

RAILROAD NEWS.

Various Estimates of the Cost of Arizona Wreck. They Vary From \$75,000 to \$250,000.

ARIZONA A GOOD PLACE Officials Say the Laws There Are Lenient.

Road Not Obligated to Pay Such Heavy Damages.

"If we were obliged to have an accident," said an official of the claims department of the Santa Fe, speaking of the recent wreck of the two limited trains at Franconia, Ariz., "we would be unable to select a better place for it, from the standpoint of the railway's interests than Arizona."

The big wreck is now left mostly for the claims department of the Santa Fe to attend to. An attorney for the department was sent to the scene of the wreck post haste. He has been working since then keeping track of the employees who were hurt. He knows exactly how many were injured and is prepared to adjust claims with the injured and protect the company in case of damage suits.

"We expect to deal fairly with all the employees who were hurt in the wreck," said an official of the Santa Fe. "It is always customary to make good for employees who are injured in wrecks."

There were eight people killed in the wreck and several injured. It is likely that if the road gets off with damages amounting to \$40,000 it will be well satisfied.

The loss of property occasioned by the wreck at Franconia is estimated at \$200,000. This is probably much too high. It is believed that the Santa Fe will not be held liable for the loss of property. The question of who will succeed Mr. Henderson when he assumes the duties of superintendent of machinery was not yet decided at the meeting of the officials at Chicago. It will be decided later.

STOVES IN BOX CARS. Potato Shippers Obligated to Use Extraordinary Precautions.

Potato shippers of the northwest fear that the car shortage is going to deprive them of much of the benefit they have derived from the peculiar conditions which now exist on the market.

The bulk of potato shipments from the northwest find a market in Iowa, Missouri, Illinois, Kansas, Nebraska, and southwestern territories, and in former years the various railroads secured the necessary refrigerator equipment from the private car lines, of which there were a large number.

This year the bulk of the private car lines has been taken over by the Armour Car company, and owing to large meat and fruit business there are none of these cars to spare for the potato traffic.

In consequence shippers are compelled to accept box cars, and equip each one with a stove, as well as send a man in charge of the car, and this considerably to the cost of transportation.

KANSAS WORK FINISHED. Lantry Bros. Are Ready to Leave For San Francisco.

Lantry's force of men has completed its contract work at Wellsville and will leave for San Francisco. The large part of the grading outfit will be unloaded there and new machinery and tools taken on for work on their contract job at San Francisco. The work is to be undertaken there will last from three to four years. They will fill in the 30-acre tract of salt marsh known as China Basin.

MOONEY AN OLD EMPLOYEE. Section Foreman Killed Saturday Had Been in Charge 16 Years.

Thomas Mooney, the Santa Fe section foreman at De Soto, who was struck and killed by a train on Saturday morning, had been in charge of the men there for 16 years. He was 54 years old, a widower and had no children. Mooney could have saved himself had he jumped, but when the train rounded a slight curve at a speed of 15 miles an hour, he did not understand the situation and from fear he clung to the rails. Engineer Lusk, who was in the cab of the train, was blinded by the impact of the train and was killed. The body of the man had been tossed to one side by the locomotive.

The same day Engineer William Rain, who was pulling No. 1 with locomotive 102, was killed at the junction of Mendon, Mo., 17 miles west of Marcelline, killing both of them. Nobody was hurt and no further damage was done.

MORT CHAMBERLAIN DEAD. Well Known Brakeman on Santa Fe Plug Succumbs to Heart Failure.

Brakeman W. M. Chamberlain, who for years has had a reputation as a man between Topeka and Kansas City, died Saturday night at the Santa Fe hospital of heart trouble and rheumatism. Chamberlain was able to work up to as late as ten days ago, and only last Tuesday evening he met his train upon its arrival at Topeka. There was a sudden turn for the worse, however, which resulted in his death.

Chamberlain had been in the service of the company since August, 1892. For a while he was brading on freight out of here, but most of the time he has spent on the passenger run between Topeka and Kansas City. It is reported that he had become one of the best known trainmen working out of here.

He was years old and unmarried. Previous to entering the service of the railroad, he was superintendent of a Topeka omnibus line.

