

HUNDREDS DIE IN FOREST FIRE

Property Loss Reaches Millions in Ontario, Canada.

Strewn With Bodies of Those Overcome by Heat and Smoke - Miners Trapped.

Ontario, July 13.—The loss of life in the Porcupine district, Northern Ontario, from yesterday's forest fires is known to be several hundred, and the property loss will reach several millions of dollars.

Only three of the 83 employes of the East Dome mine have been accounted for and 200 miners, muckers, etc., in the Dome mine have been suffocated. The mines burned include the Dome, the Dome, Preston East Dome, Victoria, Foley O'Brien, Philadelphia, Standard, Imperial, West Dome, and West Dome.

Among the dead are Robert E. Weiss, manager of the West Dome, and his wife and child. The Philadelphia mine's loss is estimated at \$50,000; United Porcupine, \$20,000; Eldorado Porcupine, all buildings destroyed; Standard, about \$40,000; Imperial, about \$35,000; West Dome, probably destroyed; West Dome, about \$75,000.

In four short hours, beginning yesterday noon, the fire swept from the standard mine to the shores of Porcupine lake, where it destroyed South Porcupine, Pottsville and part of Glenora, as well as many small buildings along the lake front.

The greatest havoc was wrought among the main mines, notably the East Dome and Big Dome. There the trapped miners, cut off from escape, were forced to take to the roofs, and, panned in by flames, perished. This was notably true at the East Dome.

The streets of South Porcupine are strewn with dead persons, horses, dogs and cattle. Along the mine shafts are the bodies of those overcome while trying to escape.

Along the highway between East Dome and South Porcupine, over a comparatively open section, were six charred bodies. In the area of South Porcupine were found the bodies of William Gohr and his wife, Captain George Ranbar and his wife.

The miners saw dense clouds of smoke yesterday to the southwest. Here the fires were raging. They saw a little ahead. A small blaze started a good view of the Porcupine town, but it passed almost unnoticed because of the recent frequency of such fires.

It was not until noon that the dense smoke clouds began to roll over the Porcupine district. Then the miners became alarmed and camps were abandoned.

Messengers were sent out and soon returned with warnings that the fire was traveling through the forests at rapid speed and was licking up many townships.

Shortly after noon the fire had covered an area of 25 miles in length and 10 miles in width. In half an hour the flames were raging on the spot. Hundreds fled before the flames, but dense clouds of smoke hung low and made progress difficult.

Many of the exhausted before the fire as it swept over South Porcupine. The main buildings burned fiercely. Two minutes after the flames struck the outskirts the town was in ruins. All who escaped made for the water where all sorts of water craft—stitches, canoes and skiffs—were pressed into service.

Women and children were first hurried into small boats and started off for Pottsville and Golden City, where they were temporarily safe from the flames. Many miners lost their lives in efforts to save others.

Each Must Own License.

Hoquiam, Wash.—If an ordinance proposed to the city council here, and to be introduced regularly at the next meeting by Councilman Bridges, should become a law, every person in Hoquiam who takes a drink of spirituous refreshments will have to own a license, which he will present to the bartender before he is served. Mr. Bridges proposes to make it a misdemeanor for a saloonkeeper to sell liquor to anyone, or for anyone to buy it, who does not hold such a license.

Company Assumes Loss.

Minneapolis, Minn.—According to F. P. Wells, vice president of the company, F. H. Peavey & Company will assume the liabilities of the Peavey Grain company, of Chicago, which suspended operations recently when a shortage of \$1,200,000 was discovered after the sudden death of its president, James Pettit. Mr. Wells said that the assets of F. H. Peavey & Company amount to two and a half times its liabilities.

Grain Rate is Slashed.

Seattle.—The Great Northern has announced a permanent reduction in freight tariffs on all grain shipments from points in Central and Eastern Washington to Puget Sound terminals. The reduction is from a half cent to two cents a hundred pounds. The new rates become effective August 15, when the grain in Central Washington will start moving.

SIX PERSONS KILLED IN WRECK ON OREGON TRUNK

The Dalles, Or., July 12.—That Engineer Thomas Myles, of the Oregon Trunk south-bound train No. 192, wrecked near The Dalles Monday, will be held responsible by a coroner's jury for the wreck that has claimed the lives of six persons, was given out here tonight. A. S. McCurdy, roadmaster of the Oregon Trunk line, testified before the jury at the scene of the wreck yesterday afternoon that he believed the train was running at least 50 miles an hour when the accident occurred, and that the engineer had received orders to run not more than 10 miles an hour around the "Shoo Fly" curve, where the train left the track.

