker, Knox and Bailey, and was made to apply to corporations of all kinds and to all elections for presidential and vice presidential electors; for legislatures where United States senators are to be chosen, and for representatives in congress. It makes offending corporations subject to a fine of \$5,000, and an employee of corporations subject to a fine of \$1,000.

The measure does not apply to persons receiving such contributions.

INDIAN AGENT TAKES LEASES

Department of Interior Claims They Were Sold Contrary to Rulings Made.

The Indian agent, acting under instructions from the department of the interior, has taken every producing oil lease owned by Guffey & Galey, out of their possession and placed the land in the possession of the allottees from whom the lease was taken.

This action was taken on the ground Guffey & Galey had sold their leases contrary to the expressed provisions of the lease and the rulings of the department of the interior, under whose supervision the leases were taken. The price quoted or the sale was alleged to be \$1,250,000.

Guffey & Galey have leases that cover fully the 4,800 acres which is the maximum the company is allowed to lease. The specific charge against Guffey & Galey is that they sold their leases, including all their producing wells, to a trust company of St. Louis, and the leases were again transferred, this time going to the Osage and Oklahoma Oil & Gas Company.

Knox or Presidency

The twentieth annual banquet of the American Republican club, held in the Hotel Schenley, Pittsburgh, marked the launching of a boom for United States Senator P. C. Knox, of Pittsburgh, as the Republican candidate for President of the United States in 1908. The boom was started by Representative James Francis Burke, and his words, naming the junior Senator from Pennsylvania as the next Republican presidential candidate, were received with the greatest enthusiasm.

REPLACE FEDERAL BUILDINGS.

President Will Recommend Appropriations When Loss Is Known.

At a conference between the President and Senator Flint of California the question of the reconstruction of the Federal buildings damaged or destroyed in California was discussed.

Officials of the Treasury Department are now engaged in making an estimate of the loss. As soon as official information shall reach the President to repair the loss, he told Senator Flint, he would send to Congress a special message requesting it to make appropriations to cover the loss. Agents of the Treasury Department have been sent not only to San Francisco, but also to San Jose, Oakland, Sacramento and other California cities where the Government buildings were damaged by the earthquake to obtain accurate estimates for the necessary appropriations.

Every Government building in Western California is believed to be either destroyed or damaged. All of them in San Francisco, Oakland, San Jose and Sacramento will need repairs at least, and one or two will have to be replaced entirely.

COMPROMISE REFUSED

Miners of Fifth Ohio Sub-District Declare Strike.

A settlement of differences between miners and operators of the Fifth Ohio sub-district vanished, with the refusal of the convention of the United Mine Workers of America to accept the compromise proposition of the Lorain Coal and Coke company. The miners agreed to concede from some demands made supplementary to the 1903 scale, but would consent to no modification of the wages and working conditions in that scale. Headquarters for the miners will be at Bridgeport, O., the home of National Vice President T. L. Lewis.

WILL BEAR FIRE LOSS

'Frisco Burden to Be Divided Among 107 Companies.

There are 107 companies to share the San Francisco insurance loss. This loss is estimated by the local agents at between \$175,000,000 and \$200,000,000, but New York sends word that the insurance men there think the loss will not exceed \$125,000,000. Chicago's loss was \$125,000,000 and three companies defaulted to the amount of \$45,000,000. The loss in Baltimore was paid in full. It amounted to \$35,000,000.

The State supreme court has made a sweeping order granting a rehearing in all cases in which a petition has been filed and in which the time for granting a rehearing will expire before the first of May.

TRAIN DYNAMITED

Engine Blown to Pieces and Engineer and Fireman Are Seriously Injured.

A quantity of dynamite placed on the tracks of the Lehigh Valley railroad near Yatesville, five miles from Wilkes-Barre, Pa., exploded and wrecked a fast freight train and severely injured Engineer J. R. Thomas and Fireman H. C. Brown, of this city.

The dynamite had been placed on the track within 15 minutes of the time the train struck it. The engine was lifted from the track and flung to one side, the tank was torn loose and thrown high in the air and down on the engine, and three heavily loaded freight cars which were behind it were torn apart and hurled down the embankment.

Sheriff Davis was hastily summoned, but as yet has made no arrests. The outrage occurred near the East Boston settlement, where, since the suspension of mining, the Italians have caused serious troubles.

Canada's Gift Declined.