Santa Fe Sued For \$10,000. The Santa Fe Railroad company has been made the defendant in a \$10,000 damage suit in the United States circuit court here. The suit is brought by Rose Gerard of Argentine, who alleges that owing to negligence upon the part of a Santa Fe switching crew in the yard of the American Smelting and Refining company at Argentine, the husband, Frank Gerard was killed. The case was originally brought in the Wyandotte county district court but was removed to the United States court.

Must Pass Examination. It has been decided to have all switch engineers pass the regular time card examination. This is a part of the examination which firemen seeking promotion to road service are required to take and it is proposed on the Eastern

division to put in force the same rule for yard men. Ample time will be given for the men to perfect themselves in this, and then they will be called for as wanted.

Rock Island News From Pratt. H. Dyer, formerly agent at Fowler, Kan., has been appointed agent at Logan, N. M., on the El Paso line. Relief Agent Kirkpatrick took charge of Fowler station.

H. W. Donaldson, agent at Tampa has resigned and will engage in business. F. F. Wood took Tampa agency. W. F. Page was appointed agent at Renfrow, Ok., vice H. Hollingsworth, who was assigned to other duty.

J. H. Burnett, operator at Herlington, has been appointed night dispatcher at that point. Taylor has been taking Conductor Naramore's run on 61 and 62 between Herlington the past few days.

Conductor C. Hough has gone to work on the chain gang and Conductor Well to his run on 61 and 62 between Herlington and Pratt.

Three new stations have recently been located on the El Paso line—Sand Springs, Naravisa and Revuelto, N. M.

Chanute Wants a Depot. General Superintendent Resequig, accompanied by Superintendent Barnes and Trainmaster Easley, has been inspecting the Southern Kansas division yesterday and today, for the Chanute Tribune. After inspecting the Colony branch yesterday they came to Chanute last evening and went over to Pittsburg after an hour's rest. They returned this afternoon and went down to Coffeyville, and will probably return tomorrow up the line. It is to be hoped that Mr. Resequig had a favorable impression for a new depot well impressed on his mind while here.

ABOUT RAILROAD PEOPLE. Engineer Chris McGinnis is the father of a baby girl.

Switchman William Busby was laying off Saturday and Sunday. Fred Short of the south shop has been off on account of a lame back.

Philip Engstrom, a south shop machinist, has been off duty for several days. Julius Carlson, a coach carpenter, has been sick and unable to work for two days.

Reed Savler, head fireman at the mill, went out near Elmont for a hunt Saturday.

Joseph Phillips, day fire builder in the roundhouse, has been off duty for a short time because of a cold.

Brakeman E. O. Van Beck is home from Oage City, where he has been for a week. Engine 2277 has been brought in for a general overhauling. It has been in yard since Saturday.

Water Worland and Ben Dustin, Jr., of the tank room have been reported sick for several days.

Engineer Gregory was over from Marcelline Saturday. He may take a passenger run out of Topeka.

Arthur Taylor is enjoying a visit this week from his sister, Mrs. Ann Weston and son of Winfield.

After about a two weeks' lay off, the cross head painter, which has been undergoing repairs, is in service again.

Brakeman P. A. Campa has taken a run on the local between Topeka and Emporia, relieving E. M. Sherburne.

Joseph Phillips, a coach painter who has been out for several days because of a touch of rheumatism, has reported for duty.

The wife of James Dunn of the hand car department is home from Crawford City, Pa., where she has been spending six weeks.

Matt. Stuart, who has been working under the name of Ira Miller's gang in the engine department, has been transferred to J. B. Eckerman has been transferred to making stiers on No. 3 hammer in the engine department. He has been off sick for a short time.

David Stitt, the former carpenter who has been working for good while still a very sick man. He is the father of a boy, a baller maker.

The wife of Mrs. Max Thymian Sunday afternoon there was a large attendance of people.

William Rodgers has returned to his home in Appanoose county, Ia., after a week's absence. He is the brother-in-law of W. D. Rodgers, of the boiler shop.

Levels Spindrove of the tank room at the mill on the left hand between the thumb and the first finger the other day. He has been off duty since then.

Arthur Chapman, brother-in-law of Edward King of the blacksmith shop, has gone home to Humboldt after a brief visit at the mill on the left hand.

Beginning November 24, Engineer Geo. Metzger and his fireman will work day time for a week, the other six crews working week about until further orders.