The six-months old daughter of J. W. Rasmus, the sixth victim of the wreck, died tonight. Mrs. L. J. Rising of Warm Springs, Or.; Mrs. J. W. Rasmus, of Ellsworth, Wis.; Mrs. C. H. Baker, Sheridan, Or., and S. L. Arthur, Seattle, died today, and Louis J. Rising, of the Warm Springs Indian school, died a few minutes after the crash.

THREE MICHIGAN TOWNS BURN

Boats and Freight Trains Carry Inhabitants to Safety.

Bay City, Mich.—Oscada, 76 miles north of Bay City, has been completely wiped out by fire; Au Sable, across the river, is now on fire, and the 1,800 inhabitants are being taken on board a steamer that arrived at Au Sable and on a train made up of freight cars picked up in the Au Sable and Oscada freight yards, while another train is being sent from East Tawas to take away refugees.

A lineman succeeded in getting around the fire and tapped the wires four miles south of the town. He said there had been no loss of life.

The fire at Cheboygan caught from a pile of sawdust which had been burning for weeks. It is not known whether there is danger to the city. Lewiston, Alger and Turner, all north of here, are in danger from forest fires.

The Alpena and Oscada fires were not due to forest fires, but from fires originating in slab yards.

Forty cars and two bridges on the Michigan Central near Grayling were burned.

A disastrous fire broke out at Alpena in the logs on the bank of Thunder Bay river, just west of the Moanch tannery. A fierce west wind spread the flames to the bark piles of C. Moanch & Sons company.

'CAMORRISTS IN FRENZY'

Leap at Bars of Prisoners' Cage Like Wild Animals.

Viterbo, Italy.—After Captain Fabroni, of the Carabinieri, of Naples, had denounced the Camorra as the most despicable and dangerous criminal association in the world, there ensued a scene in the courtroom here that made past disturbances in the Camorra trial tame in comparison.

Erricone, chief among the prisoners to feel the sting of Fabroni's fearless testimony, leaped to his feet and dashed to the bars of the prisoners' cage, shrieking incoherently, and a personal encounter between the Carabinieri and Lawyer Bovio, for the defense, was prevented only by the interference of the court attaches.

12 Dead; 54 Hurt in Connecticut.

Bridgeport, Conn.—Twelve bodies in the morgue, 44 injured in the hospital and a huge pile of junk at the foot of a 20-foot embankment at the western end of the city, tell the tale of the worst wreck in 58 years' history of the New York, New Haven & Hartford railroad.

Although the accident happened to the Federal express just before dawn, and the coroner's office has been busy all day answering telephone and telegraph inquiries from all parts of the country, four of the dead, two men and two women, remain unidentified.

Hail Storm Kills Stock.

Miles City, Mont.—Arrivals from the Jordan country, about 100 miles north of Yellowstone, report a terrific hail storm in that section. According to the report, 13 head of "79" horses were killed, the barn was blown off of W. C. Henderson's farm, Charles Kramer's house was unroofed, Joe McDonald lost many sheep killed by hail, windows were broken generally in Jordan buildings and over a strip of country four miles wide practically every growing thing was ruined by the flying balls of ice.

Tars Not to Be Barred.

Seattle.—Mayor Dilling has directed Chief of Police Claude Bannick to see that all sailors who are orderly are given proper treatment in all cafes and places of amusement in the city. This order followed a complaint made to the mayor by R. L. Ghormley, flag lieutenant to Rear Admiral Southern, that three sailors had been excluded from the Rathskellar last Friday night. The management disclaims responsibility for the trouble.

100-Story Building Next.

Cleveland, O.—Addressing the convention of the National Building Owners and Managers here, George Mortimer, of New York, said that plans for a 100-story building, 1,200 feet high, have been drawn and that such a structure is a probability of the near future in New York.

BRIEF REPORT OF THE DAILY WORK OF NATION'S LAWMAKERS

Washington, July 14.—Senator Heyburn of Idaho, drew the fire of Senator Williams, of Mississippi, today in the course of the discussion of a motion by Williams for the retention of "Jim" Jones, the 82-year-old negro, who had been Jefferson Davis' body-guard and in whose custody the seal of the Confederacy was entrusted, retained on the Senate payroll as a laborer.

Senator Heyburn acquiesced in the retention of the negro for services formerly given to the senate, but not because of loyalty to an "infamous cause."

"But for the parliamentary rules that restrain me," declared Williams, "I would have a few words to say about the kind of human being in whose heart such thoughts can exist."

