DEAD NUMBER ONE HUNDRED

Twice as Many Injured, Many Fatally, by Tornado at Snyder, Oklahoma.

WHOLE FAMILIES KILLED

Fire Destroys Whole Block of Buildings in Confusion Following Storm-Two-Thirds of the Town Utterly Ruined.

DEATHS EXCEED ONE HUNDRED. SNYDER, O. T., May 11 .- At midnight all estimates of the number of persons killed by last night's tornade exceeded 100 and 150 persons were in-jured, more than 40 seriously.

Ninety-five persons are known to be dead, several are missing and a num-ber of the wounded are in a critical

The wounded found shelter in an improvised hospital until tonight, when they were taken to hospitals in Guthrie and Oklahoma City. The financial loss is estimated at

SNYDER, Okla., May IL-Approximately 100 people were killed in the tornade which visited Snyder and vicinity last night and as many more were injured. Following is the list, so far as the dead have been recovered and identi-

Attaway, Deney ser, W. H. and wife: Busser, Russell, aged 18. Barnes, C. L., aged 50. Balley, George W., aged 40. Suskinsk, Alvan, aged 27. Baker, Phorence. Buker, Plorence. Biggs, Mrs. Mary, aged 28. Crook, Mr. and two childr Crump, Frederick, aged 19. Coleman, Mrs. Loven and three children

Cocman, Mrs. Loren and three children. Davis, George, wife and child.
Donovati, C. G., aged 28.
Engles family, three persons, five and a hamiles couldwist of Singer.
Electron 30s. Lath.
Townsien a. E., wife and four children, Franchen, Mrs.

Posted Miss. seed 20.
Part. Mrs. M. A. aged 20.
Part. Mrs. M. A. aged 21.
Gorton, Harold, aged 11. son of Territoria Mrs., aged 28, and three children Hibbard, Pyotensor C. C., wife, three chil-dren, father and mother,

Hughen, Mr., wife and son, five miles wes Mrs. Mary, aged 40, and two sens.

family at Olustee. es and wife. Moody, Mrs. M. Murphy, Miss, of St. Louis More, Mr. Orrutt, Mr. and Mrs.

ledwick, Mrs. Fannie, aged 50 Sims, Mr., wife and daughter. Staley, Pearl, of Troyer, Okia mel, Charles, aged 26, Veaver, Mr., wife and three child

Williamson, Mrs. Colonel, aged 26. Unidentified man, woman and two children. Unknown family, four persons, 15 mile atheast of Snyder. Of the injured, 11 have skulls fractured th legs broken or other serious injuries

which will probably prove fatal. Two-Thirds of Town Wrecked.

The havoc wrought by the tornado b complete. Out of a town of 1000 people no more than a score of houses are intact, while two-thirds of the buildings are to

The storm formed south of Olustee, near the Texas line, and took a northeasterly se through a well-settled section. At 8 o'clock it was observed by the people of Snyder, but the usual funnel-shaped for mation was lacking, and, though the roar was plainly heard for some time before the storm broke, many were of the opinion that it was a hail storm. Within a few minutes the sky became suddenly dark and a terrific downpour of rain began, lasting for several minutes, when it stepped as suddenly as it had commenced

People Tossed Like Chips.

I few moments of ominious calm fol lowed, and then the tornado struck, tear ing buildings to pieces as though they were made of paper. Many people who had thought to take advantage of the calm to seek refuge in cellars were caught in the streets between buildings, where some were lifted high in the air and dashed to the ground as though hurled from a catapult, while others were struck by flying debris and crushed almost be yand recognition. Those who remained their houses, except in a few blocks in the southeastern corner of the town, fared no better. The frame structures collapsed like eggshells, burying occupants under the debris, killing, crushing and

Six of the eight hotels were torn to pieces, burying many in the wreckage North of the railroad track, where many cottages stood, not one is left, and th wreckage is mostly carried away.

