

MISTAKE COST LIVES

Trains Collide in Kansas and 33 Are Killed.

FIRE CONSUMES WRECKED CARS

Many Victims Are Burned to Ashes—Most of the Dead Were Mexican Laborers.

Topeka, Jan. 3.—Four white men, a negro train porter and about 30 Mexican laborers lost their lives, and 55 persons were injured when two passenger trains on the Chicago, Rock Island & Pacific railroad collided head-on four miles west of Volland, Kan., at 5:10 o'clock yesterday morning.

The trains were Nos. 29 and 30, running between Chicago and El Paso. They met on a sharp curve with fearful impact. Adding to the horror of the collision, fire from the lamps in the cars and from the locomotives was communicated to the splintered wreckage and spread rapidly consuming five of the forward cars of train No. 29, west bound, and burning a number of the passengers. All but three of those who perished are thought to have been Mexican laborers, who were on their way from Columbus Junction, O., to Mexico.

The officials of the company place the blame on John Lyles, the 19-year-old telegraph operator at Volland, who failed to stop train No. 29 at his station after receiving orders to hold it there until No. 30 had passed.

By the light of the flaming wreckage, passengers who were uninjured worked heroically to save those who were pinned fast beneath the mass of splintered timbers and twisted iron.

GENEROUS TO COLUMBIA.

Burton Agrees That Jetty Work Shall Not Be Interrupted.

Washington, Jan. 3.—After a conference today with Chairman Burton, of the river and harbor committee, Senator Fulton expressed the opinion that Oregon will be generously dealt with in the river and harbor bill now in process of formulation. He is satisfied that the bill will provide for the completion of the south jetty at the mouth of the Columbia river, for which engineers recommend an appropriation of \$2,450,000. One million dollars will be appropriated in cash and a continuing contract will be authorized for the balance, so that the work may be pressed to early completion and without unnecessary delay.

The house committee is apparently inclined to deal fairly with the Celilo canal, though it will probably appropriate less than the \$750,000 asked for by the engineers. If this item should be cut materially, Senator Fulton will cooperate with Senator Piles, of Washington, and there is a very fair prospect that the amount recommended can be secured by a senate amendment.

BODIES ALL MIXED TOGETHER

Parts of Men, Women and Children in One Mass.

Washington, Jan. 3.—In an endeavor to identify the mangled bodies of the victims of the Terra Cotta wreck of Sunday night, a gruesome discovery was made at the morgue today. What was supposed to be the mangled body of a man attired in a suit of "pepper and salt, proved to be the remains of several of the unfortunates who died in the Sunday wreck.

The morgue master had all the pile of human flesh and articles which had been gathered at the wreck removed to the "dead room" today in an effort to establish identity. When he delved into it, he found a piece of a baby's skull, a man's foot badly crushed and encased in a shoe, the hand of a woman and a portion of a human face, also fingers, toes and other parts of women's and children's bodies and those of men, all ground into the black coal dust and with pieces of garments mixed into the mass.

Utah Officials Pay Fare.

Salt Lake City, Jan. 3.—A party of Utah state officials who arrived today from Los Angeles on a delayed train over the Salt Lake route had an unusual experience January 1, when the anti-pass law went into effect, and the train conductors refused to honor the complimentary transportation on which they began their journey from Los Angeles. All were compelled to go down into their pockets and dig up full regular fare for the distance traveled after the expiration of the old year. The government was in the party.

Grazing on Oregon Reserves.

Washington, Jan. 3.—During the season of 1907 the Forest service will permit the grazing of 220,000 sheep and 16,250 horses and cattle in the Eastern division of the Blue mountain forest reserve, and 240,000 sheep and 28,000 horses and cattle in the Western division.

RESUMES WORK.

Both Houses of Congress Down to Business After Holidays.

Washington, Jan. 3.—Defense of the discharge of the three companies of the Twenty-fifth infantry, members of which were guilty of the Brownsville shooting, was made in the senate today by Culberson, of Texas, who thus presented the unusual spectacle of a Southern Democratic senator as champion of a Republican president. Foraker began a reply, but was not able to finish it on account of a sore throat and secured an adjournment until Monday of the debate on his resolution instructing the military committee to inquire into the president's order. Lodge offered an amendment limiting the inquiry to the conduct of the troops, thus avoiding any question as to the president's authority to discharge them.