Senator Williams added with great feeling that he was "not prepared to hear a civilized man in the 20th century call 'an infamous cause' the cause for which his (Williams) father had laid down his life.

"There is no right of American citizenship," Mr. Williams added, "that permits a man to insult the dead."

The senate sustained Williams by a vote of 37 to 18, leaving Jones on the payroll at \$720 a year as a laborer.

Washington, July 13.—Railroads give, or are still forced to give, rebates to big corporations and to the detriment of small concerns, declared Frank C. Lowry of New York, general salesman for the Federal Sugar Refining company, before the "sugar trust" investigating committee today. In explanation, Mr. Lowry said his company did not receive an allowance for lighterage in New York harbor as the "sugar trust" did. Mr. Lowry will continue his testimony tomorrow.

Frank L. Neals, a Philadelphia shipping agent, testified that while uniform rates are in operation, big concerns with "inside information" about intended changes in rates or which receive advantage in the shape of drayage, put smaller dealers under a handicap.

"Rates are so complicated," said he, "that a big concern like the American Sugar Refining company must employ a rates expert at \$25,000 a year to 'work out' rates or all of its directors would go to jail for violating the interstate commerce laws."

Representative Fordney, of Michigan, expressed an opinion that any wide-awake man would know about proposed changes in rates.

"Yes," added Representative Baker, of California, "the same kind of wide-awake fellows have been cheating the public for 20 or 25 years."

Washington, July 13.—Two insurgent speeches against the Canadian reciprocity bill were made today when Senators La Follette, of Wisconsin, and Bristow, of Kansas, introduced their amendments to that measure and spoke in favor of them and against specific features of the pending bill.

Senator La Follette execrated President Taft's administration, not only with reference to tariff legislation proposed, but also on his conservation policies. Senator Bristow renewed his fight against the present sugar tariff and urged the repeal of the "16 Dutch standard" test on imported sugar, saying it operated entirely in the interests of the American Sugar Refining company.

Hoping to reach a vote on the reciprocity bill next week, senate leaders are figuring seriously on the subsequent programme.

Besides the Democratic free list and woulen bills, it became evident today that friends of the Arizona-New Mexico statehood and reapportionment bills will demand votes, as will advocates of the campaign publicity bill.

La Follette expects to occupy most of the session Monday and Tuesday in his speech against reciprocity. In his speech today he called the reciprocity agreement "a little brother to the Payne-Aldrich bill."

Continuing his criticism of Taft's administration, La Follette said: "In all the record of this administration, no more glaring example is presented of the complete surrender to special interests and the complete reversal of Roosevelt's progressive policies than that shown in dealing with amendments to the interstate commerce act. It would have been difficult to have framed a piece of legislation affecting interstate commerce more harmful to the public interest than the bill drafted by the attorney-general and recommended to congress by President Taft."

Madden Makes Charges.

Washington, July 15.—Charges that inspectors had been sent into the plant of the Lewis Publishing Co. St. Louis; that the books had been seized and the offices turned topsy-turvy, were reiterated today before the house committee on expenditures in the Postoffice department by E. C. Madden, ex-third assistant postmaster general, now attorney for the Lewis concern, from which the second-class mail privilege was withdrawn.

Banks Must Pay Expressage.

Washington, July 15.—The refusal of the United States senate to agree to the Jones amendment, appropriating \$120,000 for the transportation of silver coin, means that the banks of the Northwest will have to bear the expense of transporting from the East such money as will be needed this year for the movement of crops.

Washington, D. C., July 11.—An inquiry into Alaska's industrial development, second in importance only to the Ballinger-Pinchot investigation, will be interrogated tomorrow by the house committee on expenses of the Interior department.

Instead of having Miss M. F. Abbott tell the story of her discovery of the famous "Dick to Dick" letter, the committee will examine government officials on the general condition of the territory.

It is planned to call G. H. Brooks, Alaskan head of the geological survey, as a witness. He will be followed by witnesses from the War department, which controls the leasing of water fronts in that country.

The possible connection of C. P. Taft with the subject is to be subordinated for the time being. The committee will endeavor to find out if the Guggenheim interests, when defeat in the so-called Cunningham claim to the great coal fields of Alaska seemed inevitable, undertook to assert control of the coal deposits by monopolizing the entrances to the interior of Alaska, if recognition of the Ryan entries would effect this.

It is for this purpose that the committee has invited experts on Alaskan minerals and the coast line to testify as to the conditions in the neighborhood of Controller bay. The inquiry may require many days. Other than recognizing the absolute freedom of the president from congressional inquiry, it is said tonight no limitations would be placed on the inquiry.