Cry for Help Sent Forth.

in a few moments it was all over, and the air was filled with shricks of injured, mingled with cries of those who had es caped and were seeking lost ones. Within short time measengers were dispatched to Mountain Park. 25 miles away, when the news was sent by telephone to Hobart Physicians and nurses were called for and relief trains were made up at Mangun, Hobart, Chicasaw and Lawton and burried to the scene by the 'Frisco Rail

through the night amis the most heart-rending scenes. A building was utilized for a temporary hospital, and another was used as a morgue. The latter, a dry goods building, presented a grewsome appearance when day dawned, with the corpse ying tier above tier on the shelves.

The search for bodies continued during the day, and at 6 o'clock tonight 80 had been recovered. Others are being searche for, which, with the casualties reported from the country, will probably raise the

Money the Greatest Need.

The most pressing need is financial. Organization was perfected among the citisens today, and appeals were sent out to leading cities of the territories asking for immediate assistance. In addition to the many injured who are being cared for gt hospital, many sustained lesser in juries and are incapacitated for the work of caring for those who are in need of as-

Hundreds of inquiries have been pouring in all day from relatives and friends of Snyder people in all parts of the country severely taxing the capacity of the telegraph office. With the removal of the injured to other points, the strain upor the people of Snyder will be greatly re-

Property Loss Immense.

The property loss is variously estimated at from \$300,000 to \$400,000. Two hundred sidences are demolished, and about half the business buildings are practically a total loss. The remainder are more or less damaged. The Hilton, the largest hotel in town, remains intact, and a portion of the building was used for an emergency hospital. The injured will not be taken further than Hobart and Lawton tonight.

CUT SWATH FOR FORTY MILES

Many Dead Found in Country Surrounding Snyder.

GUTHRIE, Okla., May, IL-Telephone reports from Lawton, Okla., give fuller details concerning conditions at Snyder. At 4 o'clock this afternoon 97 persons were reported dead at the Snyder improvised morgue and the list of injured was placed at 300.

Details of the sensational escape of me of the operators at the Snyder telephone exchange are received. The manager of the exchange was fatally injured, and one of the two female operators was killed. The other took refuge in a telephone booth, which was blown into a field without seriously injuring its occupant

Two trains were started from Lawton today in addition to the regular train from that place to Snyder. Two hundred people have left Lawton for Snyder to

render any assistance possible.

It is said that not one building at Snyder is left uninjured. Every building north of the Frisco tracks is demolished (Concluded on Fifth Page)

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New Treaty for Division of Transcontinental Railroad Territory.

NO HARRIMAN EXTENSIONS

Kuhn, Loeb & Co. Compels Union Pacific Magnate to Keep Out of Hill's Territory and Abandon Chicago Project.

NEW YORK, May 11 .- (Special.)-There E. H. Harriman has given in to the pres-

named after 10 A. M. on that day,

ple killed, great destruction of property

of the value of \$2,500,000.

HISTORIC DISASTERS BY TORNADOES AND

OTHER STORMS

Among the destructive cyclones and tornadoes of the past have been those

Rochester, Minn.; St. Cloud and Sauk Center, Minn.; New Ulm, Minn.; St. Louis;

New Richmond, Wis.; Clear Lake, Wis.; Marshalltown, Iowa, and the one of only a week ago at Marquetre, Kan., where 29 lives were taken and much property was

destroyed. All of the storms have occurred within the last 25 years. A list of not-able eterms, showing a terrible loss of life and property, follows: Adams County Mississippi, May 7, 1840-100 killed; property loss \$1,000,000. Adams County, Mississippi, June 16, 1842-500 killed; property loss \$3,000,000. Eric, Pa., July 28, 1875-134 killed; property loss \$500,000.

Barry and Stone Counties, Missouri, April 18, 1850-100 killed, 600 injured; prop-

Emmetaburg, Iowa, June 24, 1882-100 killed; property loss \$250,000, Diinols, Kentucky, Mississippi, Georgia, Tennessee, Virginia, North and South

Louisville, Ky., March 27, 1890-76 people killed, 700 injured, 900 buildings de-

royed; the storm cut a path 1900 feet wide through the city, destroying property

Savannah, Ga., Charleston, S. C., and Southern Coast, August 28, 1893-1000 peo

Gulf Coast of Louisiana, October 7, 1893-2000 people killed; loss of property

Terrific gale on Lake Michigan, May 16, 1894-25 lives lost and 20 vessels de-

cycl off the water front of Chicago.

