

OKLAHOMA TORNADO

Demolishes Town of Snyder, Killing Many Inhabitants.

HALF OF THE POPULATION GONE

Came at Night When People Were Asleep—Five Hundred Dead and Injured.

Oklahoma City, May 11.—Telephone reports from Hobart, Okla., indicate that the entire town of Snyder, O. T., was destroyed by a tornado. A train of doctors, nurses and other assistants is said to have left Hobart for Snyder.

The wires are reported down between Snyder and other neighboring towns and all communication is being received from Hobart.

Hundreds Dead and Injured.

Guthrie, O. T., May 11.—Late reports from Hobart, Okla., and Chickasaw, I. T., place the number of dead and injured in the tornado at Snyder, Okla., at 500.

The storm broke over the town at 11 o'clock at night, completely demolishing it, as near as reports can be obtained. The first news of the disaster was received at Hobart, by telephone, giving a bald statement of the tornado's having struck the town. The wires, both telegraph and telephone, then went down and no further news has been obtained directly from Snyder.

It is now impossible to reach Lawton, the nearest town to Snyder, and all the telegraphic communications are reported down between that place and Snyder.

Rescue trains have been started from Hobart and Chickasaw, which will arrive at Snyder this morning.

TRAIN STRIKES DYNAMITE.

Terrific Explosion Kills Fifty and Injures a Hundred.

Harrisburg, Pa., May 11.—An express train on the Pennsylvania railroad ran into a freight train in which there were two cars loaded with dynamite at 1:30 o'clock this morning in South Harrisburg, near the plant of the Paxtang Light, Heat and Power company. Three terrific explosions, that broke windows all over the city, followed, and the two trains were completely wrecked and took fire. It was estimated at 3 o'clock that 50 persons were killed and 100 injured, though these figures may be too small.

It is impossible to ascertain the exact number of fatalities, because the wreckage, in which many of the passengers and some members of the train crews are pinned, is still ablaze and unapproachable, and many small explosions occur continually.

When the first explosion occurred, bodies were thrown clear out of the berths in the sleeping car and landed down the railroad embankment, some even having been hurled into the Susquehanna river, which parallels the railroad at that place.

MAY FIGHT FRANCE.

Japan Accuses Her of Lending Active Aid to Russia.

London, May 11.—The news from Tokyo is of the most alarming character. The outburst of popular indignation against France for her violations of neutrality is growing and already equals the bitter feeling that prevailed against Russia prior to the breaking out of the war. Should Rojstevsky now return to French waters, it is doubtful if the Japanese government could calm the populace, and hostilities must result. These would surely involve Great Britain in the war, and the outcome would be in doubt.

Diplomats here in London unite in characterizing the situation as extremely grave. France's attitude, while on the surface conciliatory, underneath is far from that, and the French official class seem determined to resent Japan's protests, claiming that French neutrality is on a standard by itself, and should not be compared with that of any other nation.

Millions from Alaska.

Seattle, May 11.—F. A. Wing, United States assayer, states that from information he has received from Alaska, and the Northwest Territory this winter, the output of gold from the northern country this year will total \$22,000,000, if not more. So far this winter he has not heard any unfavorable reports from any section in which mining is being carried on. From the Klondike alone Mr. Wing predicts an output of from \$10,000,000, to \$12,000,000, the balance coming from the American side.

Russians Claim Advantage.

St. Petersburg, May 11.—Much satisfaction was expressed at the admiralty at the uniting of the divisions of Admiral Rojstevsky's squadron, experts calculating that the Russian admiral now enjoys a superiority over his adversary of 25 per cent of the ships of the line. The impression here is that it will require a week for Nebogoff to coal and get everything in ship-shape for the final stage of the journey to Vladivostok.

Two Inches of Snow in Wyoming.

Cheyenne, May 11.—Southwestern Wyoming is covered with a heavy snow after the storm of yesterday and last night. The snow is over two inches deep on the level.

TWENTY-NINE ARE DEAD.

