

LAST EDITION.

SATURDAY EVENING.

TOPEKA, KANSAS, JANUARY 16, 1909.

SATURDAY EVENING.

FIVE CENTS.

## DEAD 71.

### Injured 50, Thirty of Them Probably Fatally.

### Two Trains in Collision on the Denver & Rio Grande.

## ALL DEAD BUT ONE.

### Out of 69 Passengers Occupying the Day Coach.

### All of the Sleepers Remained on the Track.

## THEIR HEADS CUT OFF

### Several Persons Decapitated as by a Guillotine.

### Engineer Misread the Time by His Watch.

Denver, Colo., Jan. 16.—Seventy-one dead, 50 injured and at least 30 of whom will probably die is the record of the wreck of Denver & Rio Grande passenger train No. 5, near Dostero, 25 miles from Glenwood Springs, according to a long distance telephone message from Glenwood Springs this morning.

Dead: GUS OLSEN, engineer on the passenger train, Salida.

Seventy passengers, names unknown.

Known Injured:

John Rosso, laborer, Cleveland, O.

Thomas Elliott, Pendleton, Ia.

W. Adair, Ravenna, O.

T. B. Miller, Denver.

Mrs. G. Blanke, Wapollin.

Charles P. Mance.

Mrs. Charles F. Mance.

W. M. Barber, Anthony, Kan.

J. B. Hayden and child, Buffalo, Okla.

Frank Jensen, Iowa Falls, Ia.

Mrs. Nellie J. Morton, Standish, Cal.

Mrs. A. M. McCauley and child.

W. G. Moxey, Los Angeles.

J. B. Thompson, Bookers, S. D.

F. Chandler, Denver.

Clyde E. McCown, Pullman conductor.

Clarence Vassau, Middleburg, Va.

D. E. Cannon, Twin Falls, Idaho.

Among those who were on the train and escaped are:

Dr. Charlotte Hall, St. Paul.

Emma Stratford, Cleveland, O.

Mary E. Spear, Cleveland, O.

Mortie Spear, Cleveland, O.

E. L. Roff, Winslow, Neb.

Hugh Gregg and family, Harrisburg, Ill.

All of the sleeping cars remained on the track and no one in them was injured.

The passenger train crashed into the head engine of the freight train going across a switch at Dostero, which is a blind siding. The chair car was telescoped and the first passenger coach was wrecked. It was from the chair car that the dead were taken.

Twenty bodies have been recovered. It is said that not a single person in the day coach escaped.

Meagre details have been received there. The relief train will probably reach here with the dead sometime this morning.

It was impossible to carry the wounded around the wreck. This delayed the relief to the passengers for more than an hour.

Going Too Fast to Stop.

The passenger train is said to have been going at a good rate of speed when it reached the siding at Dostero. It is supposed that the engineer of the passenger thought that the freight had passed to the siding and was going too rapidly to stop his train when he saw the freight.

The great locomotive attached to the passenger train was demolished and the chair car and passenger coach were turned on their sides and shattered.

With the arrival of the relief train from Glenwood it was possible to start the work of taking out the bodies.

The injured were pinned under the wreckage and the heroic work of the passengers of the rear cars saved many lives. Some of the injured are terribly mangled and the death list, it is feared will be greatly increased.

Train No. 5, which was wrecked left Denver yesterday morning and was due here at 10:30. The train was well filled with passengers many of whom were to get off at this point.

Dostero is a blind siding with no station and no office.

When the relief train reached the scene it was found that the long string of freight cars on the freight train were in the way and the only way they could be disposed of was to back them to Shoshone, eight miles from the wreck.

The physicians and nurses however, left the relief train as soon as they reached there and ministered as best they could to the dead and dying.

A special train of the Denver & Rio Grande and other Denver officials of the road on board left Denver at midnight for the scene of the wreck. The special will be given right of way over the Colorado Midland and the Denver & Rio Grande and will make a record run to Dostero.

Relief Train Tied Up.

