

RAILROAD OFFICIALS DIE IN THEIR PRIVATE CAR

An Onrushing Train Crashed into Car at Kinmundry, Illinois, and Four Men Meet Instant Death as a Result

ON ILLINOIS CENTRAL EARLY IN MORNING

James T. Harahan, Former President of Road, Second Vice President of Rock Island and Two Legal Representatives.

[United Press Special Wire Service.] CHICAGO, Jan. 22.—Former president, James T. Harahan, Sr., of the Illinois Central railroad and three railroad officials traveling with him in a private car were killed in a wreck on that line at Kinmundry, Ill., at 12:40 a. m. today.

The dead: JAMES T. HARAHAN, E. B. PIERCE, Chicago, general solicitor of the Rock Island.

F. O. MELCHOR, Chicago, second vice president of the Rock Island railroad. E. E. WRIGHT, Memphis, son of former secretary of war, Luke Wright, connected with the legal department of the Illinois Central.

An official statement by the Illinois Central officials here says that no passengers were seriously hurt, but that Engineer Stewart of one of the wrecked trains and his fireman were injured. The private car on which the railroad officials were riding, was the rear car of train No. 25, southbound, which had stopped at the tank at Kinmundry to take on water. Train No. 3, also southbound, which had the right of way, crashed into the rear of No. 25 while going at a speed of fifty miles an hour. The private car was utterly demolished and every person in it was killed. Harahan's body was thrown through the roof of the car and found beside the wreckage. The body of Melchor was found that of Harahan, Pierce and Wright were taken from the wreckage by passengers. All were dead when their bodies were found.

Misunderstanding. A misunderstanding of orders is given as the cause of the disaster. Train No. 25 had orders to take the siding at Kinmundry for No. 3 to pass her. Her crew believed they had time to take on water before taking the siding. The engineer of No. 3, believing he had a clear track, was going ahead at top speed and he saw the rear lights on the private car too late to avert a collision or even to reduce the speed of his train. The heavy engine plowed through the light private car and reduced it to a mass of splintered wood and twisted iron. The crash came without the slightest warning to those in the car. Passengers of both wrecked trains formed a volunteer rescue brigade and the bodies were quickly removed from the scene and taken to the station in Kinmundry. Within fifteen minutes after the accident, a wrecking train and a corps of physicians were on the way to the scene from Centralia.

The bodies of Harahan, Pierce and Melchor were sent to this city today, according to advices received by officials of the railroad here and will arrive at 3:30 this afternoon. The body of Wright was sent to Memphis, his home.

Both of the wrecked trains are through Chicago-New Orleans trains. No. 25 the one carrying the private car running via Memphis, while No. 3 did not stop there. The railroad men left Chicago at 5:50 last night. No. 3 left at 7 o'clock.

Harahan and his guests were en route to attend a conference of railroad interests at Memphis today relative to plans for building a new bridge across the Mississippi river at that point. The Rock Island and the Illinois Central companies were interested in the construction. Harahan recently became interested in a big construction company.

Early Reports. Early reports to the effect that Mrs. Harahan and James T. Harahan, Jr., were on the wrecked train and were among the injured, are false. Mrs. Harahan is at home in Chicago and the son is at St. Luke's hospital suffering from a broken arm.

ham has promised a complete statement of the company's investigation. Nothing is known of the whereabouts of the flagman of train No. 25, whose duty it was to protect the rear of the train and warn No. 3, the through train, that the track was not clear. This man is said to have disappeared immediately after the accident.

An Investigation. A coroner's jury was impaneled at Kinmundry and an investigation by county officials there is already in progress.

P. F. Foley, general manager of the road, left here early today for the scene of the wreck. He will have charge of the company's investigation. A late message to Illinois Central headquarters here says that E. B. Curry, secretary to F. O. Melchor of the Rock Island escaped injury. Three members of the train crews have been taken to the company's hospital at Champaign. Jesse Gilbert, fireman of No. 25, was standing on top of the water tank on the engine tender when his train was struck. He was hurled four car lengths by the force of the collision. Engineer Robert Stewart and Fireman Vert of No. 3 are suffering from bruises.