The cyclone which swept St. Louis in 1896, taking nearly a hundred lives and

destroying \$10,000,000 worth of property, came from the southwest out of the same storm-breeding center as the storm of last night.

One of the severest storms of the country, which was not cyclonic in character, was the hurricane and tidal wave which destroyed the better part of the City of Galveston in September, 1900. The loss of life has never been accurately determined.

The property damage was placed at \$10,000,000. The storm came out of the Gulf Mexico and had been preceded by a long period of barometric depression.

of tornadoes, there being over 30 scattered over the

Grinnell, Iowa, June 17, 1882-100 killed, 300 injured; property loss \$1,000,000.

Carolina, February 9, 1884-800 killed, 2500 injured; 10,000 buildings destroyed; un-

a direct truffle agreement for a right of way over this line or will be allowed to buy the second half of the stock. It is alleged that it was for this reason that the road recently issued \$11,000,000 of new stock at par, and that it will have a direct

Mystery of the Northwestern.

The Northwestern mystery seems to be slowly evolving. The Harriman plan to buy control of the Northwestern was intended to keep this road out of the Pa-cific field. The Vanderbilt plan called for a right of way over some line to run trains in bulk through from Chicago to the Pacific Ocean. Mr. Harriman, to head this off, obtained the right to run Union Pacific trains through to Chicago by control of the Northwestern. The Vanderbilt policy, thanks to the Kuhn-Loeb interfer-ence, has won out. Within 12 months or so, unless present plans are again upset, the Northwestern will operate its own trains over the Union Pacific to a connec tion with the San Pedro at Salt Lake.

This also is the mystery of the Moffat Mr. Harriman, when he saw the plan of the Northwestern late last Fall to force him into granting this right of way, took an option on the Moffat line. He thought that the Northwestern intended to build its own line into Denver, buy the Moffat line and cut through to an independent connection with the San are strong, if not unmistakable, signs that Pedro at the south end of Salt Lake. His option carried him to the middle of Janusure brought to bear upon him in the past ary. By that time he hoped to have the two weeks, and has agreed to the terms Northwestern safely in his fold. Had he

at Harrisburg.

More Than One Hundred In-

jured in Railroad Disaster.

All Those Recovered Are Only Fragments, and Many Are Totally Cremated-Bursting of Air-

Hose Original Cause.

NOT A WHOLE BODY FOUND

HARRISBURG, Pa., May 11,-Twenty persons are known to be dead and more than 100 were injured in the railroad wreck and dynamite explosion which occurred early today on Pennsylvania Railroad in the southern part of this city. That not more perons were killed is considered remarkable by the Pennsylvania officials, as a full box-car of dynamite exploded directly at the middle of the heavy express train. The list of dead follows P. L. Crabbe, Pittsburg.

P. L. Crance, Pittsburg.
George Zeigler, Pittsburg.
James R. Phillips, Pittsburg.
Paul Bright, Pittsburg.
Mr. Shaw, Pittsburg.
J. L. Silverman, Philadelphia.
Mrs. Robert G. Dougherty, Philadelphia.
H. K. Thomas, Parksburg, Pa., engineer of G. Kulman, Altoona, Pa.

Aifred Crosby. Norman Martina, 7 months oid. Nine unidentified bodies. The Pennsylvania railroad officials to night gave out a list containing the names of 16 persons who were injured and treated at hospitals or elsewhere. The company also gave out a list containing the names of 26 persons who were in the

wreck and whose injuries are not given. The train carried a number of prominent persons, and most of them es caped with only slight injuries. The wrecked train was the second section of the Cleveland and Cincinnati Express, leaving Philadelphia at 11:05 o'clock last night. It consisted of a combination baggage and smoking car, one day coach and six sleepers.

Causes of the Wreck.