Washington, D. C., July 10.—The Canadian reciprocity bill emerged unscathed tonight from the most serious ordeal it has experienced in the senate. The amendments offered by Senator Cummins, of Iowa, and the two offered by Mr. Simmons, of North Carolina, all seeking to increase the number of Canadian manufactured articles that were voted down.

The vote in favor of the amendments was so small that Senator Cummins asked for only five roll calls, although he had announced his intention of asking for at least ten. The maximum vote for his tariff amendment was 14, compared with a maximum vote of 53 against.

The defeat of the Cummins amendments clears the situation in the senate and leaves the reciprocity bill much nearer final passage.

Senator Bailey offered an amendment to the house woolen tariff bill, imposing a duty of 25 per cent on raw wool. He will ask for its consideration, and of his farmers' free list amendment, in the near future.

On the proposal to put flour and cereal products on the list of articles which the United States will admit free, Senator Cummins was defeated, 52 to 14; on the proposal to put agricultural implements on this list he was defeated 53 to 12; on the proposal to put lumber on the list he was defeated 52 to 12.

Washington, D. C., July 9.—Within a week or ten days the signatures of the secretary of state, Philander C. Knox, and the British ambassador, James Bryce, will be placed on the treaty between the United States and Great Britain to provide for the arbitration of all questions arising between the two countries, even matters of vital importance and national honor.

The signing of the treaty will bring to an end the negotiations begun at the instance of President Taft and Ambassador Bryce early this year, and will mark what many believe to be the greatest step toward international peace ever taken.

Some changes remain to be made in the text, mainly in the phraseology, to which the greatest attention is being given to avoid any ambiguity or possible chance of misconstruction when the treaty comes to be tested by actual recourse to its provisions. It is to be a model from which general arbitration treaties between the United States and other nations will be drawn.

Only one point of substance remains to be adjusted and the State department is awaiting the last word of the British foreign office on that subject. There are two ways in which the object to be covered in this provision of the treaty can be attained; either would be acceptable to the State department, so there is no reasonable doubt of a complete agreement.

Pacific Will Be Protected.

Washington, D. C.—It is the present plan of the Navy department to have the battleship fleet spend about an equal amount of time in the Atlantic and Pacific as soon as the Panama canal is open to navigation. The great armament known as the "Atlantic fleet" since its formation, will belong as much to the Pacific as Atlantic, and the persistent demands of the West Coast for adequate naval protection will be partially satisfied.

Relief Promised Storm Victims.

Washington, D. C.—President Taft has promised Representatives Clayton, of Alabama, and Adamson, of Georgia, to order the serving of 20 days' rations to the sufferers from the severe storm of July 4 in Lee county, Ala., and Harris county, Ga.

Barrett to Attend Exercises.

Washington, D. C.—At the request of President Taft, John Barrett, general director of the Pan-American union, will attend the ground-breaking ceremonies of the San Diego, Cal., exposition, commemorating the opening of the Panama canal, on July 19.



FASHION

TRIFLES in fashion count for a good deal these days. It is at the season of the year when all manner of clever things are invented to catch the eye of those who congratulate themselves that their shopping is finished. This is a ruse of the merchants to empty the purse of the buyer.

Business must proceed, even though the weather is hot and vacation time is at hand. Also the dressmakers swing the fashions around, here and there, to interest their patrons and to get away from routine. In the first of the season, when the new clothes are brought over from Paris, the models are copied by the hundred to an alarming extent. Now it is time to introduce innovations, and so we see quaint and attractive things in every gathering of women. It might be said with truth and emphasis that the public is responsible for this variety of fashions more than the dressmakers.

It is hard to get one of the latter to depart from the French models or the crinolite patterns which she has in the workroom. If she is thrown on her own resources she can do remarkably good designing, but for some reason that she does not explain she never gives herself a chance for individual experiment. No matter how many patrons she has, she follows for each a model that she brought from abroad, if she is a big importer, or she copies a sketch in a fashion book if she is a little dressmaker.

Blue Serge Gowns.

It is rather wonderful to observe the popularity of the one-piece suit of thin blue serge. It has been amazingly developed in the last four weeks, and has all manner of individual touches that make it worth while. It is a good kind of gown for every woman to include in her wardrobe. It may not stand for any one occasion, but may serve for half a hundred. It is just this kind of gown that is available for all changes of climate and unexpected trips.

It can be worn with or without a coat, and in many ways pays for itself over and over.