Robert Shusser, who was called to Oage City owing to the death of his brother Fred, has returned to Topeka. He is employed in the wheel shop.

J. H. Pettit, son of U. M. Pettit, foreman of the scrap iron gang, has returned from a week's visit with his grandfather at Oage City. His wife was with him on the trip.

Charles Richardson of the machine shop, who has spent several days on account of having the end of a finger taken off in the gears of a machine, came in again today.

Fireman John Helvie, who has the morning passenger run between Topeka and St. Joseph, went to Moline Saturday morning, returning today. He was accompanied by his wife.

Edward Clark, who worked in the machine shop here about a year ago, was away on a business trip. He is now married and lives on a large stock farm near Council Grove.

Sawyer's boiler mill were allowed to cut off in order that the painters might have an opportunity to give their work a touch of paint.

E. Humbert of Oswatimie is here for this morning. He is the brother of the cab driver of E. A. Estherton of the cab department. He is a brother of George and Lee Humbert of this place.

John Smith, a member of McIntyre's sheet iron gang, who makes fire box covers, is here for this morning. He is a brother of the cab driver of E. A. Estherton of the cab department. He is a brother of George and Lee Humbert of this place.

M. J. Gray, coach No. 2 will be out for service Wednesday after having been in the paint shop for a light touch of paint. The rest of the run of Topeka, Ill., and is owned by C. J. Devlin of Topeka.

Samuel Florence, the blacksmith who had one eye burned by sparks from the fire over which he was working, came in today morning. He is now nearly entirely recovered from the slight injury.

Water service men were busy Saturday moving the patterns from the east wing of the engine department. The work of the assistant superintendent of machinery to the new structure prepared for that purpose.

One of the best Sunday afternoon meetings which has been held at the Railroad building, was held at the church today. Rev. D. M. Flak, pastor of the First Congregational church, spoke and there were about 45 present.

Engines 490 and 495, which have been in for a few days to receive new flues, are now in the shop. The new flues are being made by the new boiler shop.

Water Worland and Ben Dustin, Jr., of the tank room have been reported sick for several days.

Engineer Gregory was over from Marcelline Saturday. He may take a passenger run out of Topeka.

Arthur Taylor is enjoying a visit this week from his sister, Mrs. Ann Weston and son of Winfield.

After about a two weeks' lay off, the cross head painter, which has been undergoing repairs, is in service again.

Brakeman P. A. Campa has taken a run on the local between Topeka and Emporia, relieving E. M. Sherburne.

Joseph Phillips, a coach painter who has been out for several days because of a touch of rheumatism, has reported for duty.

The wife of James Dunn of the hand car department is home from Crawford City, Pa., where she has been spending six weeks.

Matt. Stuart, who has been working under the name of Ira Miller's gang in the engine department, has been transferred to J. B. Eckerman has been transferred to making stiers on No. 3 hammer in the engine department. He has been off sick for a short time.

David Stitt, the former carpenter who has been working for good while still a very sick man. He is the father of a boy, a baller maker.

The wife of Mrs. Max Thymian Sunday afternoon there was a large attendance of people.

William Rodgers has returned to his home in Appanoose county, Ia., after a week's absence. He is the brother-in-law of W. D. Rodgers, of the boiler shop.

Levels Spindrove of the tank room at the mill on the left hand between the thumb and the first finger the other day. He has been off duty since then.

Arthur Chapman, brother-in-law of Edward King of the blacksmith shop, has gone home to Humboldt after a brief visit at the mill on the left hand.

Beginning November 24, Engineer Geo. Metzger and his fireman will work day time for a week, the other six crews working week about until further orders.

Robert Shusser, who was called to Oage City owing to the death of his brother Fred, has returned to Topeka. He is employed in the wheel shop.

J. H. Pettit, son of U. M. Pettit, foreman of the scrap iron gang, has returned from a week's visit with his grandfather at Oage City. His wife was with him on the trip.

Charles Richardson of the machine shop, who has spent several days on account of having the end of a finger taken off in the gears of a machine, came in again today.

Fireman John Helvie, who has the morning passenger run between Topeka and St. Joseph, went to Moline Saturday morning, returning today. He was accompanied by his wife.

Edward Clark, who worked in the machine shop here about a year ago, was away on a business trip. He is now married and lives on a large stock farm near Council Grove.

