

KILLED AND INJURED

Particulars of Collision Between Trolley Cars.

CARS FILLED WITH PEOPLE

Belated Pleasure Seekers Returning from a Summer Resort Meet With an Accident in Which 50 People Were Injured and One Was Killed.

Baltimore, May 26.—William Stemler was almost instantly killed and half a hundred men and women were injured, several of them seriously, in a collision between two trolley cars returning to the city from Westport, a suburb of this city, early this morning.

In the neighborhood of the terminus of the Westport car line are several summer resorts, and the cars, which were the last that were to the city, were filled with belated pleasure seekers. The last car had reached a point where the tracks cross those of the Western Maryland railroad tide water extension. The conductor had gone ahead, as is customary, to make sure that no railroad train was approaching. Before he could signal the motorman that the crossing was clear the last car appeared at the top of a steep grade at the bottom of which the Western Maryland tracks cross the railroad. The car was running at full speed. The motorman, Sebastian Heildorfer, attempted to stop it, but the brakes failed to hold and the car rushed down the incline with constantly increasing speed. There was a crash that aroused the neighborhood and then shrieks that were heard in the city, which is separated from the scene of the accident by a wide arm of the

Patapasco river, known as Spring Gardens. The forward car was hurled clear across the railroad tracks and both it and the one that followed were badly wrecked. The lights were extinguished and those who remained in the cars fought each other in their efforts to escape and in doing so trampled those who had been thrown to the ground by the collision. The fire bells of Westport summoned the citizens of the town and they set to work to aid the injured and telephoned to this city for ambulances and further aid, which was promptly sent. When light was obtained Stemler was found, horribly mangled, on the rear platform of the forward car, upon which he had been riding. His arm had been torn from his body. He was still alive, but died a few minutes after being taken from the wreck. The motorman was found in an unconscious condition on the front platform of his car. His escape from instant death is little short of miraculous. He was taken to a hospital and is not expected to live. Private carriages belonging to residents of the neighborhood were used to bring the injured to the city and as soon as possible after the accident the railway company sent special cars to assist in this work.

BILLIARD TOURNAMENT.

Meeting of the National Association of Billiardists.

New York, May 26.—The 1906 national Amateur Billiard Championship tournament will be held in Chicago. This has been decided at a meeting of the National Association of Amateur Billiard players held at the Liederkranz club in this city.

Representatives of the Chicago Athletic Association who attended reviewed the circumstances which befell the meeting last February in which three of the leading players were obliged to withdraw and after some discussion it was unanimously voted to hold the tournament of next March at the same place in the hope of better luck. The Chicago Athletic Club Association has agreed upon western headquarters for the national association, with power to act in the matter of deciding amateur tournaments in that section of the country.

FLOOD AT EL PASO

Rio Grand River Still Rising and Spreading over Valley.

GREAT DAMAGE TO PROPERTY

Many Adobe Houses Crumbled and the Inhabitants Fled to High Ground and a Santa Fe Train Wrecked as a Result of Undermining the Track.

El Paso, Tex., May 26.—The Rio Grande river spread over the Mesilla valley north of El Paso doing great damage to crops especially to alfalfa. Many adobe houses crumbled and the inhabitants fled to the high ground.

The Santa Fe freight train was wrecked today as a result of the flood undermining the tracks and 13 freight cars went into the river. At El Paso hundreds of men are working on the dykes protecting the lower portion of the city. If a break should occur much of the Mexican part of the city will be swept away. The Mexicans are moving out.

SALOONS TO REMAIN.

Members of Portland Council Refuse to Attend Meeting.

Portland, May 26.—Those who have been laboring diligently to secure removal of the objectionable saloons from the vicinity of the gates to the Lewis and Clark fair grounds are roundly censuring certain members of the Portland council for what they unhesitatingly declare to be a deliberate attempt to defeat the object for which the special council session of this morning was called by wilfully absenting themselves from the meeting, so that no quorum resulted. Had enough councilmen been present to transact business it would have been imperative for the body to order a vote of the people on the saloons near the fair. A determined effort is being made to force action and the police have been ordered to bring councilmen to the meeting, which has been postponed.

The liquor license committee has granted another saloon permission to conduct business near the fair.

When the special session of the council was called this morning for the purpose of considering the petition of the people to have the question of removing the saloons from near the fair grounds voted upon in the city election June 5, but five councilmen were present, and the failure to get a quorum caused an agreement that the meeting should take a recess until 2 o'clock this afternoon. The police were instructed to bring in the absent members of the council at that time.

RECLAIM THE TRADE

New Steamer to Be Put on Between Astoria and Eureka.

THE LATEST SHIPPING NEWS

Movements of Vessels Coastwise and Foreign Arriving and Departing From Astoria Shows an Increase in Business to all Coast Ports.

To reclaim the trade of the small ports along the coast between the Columbia river and Eureka is said to be the idea which actuated the purchase of the steamer Newport by C. P. Doe, operating the steamer Roanoke between here and Port Los Angeles, the first information dealing with which was given out yesterday. The Newport will start on her initial trip for this city tonight, and it is figured that she will be in this harbor on the 3d of June. She will touch at Tillamook, Yaquina, Coquille, Coos, Crescent City and Eureka, which will be her southern terminus. The Newport has accommodations for 25 first-class passengers and 15 in the steerage. She registers 300 tons and draws 9 feet. Having been on the drydock recently, she is in first-class condition.

VESSELS CHARTERED.

Ships to Take on Cargos of Pig Iron, Fire Brick, Etc.

Balfour, Guthrie & Co. have laid the French bark Michelet on the berth on the Clyde, Scotland, to load 1300 tons of pig iron and a large quantity of fire brick for this port direct. The Michelet is already on the Clyde and will commence loading at once, word having been received to that effect today. It is understood that considerable pig iron will be imported this season to this port from Europe, and market conditions are being watched with interest.