It was announced in the house at Ottawa that the United States government had declined to accept the \$100,000 appropriated by Canada for the San Francisco relief fund. The money will be set aside for a time in the hope that some means may be devised whereby it can be used.

NATIONAL CAPITAL NOTES.

Two-Cent Fare Bill Introduced.

Representative Sulzer offered a bill in the House which, if passed, will reduce railroad passenger rates all over the country to 2 cents a mile. His bill requires all railroads engaged in inter-State commerce to sell mileage books containing one, two, three, four and five thousand miles at a flat rate of 2 cents a mile, or less if they desire, the books to be good on all railroads in the inter-State business and their connections. The chief objects are to require a 2-cent fare, the abolition of the practice of charging \$30 for a \$20 book, on which the extra money is returned when the cover is surrendered, and to make the mileage transferable and good until used.

The President has sent to the senate the nomination of Julius Jacobs to be assistant treasurer of the United States at San Francisco.

The senate committee on postoffices and post roads voted to report favorably the nomination of Benjamin F. Barnes, assistant secretary to President Roosevelt, to be postmaster of Washington.

Famous Engineer Dead.

Brigadier General Edward Wellman Serrell, a noted civil and military engineer, died in New York, aged 80. General Serrell was the engineer who first surveyed the inter-oceanic canal routes for the Government across the Isthmus of Panama. He built the Hoosac tunnel and planned and constructed the Niagara suspension bridge.

A band of robbers in the guise of soldiers robbed the treasury at Dushot, near Tiflis of \$117,500.

CITY RISING FROM RUINS

Conditions Existing in the City of San Francisco.

FOR THE HOMELESS HORDES

Temporary Shelter and Provisions for the Comfort of the People of San Francisco.

Temporary structures have been erected in Golden Gate Park for the housing of 40,000 people. This work was commenced by the Shelter Committee, and the homeless who have been sleeping out of doors for nearly a week were moved into comfortable quarters. About the same time a supply of blankets and bedding was received, and these have been taken to the park.

At present there is little suffering. At the same time the committee is sending as many of the refugees as possible to interior points. Work and succor have been promised. The railroads furnish transportation gratis to all who come with recommendations from the committee.

The seizure began of all vacant houses in the unburned district is under way. Many vacant flats have been taken, where the homeless are housed and the sick found good accommodations. A committee of architects has been sent out to examine churches and other buildings, including school houses, with a view of turning them into living rooms for the homeless.

Supplies of food are coming in rapidly from outside points, and are being centralized in the freight sheds and warehouses still standing.

The city was laid off in districts covering areas of four blocks. The sub-committees in these districts regulate the supply of food furnished to the families living within their boundaries.

The close of the first week following the San Francisco earthquake is marked by two divergent statements. Gen. A. W. Greely reports to the Federal government 287 deaths as the limit of casualties. Simultaneously Coroner William Walsh declares that the total number of dead will reach 1,000, and may exceed that number. He says deputy coroners have found and buried more than 300 bodies and that an examination of Chinatown and the cheap lodging houses section will disclose hundreds of dead among the ruins.

PROVISIONS ABUNDANT

Manufacturers Preparing to Reopen for Business in a Short Time.

An idea of the task which confronts the food committee may be gained from the fact that throughout the city rations for 349,440 persons were distributed in one day.

This is an average estimate, based on reports from a few of the food depots. At one point provisions were given out to 672 persons an hour for four hours. This station is neither one of the largest nor one of the smallest, and so its reports were used as a basis to strike an average.

All flour that was received in sacks is exchanged at bakeries pound for pound for bread. Almost all the bakeries in the unburned region have opened, and are selling bread at 5 cents a loaf.

There is no danger of a meat famine. Representatives of the Western Meat Company, in South San Francisco, reported to the relief committee this morning that there are now in the yards 1,500 cattle, 3,000 sheep and 500 hogs.

More than 200 cattle are killed and dressed daily, and sheep and hogs are put under the knife as fast as they arrive. The full quota of employees is at work.

The Southern Pacific ordered all cattle cars to be rushed to San Francisco with precedence over passenger trains.

Several of the foundries and factories near the waterfront and Market street are preparing to resume operations at the earliest possible moment.

AMERICANS ASSAILED

Russian Declares Revolution Was Inspired by Free Masons.