Sawyer's boiler mill were allowed to cut off in order that the painters might have an opportunity to give their work a touch of paint.

E. Humbert of Oswatimie is here for this morning. He is the brother of the cab driver of E. A. Estherton of the cab department. He is a brother of George and Lee Humbert of this place.

John Smith, a member of McIntyre's sheet iron gang, who makes fire box covers, is here for this morning. He is a brother of the cab driver of E. A. Estherton of the cab department. He is a brother of George and Lee Humbert of this place.

M. J. Gray, coach No. 2 will be out for service Wednesday after having been in the paint shop for a light touch of paint. The rest of the run of Topeka, Ill., and is owned by C. J. Devlin of Topeka.

Samuel Florence, the blacksmith who had one eye burned by sparks from the fire over which he was working, came in today morning. He is now nearly entirely recovered from the slight injury.

Water service men were busy Saturday moving the patterns from the east wing of the engine department. The work of the assistant superintendent of machinery to the new structure prepared for that purpose.

One of the best Sunday afternoon meetings which has been held at the Railroad building, was held at the church today. Rev. D. M. Flak, pastor of the First Congregational church, spoke and there were about 45 present.

Engines 490 and 495, which have been in for a few days to receive new flues, are now in the shop. The new flues are being made by the new boiler shop.

Water Worland and Ben Dustin, Jr., of the tank room have been reported sick for several days.

Engineer Gregory was over from Marcelline Saturday. He may take a passenger run out of Topeka.

Arthur Taylor is enjoying a visit this week from his sister, Mrs. Ann Weston and son of Winfield.

After about a two weeks' lay off, the cross head painter, which has been undergoing repairs, is in service again.

Brakeman P. A. Campa has taken a run on the local between Topeka and Emporia, relieving E. M. Sherburne.

Joseph Phillips, a coach painter who has been out for several days because of a touch of rheumatism, has reported for duty.

The wife of James Dunn of the hand car department is home from Crawford City, Pa., where she has been spending six weeks.

Matt. Stuart, who has been working under the name of Ira Miller's gang in the engine department, has been transferred to J. B. Eckerman has been transferred to making stiers on No. 3 hammer in the engine department. He has been off sick for a short time.

David Stitt, the former carpenter who has been working for good while still a very sick man. He is the father of a boy, a baller maker.

The wife of Mrs. Max Thymian Sunday afternoon there was a large attendance of people.

NORTHEASTER.

A Heavy Gale Sweeps the Atlantic Coast Reaching a Velocity of 70 Miles at Some Points.

HEAVY FALL OF RAIN. Docks and Shipping Sustain Much Damage.

Storm Did Considerable Injury in New York City.

New York, Nov. 25.—A heavy northeast gale has been raging along the coast for the past 20 hours. The storm set in at sunset last evening, blowing with great severity all night, accompanied by the storm tide with great fury and an unusually high tide washed upon the Staten Island shores, doing considerable damage to docks, small boats and other craft. The Staten Island and rapid transit railroad track between Tompkinsville and Stapleton was obstructed by wreckage from pile drivers and a small schooner which was driven ashore and the wreckage piled up on the railroad track. A heavy sea raged in the upper bay. Two steamers which arrived during the night remained at anchor off the quarantine station until noon, when the health officers' tug succeeded in boarding them.

The steamers were the French liner Panama, from Bordeaux, and the freight steamer Donald from Jamaica. The only other arrival up to noon was the Mallory line steamer San Marcos, from Galveston.

The storm did considerable damage in the city. Windows in the upper part of the city were blown in and a few roofs taken off. The greatest damage was done along West street, fronting the North river, where cellars were flooded. The rapid transit tunnel also was flooded in many places.

The Western Union Telegraph company reports having suffered most in the Pocono mountain district near Stroudsburg, Pa. Sixty telegraph poles and wires for nearly a mile. Some of the Long Island wires were broken. The Postal company reports heavy damage across the river between Suffern and Guttenberg.

The wind here blew from 35 to 40 miles an hour. The gale set shipping men hurrying to shelter and safety. In spite of the dropping of anchors and the putting off of additional hawsers many small boats and other craft were damaged or driven ashore.