Marquette, Kansas, in Path of Tornado's Destructive Sweep.

Marquette, Kan., May 10.—Following a terrific rainstorm, a tornado from the south tore a path through the residence part of this town at midnight last night, destroying almost every house in its path and causing the death of 29 and injury to 44 persons, several of whom will die.

An unusually hot and oppressive afternoon, during which the atmosphere was loaded with electricity, was followed by a night peculiar for a deluge of rain. This continued until 11:55 p. m., when the tornado, which had formed about three miles south of town, spent its force among the best residences, dashing them into ruins, in which their occupants were entombed. It was gone in five minutes and continued to mark its path with devastation for many miles northward.

The people of the town were dependent entirely on their own resources, for all telegraph and telephone wires were down and only by sending out to neighboring towns was it possible to get help. Not until 8 o'clock in the morning did physicians begin to arrive from outside, and they set to work to care for the wounded.

When the missing in Marquette had been pretty thoroughly accounted for, the searchers directed their attention to the surrounding country. Soon half a dozen wagonloads of dead and injured had been brought to the town from the district adjoining it on the south.

Tonight order has been brought out of the chaos, and a relief committee has begun dispensing relief. Among the relief sent from nearby towns were 180 pupils from Bethany college, who acted as nurses.

TAFT'S PLAIN TALK.

Tells Railroad Men Rate Law Must Be Passed.

Washington, May 10.—Secretary Taft fairly took the breath of the 300 railway men, members of the International Railway congress, dining tonight as the guests of the American Railway association at the New Willard hotel, when, after being introduced as "the apostle from the Philippines," he emphatically declared that railway rate legislation must come; that, if the railway men of the country were wise, they would aid and not hinder it; that the sentiment of the country is such that failure of proper regulation meant a campaign on the subject that would do no good to the railroads.

Absolute silence reigned as Secretary Taft spoke his mind on the subject of rates. He was positively against government ownership, he said, believing that nothing so deleterious could come to the country as this solution of the question.

"But," he continued, "you cannot run railroads as you would run private business. You must respond to the public demand. If there is danger of discrimination, then you must allow the establishment of some tribunal that will remedy that discrimination."

NEW GERMAN TREATY NEEDED.

Gonsul General Predicts Loss of Export Trade Otherwise.

Washington, May 10.—Consul General Mason, reporting to the State department upon the disastrous effect upon trade with Germany involved by the new German tariff law, which is to go into effect next March, urges "the preparation of a new and carefully drawn treaty of amity which will promote a normal and increased reciprocal trade while conserving and protecting the interests of both nations."

Mr. Mason says that it is his opinion Germany is sharply divided on the question whether the most favored nation clause of the German-American treaty will be allowed to continue after the new commercial treaties become effective. The commercial and industrial classes generally, he says, are opposed to a drastic policy which might lead to reprisals and increase the cost of bread.

The State department is daily receiving protests from large American business houses against the new German tariff rates, which they claim will destroy their German export trade.

Still in French Waters.

London, May 10.—There is no further news of the whereabouts of the fleets of Admirals Rojstevsky and Nebogoff and the dispatches wired from Paris to the effect that they have left French waters are not credited here. That they joined in French waters is certain and that they are still there is likewise a palpable fact. That they are to move northward may be so, but it is not because France demands it, but rather because the Russian commanders feel that the time has come to risk everything on a desperate move.

Frauds in Army Supplies.

St. Petersburg, May 10.—The Slovo prints a rumor of the discovery of enormous defalcations in the Commissary department of the army. Count von Vorontzeff-Dashkoff is expected to inaugurate his reign as viceroy of the Caucasus by reopening the question of the Armenian church funds. Maxim Gorky has received permission to live anywhere in Russia except in St. Petersburg, and is said to have leased a country place near the capital.

Shake-Up Among Gotham Police.

New York, May 10.—The most extensive shake-up in the New York police department in years took place today, when Commissioner McAdoo announced the retirement of two inspectors, ten captains and 45 sergeants on the ground of physical disability.