There are various stories of how the wreck occurred. The official version is as follows:

About 1:40 o'clock the engine or east-hound freight train was flagged by the crew of a shifting engine ahead on the same track. The engineer quickly put on his airbrakes, and the train, an unusually long one, came to a sudden stop. The strain on the air out. This caused the middle of the Schiff will be used to prevent any inva- fight his option. As a matter of fact, the train to "buckle" and the damaged

Just as this happened, the Cleveland Express came thundering up and "side swiped" the wreck. The express was stopped within its own length and the third sleeper was opposite the wrecked car. Before any one could leave the and smouldering cars and twisted from passenger train, which was not very badly damaged, a few slight explosions occurred, and then there was one great lying on the marsh land between the railflash and roar that shook the earth The whole affair occurred within a

period of a few seconds. Crawl From Windows to Safety.

A scene of horror followed the explosion of the dynamite. The passen These facts are slowly coming to light, ger cars and some of the freight cars instantly took fire. As the reverberation of the terrific explosion died away across the Susquehanna River, the agonizing cries of the injured could dows and crawled from under the

Shortly afterward another explosion occurred. Fearing that the entire freight train might be loaded dynamite, no one dared go near the wreck. Finally, the railroad men, who freight train, ted the way, and the un-

injured passengers followed. Scores of those who were trapp their sleeping-berths or pinioned unin the field, badly hurt. The advance ore the plans of the other. Vaguely, they were about to take others from the wreck, and the unfortunates. and women, were soon enveloped in the flames. The cries of the dying were heartrending, but nothing could done for them. An alarm of fire was sent in, but when the firemen reached the scene the flames had done their work. The entire train was consumed

With the firemen came a corps of physicians from the city. As quickly as the injured were temporarily relieved of pain, they were placed special trains and trolley cars and hurried to the hospital here.

Not One Whole Body Found.

Several hundred railroad laborers were on the spot within an hour, and by daybreak their number had been ncreased to 1000. It was a gruesome task for the railroad men. Not a whole body was found in the wreck. Either an arm or a leg or all four limbs were burned off the trunk, and in severa cases only portions of the trunks were inder one Pullman car. It is the betief of the railroad officials that, if the explosion had not occurred, there would have been no loss of life.

Coroner Klouse empaneled a jury which viewed the bodies this afternoon. He will begin taking testimony

Harrisburg Hospital, assisted by the trustees and members of the board of

ncessantly since the first of the injured were taken there at 2:39 o'clock this morning. The hospital is crowded to the doors, and row after row of cots now occupy the wards.

Nearby Houses Shattered.

In the vicinity of the wreck many famlies living in the small houses about the place were tossed from their beds, and, thinking some catastrophe had befallen them, rushed out clad only in their night clothes. Several small bouses near the Lochiel furnace were badly shattered. Flying glass and articles which were knocked from the walls struck the inmates as they lay in their beds, and a number of minor injuries were reported The shock and effects of the explosion were felt for many miles, and panes of

glass of large windows were broken for miles around. Henry Silverman, a New York jewelry alesman, had a satchel in his berth which contained \$17,000 worth of jeweiry. In order to escape being burned to death he was compelled to leave the satchel in the coach, which was destroyed by fire.

Among those who received slight injuries was Miss Brown, daughter of Congressman Brown, of Pittaburg, and her companion, Miss Woodworth, of Philadelphia. They escaped through a car win-dow. The Rev. T. H. Acheson, of Den-

er, escaped unhurt. There was a large crowd around the hospital. In every room of the building there were persons, which so taxed the institution that some of the injured had to be propped up in chairs. The hospital supply of bandages, bedding and clothing was soon exhausted

Survivor's Story of Horror.

"The first intimation I had of the reck," said John B. Reynolds, of Pittsburg, a newspaper man, who was going ome from New York, and escaped with slight injuries, "was when I heard an awful crash and was thrown out into the aisle of the car. I was dazed for a little time, and only realized my position and what had happened when I felt a woman grabbing me and screaming, "For God's sake, help me!' I pushed her out of the window, and a fellow passenger handed out a child which belonged to her. He then left the train and called to me to jump through the window.