Another vessel has been added to the list of vessels en route for this port, although her name has not been given out as yet. She will load a cargo of coal at Newcastle, Australia, for the Pacific Coal Company and it is understood that she is to be ready for departure from the coal port before the end of next month.

SHIPPING NEWS.

The schooner Endeavor arrived at San Pedro yesterday.

The lighthouse tender Columbia left out yesterday on her Alaska trip.

The steamers Alliance and Francis Leggett are expected in this morning.

The steamers Aurelia and Redondo are due to arrive tomorrow from San Francisco.

Oriental liner Arabia will touch at Formosa on her trip to this port. She left Hong Kong May 23.

The steamer W. H. Harrison expects to leave out for Tillamook today. She has a cargo of water pipe for the Tillamook water works.

The schooner Irene sailed yesterday for Redondo. It is reported she went to sea a man or two short as she had difficulty in getting a crew.

The United States revenue cutter McCulloch, which will be stationed here, left San Francisco yesterday for this port. She will probably show up here tomorrow.

Steamship Columbia sails this morning for San Francisco. First Officer Boutiller, formerly on the Oregon and

the Geo. W. Elder, is now first officer on the Columbia.

Steamer San Juan picked up three hunters from the sealing schooner City of San Diego, lost from their vessel off Queen Charlotte Island. The men were landed at Goose Island.

Steamer Arago leaves out today for Siuslaw with a barge to bring back a lot of condemned material and tools used in making improvements on the Siuslaw bar. The secretary of war having ordered work to cease on the Siuslaw, there is no further use for the material there.

Capt. F. Miller, master of the steamer Sea Foam, and E. M. Peterson, first officer, were both exonerated by Capt. Bulger and Bolles, United States Inspectors of boilers and hulls at San Francisco, after an investigation into the collision between the Sea Foam and the schooner Del Norte, on April 22, when off Coquille river.

The British ship Thistle has arrived at San Francisco from Hamburg, with part cargo for this port. The voyage occupied 185 days, and in the Atlantic severe gales were met, but very little damage was done. Off the Horn the vessel was fortunate in finding smooth water. On the Pacific side, however, she encountered heavy winds.

Another effort was made to float the steamer Geo. W. Elder yesterday, but it proved as futile as before, even the powerful pumps of the North Pacific dredge not being sufficient to empty the leaky hull. There now seems little hope of ever bringing the sunken wreck into the drydock for repairs, and the underwriters will probably order its sale for whatever it may bring as junk.

Lumber freights are very firm on this coast, and yesterday the Steamship Owners' Association announced a ruling rate of \$4.50 to San Francisco from northern ports and \$5 from northern ports to southern California ports, which means an advance of 50 cents. This refers to steamers and steam schooners, the rate of sailing vessels being \$4. Owing to the heavy demand for lumber in California, there is little likelihood of a falling off in business as a result of the advanced freight rate.

Summer Hats

Of course we have them from the every day street hat to the stylish dress hat.

Dressy Street Hats from \$1.50 upwards.

Stylish Dress Hats from \$5.00 AND UP

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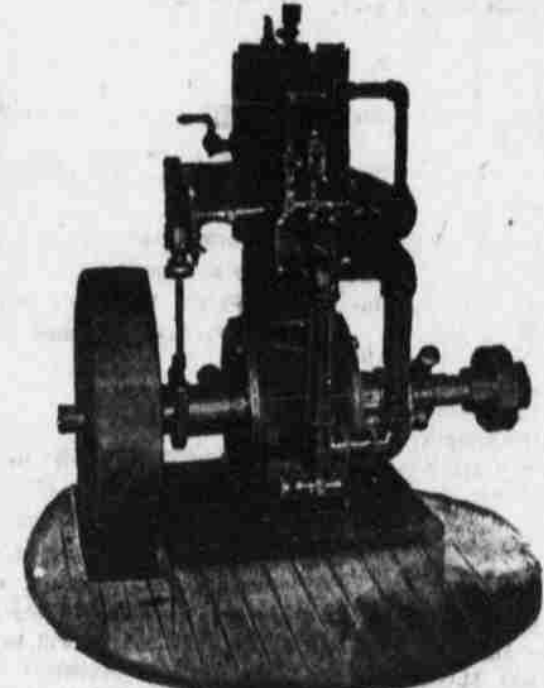
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No. 18 Central Ave. Hot Springs, Ark., April 30, 1906.

Eighteen months ago I was so completely run down that my body ached from head to foot. My back seemed to break in two and I suffered intense pain in the lower abdomen. I could not afford to lay off and take a rest, and no medicine helped me any.

A friend told me how much Wine of Cardui built her up and advised me by all means to take it. The day I took the first dose the recovery of my health began. It was nearly three months before I was entirely cured, but at the end of that time I was in better health than I had been for seven years.

I look on Wine of Cardui as the most blessed medicine that a woman could possibly take when she feels sick and tired of life.

Anna Nelson
ORATOR, WEDNESDAY CHAUTAUQUE CLUB.

WINE OF CARDUI

Mrs. Nelson describes the condition of thousands of women. That condition comes by slow stages. Usually the important function of menstruation is at first slightly irregular. Then comes the painful periods. Bearing-down pains and ovarian inflammation follow. Finally the nervous system gives way and the whole system has become affected and the pains rack the body from head to foot.

Wine of Cardui is a menstrual regulator of established reputation. No woman who takes it suffers as Mrs. Nelson suffered. It gives speedy and complete relief from the torturing menstrual agonies which are making so many women invalids today. Do not let yourself come to the pitiable condition Mrs. Nelson describes.

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