

FRIGHTFUL RAILROAD WRECK

A Rear-End Collision Near Reading, Pa.

MANY PASSENGERS KILLED

Four Cars Were Telescoped and the Victims Were Terribly Mangled—Relief Sent From Reading.

Reading, Pa., May 15.—A collision of passenger trains occurred on the Philadelphia & Reading railroad at Exeter, about six miles south of this city, tonight, and a great number of people were killed and wounded. There is no telegraph office at Exeter, and details are therefore difficult to obtain at this writing. The number killed is variously stated to be from 25 to 35. Many are injured.

The regular express train from Pottsville for Philadelphia connected at the station in Reading with a train from Harrisburg which was crowded with excursionists, who had been to the state capital to witness the ceremonies in connection with the unveiling of the Hartranft monument. Many of the Harrisburg passengers at Reading went aboard the Philadelphia express, but it being found that all could not be accommodated, it was decided to send an extra train to Philadelphia to run as the second section of the express. The extra train left 20 minutes later than the express.

At Exeter, the express stopped for orders, and while standing still the extra train crashed into it while moving at great speed. Three of the rear cars of the express were telescoped, and the first car of the extra train was also wrecked. The passengers in these were terribly mangled, many being killed outright, while others had limbs and bodies maimed.

Word was at once sent to Reading, and a special train with physicians and nurses was sent to the scene as quickly as it could possibly be put in readiness.

The identified killed are: John Leaf, Montgomery county; William S. Talon, Norristown; Colonel George Shaw, Norristown; Chief John Slingmuff, Norristown; John Johnston, Montclair; William Lewis, Norristown; Harry Hunchenteger, Norristown; George H. Annis, Norristown; George Showers, Norristown; Harry Wents, Norristown; Samuel Batty, Conshohocken; Harry Thompson, Norristown; Hiram Shelby, Hatboro; Benton Silvas, Reading.

The injured number about 13.

BY THE SUEZ CANAL.

Admiral Dewey Selects His Homeward Route.

Washington, May 15.—"Send Olympia mail to B. F. Stevens, No. 4 Trafalgar Square, London, England," was the notice given out at the navy department today.

This is the first formal indication that the famous flagship is coming home immediately. Upon inquiry it was ascertained that Secretary Long last evening cabled Admiral Dewey permission to return at once to the United States. He has been relieved of the obligation of remaining at Manila until the Philippine commission completes its work. He is not even required to await the cessation of hostilities, but may start homeward at once. The notice posted at the navy department amounts to the information that the Olympia will not remain long enough to receive the next outward mail. The Mr. Stevens referred to is the navy department's agent at London to distribute all of the mail for United States warships in European waters, so he will see to it that the Olympia receives hers as soon as she passes the Suez canal.

FORTIFYING SAN FRANCISCO.

Defenses Being Strengthened by a Battery of Sixteen Guns.

San Francisco, May 15.—The defenses of this harbor are rapidly being strengthened. The work under way now is the mounting of the second battery of 16 mortars on the bluffs above and back of old Fort Winfield Scott. Eight of the huge pieces of ordnance are already in position, and the others are being mounted by men from the Third artillery. These mortars are considerably larger and more destructive than the battery of 16 that was mounted about three years ago. The new mortars are 12-inch steel, breech-loading weapons, throwing a shell weighing 1,000 pounds, while the others carry 800-pound shells. In addition to the mortars a 12-inch rifle and disappearing carriage of the newest model are ready for shipment from the East. A number of other big guns of modern type are finished or in process of construction, and will be placed in position around the entrance to the bay as soon as they are received here.

A Sash and Door Combine.

Chicago, May 15.—The 34 mills engaged in sash, door and blind manufacture in Chicago have combined and, on about August 1 next, it is stated, will be taken over by a corporation, probably to be named the American Sash & Door Company, with a capital of about \$6,000,000.

TAKEN BY LAWTON.

San Ildefonso Falls Into the Hands of the Americans.

Manila, May 15.—General Lawton has captured San Ildefonso, nine miles north of Baliuag, which has been his base of operations. Although tremendously well fortified and defended by a large and desperate body of Filipinos, General Lawton's troops rushed the trenches and routed the enemy completely, with the loss of one American wounded.