CANAL WILL CURE

Shipment by Panama Now Slow and Expensive.

REPORT SENT TO PRESIDENT

Rates by Government Railroad Must be Very Low to Offset Loss in Handling.

San Francisco, May 9.—A matter of great commercial importance to the Pacific coast is discussed in a report that has been prepared for the information of President Roosevelt, Secretary Taft, of the War department, and J. L. Bristow, a special commissioner appointed by President Roosevelt to visit this coast and acquire facts. The question refers to the utility of the Panama route for the movement of freight between San Francisco and the Atlantic states. The report was submitted to W. R. Wheeler, W. J. Dutton and Rufus P. Jennings. It was adopted by the trustees of the chamber of commerce and forwarded to Washington in printed form by the chamber.

The report says in part: "The present freight schedule via Panama is apparently based on the overland railroad freight schedule, the charges of the former varying from 78 to 90 per cent, with an average of about 83 per cent of the latter; in other words, the differentials in favor of the Panama route, with its 30-day trip as compared with the transcontinental route with its 14-day trip, are so small that the shipper either east or west does not consider the saving sufficient to cover the risk of damage or breakage in the necessary several handlings of goods via Panama.

"Under government ownership of the Panama railroad and the sea route to New York from Colon, the only question to be considered would be whether the freight rates could be made sufficiently low to make the saving on transportation expense an object to the shipper and enough to offset the additional time required in transit."

GOOD MEN GO UP.

Forestry Service is Improved Under Civil Service Rules.

Washington, May 9.—Up to a few months ago the forestry service, including forest inspectors, forest superintendents, forest assistants and forest rangers, were outside the classified service, and the positions paying all the way from \$720 to \$2,000 a year were prey for influential politicians. As was to be expected, many incompetents were loaded onto the government, and there was much complaint because of the inefficiency of the forestry force.

December 17, 1904, the president brought the forestry under civil service protection; soon thereafter congress transferred forest reserves to the control of the department of Agriculture, and now Gifford Pinchot, chief of the forestry bureau, who is actually in charge, is inaugurating reforms which he believes will greatly improve the service in every way.

The Roosevelt idea of promoting good men is being applied, and the higher positions in the forestry service are hereafter to be filled by the promotion of competent men in the lower positions. In the new service the positions will be graded as follows: Forest supervisor, \$1,800 to \$2,500 a year; deputy forest supervisor, \$1,500 to \$1,700 a year; forest ranger, \$1,200 to \$1,400; deputy forest ranger, \$1,000 to \$1,100; assistant forest ranger, \$800 to \$900.

Persons who were in the forestry service on the date of the president's order were carried under civil service protection; hereafter all appointments will be made after examination of applicants and preference will be given to local men, selecting rangers and supervisors, when practicable, from the states in which they are to be employed.

Copper Found in Helena.

Butte, Mont., May 9.—A miner from Helena says rich copper ore was uncovered today within the limits of Helena. The lead of the red metal was found adjoining the Pursell lime quarry, on the east side of the town, the lead being worked by the Alberta Mining company. Sixteen inches of very rich ore is in the lead and the discovery created no little excitement. Some of the ore was "blistered" in a blacksmith's forge and the copper and silver were very distinguishable. The ore runs \$75.31 to the ton.

Propose Boycott on France.

Tokio, May 9.—A member of the chamber of commerce of this city has written to that organization suggesting organized commercial retaliation on France on account of the hospitality shown by her to the second Russian Pacific squadron. The writer proposes that the chambers of commerce throughout the empire act jointly in boycotting the goods of French merchants. It is probable that the chamber of commerce here will not consider the question.

New Road to Pacific Coast.

New Orleans, May 9.—The Colorado Southern, New Orleans & Pacific railroad filed a charter here today to build a railroad from New Orleans to connect with the Colorado Southern and thence to the Pacific coast. The charter bears the names of local directors.

VESSELS IN COLLISION.

Southwest Gale Causes Havoc in San Francisco Bay.

