

France in Frenzy Over Destruction of Battleship

FRENCH WARSHIP IS BLOWN UP

Disaster Similar to the Explosion of the Battleship Maine, Causes Death to 300 Sailors.

ONE HUNDRED ESCAPED

Great Disaster This Morning Has Started the Wildest Excitement Throughout France.

TOULON, France, Sept. 25.—At least 300 officers and men of the cruiser Liberte died today when the warship blew up and sank in the roadstead off this place.

One hundred of the crew escaped by swimming ashore. It was first believed 100 more were drowned but as many of the sailors had not returned from shore leave, an estimate of the dead is between 225 and 300.

There is the wildest excitement throughout France.

The disaster bears a striking resemblance to the blowing up of the battleship Maine.

Captain Not on Board.

The Liberte was commanded by Captain Jaures, brother of the famous socialist. At the time of the explosion he was absent from the ship as were 200 members of the crew.

The fire followed an explosion, which was followed by a second explosion. Other ships in the harbor sent relief and in the rescue work, many acts of heroism were performed. Many of the crew stuck to their posts to the end.

A short circuit in the engine room is supposed to have been the cause of the explosion.

Was Broken in Two.

The warship Republique was so badly damaged by the explosion that she had to be docked at once to prevent her from sinking. The force of the explosion was so terrific that the Liberte was broken in two and the forward part of the ship lies in the river bottom upside down.

France is Convulsed

PARIS, Sept. 25.—The disaster at Toulon has convulsed France and government officials are on their way to investigate.

Most of the crew were asleep below decks when the fire started at five o'clock in the morning.

Probably 100 sailors from other ships were injured by flying pieces of iron. Windows by the thousand in the city were shattered by the explosion. The dead sailors were frightfully burned.

France is Stunned.

PARIS, Sept. 25.—Stunned by France's latest disaster, the loss of the magnificent fighting ship Liberte, the minister of marine and his staff took immediate steps to aid the families of the victims and determine the cause of the disaster. The news has stunned France and is taken as an ill omen.

Relating over the Moroccan situation has turned to mourning and there is a demand for a revolution in the navy. There is still much con-

fusion regarding the actual cause of the explosion.

Details of Disaster. The minister of marine received a detailed description of the disaster from Toulon today over the telephone. One-third of the officers and 120 men had over Sunday leave of absence. There are several stories as to where the fire started. The fire alarm was sounded and the watch alarm sounded, all hands being ordered to their posts. Then came the explosion which shook the giant warship and flames broke out all over the afterquarters. Two other explosions followed.

Created Tidal Wave. By the light of the flames, the officers and men could be seen at their posts. Suddenly, just as the other vessels of the fleet, were headed toward the ship, there came a great crash which blew the ship into a dozen pieces and created a tidal wave in the water.

A great hole was torn in the sister ship Republique. When the smoke cleared away, only the hulk of the Liberte was seen above water. Life boats were dropped from every ship and sailors rowed frantically toward the wreck.

One Hundred Rescued. One hundred men were rescued from the water. All were so badly hurt that they had to be placed in the hospital at once.

While there are many theories as to the cause of the explosion, there is also wonder that the fire could not be confined in the room where it started. One theory is that the initial fire put the electric equipment of the ship out of business so that the doors could not be closed by throwing of a lever and the fire confined to the one room.

Was Built in 1907. The Liberte was completed in 1907 and cost the French government \$8,262,180. The ship had a displacement of 14,635 tons with a draught of 28 feet and 18,000 horsepower. It took four years to build the vessel. Her speed was 18 knots an hour and she was armed with 9 one pounders and 10 three pounders with two torpedo tubes. Her complement was 793 men, the largest of any of the French warships and she was a sister ship of the Democratie and Justice, the three being built at the same time.

KANSAS PEOPLE HEAR MR. TAFT

Big Crowds Listen to the President When He Speaks Today.

COFFEYVILLE, Kans., Sept. 25.—Ten thousand Kansans listened to President Taft today when he explained why he vetoed the democratic tariff bill.

At Independence, Kas., Sept. 25.—President Taft spoke to 7,000 people here in the court house square. He urged uniform divorce laws in all of the states.