Fresh troops are beginning to go to the front. Two battalions of the Seventeenth infantry (regulars), that had been holding the lines about the city of Manila, will join General MacArthur's division at San Fernando tomorrow, and one battalion of the same regiment will reinforce General Lawton's division near Baco'or. These troops will be replaced by the Twenty-first infantry regiment, which arrived from the United States on the transport Hancock yesterday.

Captain Grant, of the Utah battery, whose success in managing the army gunboats Laguna de Bay and Cavendish has won him the sobriquet of "the Dewey of the army," has been put in command of the recently purchased Spanish gunboats, whose arms are now being prepared for operations on the rivers and along the coast. The arming of the gunboats is being pushed with all diligence.

Admiral Dewey will begin his return to America in the cruiser Olympia, via the Suez canal. The Olympia will be docked at Hong Kong.

Captain Barker will command the fleet from the flagship Baltimore. Lieutenant Eberle is flag lieutenant. Captain Wilde, of the Boston, will command the Oregon. Captain Whitling leaves on the Boston for America, but will go to San Francisco.

EXECUTION OF BRANTON.

Hanged at Eugene for the Murder of John Linn.

Eugene, May 15.—Claude Branton was hanged today for the murder of John Linn.

Branton retired last night at 11 o'clock, after writing several letters. He slept well, and got up at the usual time this morning, but would not eat breakfast. Reverends Patterson and Handsaker, of the Christian church, were admitted to the jail at 7 this morning, and remained to the end, praying and singing with the condemned.

At 9:30 his people were admitted to the jail door, and conversed with him a few moments. Sheriff Withers then read the warrant.

Branton left the cell at 10:45 under the charge of the sheriff and two deputies. He walked upon the scaffold unassisted and took his place on the trap. When asked if he had anything to say, he replied he had but little.

In a firm voice he told those present that he did not want them to hear any ill-will against his people on his account. He asked for sympathy and prayers, and urged them to walk in God's way.

Sheriff Withers sprung the trap at 10:50, and 15 minutes later life was extinct, and the body was cut down. Not a hitch occurred in the whole proceedings, everything passing off as smoothly as possible. The body dropped five feet.

Before leaving the cell Branton bid good-bye to all around. He was perfectly calm.

Branton left several letters to be mailed, and gave a white tie to his brother and left a Bible to his mother. All was done without a quiver of a muscle. He assisted the officers in tying his hands, and did all he could to help make a success of the execution.

About 60 people witnessed the execution, while a thousand or more stood in the street around the inclosure, but were quiet and orderly. The body was placed in a coffin and delivered to his people.

The crime for which Claude Branton paid the penalty of death was that of taking the life of John A. Linn, a stockman of Condon, Gilliam county, in June, 1898. Courtland Green is now serving a life sentence in the penitentiary for complicity in the crime.

The Filipino Congress.

London, May 15.—A special dispatch received here from Manila says that the Filipino congress now sitting at San Isidro is composed of 56 members, of whom 20 favor peace, and an equal number are irreconcilable. The others, holding the balance of power, are ready to admit that absolute independence is hopeless of attainment, but demand better terms at the hands of the United States.

Fell From a Train.

Tacoma, Wash., May 15.—William Goddard, assistant cook of the west-bound overland Northern Pacific train, miraculously escaped death, falling from the train near Ellensburg, while going 80 miles an hour. He landed in a clump of willows beside the track. His fall was not noticed. He walked to the nearest station and took the next train to this city, being only slightly bruised.

The Bicycle Trust.

Trenton, N. J., May 15.—Articles of incorporation were filed with the secretary of state tonight of the American Bicycle Company, with an authorized capital stock of \$80,000,000.

THE HOP OUTLOOK.

A Portland Merchant's Observations After a Tour of the Washington and Oregon Districts.

Captain George Pope, a Portland hop merchant, recently returned from a tour of inspection of the hop fields of Washington and Oregon. In discussing the season's prospects he said:

"My tour of inspection took me through the Puyallup valley and Southern Washington, and from what I have seen the unseasonable weather has worked a great hardship on the hopgrowers in both states.