San Francisco, May 9.—A stiff gale from the southeast caused damage to several vessels in the upper bay today. The torpedo boat destroyer Paul Jones, at anchor off Stewart street, dragged her anchors and collided with the cruiser Marblehead, staving in a plate of the Paul Jones and ruining one of her life boats.

The schooner Ruby, although she had two anchors out, was carried by the gale down the bay from her position off Harrison street, and it was necessary for the Marblehead to shift her anchors to avoid being struck by the schooner.

The big collier Eureka, lying on the north side of Folsom street wharf, parted her stern lines and was carried by the high sea against the tug boat General Millin. The Millin was damaged to the extent of perhaps \$5,000. The stern of the Eureka was damaged to the extent of several hundred dollars.

The river steamer Alvis, at Harrison street wharf, was buffeted about by the rough seas and in her lurching lost her smokestack, besides smashing her fantail and the guard rail from stem to stern, the damage amounting to about \$1,000.

BOATS ARE NEARLY DONE.

American Designer Rushing Work in Russian Yards.

Sebastopol, May 9.—The torpedo boats which are being built at the government yard here, under the general supervision of Lewis Nixon, of New York, are nearing completion and their trials in the Black sea will begin in a few days. In order to overcome the difficulty always encountered in work in a foreign country, Mr. Nixon provided his own organization, with which he has pushed the construction of these boats to a state of completion.

Much is expected of these torpedo boats. The Russian admiralty already has had practical evidence of the seaworthiness of the Nixon boats in the performance of the Gregory, which crossed the Atlantic in the face of heavy weather, but the future prestige of the designer of the American battleship Oregon will depend in Russia upon the result of the coming trials, which will be much more severe than usual, in order to test certain things claimed for them by their American constructor.

MADE TWENTY-DOLLAR BILLS

Counterfeiters Caught After Chase from Coast to Coast.

Portsmouth, Va., May 9.—After a vigorous chase that led through several Atlantic coast cities, Secret Service Officer T. E. Land, of Boston, today arrested Thomas Brewster, Charles Fairbanks, and Robert Slack, all of San Francisco, charged with extensive counterfeiting operations. The trio were located at Key West, Fla., but they succeeded in eluding arrest until they reached here.

It is said that large quantities of bogus money have been circulated in all the cities through which the men passed. Together with the prisoners the secret service officer captured \$5,000 in counterfeit money, most of which is in the denomination of \$20 bills.

Officer Land said today that he discovered that a large number of spurious bills were made at Buffalo, N. Y., which was the distributing point of the gang that was operating.

IMMIGRANTS POURING IN.

Over 12,000 Admitted at New York in Twelve Hours.

New York, May 9.—All records were broken today in the number of immigrants passing quarantine. Within 12 hours 12,039 foreigners, arriving in steerage, were permitted to enter New York, indicating that the spring influx of immigrants this year will probably exceed the records for former years. Ten trans-Atlantic liners brought this army of immigrants to the United States. They began to arrive early in the morning, and the last to pass quarantine was the Hamburg-American liner Blucher, which was admitted at 6 o'clock in the afternoon and added 605 names to the already long list of foreigners arriving in the steerage.

Stockmen to Organize.

Denver, May 9.—Today leading stockmen from all parts of the country will assemble in this city to take up the work of concluding the organization of the American Stockgrowers' association. This association was partially formed during the annual convention of the National Livestock association held there in January last. Those who went into the new organization were displeased with the admission to membership in the old association of packers, railroad representatives and persons of that class.

Made Russian Naval Base.

London, May 9.—A telegram from Hongkong to a news agency gives a long dispatch, which it alleges the French authorities at Saigon refused to transmit April 30, detailing how for ten days the Russian Pacific squadron was allowed to convert Kamranh bay practically into a Russian base, freely coaling and provisioning under the direction of Prince Lieven, captain of the interned Russian cruiser Diana, the French admiral being present.

Officers Torn to Pieces.