Harahan Was Over 70.

James T. Harahan, Sr., on his retirement as president of the Illinois Central, Jan. 12, 1911, was awarded a pension of \$6,000, under the rules of the company, which apply to all employees after they reach the age of 70. Harahan's average salary for the last 10 years has been \$30,000. He was president of the road for four years. Harahan was born Jan. 12, 1841, at Lowell, Mass. He began his railway career as a freight clerk for the Boston and Providence railroad in Boston in 1860 or 1861. He served three years with the federal army during the civil war and then re-entered railroad work in the shops of the Orange and Alexandria railroad at Alexandria, Va.

After serving in various capacities for the Nashville and Decatur road, he was placed in charge of a small branch line. In 1879 he became division superintendent for the Louisville and Nashville. Following this he was general superintendent of this road, and later occupied the same position with the Baltimore and Ohio. He was assistant general manager of the Lake Shore and later general manager of the C. & O., and the Louisville, New Orleans and Texas. Nov. 1, 1890, he was elected vice president of the Illinois Central. Harahan became president of the Illinois Central, succeeding Stuyvesant Fish after the memorable Harriman-Fish controversy in 1906.

An official statement given out by the railroad officials declares that no passengers except the four killed were injured. Four others who were in the private car with them escaped almost miraculously. Thomas Busbie, local attorney for the Rock Island at Little Rock, Ark., Byron Curry, secretary to F. O. Melchor, and two colored porters were in the forward end of the car asleep when the crash came. They were not even scratched.

The statement then says: "A formal investigation will be conducted as early as practicable today. The board of inquiry will consist of officials of the company and substantial business men from Centralia and Kinmundry."

The private car, which belonged to the Rock Island road, was known as a "business car." It was the only wooden car in the two trains and to this fact is ascribed the escape of all other passengers from serious injury. Train No. 3 which is known as the Panama limited is a solid steel train. This equipment only a few months ago was established on the road. When the engine of the Panama limited plowed through the light wooden affair in which the railroad officials were riding it was brought to a stop

FRENCH AROUSED AT ITALIANS

Cabinet Will Meet in Special Session to Talk Over the Insult Which Has Been Offered.

FLEET READY TO SAIL

Warships May Steam Off Today and Make a Demonstration in the Mediterranean.

[United Press Leased Wire Service.]

PARIS, Jan. 22.—"We cannot have peace except with dignity," emphatically declared Admiral Benaime, now a deputy, in a stirring speech on the floor of the chamber this afternoon. His utterances summed up the temper of the French nation over the seizure of the French warships by two French steamers.

The forcible taking from the Manouba of twenty-nine members of the Turkish Red Cross has inflamed France and it is admitted that, unless these men are released by Italy, serious complications must follow. "This country must demand reparation," continued the admiral, and it must be prepared to go to the limit to force Italy to recognize the rights of the French people.

This belligerent utterance was warmly applauded and Premier Poincare in reply, made it plain that the government realizes the seriousness of the situation. He said, however, that he believed Italy will consent to the release of the twenty-nine Turks and that then all of the other questions growing out of the seizure of the two vessels can be arbitrated. He stated that he did not believe Italy would take a stubborn stand which would disturb the cordial relations that now exist between France and Italy.

Declaring that the "smirch on the French flag" can only be eradicated by the abject apology from Italy and the release of the twenty-nine members of the Turkish Red Cross who were seized while aboard the steamers Manouba, of Cagliari, the newspapers today unanimously called on the government to stand firm.

The French fleet at Toulon was under a full head of steam today and all sailors were called in from shore leave. Unless a reply to France's demand was received before night, it was said the warships would be ordered to make demonstration in the Mediterranean. The press is a unit in demanding that "insult" be wiped out and the government is being vigorously applauded for its attitude so far.

ESCAPED PRISONER HAS RETURNED

Put up Such an Impressive Story to the Governor That it May Win a Pardon.

[United Press Leased Wire Service.] JACKSON, Miss., Jan. 22.—Gov. Brewer was surprised being confronted by a man who informed the executive that he was John Brock, a life term prisoner who had escaped from the penitentiary.