"Most growers have been able to accomplish very little in the way of cultivation in the Puyallup valley. There are few yards which have been well cultivated, because their location was favorable, as regards drainage, but in by far the greater number of yards the initial work of raising a crop remains to be done. Some of the yards on White river look well, and the young vines are in progress of being trained, but as a rule I saw few yards where the young vines were above the ground.

"The Patterson yard, at Olegua, looked well; evidently much work had been done there up to date, the nature of the soil admitting cultivation. Throughout the Willamette valley I may say that I find the yards in more forward condition, although quite a number of growers have not yet commenced to cultivate. This is noticeable on low-lying ground. On the higher upland prairies the young vines are coming up strong and healthy, especially where there was fall cultivation. At Hampden Grange, on Elliott Prairie, where my firm controls a large yard, we have vines up to the wires, which are 10 feet above the ground, but we also have a portion of our yards where the outlook is not so reassuring, because we could not do any fall plowing. However, from what I observed in Clackamas, Marion, Linn and Polk counties, I have come to the conclusion that we have the prospect of a very excellent crop, taking of course into consideration that for the past two or three years a great number of yards have been allowed to deteriorate on account of poor or lack of cultivation. In some sections I have noticed the young shoots are already being attacked by the aphid, but I do not attach much importance to this as a few days of hot weather is sufficient to kill off the 'ground crop' of this pest. It is the June-July brood of the aphid that plays such havoc in our hop fields, but as we are now having our full share of precipitation it is reasonable to infer that when the weather settles we shall get our just due of sunshine and warm weather, and as we are having an abnormal amount of rain now, it is but fair to predict we shall have a corresponding summer and fall of dry weather.

"On the whole I am well satisfied with the outlook, both from a merchant's and grower's point of view. This is the situation: Should all hop-growing sections of the world be equally well favored as Oregon and Washington, the production of this year's crop might be in excess of what is wanted, but I do not look for this, as my observations for many years lead me to the conclusion that when one section is well-favored, another section suffers correspondingly, either from drouth, hail, wind, frost or aphid. The new crop will therefore come on an almost bare market, and I look for prices that will recompense the growers for the past losses."

Insurance in Washington.

The report of Washington State Insurance Commissioner Heifner, show the following summary of insurance business transacted in the state during the year 1898: Seventy-one fire insurance companies wrote risks amounting to \$52,833,718, and upon this incurred losses of \$591,344 83, and paid losses amounting to \$588,303 82. The gross premiums amounted to \$1,675,004 13 and net premiums, 1,241,170 81. Taxes were paid amounting to \$16,281 93. Life risks were written amounting to \$5,927,155 during the year, with \$18,709,608 in force December 31, 1898. Losses were paid amounting to \$341,106 29, and taxes were paid in the sum of \$8,126 34. Marine insurance was written amounting to \$8,704,653, and losses paid, \$113,053 19. Net premiums amounted to \$99,562 10. Accidents policies were written amounting to \$11,108,300, and losses paid amounting to \$40,610 69. The gross premiums amounted to \$57,797 19.

Olympia to the Cruiser Olympia.

The final order has been given for the souvenir to be presented to the cruiser Olympia. The matter of a suitable inscription has been in controversy with the memorial committee ever since the funds were raised, but finally the following has been agreed on: "From the citizens of Olympia and state of Washington—greetings of Olympia to her namesake." This has been forwarded to Arthur P. French, the New York sculptor, to be put on the tablet.

Revenue Cutter Fleet.

The United States revenue cutter fleet has left San Francisco for the North. The vessels will rendezvous at Seattle, where they will receive orders from the treasury department.

European Hops.

Experiment is to be made at the Corvallis station with two varieties of European hops that it is expected may benefit hop production in Oregon. One of the varieties is early, and the other medium early in cropping. Each is very strong in lupulin. Only half a dozen roots of each has been furnished the station by the department at Washington. Dr. Withycombe will cultivate these on the college farm, and if results are favorable, arrangements will follow for growers to be supplied with enough cuttings to get a start in the new varieties.

Nooksack River Hatchery.