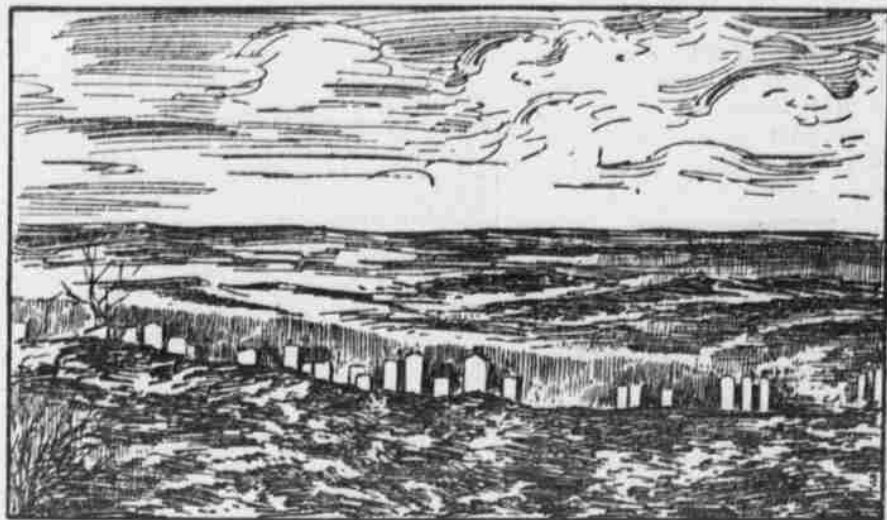
Ekati, Rinsburg, Russia, May 9.—In revenge for the death of a workman who was drowned in attempting to escape from a patrol, a mob of workmen gathered and tore to pieces two officers. Order has been restored.

HISTORIC GROUND.

THE CROW INDIAN RESERVATION IN MONTANA.

Great Tract Which Is to Be Thrown Open to Settlement by the Whites, Contains the Battlefield Upon Which Custer Fell—A Rich Region.

Notwithstanding the fact that there are 473,000,000 acres of vacant unappropriated land, excluding Alaska, open for settlement, pressure is constantly being brought to bear upon Congress for the opening of lands hitherto set aside for the Indians. One reservation after another is being thrown up to settlement, the aboriginal occupants being given farms in severality if they desire to live the lives of white men, or being compelled to take circumscribed quarters if they wish to live the tribal or blanket life. Last year the greatest reservation opening was that of the Rosebud, in South Dakota. This summer two reservations will be thrown open to a certainty—the Crow, in Southern Montana, and the Uintah, in Eastern Utah. To these will probably be added the Wind River or Shoshone reservation, in Wyoming. All these reservations offer vast opportunities to the white man. The Uintah and Wind River reservations are rich in minerals, but to



BATTLEFIELD OF THE LITTLE BIGHORN.

the genuine homeseeker—the man who wishes to carve his fortune with no other instrument than the plow—the Crow reservation will make the most effective appeal.

A Rich Region.

The Crow reservation is just over the northern boundary of Wyoming, in Montana. It is one of the greatest reservations in the country, and has long been coveted by the white man. The Brush-Alliance branch of the Burlington Railroad, connecting with the Northern Pacific, extends entirely through the reservation. There is a southward branch of the Burlington, at Toluca, extending to Cody, from which one can make a delightful journey through the reservation by the new "side door route" to Yellowstone Park. Travelers who journey through the reservation by trail are astounded at the fertility of the scene that meets their eyes. Under the magic touch of irrigation, rich farms dot the landscape of bare, brown hills. But for the teepees that raise their smoke-browned tops on either side of the track, and the Indians who are seen riding or



MASSACRE MONUMENT.

driving along the roads, one might imagine he was pursuing his way through a peaceful and prosperous Western agricultural community. Most of the farms are leased by white men, as the Indian owners are not yet sufficiently skilled in the white man's methods to be a success as agriculturists. But these farms in the valley of the Big Horn show that the Crow reservation can be made to blossom as the rose when once it is dominated by the white man's touch.