"Just then there was a terrific explosion. As I dropped to the ground a missile struck and knocked me down. don't know how long I lay there, but when I recovered, I crawled across the tracks under a freight train and rolled down the embankment on the other side. I was in my night clothes, and all my other clothing and belongings were lost.

"I never want to witness such a sight as that which followed the collision. Women were screaming, children were crying, and strong men were wandering about dazed and helpless. The tracks were strewn in all directions with halfnaked men and women, some of whom were dead and others seriously injured." On this same train were Sam Shubert the well-known theatrical man, and Abe Thalheimer, one of Shubert's agents. They were as companied by Samuel Kilne, a New York lawyer, and were on their way to Pittsburg. Shubert was slightly injured, and was taken to a hotel with scarcely any clothing. Mr. Thalheimer

was cut about the face and head. The millhands working near the scen of the accident were quick to respond to the cries of the injured, and carried some of them to their homes in that locality and fitted some of them out with shoes and a call was sent out to the citizens for supplies.

Scene at Daylight.

The scene of the wreck when daylight broke was a grewsome one. Splintered were piled high on the four tracks, and an enormous amount of wreckage was road embankment and the river. One thousand laborers were soon at work, and before noon two freight tracks were opened.

The passenger tracks for several hundred feet were blown away by the ex-plosion. It will be some time before they can be repaired. Passenger trains are being sent over the new low-grade freight line. About a dozen boatmen are dragging the river for bodies. Several thousand persons visited the scene, but they were kept at a safe distance by a large force of

Victor L. Grabbe, of Pittsburg, son-inlaw of Robert Pitcairn, of Pittsburg, assistant to President Cassatt, of the Pennsylvania Railroad, died at noon.

Mr. and Mrs. Tindell, the latter saughter of Senator Knox, were on the train and escaped practically They were on their way to Pittsburg from New York. After the crash, they hurriedly left the car in which they wer sleeping and walked along the railroad tracks to the home of Mr. McNaughton, at Steelton. Mr. Tindell telephoned Govthe Governor immediately sent for Private Secretary Wharton and directed that he take care of them. Mr. Wharton took a cab to Steelton and brought the Tin dells to the executive mansion, where they were cared for by a physician.

Injured Swamp Hospitals.

The first special train brought 66 in jured to the hospital and the second brought 30. Delivery wagons, automobiles and a Steelton fire engine brought between 30 and 30 to the hospital, and the city patrol wagon carried II.

Twenty more were brought on trolley cars and were carried to the hospital or stretchers. The stretchers ran out and shutters were torn off houses and utilized to carry the injured. After those whose injuries would permit it had been sent away from the hospital, there were fully

At 5 o'clock this morning most of these had been put into wards, two to the nar-row bed.

Many of Harrisburg's wealthy citizens

sent their equipages to carry the in-jured, and sent great quantities of cotton and linen bandages. Some of those rosid-ing near the hospital sent their best table

found on the coat of a dead man, who was so badly burned that his features were obliterated, a Masonic emblem, bear-ing the name of Jacob F. Silverman. On the man's clothing was found the name of a tailoring firm in Bridgeton, N. J. Superintendent M. C. Caleb, of the Pennsylvania Road, who was seen by a reporter this morning, said:

"I do not know how many are dead. We

Japanese Take First Step Towards New Attack on Russian Flanks.

TWO VERSIONS OF BATTLE

Each General Tells About Part He Won-Russian Fleet in Vafong Bay--May Divide for Dash to Vladivostok.