Governor Rogers and Fish Commissioner Little, comprising the majority of the state fish commission, last week visited Kendall creek and its confluence with the Nooksack river, and officially designated it as the site for the fish hatchery provided for by the last legislature, to be located on that river. A force of men was set to work on its construction, and it is expected to hatch spawn from it this year. Five thousand dollars was appropriated for constructing and maintaining the hatchery for the first year.

Marion County Crops.

"Unless the weather moderates and more sunshine is had soon, there will be a light wheat crop." This is the opinion of a number of prominent wheatgrowers of Marion county. They say that the season has been so backward, the weather being cold and rainy both night and day, that wheat has not yet made any appreciable growth, though usually at this time of year, it is well up. The wet and cold weather is favorable to the increase of hoplice, which have made their appearance on hop vines in different parts of the county.

PACIFIC COAST TRADE.

Portland Market.

Wheat—Walla Walla, 59c; Valley, 60c; Bluestem, 61c per bushel.
Flour—Best grades, \$3.20; graham, \$2.65; superfine, \$2.15 per barrel.
Oats—Choice white, 43@44c; choice gray, 41@42c per bushel.
Barley—Feed barley, \$22.00; brewing, \$23.00 per ton.
Millstuffs—Bran, \$17 per ton; middlings, \$22; shorts, \$18; chop, \$16.00 per ton.

Hay—Timothy, \$8@9; clover, \$7@8; Oregon wild hay, \$6 per ton.
Butter—Fancy creamery, 40c; seconds, 35@40c; dairy, 30@35c store, 20@25c.

Cheese—Oregon full cream, 13½c; Young America, 15c; new cheese, 10c per pound.

Poultry—Chickens, mixed, \$3@4 per dozen; hens, \$4.00@5.00; springs, \$1.25@3; geese, \$6.00@7.00 for old, \$4.50@5 for young; ducks, \$5.00@5.50 per dozen; turkeys, live, 15@16c per pound.

Potatoes—\$1@1.10 per sack; sweets, 2c per pound.

Vegetables—Beets, 90c; turnips, 75c per sack; garlic, 7c per pound; cabbage, \$1@1.25 per 100 pounds; cauliflower, 75c per dozen; parsnips, 75c per sack; beans, 3c per pound; celery, 70@75c per dozen; cucumbers, 50c per box; peas, 3@3½c per pound.

Onions—Oregon, 50@75c per sack.

Hops—11@13c; 1897 crop, 4@6c.

Wool—Valley, 11@12c per pound; Eastern Oregon, 8@12c; mohair, 20c per pound.

Mutton—Gross, best sheep, wethers and ewes, 4c; dressed mutton, 7½c; spring lambs, 7½c per lb.

Hogs—Gross, choice heavy, \$4.50; light and feeders, \$2.50@3.00; dressed, \$5.00@6.00 per 100 pounds.

Beef—Gross, top steers, 4.00@4.50; cows, \$2.50@3.00; dressed beef, 5@6½c per pound.

Veal—Large, 6@7c; small, 7½@8c per pound.

Seattle Markets.

Onions, 80c@1.10 per 100 pounds.

Potatoes, \$35@40.

Beets, per sack, \$1@1.25.

Turnips, per sack, 50@75c.

Carrots, per sack, 75c.

Parsnips, per sack, 85c@1.

Cauliflower, \$1.00 per doz.

Celery, 35@40c.

Cabbage, native and California \$2.75 per 100 pounds.

Apples, \$1.75@2 per box.

Pears, 50c@1.50 per box.

Prunes, 50c per box.

Butter—Creamery, 20c per pound; dairy and ranch, 12@18c per pound.

Eggs, 18c.

Cheese—Native, 13c.

Poultry—Old hens, 16c per pound; spring chickens, 14c; turkeys, 16c.

Fresh meats—Choice dressed beef steers, prime, 9c; cows, prime, 9c; mutton, 9c; pork, 7c; veal, 8@10c.

Wheat—Feed wheat, \$20.

Oats—Choice, per ton, \$26.50.

Hay—Puget Sound mixed, \$7.00@8; choice Eastern Washington timothy, \$12.00.

Corn—Whole, \$23.50; cracked, \$24; feed meal, \$24.00.

Barley—Rolled or ground, per ton, \$25@26; whole, \$24.