To add to the horror of the wreck, the second relief train, on its way to Glenwood loaded with injured, has been tied up by the engine of some freight cars. The first relief train bearing a number of the more slightly injured reached Glenwood this morning, bringing reports of the wreck, which appears to have been one of the worst in the history of railroading.

No further identifications of the dead have been made, according to reports reaching Glenwood. The dead are in many instances so horribly mutilated that identification will be very difficult.

Cause of the Wreck.

According to information received the wreck was caused by the failure of Engineer Gus Olsen of the passenger train to correctly read the time indicated by his watch. When nearing Dostero, Olsen looked at his watch and read the time to be 9:45 p. m. It was

then 9:50. Thinking he had plenty of time to make the next siding below Dostero, he pulled the throttle of his engine wide open and was making 30 miles an hour on a downward grade when he collided with the freight which was laboriously climbing up the hill under a full head of steam of two big engines.

When the passenger did not stop at Dostero, Conductor Edward McCurdy jumped to the bell cord and signalled to Engineer Olsen to stop the train. But it was then too late to avert the disaster and the two trains crashed together with an awful roar and terrible impact.

The three big engines telescoped and when they came to a standstill resembled one huge piece of twisted steel and iron mechanism.

Heads Cut Off.

The combination baggage and express car, the smoker and the day coach, which followed the engine, telescoped, while the three heavy Pullman sleepers and diner crushed the entire mass against the engines. The light coaches were smashed as though they had been egg shells.

Every passenger except the chair car was killed. Eight of the passengers were decapitated as though by a guillotine, their heads rolling far from their bodies. The bodies that were left for the most part are so mutilated that identification may take many hours.

The only person who escaped death in the chair car was Alice Williams, aged 4 years, from some point in Iowa. She was found under her dead mother's body, slightly bruised, but covered from head to foot with blood.

The child was taken to Glenwood Springs on the second relief train.

The only member of the three engine crews who was killed was John Anderson of Glenwood Springs. In jumping from the cab he sustained a broken leg.

Engineer Gus Olsen of the passenger train is a brother of Engineer Sig Olsen, who was in charge of the head engine on the freight train. Harry Jeffries was the engineer on the second engine. Both Sig Olsen and Jeffries live at Glenwood Springs.

The wreckage caught fire immediately after the collision and those passengers who were not killed or seriously injured and the members of the train crews, who secured shovels and boards and put out the blaze with snow, were taken to huge banks alongside the tracks.

It was at first supposed that the two mail clerks, Hammond and Frazee, on train No. 5, were killed, but it later developed it is the custom to cut the mail car at Pueblo and send it on by No. 1, an hour and a half later, so as not to delay the heavy mail that they generally pick up at Pueblo.

## SHE WANTS TO VOTE.

### Mrs. Clarence Mackay Appeals for Right of Suffrage.

New York, Jan. 16.—Mrs. Clarence H. Mackay, whose fame heretofore has rested upon her achievements as a social leader, has gathered fresh laurels for herself in the role of political exponent and public speaker. Before an audience made up of society women and woman suffrage advocates, Mrs. Mackay, who has just been elected president of the Educational League, strongly advocated granting of the right to vote to women, on the theory that "it is impossible for the country to progress until the woman needs the woman's vote," said Mrs. Mackay. "The process by which men have gradually allowed more and more of their rights to be taken from them by the government has been slow and reluctant. We women demand that the real steps be taken that morally free the moral, the ethical half of the human race, may be admitted to government on equal terms."

## CORPORATIONS UNEASY.

### Fear Government Interference and Business "Slows Up."

New York, Jan. 16.—The spotty and irregular stock market has offered a fair reflection of the unsettled state of speculative sentiment. Doubts are being expressed as to whether a revival may be expected owing to slowing up of the moving of freight traffic over the railroads. The moderate demand for finished steel products, especially from the railroads and the heavy reflux of funds from circulation contains an impression of a halt in business activity. The Russian loan in Paris is waited for with interest. The policy of the Bank of France in the further accumulation of gold.