Telling his story to the governor, Brock said that while in prison he learned that his father had deserted his family. Brock escaped from the prison, went to his home, and arranged for his mother to be cared for. Then he reported to Gov. Brewer and said he was ready to go back to the penitentiary. Brock was sentenced to life imprisonment for murder, but Gov. Brewer was so impressed with his story, it is believed, he may be pardoned.

Loss Was \$50,000.

MINNEAPOLIS, Minn., Jan. 22.—Fire early today which threatened Commission Row caused a damage estimated at \$50,000. The loss was confined to the stock of Gamble-Robinson, Samuel Brothers, A. N. Beckman and L. G. Bradley and Co.

WINDY SHOT KILLED FIVE

Explosion in Western Mine Resulted in Five Lives Being Lost and Eighteen Miners Being Injured.

SLOPPINGS OF CONCRETE

Great Loss of Life and Destruction of Property Was Prevented by the Construction of the Mine.

[United Press Special Wire Service.]

KEMMERER, Wyo., Jan. 22.—Five dead and eighteen injured is the toll of death taken by the explosion Saturday night in mine No. 4 of the Kemmerer Coal company, according to statements of company officials today. The dead are: JAMES SMITH, JAMES HANSEN, PETER LONDON, JAMES WARD, THOMAS DIXON.

One hundred and three men were in the mine at the time of the explosion and all have been accounted for. An examination today developed that the mine property was practically undamaged by the explosion. The explosion is supposed to have resulted from a "windy shot." Twenty minutes later rescuers were entering the mine and by Saturday midnight all the dead and injured had been removed.

The fact that the sloppings of the mine are built on concrete and resisted the concussion, is believed to have prevented further fatalities. The inquest will be held here this afternoon.

UNDER INFLUENCE OF FIRE

Black River Falls, Victim of Flood, Suffers Second Loss From Fire.

[United Press Leased Wire Service.] BLACK RIVER FALLS, Wis., Jan. 22.—Fire, which for a time, it was thought would wipe out the major part of the city which was swept by disastrous floods last fall, today totally destroyed the Wheeler restaurant, the Sandahl clothing store, and the drug store of Norman Sandahl, with an approximate loss of \$50,000.

Mrs. Wheeler, proprietress of the restaurant, and Norman Sandahl lost their entire stocks in the recent flood. They re-established the business places, but today's fire renders them penniless.

THE WEATHER.

For Keokuk and vicinity, fair to night and Tuesday. Moderate temperature.

For Illinois. Generally fair tonight and Tuesday. Warmer in the north portion tonight.

For Iowa, generally fair tonight and Tuesday. Warmer in the east portion tonight. Cooler Tuesday.

For Missouri. Fair tonight and Tuesday. Moderate temperature.

Weather Conditions. The pressure being high in the Gulf and Southern states, and moderately low in the extreme northwest and northern portion of the Mississippi valley, is causing moderate temperature over the entire northern portion of the country, while it is cool, with frost, in the Gulf states.

Precipitation is confined to light snow in portions of the lower Lake Region, Minnesota and North Dakota.

Conditions indicate fair weather, with moderate temperature, for this section tonight and Tuesday.

Local Observations.

Jan. Bar. Ther. Wind W'th'r.
21 7 a. m. .30.16 37 SW Clear
22 7 a. m. .30.09 26 SW City
Mean temperature, 24.
Highest temperature, 42.
Lowest temperature, 7.
Lowest temperature last night, 26.
FRED Z. GOSEWISCH
Observer.

LIFE IN JAIL FOR WEBSTER

Doctor Who Murdered His Wife Was Sentenced This Afternoon to Even Greater Punishment Than Death.

MAN NEAR COLLAPSE

Fear of Death Had Unstrung Nerves of Young Man Who Had Confessed to Brutal Crime.

[United Press Leased Wire Service.]

OREGON, Ill., Jan. 22.—In a court room crowded with curious spectators many of whom had known him as a boy, Dr. Harry Elgin Webster was today sentenced to life imprisonment at Joliet penitentiary by Judge Farrand for the murder of his bigamous wife, Bessie Kent Webster.