WOULD TRADE WIFE FOR KILLABLE DOG

Two Novel Divorce Cases Decided By Judge Smythe at Burlington.

BURLINGTON, Ia., Sept. 25.—Judge Smythe in the district court heard two unusual divorce cases. Mrs. Lucinda Wetzel wished separation from her husband, Robert Wetzel, who she claimed had attempted to sell her to a neighbor for twelve chickens, or for a dog, which he proposed afterwards to kill. The court refused the divorce.

The other was that of Mrs. Elizabeth Smyce, who asked for separation from her husband, whom she had not seen since the civil war. The wife, supposing he had secured a divorce, married again. Her second husband, Charles Smith, a veteran of the war, with whom she lived in Burlington for over twenty years, died two years ago. When the widow applied for a pension on her second husband's account she discovered she was still the wife of Smyce, who has married again and is living happily in Louisiana county, Iowa. The divorce from Smyce was granted.

Sinclair in More Trouble.

NEW YORK, Sept. 25.—After losing his wife who wants to have herself divorced in a hurry, Upton Sinclair, the socialist author has additional troubles. While enroute to the Pennsylvania railway station in his automobile he ran over an unidentified peddler inflicting painful injuries. He was not arrested.

WATER POWER DAM STARTED

Work Has Commenced in Taney County, Mo., on the First Dam to Be Built in White River.

COMPLETED NEXT YEAR

Half of Land to be Overflowed, Has Been Purchased and the Balance is Arranged For.

MOUNTAIN HOME, Ark., Sept. 25.—The big power dam which will be built some twenty miles below Branson, Mo., in Taney county, is no longer an uncertainty, and work has already started on the project. This dam marks the era of water power development on the White river and its tributaries which in a few years will make the White river country a manufacturing center of no mean importance. The location of the dam has been changed from the first site, as they could get no good foundation at that place. The site that has been chosen is about two miles above Forsythe, the county seat of Taney county. The first material began to arrive at Branson last week, and consisted of lumber for sixteen big barges and two big power boats, which will be used in moving the cement and other stuff from the railroad point to the dam site. Hundreds of cars of cement will go into the construction, this having to be shipped in. The gravel and other material of rock nature is on the site.

The power boats will be sixty-five horse power each and will be driven with gasoline engines. It is expected that in thirty days these boats will be ready for service. Contracts for the construction of the dam call for its completion in November, 1912. Half of the land that will be submerged by the dam along the river front has already been purchased and the rest of it has been negotiated for, and parties who have this land buying in charge say that all the land will be bought without one condemnation suit. Some legal difficulties were met when the surveys were finished and it was found that a mile or so of county road would be submerged near Branson. This difficulty was overcome when the dam company said they would put a steel bridge across White River at Branson, which was accepted by the county court.

INDUSTRIAL WORKERS TURNED DOWN

The International Congress Does Not Want Them as Members.

CHICAGO, Sept. 25.—Formal rejection of the Industrial Workers of the World as proposed members of the International Congress National Federation of Labor Unions, was received here by Secretary Vincent St. John of the I. W. W., from the headquarters of the congress in Buda-Pest. The reason assigned was that the I. W. W. had been attacking the American Federation of Labor, which is a member of the congress.

The report received by the I. W. W. shows that organizers are to be sent out immediately by the congress throughout England, Scotland, Ireland and France to further international organization, and "bring about a world wide amalgamation of labor to shorten hours, increase wages, prevent wars and seek remedies through political action and legislation."

The number of workers sought to be brought into the international organization, in the three countries are: France, 200,000; England, 1,000,000; the balance of Great Britain, 1,000,000, and America 5,000,000. The report shows that the international congress has decided to establish a world fund for aiding strikers, and asserts that a nucleus for the fund was set aside. Thirty-six delegates, representing 6,500,000 workers, in 18 nations, favored giving the United States the next congress, in 1915, and San Francisco bid for the gathering. The date and city will be definitely decided by a referendum vote in the rank and file before the next congress.

Sunday in St. Louis Hotels.

JEFFERSON CITY, Mo., Sept. 25.—Legal obstacles block the way of the St. Louis hotel men who wish to sell liquor on Sunday to guests at meals. This is prohibited by law, and Governor Hadley has intimated that he would enforce the law. Mayor Kriessmann of St. Louis declared he favored an amendment to the liquor law granting the privilege to hotels.