## VIOLATE 28 HOUR LAW.

### The Katy and Santa Fe Keep Cattle in Cars Too Long.

Kansas City, Kan., Jan. 16.—The Missouri, Kansas & Texas Railroad company was convicted of violating the 28-hour cattle law in the United States district court yesterday on four out of five counts against it. The Santa Fe Railway company was convicted on nine counts Thursday. The Kansas City, Mexico & Orient must stand trial on two counts. The punishment is a fine of from \$100 to \$500 on each count. The St. Louis & San Francisco railway pleaded guilty to two counts. The companies are charged with maintaining cattle in cars longer than twenty-eight hours without unloading for feed and water. A case brought by the Interstate Commerce commission against the Santa Fe railway charging it with not providing proper safety appliances went to trial in the United States district court yesterday. It is alleged in this case that a car, which was equipped with a defective coupling, was placed in a train. The case will go to the jury, composed of eleven men and women, there were only eleven jurors in court when the case was called and by agreement they are to try it.

## TEETH AS SOUVENIRS.

### Italian Condemned to Die Sends Remembrances to Friends.

Trenton, N. J., Jan. 16.—Sabano Malillo, who is condemned to die in the electric chair next week, has made arrangements to have two gold teeth extracted from his jaw after death and forwarded to friends in Italy. The condemned man feared to undergo the ordeal in the dentist's chair before death.

## DINES ON POSSUM

### Taft Makes Great Hit With Georgians at Banquet.

### Disregards All Warning Regarding Southern Dish.

## TEDDY BEAR IS OUT.

### To Be Replaced by "Bill Possum" Hereafter.

### He Surrenders to the South in a Speech.

Atlanta, Ga., Jan. 16.—The brain of the new south was gathered in the Atlanta auditorium last night, when President-elect Taft, the guest of honor at the Chamber of Commerce banquet electrified his hearers and enthused them with his message to the south, which contained declarations far more welcome to this section than some of those present had anticipated. From the tumultuous cheering that greeted his words, it is safe to say that no act of any president, no declaration of any president or of any president-elect, has ever met with such hearty approval of the people of the south, as Mr. Taft's announcement touching the policy which he proposes to pursue in making appointments of federal officers in that section.

Frankly admitting that in many instances federal administrations have acted toward the south as to an alien country or dependent territory, Mr. Taft declared, with emphasis, that the keynote of his policy would be to treat the south as an integral part of the country and to extend to it equal and exact justice in all matters.

When the president-elect declared that he proposed to select for federal offices in the south, as well as in other sections of the country, "those whose character and reputation and standing in the community commend them to their fellow citizens as persons qualified and able to discharge their duties well, and whose presence in important positions will remove, if any such thing exists, the sense of alienism in the government which they represent," the banqueters, composed of leading citizens from every state south of Mason and Dixon's line, jumped to their feet and for several minutes it was impossible for Mr. Taft to proceed.

"Possum and Taters."

Mr. Taft was not only introduced to "possum" and "taters," a dish far famed in the south since the month of October, but the banquet marked the birth of a new American word which bids fair to displace the far famed "Teddy Bear" and "Billy Possum," first suggested by Cartoonist Gregg of the Atlanta Constitution. The first of the successor to the little bear which the children of America have been wont to play with since the advent of President Roosevelt, and when the Taft smile met the "possum grin," the apex of the most brilliant and at the same time most unique banquet perhaps ever given a national figure was reached.

When the time for the serving of the course of "possum" and "taters" and "simon beer" was reached the orchestra, screened by ferns and potted plants, in the gallery, struck up the stirring strains of Sousa's "Georgia Camp Meeting," while down the center aisle and headed directly for Judge Taft, there came a waiter who fairly staggered under the weight of the choicest "possum" of the very choice one hundred, dressed whole and properly garnished with rich

golden Georgia yams, and followed by another waiter with a flagon of persimmon beer.

Up the speaker's table marched the grinning darkeys, amid an uproar of laughter, in which the president-elect joined until his face was flooded with color.

Presented With Toy Possum.

It was at this juncture that President Candler, of the chamber of commerce, presented the toy "possum," with appropriate verse appended.