The judge said that in view of the pleas of the attorneys and Webster's plea of guilty he would not inflict the death sentence, but would inflict an even greater punishment, "that of imprisonment for life at hard labor."

Webster, who through the pangs of fear and anxiety had been reduced to a state bordering complete mental collapse, received the sentence with a sigh of relief. Judge Farrand in condemning Webster to his life imprisonment, referred to the two weeping mothers who sat before him when Webster pleaded guilty. He regretted that he could not assuage the grief of the mother of the girl who was slain by Webster after he had lured her into a bigamous marriage, and the mother "whose heart was wrung with despair because her boy was an admitted murderer."

The court recited the circumstances of the crime and scolded Webster for his last attempt to protect himself when he attempted to blacken the character of the girl he had murdered. "I know of no greater continuing punishment that can be inflicted upon a young intelligent man than imprisonment for life," said the court. "When the doors of the penitentiary close behind you, you must abandon all hope of freedom on this earth. Within the grey cold walls, with the dark memory of your wretched crime before you, you must remain until by death you are called to approach the silent shores of eternity. God will penetrate your heart. He alone can give you comfort and hope during the coming years of gloom."

The formal pronouncement of sentence followed. As Webster was locked up in his cell after being led from the court room, he seemed to have regained some of the composure that marked his demeanor shortly after his arrest.

"God knows I did not intend to commit such a horrible crime," was all he would say. It is believed that Judge Farrand's sentence will dispose of the case. Attorney John Erwin stated that he had prepared to ask a reopening of the case on a question of the sanity of the defendant if the court had sentenced him to death, but no further steps in the case are now expected.

The funeral of Frederick Schwiete was held this morning at St. Peter's Catholic church, Rev. Father Gligling officiating at the services, which included high mass. The pallbearers were his sons and sons-in-law as follows: Fred Schwiete, William Schwiete, George Schwiete, Edward Schwiete, William Cahill and William Carr.

L. A. Hamill has been appointed honorary vice president of the Iowa branch of the National Citizens' league, organized for the promotion of a sound banking system throughout the country. "The association is designed to boost the passing by congress of the Aldrich bill which would bring about a revision of the currency laws," said John A. Dunlap, cashier of the Keokuk National bank, when asked his opinion regarding the organization. The organization wants the laws revised to meet fast growing needs.

REAL LIVE DUKE, DUCHESS AND PRINCESS ARE HERE

Royal Party Arrived in New York City this Morning From Canada and will See the Sights During the Week

HOW CURIOUS CROWD WAS FOOLED

Train Bearing the Distinguished Visitors was Run in Ahead of Time in Order to Outwit the People.

[United Press Leased Wire Service.]

NEW YORK, Jan. 22.—By the unprecedented action of establishing a new time table and bringing the Canadian express in a quarter of an hour ahead of schedule, the duke, the duchess, and their daughter, Princess Patricia, first members of the English royal family to visit New York in years, avoided the great mob of sight-seers who later thronged the grand central station for a glimpse of royalty.

Welcomed by Ambassador Whitelaw Reid, whose guests the royal party will be while in New York, the duke, duchess, princess and royal entourage entered private automobiles, under police and secret service guard, and were rushed to an early breakfast at the Reid mansion, 451 Madison avenue. The private cars of the royal party, attached to the Canadian express, left Ottawa, Ont., Sunday afternoon at 3:30 and were due in New York City at 7:26 a. m., today. Although the party did not travel on a special train, the railroad officials took extreme precautions to guard their passage, special track walkers being assigned to duty along the line.

It was anticipated that an immense throng would be in the temporary grand central station when the royal party arrived. To avoid the proposed demonstration and to keep the duke and duchess from having to run the gauntlet of photographers and the curious, the railroad officials arranged to bring the train in 15 minutes ahead of time, an action said never to have been done before in the history of the road.

Curious Crowd Deceived.

Ambassador Reid had communicated with the railroad officials, it was later learned, and had the private cars of the royal party detached from the Canadian express outside of the station and hitched to the rear of the Rutland express. By this means the crowd in the station was deceived.