A violent attack on Americans was made in the monarchistic convention at Moscow by M. Shmakhoff, the celebrated reactionary who attempted to stir up anti-foreign feeling by declaring that the revolution in Russia was inspired and directed by American Masonic organizations working through the Jews and the Social Democrats. The object of the conspiracy, he said, was to overthrow the throne and the church all the Russians hold dear.

Phelan Reports Cash at \$4,931,030.

Chairman Phelan, of the finance committee, gave out a complete statement of money contributions received for the relief of San Francisco, up to and including April 26. The list shows the grand total of \$4,931,030, of which \$213,950 was contributed locally.

A dispatch to the Morning Post from Shanghai says the customs returns from the whole of China for 1905 were \$23,407,000, against \$20,995,490 in 1904.

Steel Trust Earnings.

The quarterly meeting of the Board of Directors of the United States Steel Corporation was held in New York, and was organized by the re-election of the officers. The report for the quarter ended March 31 shows net earnings of \$36,634,490, which is the next to largest quarter's earnings in the corporation's history, the largest having been those of the quarter ended September 30, 1901, which were \$37,500,577. In March last the earnings were the largest for a single month on record.

SUNK WITH THIRTY-FIVE

Top Heavy Belgian Training Ship Foundered in Bay of Biscay.

The Count De Smet de Naeyer, a cadet sailing ship used by the Belgian Government or training officers for the Government service, foundered in the Bay of Biscay April 18, with a loss of 35 lives, including the captain and the officers commanding the cadets. The cadets included the sons of many prominent Belgians. Twenty-six survivors of the wreck were rescued by the French bark Dunkerque.

The Count De Smet de Naeyer was built at Grenock in 1704. It is alleged that she turned turtle when she was launched, necessitating alterations to improve her stability. Most of her officers resigned after her first voyage, declaring that she was still top heavy.

She started on her ill-fated second voyage April 11 and anchored off Flushing till Easter Saturday, when she was towed into the North sea and began her voyage to Australia. She encountered terrible weather in the Bay of Biscay, labored heavily and foundered. It is supposed that a boat or raft was launched and that by this means the survivors were rescued, but no details or list of survivors is obtainable.

GREAT CHANGE IN VESUVIUS

Crater Fifty Times Wider and the Mountain Lower.

Professor Matsucci, director of the Royal Observatory, succeeded in reaching the crater of Vesuvius. He describes the spectacle there as one of great grandeur. The diameter of the crater, which before the eruption was about 100 feet, is now about 5,000 feet.

There is no eruption of incandescent stones as before the recent outburst, but a small quantity of ashes is being ejected. Vesuvius seems to be assuming the character of a dead volcano. The cone of the crater, which before the eruption rose to a height of 9,000 feet above sea level, has diminished about 800 feet. Work is being vigorously pushed to re-establish the funicular railway to the observatory.

BROOKLYN NEXT

Seer Predicts Coming Disaster for the City of Homes.

John L. Griffin, of East Liverpool, O., author of a remarkable book entitled, "A Journey Through Heaven and Hell," soon to be published, says that a vision revealed to him years ago and described in words written three years ago he foresaw the destruction of San Francisco by earthquake and fire. The chapter which he wrote at that time has been seen by persons who vouch for its accuracy.

The next great city to be destroyed, according to his vision, is Brooklyn. Then will follow a war in which the navies of all nations will go under. Griffin was a coal miner for many years and later a leader of the Volunteers of America. He is now a house painter.

CURRENT NEWS EVENTS.

The directors of the Lorain and West Virginia railroad decided to increase its capital stock from \$10,000 to \$20,000,000.

King Edward, Emperor Nicholas and Emperor William will meet at Darmstadt, the capital of the Grand Duchy of Hesse, during the first week in September.

The First National bank, at Atlanta, Ala., was closed by direction of the Comptroller of the Currency upon information received from National Bank Examiner Cooper, that the bank was insolvent.

A heavy snow storm prevailed over the greater part of the State of Maine. The fall in the central portion reached in depth. Wire communication was interrupted at many places.

The governor general of Voronezh has hastily left for the village of Diewitz, where, it is reported, Cosacks have killed 19 and wounded 50 persons in suppressing peasant disorders.

The executive council of the American Federation of Labor, through President Samuel Gompers, issued an appeal to all organized labor throughout the country to contribute one day's pay in aid of the California earthquake and fire sufferers.