Mr. Taft, in referring to a letter he had received only yesterday from Chicago warning him "not only for your own sake and the country's sake, but for God's sake," not to eat any "possum" and referring him to a chapter in the Bible, Mr. Taft said:

"I guess I will have to say with Lowell in the Bigelow papers when Governor Seay, who was a candidate for that office in Massachusetts, was importuned not to do a certain thing, and was referred to a certain chapter in the Bible, read it and replied: 'Well, they don't know everything in Jude' (Judea). I enjoyed that course, especially."

Proceeding Mr. Taft's speech prominent ministers and jurists lent their talent to the entertainment of the guest of honor. There were songs and sermons that included an automobile ride about the city, which appealed to the president-elect and caused his sides to shake with laughter.

When the band struck up "America," the audience arose as one man, and with Judge Taft's bass voice leading, there went swelling through the banquet room the rising notes of the national air.

Judge Taft's programme for today includes an automobile ride about the city, an address to the students of the Georgia school of technology, an address to the students at the University of Georgia, and a special train, where he will address the students of the University of Georgia, returning to Atlanta tonight as the guest of the Capital City club.

ATE 'POSSUM WITH TAFT.

### Father Gunn Given a Special Dispensation by the Bishop.

Atlanta, Ga., Jan. 16.—Father Gunn of the Sacred Heart church was one of the distinguished guests last night at the Taft banquet. Being Friday, when the usual fast is observed, he was taboored for him. But he wired Bishop B. J. Keiley at Savannah and from him obtained a dispensation to eat "possum" and "taters" at the banquet, and with the more than 500 others enjoyed the dish immensely.

## LOSS OF 46,576.

### Current of Foreign Population Flows Backward.

Washington, Jan. 16.—For the year ended October 31, last, the number of aliens arriving in this country was 68,288, while the departing aliens in the same period numbered 201,839, a net loss to the country of 133,551, according to a statement made by Secretary Strauss upon leaving the cabinet meeting today.

Another interesting fact to Secretary Strauss, who spoke to the president regarding it, was that in the month of October, 1908, the emigration to this country was larger from Great Britain than from any other country of the world, amounting to 8,334. From British North America there came the second largest number, 6,591.

## A SALOONKEEPER ROBBED.

### Negro Porter "Taps the Till" in Open Daylight for \$1,600.

Chicago, Jan. 16.—C. P. Bertsche, a saloonkeeper, was robbed yesterday of \$1,600 by a negro porter. The money was in a drawer behind the cigar case, and it is said that a half dozen detectives were in the saloon when the negro took the cash. Telling the manager that he was going out to get a pork chop sandwich, the porter disappeared. A few minutes later "he stepped out to get a pork chop sandwich," was the manager's reply.

"I hope it chokes him," was Bertsche's observation. "He's tapped the damper for all there was in it."

## BONDS ARE SOLD.

### City Light Securities Bring Big Premium.

### Issue Forty Thousand Dollars at Four and Half Per Cent.

## CHICAGO FIRM WINS.

### Will Pay Over Two Thousand Dollars Premium.

### Fifteen Bidders and All Offered Premiums.

To use a rather crude but expressive nautical—"The city officials are tickled to death this morning." Last night at the special meeting of the city council the bids for the \$40,000 electric light bonds were opened and the highest bid was accepted. But the city council never dreamed of such a surprise as was met last night on the official opening of the sealed bids. The highest bidder was A. B. Leach & Company of Chicago who promised a premium of \$2,350 with accrued interest. They have been wired of the acceptance and the deal will be closed at once.

The \$40,000 electric light bonds of the city of Topeka, bear interest at the rate of 4 1/2 per cent per annum, payable semi-annually, both principal and interest to be payable in the city of Topeka, bonds to be of the denomination of \$500 each, dated January 1, 1909, without option of prior payment.

As an evidence of their good faith the Leach firm sent a check of \$4,320 to the city to be returned if the bid was not accepted.