Culberson said great injustice had been done the people of Brownsville. The conduct of the negro soldiers had been very irritating. He related that on August 4, the day before the "shooting up" of the town, a criminal assault had been committed by one of the soldiers on the wife of a reputable citizen. No arrests had been made for this crime. Culberson defended Captain McDonald, of the Texas Rangers, to whom Foraker had referred, because of Major Blockson's reference to him as a man who was "so brave that he would not hesitate to charge hell with a bucket of water."

Senator Nelson introduced a bill to prohibit the sale of land on which are situated beds of coal, lignite, asphalt, petroleum and natural gas in the government domain until such deposits have been exhausted. Provision is made for leasing for terms not exceeding one year for the purpose of having them explored. Persons making explorations and discoveries are to be given the preference in the right to lease and work the deposits.

Senator Piles today introduced a bill authorizing the appointment of an additional judge for the Ninth judicial district, another authorizing the appointment of an additional customs appraiser for Puget sound and a third extending the privileges of immediate transportation on dutiable goods at Port Townsend. He also offered an amendment to the pending child labor bill.

The senate then went into executive session and at 2:55 p. m. adjourned until Monday.

Washington, Jan. 3.—Representative Morrell, of Pennsylvania, introduced a resolution today for an investigation by congress of recent railroad wrecks. The resolution states that the wrecks are supposed to be due to overwork of employes, and authorizes the speaker to name a committee of five congressmen who shall have full power to subpoena witnesses and require corporations to furnish records and all information desired.

Friday, January 4.

Washington, Jan. 4.—The "omnibus claims bill," carrying an appropriation for claims under the Bowman and Tucker acts, was before the house today and was discussed for five hours.

Speaker Cannon announced the appointment of Representative Engelbright, of California, for a place on the committee on mines and mining, vice J. N. Williamson, of Oregon, removed. The speaker based this action on the ground that Mr. Williamson had failed thus far to attend a single session of the 59th congress. He has been convicted of participation in land frauds in Oregon.

FIRST AND ONLY EDITION.

Japanese Reds Cannot Long Maintain Anarchist Paper.

San Francisco, Jan. 4.—The case of T. Takeuchi, of Berkeley, publisher of the Revolution, will be reported to the government at Tokio by Japanese Consul General Uyeno.

"We will make a report of the Takeuchi incident to Tokio," said Secretary Oyama, of the Japanese consulate yesterday. "We can take no action in the matter here. It is in the hands of the local authorities, but we will report the matter to our government and send a copy of the Revolution to Tokio. I think there will be no second issue of the publication. It is a publication that must cost some money to get out, and the half dozen or so young men who are associated with Takeuchi in the publication cannot be very flush of funds."

United States Commissioner of Immigration Hart H. North has been quietly gathering evidence against Takeuchi. He will forward the results of his investigations to Washington. If arrests are to be made orders will be sent to North.

Miners Strike for Eight-hour Day.

Grass Valley, Cal., Jan. 4.—Six hundred and fifty miners went on strike yesterday. Every union miner, with the exception of 50, who are employed in four of the smaller mines, has gone out. They demand an eight-hour day. A peaceful settlement is probable.

SHIP MAY BE LOST

Life Rafts Washed Ashore From City of Panama.

BAD STORMS HAVE BEEN RAGING

Vessel Sailed From San Francisco on December 31 for Ancon, on Isthmus of Panama.

San Francisco, Cal., January 5.—A dispatch to the Call from Santa Cruz says that a message received late last night from Waddell Beach, on the coast 40 miles north of here, says that the Pacific Mail steamship City of Panama has been wrecked and that most of the 116 persons on board are believed to have perished. The message states that four life rafts have been washed ashore fully provisioned.

The City of Panama left San Francisco on December 31 for Ancon, on the isthmus of Panama.

Two of the life rafts were found at Waddell beach and two a few miles farther south. All were plainly marked "City of Panama." They contained stores such as are thrust into boats which put off from wrecked ships. One of the rafts contained a box of crackers and a cask of water. In the boats were also found oars and bathtubs. Two of the rafts were lashed together with ropes.

Terrific storms have been raging and it is deemed impossible that any rafts which may be afloat can survive the storm. The impression prevails that every one of the 60 passengers and 56 members of the crew who left San Francisco has perished.

It is believed that the City of Panama encountered a severe storm shortly after leaving San Francisco and that she put out to sea. Returning closer to shore to continue her trip to the south, she met with another storm, which rendered her helpless. Whether she was torn to pieces by the gale or driven on the rocks is not known.

