

RIGHTFUL RAILROAD WRECK

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 20 to 30. 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 Bantam 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 at 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 rest 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. Egan, Norristown; Colonel George Shaw, Norristown; Chief John Slingneff, Norristown; John Johnston, Montclair; William Lewis, Norristown; Harry Hunchentger, Norristown; George H. Annis, Norristown; George Showers, Norristown; Harry Wents, Norristown; Samuel Batty, Conshohocken; Harry Thompson, Norristown; Hiram Sheffy, Harboro; Benton Sylvan, 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.

PILAR IS DESERTED.

Another Filipino General Wants to Surrender.

Manila, May 17.—General Gregorio del Pilar wants to surrender to General Lawton, as he believes he has been deserted by the Filipino government.

Aguinaldo is said to have fled into the province of Nueva Ecija. He was last heard of April 29, when he retreated by carriage from Baling, through San Isidro.

Five thousand Spanish prisoners held by insurgents have been taken into a northern province and scattered among small garrisons. They are beyond American aid this season, unless a Filipino surrender takes place within three weeks.

The insurgent hospital near San Isidro is filled with wounded, and General Pilar's main subsistence depot is only five miles from Lawton's front.

Native opposition compelled the insurgent generals to countermand the orders to burn towns as they retreated. The American policy of not destroying property is in favor of the United States.

Five unknown American prisoners were carried through San Miguel last week.

General Lawton pushed on to San Miguel. Scouts in advance of General Lawton's column were fired upon by the rebels at 500 yards. The Filipinos retreated before the American advance, and General Lawton occupied the city. San Miguel was held by 600 insurgents. Their arms have been secreted.

General Gregorio Pilar says Aguinaldo, Luna and other rebel generals are forcing all Filipinos to join the ranks and fight, death being the penalty of refusal.

Among the prisoners taken at San Miguel are 15 Spaniards, who say that the Filipinos are becoming disgusted with warfare and want to surrender.

The Filipinos have driven 81 Englishmen from rebel territory.

Lieutenant Cole today escorted on a tug Legarda, Aguinaldo's ex-minister of finance, who is friendly to the Americans, from Manila to an appointed place of meeting, where Legarda conferred with General Trias, the insurgent minister of war, concerning negotiations for peace. Legarda returned to Manila tonight.

SOUTHERN COAST COMMERCE.

A Guatemala Company Will Run to San Francisco and Vancouver.

Guatemala City, via San Francisco, May 17.—The agent of the Pacific Steam Navigation Company and of the Compania Sud Americana de Vapores has made arrangements to commence calling at Mexican ports as far north as Mazatlan. Ultimately they will go to San Francisco and Vancouver. A French and a Spanish line will also soon come out to the coast. Negotiations for the transfer of the Northern railroad to the American syndicate, which is said to have an option on it, are proceeding slowly. Mr. Gelette, C. P. Huntington's engineer, arrived some days since, after making soundings at Puerto Barrios and a hasty reconnaissance of the proposed line to this city. Another applicant for the Northern property is on the spot, Mr. Miller, and A. Smith, who is said to represent the Rockefeller interests. Exchange, which is very scarce, has again jumped upward, the quotations today for eight bills on the United States being 240 per cent per annum; in other words, \$1 in United States currency is equal to \$3.40 in our money. Silver is at a premium of 15 per cent over paper and continues scarce.

THE DEWEY FUND.

National Committee Ready to Receive Subscriptions.

Washington, May 17.—F. A. Vanderlip, assistant secretary of the treasury; Charles H. Allen, assistant secretary of the navy; Perry S. Heath, assistant postmaster-general; Brigadier-general Corbin and E. H. Roberts, treasurer of the United States, who have been appointed a national committee to take charge of the funds with which to purchase a home for Admiral Dewey in Washington, held a meeting today in Mr. Vanderlip's office. The committee will serve any newspaper, organization or individual wishing to make a contribution for the purpose in view. Treasurer Roberts is now prepared to receive contributions of any amount. A handsomely designed receipt will be gotten out immediately by the engravers at the bureau of engraving and printing, and all contributors will receive such a receipt. A formal address to the public will be issued soon. The first subscription to the fund, \$250, was received today from General Felix Angus, of the Baltimore American, and he will receive receipt No. 1.

Prize Steamer Must Be Returned.

Washington, May 17.—The United States supreme court today decided the prize money case of the French steamer Olin Rodriguez, the first of the naval prize money cases growing out of the Spanish war to reach the court. The decision was announced by Chief Justice Fuller, and directed that the vessel, which was captured off San Juan, Porto Rico, on July 17 last, and has been held since by this government, shall be returned to its owners, on the ground that it was not proven that the steamer's officers intended to enter the blockaded port.

TAKEN BY LAWTON.

San Hdefonso Falls Into the Hands of the Americans.

Manila, May 15.—General Lawton has captured San Hdefonso, nine miles north of Baling, 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 Basco. 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 the insurgents captured. These vessels 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 Whiting 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 bear 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 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 Godby, 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 Olequa, 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 recoup 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 \$82,833,718, and upon this incurred losses of \$591,344 88, 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 84. Marine insurance was written amounting to \$8,704,653, and losses paid, \$113,052 19. Net premiums amounted to \$99,562 10. Accidents policies were written amounting to \$11,108,300, and losses paid amounting to \$40,510 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.

Consolidation of Street Railways.

The consolidation of the street railroads of Seattle is an accomplished fact. Six of the principal lines in the city, cable and electric, have been brought together under one ownership, and are soon to be controlled by one executive head. Thursday the deal, which has been pending for weeks, and which has been talked of for four or five years, was closed by an agreement between the owners or the representatives of the railway lines involved. A new company will be organized immediately, with an authorized capital stock of \$5,000,000.

Oregon Normal Schools.

At the meeting of normal school presidents held at Salem, there were present, Presidents Campbell of Monmouth, Anderson of Drain, Van Scoy of Astland and Reid of Weston. The representatives of the different schools agreed upon a plan for harmonizing the courses of study and the requirements of graduation. They will recommend to their several boards a four years' course, to begin as soon as possible after next year; a list of accredited high schools; a uniform requirement for admission, and at least 300 hours' practice teaching before graduation.

Woolgrowers Will Sell.

It is the belief at Pendleton that the wool market will open up in a couple of weeks, and that the clip of this year will move off at the prevailing prices. The growers are not inclined to repeat their error of last year and hold their wool for higher figures.

Wool Arriving.

Wool continues to arrive at The Dalles at the rate of about a dozen loads a day. Some of the last year's crop is being shipped out on consignment, so the warehouses are able to find plenty of storage room for the new crop.

PACIFIC COAST TRADE.

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 \$2.50 per 100 pounds. Apples, \$2.00@3 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, 15c. 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—Purple 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.

Portland Market.

Wheat—Walla Walla, 57c; Valley, 58c; Bluestem, 60c 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, 32@35c; seconds, 27@30c; dairy, 25@27c store, 17@20c. Cheese—Oregon full cream, 15½c; Young America, 15c; new cheese, 16c 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, 6@10c; mohair, 27c 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, \$3.50@3.00; dressed, \$5.00@6.00 per 100 pounds. Beef—Gross, top steers, 4.00@4.50; cows, \$3.50@3.00; dressed beef, 5@6½c per pound. Veal—Large, 6@7c; small, 7½@8c per pound.