Flour—Patent, per barrel, \$3.35; straights, \$3.10; California brands, \$3.25; buckwheat flour, \$3.50; graham, per barrel, \$3.60; whole wheat flour, \$3.75; rye flour, \$4.50.

Millstuffs—Bran, per ton, \$15; shorts, per ton, \$16.

Feed—Chopped feed, \$21@22 per ton; middlings, per ton, \$22; oil cake meal, per ton, \$33.

RETURN OF ADMIRAL DEWEY

Hero of Manila May Have Anything He Wants.

A RAILROAD COMPANY'S OFFER

Will Place the Finest Train in the World at His Disposal at San Francisco—Western Mayors' Invitations.

Washington, May 12.—The effort being made in the West to have Admiral Dewey return by way of San Francisco is being supplemented here. The representative of one of the large transcontinental lines called at the navy department today and stated that if Admiral Dewey returned by way of San Francisco his railroad proposed to place at his service an entire train, the finest that ever crossed the continent, and make it subject to his wishes as to the places and time of stops on the way east. It was urged also that this would give practically the whole country an opportunity to join in the reception of the hero of Manila, instead of restricting it to the stretch between New York and Washington.

The Western Mayors' Invitation.

San Francisco, May 12.—Mayor Phelan last night sent the following telegram to Admiral Dewey:

"San Francisco, May 11.—To Admiral Dewey, Manila: On behalf of our citizens, we, the mayors of Western cities, cordially invite you to return by way of San Francisco across the great ocean which was the scene of your victory, and which you have opened to American influence and trade. Pacific coast cities feel especially grateful for the protection you afforded them. The Olympia was built in our yards, and the volunteers who answered your call are from Western homes. We are all eager to show our appreciation of your patriotic services, and would be honored by your acceptance."

The message was signed by the mayors of the following cities: San Francisco, Chicago, Omaha, Denver, St. Paul, New Orleans, Portland, Los Angeles and Seattle.

Another Invitation to Dewey.

Chicago, May 12.—The Illinois Manufacturers' Association today sent a telegram to Admiral Dewey at Manila, urging him to become the guest of the association upon his return from the Philippines, and suggesting he adopt the San Francisco route instead of coming by way of New York.

NEEDED OVER THERE.

Troops Will Not Return From Manila as Soon as Expected.

Washington, May 12.—Those who expect an early return of the volunteers in accordance with the promise of the war department will no doubt be disappointed when they read the announcement that a number of transports are leaving Manila, and none of the organizations are returning upon them.

The fact is, the California and Oregon regiments, the first to go to Manila, are now performing too important service to be spared, as are all other volunteer regiments in the Philippines. Unless peace comes, the volunteers cannot be spared unless the provincial army is organized. Already much valuable time has been lost in delaying the organization of that army, and the hope is that the volunteers can be held until the Filipino rebellion is over. Just why the transports should be sent to the United States without troops is unexplained. They are not needed here, for transportation has been provided for all troops under orders to the Philippines.

FILIPINO CONGRESS.

Desire for Peace Expressed at San Isidro—MacArthur Awaits Fresh Men.

Manila, May 12.—Reports received from the insurgent lines which, however, have not been confirmed, say that a meeting of the Filipino congress has been held at San Isidro. There was no quorum present, but in spite of this fact, some business was transacted. The reports add that although those who attended were mostly partisans of Aguinaldo, a strong desire for peace was expressed.

Major-General MacArthur will probably remain at San Fernando until fresh troops can be forwarded to him from this city to replace some of the volunteers who have been exhausted from the long campaign.

Filipino riflemen, to the number of 8,000, are entrenched in three sides of Bacolor. The Americans, however, are fully able to hold out, if Monday's attack was a specimen of the enemy's fighting ability.

Nashville at St. Louis.

St. Louis, Mo., May 12.—The third-class cruiser Nashville, the first seagoing war vessel that ever came up the Mississippi river this far, is now riding at anchor off St. Louis. She arrived at 12:50 and dropped anchor in mid-stream, saluting the city with 21 guns, which were responded to by battery A, Missouri National Guards, and the whistles of all the river craft and long-shore factories, as well as the shouts of tens of thousands of people.