President Roosevelt signed the joint resolution of Congress appropriating \$1,500,000 additional for the relief of the San Francisco sufferers.

Mrs. Eliza D. Stewart, or "Mother Stewart" as she is affectionately called, quietly celebrated her 90th birthday anniversary at her home, "Farnsworth Retreat," near Hicksville, O.

The crew of the French fishing schooner Lanine arrived at Sydney, Nova Scotia, and reported the loss of their craft off Port Michaud.

News from Alabama reports the nomination of Captain Richmond P. Hobson of Merimee fame for Congress in the Sixth district by a majority of 500 over the present representative, John H. Bankhead.

The courts of Allegheny county, in an opinion handed down by Judge S. A. McClung, upheld the constitutionality of the Greater Pittsburgh law passed at the recent extra session of the Pennsylvania Legislature.

Germany to Care for Subjects.

Ambassador Sternburg has received by cable instructions from the German Foreign Office to ascertain the condition of the German subjects in San Francisco who may have suffered from the earthquake and fire and to take steps to relieve their wants at the expense of the German Government. The Ambassador accordingly has telegraphed the German Consul General in San Francisco, Franz Bopp, to carry out this instruction.



America's "Good" Women.

There are many varieties of good women in the world, some passive and others active, some subjective and others aggressive. The good American woman is the most active and aggressive of her sex. She exercises the strictest discipline over her own family. She has the most decided convictions on social questions. In nine cases out of ten she is an anti-drinker, anti-smoker and anti-gambler.—Blackwood's Magazine.

Tall Englishwomen.

After taking measurements of the height of women in France, England, and America, a doctor announces that the Englishwoman is the tallest and the American woman comes next. The average height of the French woman is five feet one inch. The American woman is nearly two inches taller, and the women of Great Britain one-half inch taller than the latter. American women, however, weigh slightly more than either of the others, their average weight being about 117 pounds.

Broom and Pail in Union Now.

The housekeepers of Maine will have a new source of trouble when the new Scrub Women's Union, the first lodge of which was organized at Portland, gets its organization completed throughout the state. The scrub women of Brunswick met and elected Mrs. Della Nelson president and Mrs. Cyrus Cobb secretary and treasurer, and adopted a uniform scale of 20 cents an hour instead of 12 to 15 cents, the price heretofore. They will address the scrub women of Portland and the state organization will soon be effected.—New York Tribune.

Femininities.

The bachelor maid seldom boasts that she is self-made. Many a true reform is started in a club—or switch.

By saving her old clothes any woman can be in style once in a lifetime. Most new wrinkles are caused by worrying over those we already have. Hereafter Nicholas Longworth will be known as Alice Roosevelt's husband.

Every woman likes to be just a few years younger than the other women of her age.

Even the woman who has perfect feet worries all the time for fear nobody will see them.—Woman's Magazine.

Grit of Women Doctors Best.

In a lecture on "Medicine as a Profession for Women," before students of Bryn Mawr College, Dr. William H. Welch, professor of pathology at the Johns Hopkins Medical School, Baltimore, uttered two very interesting facts. One was that as doctors women had exhibited traits of courage and endurance often counted as masculine virtues, while it was frequently the men who were hysterical and who behaved in a fashion commonly called feminine.

The other disclosure was a supplementing of the familiar fact that the United States had been the pioneer country for women doctors, with the more astonishing statement that Russia came next in the number and attainments of its women physicians.

Queen's Gift Did No Good.

There are many stories told of the queen of Italy's acts of kindness to her poor subjects. The following, however, shows that even the good intentions of queens are not only fulfilled. Her Majesty recently noticed a pleasant faced little girl and the queen spoke to her. There was a short conversation and the queen asked the child what she could do in the way of needlework. "I can knit stockings, signora," replied the girl. "Do you know who I am," continued the queen. "Yes, signora; you are the queen. Well, then, make me a pair of stockings and send them to the palace." A few days afterwards the articles arrived and the queen, in return for the gift, sent the child a beautiful pair of silk stockings, one filled with sweets, the other containing money. Next day the queen received a letter from her little friend as follows: "Signora, your gift has caused me many tears. My father took the money, my big brother took the sweets and as for the stockings, why, mother took them for herself."—Kansas City Star.

For the Outdoor Girl.