NAVAL AIRSHIP IS TOTAL WRECK

England Paid \$400,000 for Dirigible Balloon Which Had Made a Trip.

COMPLETED NEXT YEAR

Men on Board Dived into the Water and Swam to Safety to the Docks Close By.

LONDON, Sept. 25.—The first naval airship, built for the British government by Vickers, Sons & Maxims at a cost of something like \$400,000, was wrecked Sunday at Barrow in Furness. The new dirigible left its shed for the first time May 22, and was floated, but was found too heavy to fly. It was sent back to the shed four days later, and after much work was done upon it the ship was taken over by the admiralty on September 22. It is now an absolute wreck and has never been flown.

It is difficult to say exactly what happened. There were officials on the spot, but no information can be gained either from the Vickers concern or the admiralty. Apparently the center of the huge framework, which was 512 feet long, was weak, and the pressure of a light nine-mile breeze made it part as it left the shed stern first. It listed to leeward and began to wriggle like a great snake, cracking, tearing sounds followed, and before the captain's orders could be carried out the airship broke in half. The center portion looked like the battered bellows of a concertina.

There was no actual ripping of the coverings of the hydrogen reservoirs, but the gas emptied gradually. Enough of it, however, fortunately remained, and kept the two ends afloat. The machine actually dipped, but it lifted again. As the gas was intact in one or two chambers, for a moment it was feared that the stern half would break loose and fly aloft with the crew that was in the after gondola, but the stays and tackle kept the two halves together. The men dived and swam to the sides of the deck and all were saved.

The whole of the center section seemed to have collapsed. The outer seat hung limp between the two ends, which remained straight and strong. The balance off, the buoyancy having been destroyed, a section of the forepart half rose in the air and pointed toward the sky, but was held by the weight of the machinery and the tow ropes. Segment after segment of the center then crumpled up and endangered the crew.

The immediate cause of the accident was probably the bursting of one of the central balloons, after which, even with a slight wind, the apparatus was unable to stand the additional strain. Boats towed the wreck back to the dock and it was placed in the shed again at noon.

Marines went about warning spectators not to smoke or strike matches, as the gasoline was leaking from the huge tanks and covering the waters of the dock. It has been suggested that the airship be named "Mayfly."

ECUADOR SHAKEN BY EARTHQUAKES

People Were Panic Stricken All Day Sunday While Houses Fell In.

QUAYAQUIL, Ecuador, Sept. 25.—Four heavy earthquakes early Sunday did serious damage at Riobamba, the capital of Chimborazo province, which lies about eighty-five miles from Guayanaul. The shocks continued throughout the day, but with diminishing intensity.

At the first shock, which occurred very early in the morning, a great panic prevailed among the people. Many buildings were badly shaken and several of them collapsed. The occupants of most of the houses fled to the streets, where they have since remained.

At Guaranda, capital of Bolivar province, twenty-five miles from Riobamba, the shocks were heavy. The walls of a number of residences caved in.

The seismic disturbances are attributed to the Tuncuragua volcano, in the southern part of the province of the same name. Riobamba is situated at an elevation of more than 9,000 feet. The present town dates from 1797, when the ancient town of Riobamba, the site of which is about three miles distant, was destroyed by an earthquake. The population is estimated at 18,000.

MORE POWERFUL THAN OPIATES

Little Boy Who Had Hydrophobia Could Not Be Relieved of the Agony of Disease.

COMPLETED NEXT YEAR

Youngster Died on Hospital Cot With His Mother's Hand on His Forehead.

CHICAGO, Sept. 25.—Barking like a dog and suffering untold agony, Earl Barnes, 7 years old, yesterday lost his fight with hydrophobia. With his widowed mother at his bedside and two physicians attempting to ease his pain, the little fellow died in the children's ward at the county hospital, where he had been removed from his home, 111 East Indiana street.

The child was bitten by an infected dog three weeks ago while playing in front of his home. The mother returned home at night following a day's work in a nearby factory and found the child had been bitten. She did not think the matter serious and herself administered a simple household remedy.

On Thursday the little fellow became ill and suffered several convulsions. Dr. Alvin Helwig, ambulance surgeon at the East Chicago station, was called and had the child removed at once to the county hospital.