JAPANESE TURNING MOVEMENT. LONDON, May 12-A dispatch from Guarchuling says Japanese reserves are advancing on the Kalvuen line. and turning movement on the part of

TOKIO, May 12.-The following telegram from army headquarters in Manchuria was officially given out today: "On the morning of May 3 the enemy. onsisting of two regiments of infantry, five sotnias of cavalry and one battery of artillery, made an attack in the vicinity

of Yingecheng from the direction of Nanshanchengtzu, which is 15 miles east of "At 2 o'clock in the afternoon the enemy nade a resolute attack. Under the cover of the artillery the infantry advanced to within 100 metres of our line, whereupon our garrison assumed the offensive, at-

tacked and dispersed the enemy. "The enemy left 60 killed and 160 wounded on the field. Besides these, soldiers dressed in Chinese clothing carried away many killed and wounded. The enemy's losses are estimated at 209.

"Our casualties were one killed and 40 JAPANESE ATTACK REPULSED

Linievitch Says He Then Attacked and Forced Retreat. ST. PETERSBURG, May 11.-General

Linievitch, in a dispatch to Emperor Nicholas dated May 3, says: Our advanced posts along the line from Podysouzsche to Shibouza were attacked by the enemy's cavalry on May 7. The Japanese were repulsed. They renewed the attack May 8, but were again unsuccess-

"On May I our cavalry advanced in the direction of the Shahetzy mines, which were occupied by the Japanese, who in the face of our artillery fire and turning movement west of the mines, were obliged to retire toward the village of Sinianzou, from which they subsequently were dislodged, retiring to the village of Ma-

FEINT TO TEST STRENGTH

Russian Explanation of Japanese Advance and Attack.

GUNSHU PASS, May 11 .- The Japanese advance now appears to have been a feint to ascertain the strength of the Russian outposts, which have again been pushed foward on the left at Lafangoi, Erdayoi and Tungol and along the center line from Poldygusuch to Shihousa, where the Japanese attacked the Russians May 7 and

May & but were repulsed. The next day, in order to oust the Japanese from the Shahetzy mines, from which their attack was organized, a column of cavalry, supported by artillery, moved forward under cover of the Russian mines, and the lines were turned, the Japanese retiring first to Sinyanzou and later to Madiopa, three miles south of Chantafu.

On the right flank the situation is unchanged. The Russian front resembles a crescent, with the center resting on the railroad and the horns pointing south.

Prisoners say the new troops from Japan are old men and youths. believe the Japanese losses at Mukden were 12,555 killed and about 70,000 wounded. Oyama was at the front during the recent activity, making his headquarters at Chantafu.

Japanese Moving on Flanks.

GADJEYANDANA, May IL-A move ment of the Japanese has been observed on both flanks to the westward, mainly small bodies of cavalry and Chinese bandits, evidently endeavoring to ascertain the Russian dispositions, but to the eastward Japanese in considerable force appear to be concentrating on the line held by the Russian advance troops and gradually occupying the roads and passes. Energetic sapping and road-making are in progress along the whole Japanese front.

RUSSIAN FLEET AT VAFONG BAY seen by British Skipper on Monday

in French Waters. SINGAPORE, May 12-Captain Mountfort, of the steamer Corimander, which arrived here late last night, reports that at 4:30, on the afternoon of Monday, he passed Vafong and observed # Ru varships and 10 colliers anchored inside of the bay. Five hours before, he had sighted four warships off Cape Padaran. which, he thinks, were the rearguard of Nebogatoff's squadron on the way to the

STREATOR, Ill., May 11.—A tornado struck Streator today, tearing down trees and barns. No one was injured, although

to kill the Gould central lines by carrying out his threat to compel them to unload their freight at Ogden and El Paso. That the Chicago & Northwestern shall be allowed to share in the control of the San Pedro, Los Angeles & Pacific Railroad, the new line from Salt Lake to the Pacific. to the Hill plans for the Northern Secur ities Company shall cease forthwith and Roughly, these are the conditions of support. Unless Mr. Harriman had submitted to them, the banking influence of the Kuhn-Loch party would have been