Mr. and Mrs. Reid were waiting on the platform when the train rolled in and the few trainmen and the passengers who were ready to leave saw "how it is done in Lunnon." As the Princess Patricia descended the car steps, both the American ambassador and his wife saluted until those watching feared they would lose their balance and strike the platform with their noses. But they were used to it and checked themselves at the last moment, and the princess graciously extended her hand. Mrs. Reid did not kiss it, as was expected, but murmured "so good of you to come, your highness," and then turned to repeat the same performance to the duke and duchess.

The entire party was taken from the train floor level to the street entrance on the freight elevator. There four brand new automobiles, of foreign make, which had been especially imported for the occasion, were in waiting. The duke carried with him a small handbag to which he clung, despite the efforts of both Mrs. Reid and the ambassador to relieve him of it. The duke and Mrs. Reid entered the first car. The others quietly followed and they were hustled to the Reid home, after which the cars and a freight automobile came back after the servants and the baggage. The party brought an entire baggage car load of supplies, including 27 trunks and forty bags.

Crowd Kept at Distance.

During the morning a number of New York society members came to the Reid house, but because of the elaborate precautions taken by the police, their identity was not learned. They reached the mansion in closed automobiles, and were quickly whisked into the house where a butler, garbed in elaborate gold lace, knee breeches, etc., shut the door in the faces of all inquirers. A crowd of about 500 people, mostly women and girls, gathered about the house, but

they were all kept at a distance by a detail of police stationed there for that purpose.

The duke and his entourage traveled in the private cars "Cornwall" and the "York," in which, as the Duke of York, the present king of England, traveled through Canada several years ago. In the party were Lieut. Col. Lowther, military secretary to the duke; Captain Rivers-Bulkeley, aid de camp, and comptroller of the royal household; Miss Pelly, lady-in-waiting, and numerous maids and valets. Although the duke's visit was entirely unofficial, the government took cognizance of it by sending some of its best secret service men here to safeguard the royal party during the four day's stay in New York.

The morning was spent quietly in the Reid mansion. The program for the day began with a luncheon there. The entire program for the entertainment of the duke together with the list of guests invited to meet him, was submitted to the royal secretary, who conveyed them to the duke, who in turn went over them carefully. The list of guests—cut from the time-honored "400" to "300"—was refused to the public, the statement being made that the dinners were entirely private.

There will be an informal dinner tonight at the Reid mansion, plates being laid for fifty guests. Following this there will be a musicale.

Exclusive Society.

The big dinner-dance will be given tomorrow night by the Reids, 300 of New York's "real exclusive" society members being invited to appear. On Wednesday night the duke and entourage will be guests of Ogden Mills at a dinner dance.

This is the first visit to the United States of the famous princess "Pat," favorite granddaughter of Queen Victoria, and she was highly delighted with the prospect of her arrival. The duke, however, visited New York before, having come as Prince Arthur, in 1868. He was only 18 at the time, and was making a tour of the world.

Will Confer With Taft.

Despite the general belief that the visit to this city of the duke and duchess of Connaught, and their daughter, Princess Patricia, was primarily designed to aid the ambitions of Mrs. Whitelaw Reid and Mrs. Ogden Mills hereafter to dominate New York society, it developed today that there may be a real international significance in their presence in this city. The duke of Connaught plans to go to Washington Thursday night and while there to meet President Taft. Arrangements for the visit have been completed by Ambassador James Bryce and every effort has been made to keep it a secret. It was suggested today that the duke wants to discuss the advisability of King George and Queen Mary including this country in their itinerary if they visit Canada in 1913.

Family Burned Up.

[United Press Leased Wire Service.] SPRINGFIELD, Mo., Jan. 22.—Mrs. John Tolliver and her three children were burned to death in their home here early today. Tolliver was so badly burned that his recovery is doubtful. The fire resulted from Tolliver's attempt to start a fire in a stove with coal oil.

Willys Exonerated.

[United Press Leased Wire Service.] WASHINGTON, Jan. 22.—In a mild even-tempered report, signed by both democrats and republicans, the house committee on expenditures in the department of agriculture exonerated Dr. Harvey W. Wiley, chief bureau of chemistry of charges of maladministration.

—Read The Daily Gate City.

THERE IS A REASON

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