Here for three days the boy fought the infection, in a struggle for life. The mother never left his bedside, remaining near to assist the physicians in alleviating the pain. Physicians at once recognized the case as hopeless and tried only to make the few days of life as free from pain as possible.

When the doctors shook their heads the mother refused to believe her boy would not recover, and urged the use of more opiates.

Early yesterday morning it was found that the drugs would no longer numb the pain. Throughout that day and Saturday and until noon yesterday the child tossed and raved on his cot. He went from one convulsion to another, barking and whining like an angry dog. All liquids he feared and steadily refused to drink.

Shortly before noon yesterday he became exhausted with tossing on his cot. The mother placed her hand upon his hot forehead and in this position he died.

"The case is one of the most pathetic I have ever known," said Dr. J. C. Shafer, an assistant county physician, yesterday. "We did everything we could for the little fellow, but nothing could save his life or ease his pain. The mother steadily refused to believe that he would not recover and her faith and sorrow makes his death doubly hard for those who attended him."

The dog which inflicted the fatal wound had bitten several other persons in the vicinity of the Barnes home before it was killed. Among those bitten are: Frank Schultz, 4613 South Marshallfield avenue, and Bernard Sheehan, 109 East Indiana street. Both went to hospitals and had their wounds cauterized at once.

Following the death of the Barnes boy yesterday, three dogs belonging to George Kneitz, 120 East Illinois street, were taken to the East Chicago avenue station and locked in cells. The dogs are said to have been bitten by the dog which bit the child and the two men.

TURKEY GETTING READY FOR A WAR

Aroused Over Actions of Italy and Preparations Are Made for Battle.

VIENNA, Sept. 25.—All Turkey is fighting mad. The attempt of Italy to seize Tripoli has awakened the country to the fact that she must fight to maintain her territory and all classes of Turks are rallying to the colors. All Italians may be expelled from Turkish territory. The Turkish commanding officers have been ordered to place their commands on a war footing.

There is a report that an Italian ship has been seized by Turkish officials in Asia Minor. Are Voting to Strike. CLEVELAND, Ohio, Sept. 25.—The telegraphers on the B. & O. are voting on a strike today for better pay and shorter hours.

Frightful Accident at Railroad Crossing

THIRTEEN LIVES BATTERED OUT

Train Struck Hayrack Party of Thirty-One People Who Were Returning Home From Celebration.

BODIES WERE MANGLED

Nine in the Party Escaped Without Injuries When Fast Train Whirled Through the Crowd.

NEENAH, Wis., Sept. 25.—Sixteen deaths probably will result from a mile-a-minute passenger train at Neenah crashing into a party of thirty-one merry young people loaded upon a hay rack.

A big billboard along the railway tracks obscured the view from the locomotive as well as from the wagon. Mist and fog did the rest. Twelve persons on the hay rack were instantly killed, one has since died, and three of eight others injured are believed to be fatally hurt. Nine of the thirty-one people aboard the wagon escaped without a scratch, and so did both horses. Those on the train suffered only a momentary severe shock.

The collision occurred at 3:40 a. m. on the Chicago and Northwestern railway at the Commercial street crossing. Train No. 121, north-bound, whirled through the wagonload of people at a 45-degree angle. This peculiarity was owing to the fact that the highway crossing is diagonal. The victims were returning from the Peter Hanson farm, where they had gone to attend the celebration of a wedding anniversary. Two were Chicago men.

List of Dead.

The dead are: JOHN DRILL, Chicago. JAS. CHESLOCK. GUSTAV FINN. MABEL FINN. JOHN HART. STEVEN LISEK. DOMINICK OMMIECHINSKI. MABEL RENZ. JOHN SCHEDICK. JOSEPH SCHEDICK. JOSEPH SIENYO. FRANK SIGGARDT. ISABELLE SUCHOWSKKI. The injured are: Philip Mott, Chicago; Benjamin Dumbrowski, Antone Kurmoski, Myron Olson, Anna Sodaiski, John Suchodolski, Amanda Syring, Herman Syring.

Armless, legless and headless bodies covered the right of way as the train, nine coaches in length, was stopped 800 feet from the scene of the crash. Several bodies were so badly mutilated identification was possible only by fragments of clothing.