That the plan to bring the Union Pa-

Chicago shall be abandoned, the Union

Pacific retaining its present relationship

toward the Northwestern and the St. Paul,

This concession is intended to head off

the plan of the St. Paul to build to the

That E. H. Harriman shall not attempt

withdrawn and offered to the Hill faction and to George J. Gould in his Western Pacific enterprise. The net result is the most severe set back that any magnate has ever received at the hands of the banking frateruity. Mr. Harriman has always been a dictator His word has overruled the judgment of his executive committee at all times. He has more than once offended the men that sit with him on the board of the Union Pacific. His tussies with Hawley and with Gould are too well known to need much comment. Once James Stillman jumped from his scat and left the board meeting of Union Pacific in a white heat on ac count of a remark made to him by Mr

Harriman, which amounted to an ulti-matum. Now the domineering magnate is brought up with a round jerk No Road Into Clearwater

In the railroad field the result will be far-reaching. It will keep the Harriman surveying corps out of the Clearwater ountry unless J. J. Hill co-operates with them. It will possibly center the attention of the Harriman offices on the Portand right of way, which needs attention hadly. As a result of it, the Shasta route is to be brought up to the standard of the main line of the Southern Pacific. The shipping facilities of the Portiand route with the main lines of the Northern Pa cific and the Great Northern. In other words the cash of the Union and South ern Pacific treasuries is to be used in dedopment of present lines rather than in building new lines.

The San Pedro route is going to be one

of the centers of railroad interest in th

West. The position of the road is one of

mystery. Neither the Chicago & North-

western nor the St. Paul has any direct

interest in it at present. The Harriman

the treasury of the Union Pacific, and the

Clark interests own the rest. Under the

new agreement it is expected that the Chicago & Northwestern will either have

dictated by Kuhn, Loeb & Co, as the price succeeded, he would have notified the for their further support of the Harriman | Moffat party that he would not take up plans. These terms may be roughly out- the option.

It does not appear that the Northwest-That there shall be no attempt to in-vade the territory now held by J. J. Hill, man was rather surprised that there was in return for which the influence of Jacob little effort on the part of Vanderbilt to was not contemplated at the outset to own an independent line either into Denver or west of it. The only plan was for a right of way over Harriman lines clear from the river to the Pacific. The Vanderbilt plans were not very radical. They contemplated no invasion of territory with new lines. Had they been forced to an issue by the failure of their plans, it is very likely that a new and more radical plan would have been adopted, and the Northwestern would have forced its

way through the Denver country by the Light on a Maze of Lies.

The whole transcontinental situation has been so mixed, so confused and so changing that no one, even of the directors of the various roads, knew at any time just where the roads stood with respect to be heard. Men and women came tumme another. Mr. Harriman, as noted bling and climbing from the car winabove, was away out in his calculations with respect to the intentions of the Northwestern, Mr. Hill believed that the Rock Island intended to buy the Moffat ne and was blocked by Harriman's option. The Rock Island party believed that Mr. Harriman intended to take up the option on the Moffat line and said so. knew the contents of the They counted the Moffat line one of the Union Pacific properties. All were wrong. It was this uncertainty that has tested the principle of community of interests to the breaking point. Not one of the der wreckage were taken out and laid magnates was in thorough accord with any other one. Not one knew just what of the fire drove the rescuers back as Harriman knew that Gould intended to build the Western Pacific. Vaguely Gould knew that the course of events in the Northwest was drawing the Union Pacific nto alliance with other lines more, and more closely to the exclusion of his lines. He knew that the Missouri Pacific and the Denver lines were being slowly frozen out of the alliance west of the great divide. Hill only knew about the Northwest, and he did not like the shape of events up there. Not one of the whole the president of the Northwestern, avoided the directors' meetings of the Union Pacific because he did not want to be asked what the Northwestern was doing. The St. Paul crowd carefully lied every time anyone asked them what the road was doing west of the Missouri River. It is safe to say that there has never been, in the history of the transcontinentals, a period of so much uncertainty, distrust and ignorance as there has been for the past six months.

THE DAY'S DEATH RECORD

Henry C. Brown, Turfman.

James Tomlinson, Bridge Designer CEDAR RAPIDS, Is., May 11.-James on, famous as a designer of er bridges, is dead, aged 89

BALTIMORE, May 11.—Henry C. Brown of Nashville, Tenn., for years a conspicuous figure on American race courses, is dead here.