The favorite model is an Empire skirt, more or less wide at the hem, according to our new measurements, which run from a yard and a half to two yards and a quarter. The panel down the back is rarely eliminated and the fastening is in front. There may be folds of the serge or surah or taffeta, either in blue or black, to cut off the length, and if one is averse to a narrow skirt, fashion allows an inserted box plait at each side from hips down.

The skirt, rising moderately on the bodice, is stitched to it with three rows of machine stitching. It is hung on a four-inch band of silk belting, which is fastened with hooks and eyes in front. The bodice is also attached to this belting, which preserves a neat look around the waist, although the skirt does not curve in to fit. The cut of the bodice is much fuller than it has been. The short kimono sleeves are used and the under-arm seam is long, but there are tucks or plaits that run over the shoulder, or begin at the waist and make for fullness over the bust and under arms. The arrangement of the neck is a matter of individual preference, and there is always an undersleeve, or the simulation of one at the elbow.

One of the most attractive of these suits worn by a girl who knows how to dress has a plain skirt with panel down front and back, and a five-inch hem of the material finished with rows of black silk stitching. It is about three inches higher than the normal waist line and curved very slightly at the sides. The bodice is folded in to it, stitched down, and has a long wedge of white maline net in the shape of a vest that runs into a high-boned stock.

Cotton-Figured Net.

One of the materials that have come into being at the beginning of the hot weather is the figured cotton net that we had with us several seasons ago. It is usually in blue and white, although one can find it in two or three other color combinations. Blouses are made of it to wear over low silk slips or fine muslin corset covers run through with colored ribbon.

These net blouses, you know, are quite the fashion and are immensely popular for warm days, with suits that have a dressy atmosphere. Some women wear them in the morning with plain linen suits, but they look more fit in the afternoon or for luncheon.

The coarse-figured ones are made in kimono style or with the revived armhole and shoulder seam. They have a double-plaited frill down the front, finished with a hem of blue net or cluny lace, and are fastened with white crocheted buttons down the front. The high collar is made in folds with a turnover band at the top of heavy lace. The sleeves are finished with a light folded cuff fastened with crocheted buttons at the back.

The net is also used for over-drapery. It takes the place in some gowns of chiffon cloth or marquisette. One good-looking gown is of very thin blue mesaline made with a plain empire slip with the net draped into a long tunic which opens in front, has the right side crossed well over the left, and is bordered with a half-inch plaiting of blue satin ribbon, which matches the figure in the net.

The short-waisted bodice is unusually full for these days, has a deep, round gulph of thin French lace which only extends to the collar bone. The empire girde is made from three bands of box-plaited ribbon finished with a twisted circle of blue ribbon in front and two long ends. There are undersleeves of lace which hang free of the elbow and are shaped to a rounded point at the back, and the upper sleeves of the figured net are edged with the plaited blue ribbon.

As an economical suggestion it would be well to think of this net as a covering for an evening gown that needs repairing and that has seen its best days. Stripped of its gewgaws and reduced to a simple slip, it could



be covered with figured net at small expense. One small point would be wise for every woman to remember, that the drapery of today does not come to the foot line of the lower skirt. It stops about six inches above. It is usually looped up in some fashion at the side and is often finished with a three-inch band of colored or figured floral satin or a ruching.

White Wash Frocks.

It has been repeated so often that all white wash frocks are not in first fashion, that one is apt to become tiresome by referring to it. However, it seems worth while to say that a compromise has been effected between fashion and tradition by the invention of charming gowns of white voile and marquisette which have all the earmarks of the best lingerie frocks and are trimmed with dashing lines of color to give them a novel effect.

There seems no end to the fashion for eyelet embroidery, and it is used more on voile and marquisette than on muslin, possibly because one sees more of the former fabrics than of the latter. Plain white wash material is not even used for everyday frocks. It has given way to striped muslins in violet and white, brown and ecru, black and white, blue and white. There are many other combinations, both in stripes, in pin dots and in circles, and one sees a dozen of these gowns to one of the old-fashioned plain white lawn.

A dainty style is shown in the illustration, made in cambric; groups of fine tucks with strips of insertion in between form trimming at top of bodice; lace is used for edging, and ribbon is threaded through insertion and finished off with bows.

A piece of insertion is taken round about the knees, ribbon is threaded through and arranged in loopy bows at the right side of front; pieces of insertion pointed at the ends are let in at intervals; a frill of soft lace finishes the foot.

Materials required: Four yards 36 inches wide, about five yards insertion, six yards ribbon, 3/4 yards wide and 1/4 yards narrow lace.