For over a year the government has had surveyors at work in the northern half of the Crow reservation, making surveys. Not all of the reservation will be thrown open. The Crows have ceded 1,150,000 acres to the government, and this is the portion to be taken up by the white men. The land lies along the valley of the Big Horn, and it is estimated that about 300,000 acres can be cultivated. The remainder will be used for grazing purposes. Thus the individual who draws a homestead will be doubly lucky, for not only will he have 160 acres of as fine agricultural land as there is in the West, but he will also have the privilege of using a vast acreage of grazing ground which cannot be irrigated, but which is rich in succulent grasses and which has been used as a pony range by the Crows for generations. The main canal to irrigate the homesteads will be taken from the Big Horn, and the supply of water is inexhaustible. The proceeds of the sale of the land

will be used by the Crows to benefit their own lands and herds.

On Historic Ground.

The homesteader who settles in the Crow reservation will find himself in historic ground. The chief place of interest on the reservation is Custer battlefield, at Crow Agency. The Custer monument can be seen from the railroad trains, on top of a knoll, about six miles from the station. It was here that the redoubtable Rain-in-the-Face and other Sioux chieftains overwhelmed Custer's detachment of 270 brave men, leaving not one to tell the story. White headstones are scattered about the monument on both slopes of the hill, showing exactly where the men lay when their bodies were found. Near at hand are many other headstones, as Custer field has been turned into a national cemetery, and here are buried the victims of the Fetterman massacre and many others who lost their lives on the plains fighting for the flag. The field will always remain one of the most interesting spots in America. Only four miles away is Reno's battlefield, where one may yet see the bones of the horses used as breastworks by the troopers who, according to many military critics, should have come to Custer's aid.

For generations the Crows have clung to the lands on which they are now located. Occasionally they were driven off by the warlike Sioux or Cheyennes, but always they came back. In the days of the fur traders

Women Dance for Mouse.

At exactly 9:45 o'clock Thursday morning a little brown mouse stole out from the main corridor of the Missouri-Lincoln Trust building at Seventh and Olive streets and took a short constitutional of about twenty-five feet west in Olive, says the St. Louis Post-Dispatch. In the course of that innocent jaunt he frightened so many women that a feminine panic ensued and so much screaming and scampering about was done that the mouse started back for the more masculine calm of the Missouri-Lincoln Trust building.

As he gained the entrance, however, a large and formidable-looking woman espied him, and with a wild shriek and a frenzied grasping of the skirts, began executing such a remarkable dance on the sill of the big skyscraper that the mouse lost his head and scurried clear across Olive street.

Arriving at the curb on the south side, he passed under a carriage from which two women were alighting and emerged on the sidewalk simultaneously with them. At once they set up an outcry and circled around on the pavement in a dismayed minuet such as has never before been seen in St. Louis. By this time a big crowd had gathered, and the laughter of men and boys mingled with the shrieking and screaming of women and girls. The uproar became so appalling to the mouse that finally, reckless of consequences, he precipitated himself through an open grating into a cellar and has not been seen since. His unusual and uncommon experience while in quest of a little fresh air lasted just five minutes.

They Got the "Glassy Eye."

A certain confectioner in New York, who caters chiefly to the little folks of the neighborhood, lately arranged his shop window with great care in preparation for a local festivity. The crowning attraction of the whole was a large chocolate tiger with most realistic green eyes, made of glass marbles, which had cost the designer 20 cents apiece. In the tiger's mouth was a card bearing the inscription: "Nothing in this window over 5 cents a quarter-pound."

A crowd of youngsters quickly assembled on the sidewalk, and presently, after much spelling over of the placard, two of them invaded the shop and deposited a nicked upon the counter.

"Say, mister," began the smaller boy, earnestly, "gimme a quarter of a pound o' tiger—the piece with the eyes in!"

If some people would work hard and earn \$10,000, some one would walk up, and, taking it away from them, tell them they had no business with that much money.