The complete list of the bidders is as follows:

A. B. Leach & Company, Chicago.	\$2,350.00
Harris Trust & Savings Bank, Chicago.	1,404.00
Chicago.	1,236.00
Parson, Son & Co., Chicago.	1,125.00
Chicago.	726.00
E. H. Rollins & Sons, Chicago.	700.00
Thos. J. Bolger Co., Chicago.	600.00
The American Trust & Savings Bank, Chicago.	600.00
John Nuyven & Company, Chicago.	136.00
A. C. Edwards & Sons, St. Louis.	125.00
Mo.	1,125.00
Kountze Bros., New York.	2,172.00
Lamprecht Bros. & Company, New York.	1,234.00
Lee Monroe, Topeka, Kansas.	94.00
Holy & Company, Chicago.	49.00
Prudential Trust Co., Topeka.	50.00
Spitzer & Co., Toledo.	78.00
R. W. Morrison & Co., Kansas City.	78.00

There were fifteen bidders in all and all of them were outside of the city with the exception of the Prudential company and Lee Monroe of this city.

The bids vary all the way from \$125 to the Leach bid of \$2,350. The high bid given by the A. B. Leach & Co. of Chicago is undoubtedly the highest bid ever given the city of Topeka on bonds bearing a low rate of interest.

Most of the bids on former bonds have averaged one and two per cent and when a bid of three per cent was reached it was thought to be marvelous.

But the Leach bid is the best proposition ever given the city of Topeka. The city met with almost as good a proposition as if they had issued them at par and 4 per cent, as far as the money is concerned. If the bonds had been issued at par and four per cent there would have been a gain of \$3,000 over the present system, but then there would have been the risk of losing them and the trouble to sell, the latter trouble being a task of unknown measure.

At first it is hard to see how the Leach company can make money on such bonds at such a premium. But

they are making a good investment with the Topeka electric light bonds in spite of the fact that one firm only bid \$126.00. They receive from the city \$1,637.00 a year or a little better than 4 per cent interest. This is as good an investment as one can make with such a risk. The city officials are puzzled over the bids of some of the people who tightly asked that they be given the bonds at \$126.00, \$400.00, \$500.00 and the like. There is no unusual fact in the figures was the number of bond companies who scrambled for the bonds. Thirteen out of town companies would have been glad to handle bonds for the city of Topeka. A. B. Leach & Co. have never dealt with the city before.

## CHENEYS ARE FOUND.

### American Sailors Quickly Recovered the Bodies.

Washington, Jan. 16.—The bodies of the American consul, Arthur S. Cheney and Mrs. Cheney were found in the ruins of the American consulate at Messina yesterday afternoon by the sailors of the American battleship Illinois which arrived at Messina yesterday from Suez.

Captain Bowyer of the Illinois, had been instructed by Admiral Sperry, to proceed to Messina, and endeavor to recover the bodies. When Captain Bowyer reached Messina yesterday he sent a number of sailors ashore for the purpose of excavating the ruins. They were successful in finding the bodies during the afternoon. The bodies were prepared for shipment and taken aboard the American supply ship Culgoa, which will carry them to Naples. Arrangements are being made for the shipment of the bodies to the United States and leaving accounts of the mission at Messina, the Illinois has returned to Malta.

Dead Estimated at 90,000.

Messina, Jan. 16.—An estimate of the dead in Messina as a result of the catastrophe of December 23, made by Stuart K. Lupton, the American vice consul, on behalf of the American embassy at Rome, places the number at a very bad guess. He estimates that there are today still 10,000 people in the city. The work of getting information concerning individuals who were in Messina at the time of the earthquake is extremely difficult, as there are undoubtedly still tens of thousands under the ruins and other tens of thousands have scattered themselves throughout Sicily and the peninsula. The people still in Messina are camping out in the outskirts and it has been impossible to take any census of the population.

Mrs. Lupton is attached to the American embassy at Rome, who is quartered on board the United States battleship Illinois, reorganized the work of searching the ruins of the American consulate for the bodies of Consul and Mrs. Cheney. A number of objects that belonged to the Cheneys were found before the bodies of the bodies in the ruins of the consulate today.

Mr. Lupton left today for Catania to establish an American consulate there.