Below Waddell beach wreckage is drifting ashore in vast quantities. Ranchers are patrolling the shore, watching for bodies which may drift upon the beach.

San Francisco local mariners refuse to believe that the City of Panama has been wrecked. They believe she is in distress in the storm and that her life boats were washed overboard.

REMODEL INSURANCE LAW.

California Legislature Will go to Work At Once on the Matter.

San Francisco, Jan. 5.—Immediately after the legislature convenes next Monday the first step will be taken to remodel the insurance laws of California.

One feature of the new insurance laws will be a provision compelling foreign insurance companies to maintain very substantial deposits in California banks as a guarantee of their good faith in dealing with policy holders. The attempt to pass such a law will meet with strong opposition and a small army of insurance lobbyists is expected in Sacramento.

An effort will also be made to require all insurance companies doing business in California to make full statements as to the securities they hold and to require that they purchase first-class securities.

Government Will Appeal.

Washington, Jan. 5.—The recent decisions by Judge Evans in the Federal court at Louisville and by Judge McCall in the Federal court at Memphis, declaring unconstitutional the employers' liability act passed at the last session of congress, were brought to President Roosevelt's attention today, and the announcement was made at the White House that the president will direct that an appeal be taken. The president is greatly interested in this act and earnestly recommended to congress that it be passed.

Nebraska War on Lobbyists.

Lincoln, Neb., Jan. 5.—George L. Sheldon, in his inaugural address as governor urged that the lobby be banished from the state house, and insisted that the legislature enact a law making it illegal to give or accept railroad passes in this state. In the house of representatives Representative Whiteham offered a resolution which provides that "if any lobbyist shows on the floor of the house while this body is in session the sergeant-at-arms is instructed to eject him, forcibly if necessary." The resolution was adopted.

Allow No Laws Against Japanese.

Honolulu, Jan. 5.—It is believed here that the Federal government is preparing to take steps to prevent the passage by the territorial legislature of any measures to discriminate against the Japanese.

ARMS SHIPPED TO CUBA.

Secretly Smuggled and Troops Are Now Searching for Them.

Havana, Jan. 2.—A statement is made here that several thousand rifles and machine guns represented to have been landed in Pinar del Rio province and hidden in the woods near Mariel, have been as secretly taken away. The recent movement of troops and police, which was considered mysterious in the light of Governor Magoon's statement that there was no fear of an uprising in Cuba, is explained by this announcement, as it is known that the movement was in the nature of a search for these arms. The possibility of a clash between Cuban and American troops is considered remote, as their relations are good. The natives, however, are plotting against one another.

Just who is responsible for the shipment of the arms into Cuba is not known. One theory is that the arms were purchased by the former liberal junta in New York and shipped too late to be used in the last movement. It is feared that the arms are now in the possession of the negroes in the province. There are indications that it is going to be difficult to repress disorder by the growing bands of negroes, who are burning corn fields and tobacco barns, robbing estates and stealing cattle.

FAVORS RAISING SALARIES.

Senate Committee May Restore the Amendment Rejected by House.

Washington, Jan. 2.—The subcommittee of the senate committee on appropriations, which, for the last week, has been considering the legislative, executive and judicial appropriation bill, has considered the question of increasing the salaries of senators and representatives, and now it seems probable that the subcommittee will recommend an advance of 50 per cent on congressional salaries. The subcommittee is practically unanimous in the opinion that such an increase should be made, but there is a general feeling that the house should have inserted the provision.

It also looks as if the committee would recommend that the provisions for increasing the salaries of the vice president, speaker and cabinet officers should be eliminated unless a corresponding increase is secured for senators and members of the house.

Many members of the committee think the senate should be given an opportunity to pass on the subject, and will advocate the incorporation of an amendment in the bill by the committee covering the entire subject.

RAILROAD IS NOT LIABLE

Employers' Liability Act Declared Contrary to Constitution.

Louisville, Jan. 2.—Judge Walter Evans, in the Federal court today, declared the employers' liability act unconstitutional. The decision was given in the case of the administratrix of N. C. Brooks vs. the Southern Pacific railway, and is believed to be the first handed down in connection with this act.

The alleged cause of action occurred in Kansas. The husband of the plaintiff was killed in a railroad accident and suit was brought under this act for \$25,000 damages and an amount sufficient to cover the cost of expenses incident to death. The court holds that the act in effect would regulate commerce within the state as well as interstate commerce and is therefore unconstitutional. The demurrer of the Southern Pacific railroad to action for damages is sustained.