It seems that the outdoor girl is here and that she is hereto stay. When the first cold wave comes she retires for a season of social activity, but out she comes in her sporting togs along with the first robin and enjoys herself in the open for the balance of the year.

Just now this creature, who keeps her life full of fresh air, is rejoicing in a very chic sporting jacket. It is the most comfortable and convenient wrap of its kind ever modelled, she declares. The jacket is knit by hand and fashioned like a short box coat, being devoid of all seams except those under the arms. A collar, such as men wear on their sack coats, and deep cuffs of leather, also pocket flaps, give the garment lots of style and makes it fit for hard wear.

Auto hoods of rubber, lined with silk and provided with wide rain-capes, are not really horrible. Scarfs of tinted liberty silk are worn again with street suits, the long bright ends fluttering from the coat front.

The ascot stock is the only neckwear permissible with the jacket.

"I don't know how we outdoor girls ever lived without it," testified a golf enthusiast. "It hits the wrap question off just right, for it is warm without being burdensome, and does not interfere with a good swinging drive. Best of all it is becoming to the slender, and no woman who really goes in for an outdoor life grows fat."—New York Sun.

Woman Made Humdrum By Man.

Sir William Ramsey has brought a storm down around his devoted head by the declaration in a recent lecture to the ladies of Clifton College, England, that women lack originality. Sir William maintained that few women are original; that most prefer the humdrum round, and will not attempt anything new. A leading lady practitioner, one of the few medical women of high rank in the West End of London, interviewed, accused Sir William of a fondness for generalizations at the expense of the sex.

"It is all very well to charge women with want of originality," she said. "Is it not the fact that for centuries women have been trained in an atmosphere which would kill originality even in the strongest mind? It has been nothing but repression in all directions for her. When she has aspirations out of the common feminine run they were sneered at. However, this sort of a thing is being broken down in America and in our own colonies, where women have a much better chance to escape 'custom's idiot sway,' and the barbarous conventionalities of the older land, and are taking their places confidently beside the best men in all spheres of activity. In England the policy of repression continues, but the number of women at the universities achieving the highest honors is increasing every year, and there is hope even for the older lands of Europe."

Carriage Etiquette.

Carriage etiquette is rigid and precise. Take the matter of getting into a victoria for example.

The footman stands on the sidewalk. He may have the lap robe over his arm, or it may be over the front of the carriage.

The lady steps into the victoria without noticing the respectful way in which he touches his cocked hat. She settles herself comfortably down in the cushions. Then her part is done and his part begins.

It is his task to tuck the lap robe about you, and then pass back of the carriage and see that it is properly adjusted on the other side. All this must be done with the greatest deliberation.

The footman finally finishes his work and places himself on the sidewalk by the victoria to receive his mistress' orders. It is then that his mistress for the first time says where she is going. To be really elegant, the lady must show no signs of hurry.

Slowly and deliberately she turns to the footman and mentions the destination to which she will be driven. It is regarded as a shade more elegant for the lady to look directly in front of her and, not noticing the waiting footman at all, to speak her wishes as if she were addressing the wind, and as if it ought to be glad to obey her.

In calling the lady does not leave her carriage until the footman has rung the door bell and learned if the lady of the house is home. If she is out, he leaves the card and returns to the vehicle for orders.

The same thing is required of the chauffeur of a private motor. The arrival of a private motor in front of a house has indeed come to be an occasion of ceremony.

The vehicle hurries up. The chauffeur alights, opens the door and receives the card.

He goes up the steps and rings the bell. The lady is at home. He hands in the card and returns to the motor.

Its occupant then alights. If there is a footman, he accompanies her up the steps to ring the bell again if necessary. In any case, he must extricate the occupant of the vehicle from her rugs before he allows her to alight from the motor.—New York Sun.

Fashion Notes.

Have you seen those smart little braided loose coats, just reaching the hips?

It takes a murderous array of hats-plins to keep the modern chapeau in place.

The traveling cloaks are smart enough to make any woman pine for a journey.

Babies of six months old are shod in boots of buckskin with soles as soft as a glove.

Many of this year's coats boast of a grey high collar, often luxuriously lined with fur.

The steel-studded elastic belts are general favorites and by no means insignificant in price.

Auto hoods of rubber, lined with silk and provided with wide rain-capes, are not really horrible.

Scarfs of tinted liberty silk are worn again with street suits, the long bright ends fluttering from the coat front.