Six Dead on Engine.

Six victims, all dead, were discovered on the engine pilot, where they lay until removed by the train crew and passengers. Two others killed were hurled through a flagman's shanty with such force as to overturn the little structure. One of this especially unfortunate pair was Miss Finn, who was projected through one of the side walls of the house and was alive when removed. She died a few hours later. Another of the victims was thrown high over a barn 50 feet from the railway right of way.

Among the occupants of the hayrack who escaped were Mr. and Mrs. Joseph Brizinski and child or two years. They were seated in the front half of the hayrack, the mother holding the child in her lap.

Baby Uninjured.

About half way back in the wagon sat Mary Schwartzbauer. The latter was hurled about fifty feet and rendered unconscious. When found by rescuers the Brizinski child was in her arms, escaping unscathed. The parents of the child were only slightly injured.

Peter Hanson, driver and owner of the horses attached to the rig, clung to the reins and was the only person aboard not temporarily stunned by the collision. He says he made every effort to look in both directions along the track, but did not see the train until his team had reached the track. He whipped the horses but got the wagon only half way across.

Train Behind Time. The train, it is said by passengers, was nearly half an hour behind sched-

ule. That the engine stopped on the second corner from the intersection where the collision occurred, a distance of more than 800 feet, is the evidence the speed was at least sixty miles an hour. It is said however, that the fact the rails were slippery from rain may serve to modify this estimate.

Practically every person on the wagon was an employe of the Menasha Woodenware Company and all were invited to the Hanson farm to attend the wedding anniversary of their fellow employes. Mr. Hanson had conveyed the merry-makers to his farm in the early evening and was taking them back home, the round trip being completed except for a mile's drive when the collision occurred. On the outgoing trip the hayrack contained forty persons, but the rig was uncomfortably crowded and on the return trip an additional wagon was obtained.

Eight of the party occupied the second vehicle, which followed about a mile behind. A coroner's jury was impaneled as soon as possible, but adjournment was taken to give the district attorney and others opportunity to interview witnesses. The bodies were removed to the Menasha morgue. A farmer, his wife and two children were recently killed in a similar accident at the same crossing. In the last eight years nearly two dozen persons have lost their lives at the same place.

BOGROFF HANGED THIS MORNING

So it is Announced But the Public Rather Doubts the Story.

KIEFF, Sept. 25.—The government announces that Bogroff, who assassinated Premier Stolypin, was hanged shortly before noon. The execution was witnessed only by officials. Many think he is not dead but was quietly sent away because he was a police spy.

REV. PRESTON LANE PENTECOSTAL CHURCH

Appointed to Keokuk at Conference in Marshalltown Which Closed Last Night.

[Special to The Gate City.] MARSHALLTOWN, Iowa, Sept. 25.—The conference of the Pentecostal church of Nazarene adjourned here Sunday night. Preston Lane was appointed to supply the Keokuk charge, Miss Alta Keineke, the Farmington charge, and O. A. Overholzer the Bloomfield charge.

THE WEATHER.

For Keokuk and vicinity: Unsettled weather and probably showers tonight or Tuesday.

For Iowa: Unsettled weather with probably showers tonight or Tuesday.

For Illinois and Missouri: Unsettled weather with showers tonight or Tuesday.

Weather Conditions. Saturday's field of high pressure, with its low temperature, has moved from Montana to the Dakotas, and is causing cooler weather from the Rockies to the western lakes, while another area of high pressure in the southeastern states, is causing warmer weather in the eastern portion of the country.

The lower temperature has been preceded by rains in the Missouri and upper Mississippi valleys and in the western lake region, the rainfall being heavy only in southeastern Iowa.

Conditions indicate unsettled weather, with probably showers tonight or Tuesday, for this section.

Table with 3 columns: Location, High, Low, Wind, etc. Includes St. Paul, La Crosse, Dubuque, Galland, Keokuk, St. Louis.

River Forecast. The river will cease to rise by Tuesday morning, and fall by Wednesday.

Table with 3 columns: Date, Bar, Wind, Weather. Includes Sept. 24, 25, 26, 27, 28, 29, 30, Oct. 1, 2.