Livestock Convention Called.

Denver, Jan. 2.—A call has been issued to all live stock associations, live stock producers and members to attend the tenth annual convention of the American National Livestock association, to be held at the Broadway theater, Denver, January 22 and 23, 1907. Many important questions are to be considered, among them inferior railroad service, from which shippers have suffered so disastrously and for which the association has already taken vigorous steps to relieve. The subjects of forest reserves and grazing lands are also to be considered.

Ask Protectorate for Cuba.

Havana, Jan. 2.—It is reported that a petition for an American protectorate is ready to be sent to Washington from Remedios, the wealthiest district in Cuba, signed by 200 native Cubans. Another petition from Cienfuegos is soon to follow, signed by several hundred property owners. In other parts of the island, it is stated, similar petitions are in course of preparation. A weekly newspaper advocating a protectorate, as a means of settling the Cuban situation, will probably be issued.

New Laws Begin With New Year.

Washington, Jan. 2.—Yesterday marked the beginning of the life of several legislative acts of congress. Among them are the free alcohol law, the pure food law, the anti-pass section of the interstate commerce law, the modification of the navigation laws, to simplify enrollments and licenses, and a law with reference to the licensing of druggists in the District of Columbia.

OFFER HIGHER PAY

Secretary Hitchcock Proposes a Plan to Keep Employees.

GOVERNMENT SALARIES TOO LOW

Scores of Postal Clerks Resign and Efficiency of Service Will Be Jeopardized.

Washington, Dec. 31.—Failure at this time to increase materially the compensation of postoffice employees, thus keeping pace with the advancing wages in other lines of employment, will seriously jeopardize the efficiency of the service. This statement was taken from the annual report of First Assistant Postmaster General Hitchcock, made public today. The need of new legislation to make the postal service under the circumstances more attractive in order to retain present employes and as an incentive for good men to enter the service is treated extensively by Mr. Hitchcock, who presents a plan for the consideration of congress.

Resignations from the service have increased at an alarming rate and the standard of men going into the service has greatly deteriorated in the last fiscal year. Mr. Hitchcock's report shows that in the first and second class offices there were approximately 29,000 clerks in the grades ranging from \$600 to \$1,000 and of these clerks 2,349 or about 12.3 per cent resigned during the year. Of 23,000 letter carriers attached to these offices, 691 or about 2.6 per cent voluntarily left the service.

Mr. Hitchcock recommends establishing for both clerks and carriers six grades of compensation, the annual salary to be \$600 for the initial grade, \$800 for the second grade and for the four succeeding grades \$900, \$1,000, \$1,100 and \$1,200 respectively, and providing for the advancement of clerks and carriers in first class offices from \$600 initial grade to \$800 after one year's service, to \$900 after two years' service, to \$1,000 after three years' service and for the advancement of clerks and carriers in second class offices to \$800 after one year's service and to \$900 after two years' service.

FOG CAUSES WRECK.

Thirty-five Killed and Many Injured in Suburb of Washington.

Washington, Dec. 31.—An appalling disaster resulting in the death of about 35 persons and injuries, as far as can be learned, to about 60 persons, occurred about 6:30 o'clock last night on the Baltimore & Ohio railroad at Terns Cotin, a suburb of Washington. The Frederick City, Md., local No. 66, on the point of pulling out from the station, was run into by a train made up entirely of eight empty coaches bound from the West for Washington.

The engineer could not see the block on account of the heavy fog and plunged ahead on his mission of death. A dense fog and drizzling rain prevailed during the day and the night and to the inability of the engineer of the rear train to see the signal showing that another was in the block is attributed the accident. The grade at the place where the accident occurred is downward and the tracks were slippery.

The wrecked train was composed of an engine, smoking car and two day coaches. The two rear coaches were reduced to kindling wood, and the rear of the smoker was telescoped. So great was the impact that the local train was scattered along the track for a considerable distance. Fortunately the wreckage did not take fire.

Traffic was delayed by the accident, and it was after midnight before the bodies of the dead could be brought to the city. There was an entire absence of any attempts at theft. As soon as possible the bodies were covered and laid aside to await the coming of the train sent from the city.

From the appearance of the bodies it is believed that nearly all of the victims were killed outright or died within a few minutes after the accident.

Report Filed on Townsite Fraud.