## THEIR HOPES DASHED.

### Territories Must Wait Until After Census for Statehood.

Washington, Jan. 16.—Numerous delegations from New Mexico and Arizona, which come here to press the claims of those territories for statehood, have learned that the senate leaders do not intend to permit the statehood bill to pass at the present session. This decision has been reached at an informal conference of the senate leaders.

It was said that there is not time enough remaining of this congress to enact the necessary legislation. Statehood, however, invariably provokes prolonged discussion.

An additional reason advanced by senate leaders against the proposition is that the territories who have discussed the qualifications of these territories differ widely as to the character of the population and its ability to bear the responsibilities of statehood. It is said that there are a number of questions to be settled which will be answered by the coming decennial census, and territorial members of congress therefore urge that statehood be delayed until after it had been taken.

Many members including Senator Fletcher, who has been an advocate of separate statehood for them for a number of years, have pointed out with some force that the platforms of the great political parties declare for statehood for both territories. However there are only 40 legislative days remaining, and practically all the big supply bills are yet to be passed.

## FROM EGYPTIAN DARKNESS.

### Jewish Rabbi Would Have His People Become More Modern.

Chicago, Jan. 16.—Rabbi Jacob Klein, formerly of Sumter, S. C., has succeeded Rabbi Tobias Schreiber in his charge here. The latter in a parting address pointed out the difficulties in the way of the modern Jewish minister. "Judism," he declared, "is passing through a transition period, and the leader of the congregation must be able to take his people into the modern world, gradually out of the Egyptian darkness of the past and put them in touch with the brighter light of this twentieth century civilization."

## Weather Cloudy and Pleasant.

Fair weather is promised for tomorrow, the first real fair weather in two weeks. There will be but little change in temperature. The snow will melt rapidly and it will be soft and muddy under foot. There is a light wind of three miles an hour from the south-east today. The sky is cloudy. The following are the temperatures:

7 o'clock	25	11 o'clock	28
8 o'clock	25	12 o'clock	28
9 o'clock	25	1 o'clock	29
10 o'clock	25	2 o'clock	29

Weather Indications.

Chicago, Jan. 16.—Forecast for Kansas: Fair tonight and Sunday.

## GREEN HAS A WAY

### Mayor Would Put New Water Main on Kansas Avenue.

### Connect It Directly With Harrison Street Station.

## USE FOR FIRES ONLY.

### This Is the Plan Now Followed in New York.

### Would Solve the Question of Fire Insurance.

Mayor William Green of this city has millions of excellent ideas stored away in the archives of his well formed cranium but he waits for them to force themselves out before he will allow anyone to follow up the clues that gradually slip after a conversation or cross questioning of from three to four hours. This morning the State Journal reporter "what does city hall" discussed the Copeland hotel fire with his honor for two hours before he could make him a "press" opinion as to the improvement of the fire pressure and service in the business districts of this city. But when the mayor did finally allow one of those million ideas to leap forth without a warning and before he could stop it—the efforts of the poor scribbler were rewarded. Mayor Green has an idea that will or should be taken up by the city council and given due consideration before it loses its ginger. The plan is to give Topeka a new and additional fire service on Kansas avenue and along the business streets of the city from First street to Tenth avenue.

It will be remembered that Topeka has a pumping station at the foot of Harrison street which is there for emergency sake only and when a very bad fire breaks out something happens out at the headquarters of the water department this little station down near the river on Harrison is started up and a "supply" of water is pumped into the city. The plant is in good order, the boilers are good, the boilers are as solid as any in the city and the engines are peerless. The plan is to utilize this plant for other purposes—use it as a direct pressure and a high pressure plant—on the plan of the new system in New York city where fire steamers are used when the high pressure plant is connected.

With very little comparative cost Topeka could construct from the Harrison street station to First street thence up Kansas avenue to Tenth avenue a new city main. It would be of the very best water main pipe—pipe that will stand a 200 pound pressure as easily as a politician's opinion. This single main could be built up Kansas avenue at a cost equal to the job of installing a 200 pound pressure main in the city since the new water works are supposed