During the early morning hours the ferryboats had some trouble, owing to the wind in crossing. Several were blown into the East river. The tide rose to a height not remembered by the "oldest inhabitant." Great damage was done on all the islands lying in the river. The Harlem shore, piers being carried away, bathing pavilions washed off their foundations, outhouses swept into the water and washed to pieces in the waters of Hell Gate.

One of the strangest sights was that of the lighthouse standing off the north end of Blackwell's island, a building standing away out of tide water, the lighthouse was in the midst of a raging flood. The waves, coming over the top of the island, dashed about the structure, the platform of the house being but a short distance from the water surface. The entire north end of the island was submerged.

An unusual number of trees and wire poles were uprooted and leveled by the storm. In Brooklyn, several streets were reported from different sections of the borough.

The storm struck Asbury Park, N. J., with a force that has not been known in years. The wind during the night attained a velocity of 70 miles an hour and did much damage to cottages. The great waves rolled across Ocean avenue and the surf rolled across the beach and into Wesley lake, overflowing it, something that never happened before. The restaurant keeper at the Asbury Park was located. The water of the lake flooded cellars and made the streets in the vicinity almost impassable.

The Metropolitan hotel, one of the largest at Asbury Park, was swept of its roof and the rain soaked down into the rooms, causing much damage. The piazzas of the Hotel Stranahan were torn off and the building considerably damaged. Trees have been stripped and the streets are littered with branches, wood, parts of roofs or verandas and shutters.

No trains reached Seabright and none may for several days. The south track is washed away for a quarter of a mile and the north track for 100 feet. The roadbed is either washed away or buried under sand. A new inlet from the ocean to Shrewsbury river has formed near Navesink and an examination of this afternoon indicates it is deep enough for the river steamers.

The piers of a number of wealthy New York cottages were swept away and the sea carried off a large portion of the roof of the Normandie hotel. Fifteen fishermen's boats were wrecked. Seabright was in darkness, as the high tide flooded the electric light plant.

Driven by the terrific northeast gale the highest tide ever known along the north shore of Long Island swept inland, leaving a ribbon of wreckage that girts the shore from Astoria, in Long Island city, out to Greenvale, on the extreme end of the island.

Thousands of dollars' damage was done. Docks, boats and bathing houses were wrecked and fleets of yachts which had been drawn up in supposedly safe winter quarters, were floated off by the high tide and left stranded, in many instances more than half a mile inland.

Washouts occurred on two branches of the railroad and trolley roads. Traffic was suspended on two branches of the Long Island road, while for more than half a day the cars of the New York and Queen County Electric railway were unable to get beyond Steinway owing to the track across the meadows being submerged by the tide.

Probably the greatest damage was done at North Beach, on Flushing and Bowery bays, where more than \$20,000 worth of boats, boats and other property were being submerged by the tide.

In the cove off North Beach, where the Yacht club's fleet of small boats was swamped or floated ashore.

New Haven, Conn., Nov. 25.—The damage done by the severe storm of the last 24 hours has been the greatest, in some instances, in the history of the state and the damage will reach \$50,000 or more.

At Shippan Point, in Stamford, several docks connected with summer residences were carried away.

Kennedy's Oysterettes advertisement featuring an illustration of a woman and text describing the product as dainty little oyster crackers.

Sherman Gravel advertisement for Union Pacific Overland Route, highlighting its durability and ease of riding.

Jos. Chrisman & Co. advertisement for horse shoeing and rubber pads, located at 506 Quincy Street, Topeka, Kansas.

DE ANGELIS RETURNS advertisement for the opera star's performance at the Crawford Saturday night.

SET EARTH AFIRE advertisement for a play by J. J. Jeff.

DEEP DRIFTING SNOW advertisement for a play by J. J. Jeff.

CASTORA advertisement for a medicinal product for infants and children.

Advertisement for Dr. Radway's Ready Relief, describing its effectiveness for various ailments like headache, neuralgia, and rheumatism.

Advertisement for Nervous Dyspepsia, a cure for indigestion and stomach troubles, featuring a small illustration of a person.

Advertisement for a cure for Nervous Dyspepsia, describing the symptoms and the benefits of the medicine.

Advertisement for a cure for Nervous Dyspepsia, mentioning its long history and effectiveness.

Advertisement for a cure for Nervous Dyspepsia, highlighting its safety and ease of use.

Advertisement for a cure for Nervous Dyspepsia, providing contact information for the manufacturer.