Washington, Dec. 31.—The report of William Dudley Foulke, sent to the Indian Territory by President Roosevelt to report on the townsite fraud, has been received by Secretary Hitchcock and by him turned over to the law officers of the Interior department. Its publication will not be made for some weeks, if at all. It covers but one feature of affairs in the Indian Territory, and until other reports bearing upon similar matters are received by the secretary nothing will be given out in relation to the subject.

Give Pop. Money to Fight France.

Rome, Dec. 31.—The pope has received many important donations to help him in the difficulties with France. They include \$400,000 from Emperor Francis Joseph of Austria and \$400,000 from Cardinal Vashary, archbishop of Grau, Hungary.

EUROPE CRIPPLED.

All Communication Stopped and Some Lives Lost by Storm.

London, Dec. 29.—It has been many years since Central Europe generally has suffered so severely from an Arctic visitation as it has this week. From France, Belgium, Switzerland, Germany and Austria-Hungary the same tale is repeated of heavy snow storms, interruption of vehicular, telegraphic and railroad communication, loss of life and general discomfort.

While Great Britain as a rule escapes winter weather, she has suffered this year to an almost unprecedented degree. According to reports tonight from northern points, the storm is growing worse. The heavy snowstorms which began several days ago still continue. They are accompanied by violent gales and even thunder storms in some places, and have resulted in a serious railroad accident near Arbroath, Scotland, in which about 50 persons were killed or suffered serious injury.

Railroad traffic in the north of England and especially Scotland is becoming completely tied up. Large towns like Edinburgh, Dundee and Perth are almost isolated. The telegraphic services are disorganized and would be completely useless but for the extension in recent years of the underground wires. The snowstorms continue with equal severity in Northern Wales and in Ireland.

DREDGES TO DIG CANAL.

Commission Calls for Bids for Two With Pipe Lines.

Washington, Dec. 29.—Revised specifications have been prepared by the Isthmian Canal commission for two pipeline dredges to be used at La Boca and Cristobal. Under the original specifications bids were asked for on these dredges delivered in this country. The new specifications ask for proposals delivered ready for work in Panama, one on the Pacific side of the isthmus and the other on the Atlantic side. Proposals are also asked on the machinery knocked down in Panama.

These dredges are required for harbor work, as well as for dredging at the ends of the canal. The commission now has two dipper dredges at work in Panama and a third dredge of this description is now building. The cost of these dredges varies from \$100,000 and \$102,500, and it is believed that the cost of the pipeline dredges will be about the same. The commission also has two sea-going dredges building near Baltimore. Each of these is 300 feet long and is capable of going to sea under its own steam at a speed of eight or ten knots an hour. One of these will be used on the Pacific side of the zone and the other on the Atlantic.

HILL WILL RETIRE.

His Son to Assume Active Control of Great Northern.

St. Paul, Minn., Dec. 29.—President James J. Hill, of the Great Northern railroad, the empire builder of the Northwest, will retire from the active management of his mammoth enterprises July 1, 1907. The announcement is credited to Mr. Hill himself in a conference held with Twin City business men.

Mr. Hill's successor will be Louis W. Hill, vice president of the Great Northern, who in reality has been in active charge of the road for the past three years. L. W. Hill possesses to a considerable extent the remarkable genius of his father, as has been demonstrated on more than one occasion. He has also been carefully trained in the ways of his parent, and besides possessing natural ability, is thoroughly posted as to the Hill methods and policies.

Rumors have been current at the beginning of the past few years that Mr. Hill would retire, but the magnate has kept as hard at work as ever. Despite his 67 years he is as strong intellectually as 20 years ago, but he feels that he is entitled to a rest from his hard labors. In a public speech delivered some time ago he said that he was preparing to lift some of the burdens from his back. He said he hoped that he would devote considerable time to reading, a pleasure which he has not been able to pursue as much as he would like.

Raisuli Prepares for War.

Tangier, Morocco, Dec. 29.—According to the best information obtainable, Raisuli has refused to resign his governorship, and has sent his harem to the mountains under the protection of a detachment of Kabyles, and is preparing to meet the forces of War Minister Gabbas at Zinat. The war minister entered the city in state today and went to the grand mosque, where he solemnly read a letter from the sultan dismissing Raisuli from his governorship for causing injury to the country.

Transports May Take Food to China.

Washington, Dec. 29.—Quartermaster General Humphrey has notified Secretary Taft that he has available two transports in which supplies for the Chinese famine sufferers may be sent. These are the Buford and the Warren, both at San Francisco. Secretary Taft, upon the reconvening of congress, will ask for authority to use one of these vessels for the relief mission.