

# THE SUBURBAN CITIZEN

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NO. 29

## THIRTY-FIVE DIE IN UTAH MINES

### The Powder Magazine Explodes With Deadly Results.

#### NOXIOUS GASES CAUSE OF HAVOC.

The Work of Rescuing the Imperiled and Dead Was Quickly and Heroically Undertaken—Men Were Brought to the Surface as Fast as the Disabled Machinery Would Permit.

Park City, Utah (Special).—Thirty-five miners were killed in the Daly-West and Ontario mines, 29 in the Daly-West and 6 in the Ontario.

The disaster was the result of an explosion occasioned by John Burgy, a miner, going into one of the magazines of the Daly-West with a lighted candle. His act cost him his life and the lives of many other miners besides. His own body was blown to small pieces.

The explosion occurred at 11:20 p. m., and in a moment deadly gas was being generated throughout the mines. It crept through every tunnel, shaft and incline, and in a very short space of time scores of miners found themselves face to face with death.

It is not known how much powder was exploded, but whatever amount there was, it went off with a terrible concussion. The shock was something terrific and was heard for a long distance, although it was nearly 2 o'clock before the disaster was known in Park City, a distance of three miles.

When it is stated that a horse was killed at the mouth of the Ontario tunnel, two miles away, some idea of the force of the explosion may be had. That the loss of life was not far greater seems marvelous.

The work of rescuing the imperiled and dead was quickly and heroically undertaken. Men were brought to the surface as fast as the disabled machinery would permit. The victims had to be brought up the shaft in a one-compartment cage, the other compartments having been wrecked by the explosion.

In the Ontario, which is connected with the Daly-West, six men are dead. Two of the dead are rescuers.

### Terrific Storm in Dakota.

Fargo, N. D. (Special).—A section north and south of Grand Forks was visited by a terrific wind and hail storm causing great damage to telegraph and telephone wires and buildings of all kinds.

At Conway the hail was the worst ever experienced, and the damage done to crops was serious. The storm was noticed first at Larrimore, 30 miles north of Grand Forks.

At Thompson, south of Grand Forks, three churches were demolished, one house broken into splinters and the passenger depot and platform partially carried away. At least 75 per cent. of the telegraph poles between Grand Forks and Thompson, 14 miles south, were blown down.

### Gen. Smith Punished.

Washington, D. C. (Special).—President Roosevelt has indicated his disapproval of the course pursued by Gen. Jacob H. Smith in Samar, especially the General's "burn and kill" order to Major Littleton W. T. Waller, of the Marine corps, by severely censuring him in a general order and directing that he be placed on the retired list of the army. This action is in accordance with the recommendations of the Secretary of War, who, in a comprehensive review of the case, holds that General Smith was not justified by the situation in Samar or the regulations in using the intemperate language employed in his verbal instructions to Major Waller.

### Collapse of the Campanile.

Venice, Italy (By Cable).—The campanile (detached bell tower) of St. Mark's Church, 98 meters high, collapsed at 10:40 a. m., and fell with a great crash into the piazza. The campanile, which was entirely detached from the cathedral, collapsed where it stood and is now a heap of ruins. The Cathedral and Palace of the Doges are quite safe, but a corner of the royal palace was damaged.

### To Reward Loyal Men.

Shamokin, Pa. (Special).—The Philadelphia and Reading Coal and Iron Company announced that a 10 per cent increase in wages would be paid in this region to employes who had remained at work since the strike started. The strikers say this increase is intended as a bait to lure them back to work.

### More Killed in Mine.

Johnstown, Pa. (Special).—A blast of dynamite caused an explosion in No. 4 mine of the Berwyn-White Company at Wimber, Pa., about noon, killing four men and injuring many others. Full details are not obtainable at this time. No. 4 is about seven miles from the Mill Creek entrance of the Rolling Mill mine.

## SUMMARY OF THE LATEST NEWS.

### Domestic.

The Chicago freight handlers' strike ended with a victory for the railroads. All the men have returned to work, leaving questions of wages and hours to be adjusted.

A monster petition will be made to King Edward by the members of the British-American Society of Colorado for the release of Mrs. Maybrick.

The torpedo boat Biddle ran aground near the rip-raps as she was passing out Hampton Roads. She was floated apparently uninjured.

One hundred thousand dollars has been subscribed for the endowment of a William Green professorship at Princeton University.

President Roosevelt has issued an ironclad order to prevent the discharge of enlisted men before they have served their terms.

The wife of Senator Patterson, of Colorado, died at her home in Denver of nervous prostration.

High winds in the vicinity of Walla Walla, Wash., have destroyed vast quantities of growing grain.

A great hail and wind storm visited the Middle West, doing great damage.

Miss Emma H. King died from strychnine poisoning at Lake Hopkocog, N. J. It is said she is the same young woman who some months ago was inoculated by a Brooklyn physician with tuberculosis germs to demonstrate his consumption-cure theory.

Police Superintendent Ames, of Minneapolis, who was indicted in connection with the current municipal corruption exposure, is reported to have gone abroad.

The fourteenth annual convention of the Wholesale Saddlery Association began at Cleveland O.

Peter Tilton, a railroad engineer, was killed in a collision near Branchport, N. J.

Two persons lost their lives by the capsizing of a yacht on Lake Erie.

A combination of Western grocers has been formed in Chicago.

Two men were killed by fire damp near Marietta, Ohio.

Mr. Harry T. Walters called on Collector of Customs Stranahan, in New York, and surprised that official by declaring that he wanted to pay full duty on the Massaranie collection, which amounts to about \$30,000.

Garfield Potter, leader of a band of outlaws in Wise county, Va., was killed by a bullet from his own pistol, which dropped from his belt, causing the discharge.

A cloudburst at Thatcher, Ind., washed away nine buildings and caused a loss of \$25,000. Residents of the town barely had time to escape with their lives.

The United States training ship Mochican arrived at Dutch Harbor, having encountered head winds and been driven out of her course on her way to Honolulu.

P. W. Leffer, of Chicago, invented a scheme to substitute electro-magnets for the trolley in street-car propulsion.

The long-missing steamer Portland arrived safely at St. Michaels, but no tidings have been received of the Jennie.

The Peary relief ship Windward sailed from New York for the Arctic regions.

General Chaffee ordered a battalion of infantry to the Island of Mindanao.

### Foreign.

Many offers from abroad have been received to aid in rebuilding the Campanile at Venice, but the purpose is to make its reconstruction a national affair.

Several deaths from cholera are reported in the Forbidden City, and the disease is spreading in China and in the Philippines.

Lord Lansdowne, the British foreign secretary, entertained the officers of the United States armored cruiser Brooklyn at luncheon.

Queen Wilhelmina has so far recovered her health that she will return to her home from Castle Schaumberg, near the Rhine.

Sir Arthur Lawley, governor of Western Australia, has accepted the lieutenant governorship of the Transvaal Colony.

A hundred ladrones attacked and defeated the native constabulary near San Mateo, Manila Province.

The condition of the Queen of the Belgians is causing considerable uneasiness.

The bitter feeling still prevailing among the Boers, their apparent determination to keep up their nationality, and the declaration of many of them that they were induced to surrender by false representations of their leaders, show that the trouble in South Africa is not finally settled.

A publication edited anonymously in the German Navy Department contains in a recent issue comparison of the latest German and American artillery, and admits the American superiority.

The merchants in South Africa are at a loss to understand how the Americans can offer freight rates to Natal 215 3d below the lowest freight rate from England.

Overcrowding caused a small passenger steamer on the Luge River, Russia, to sink, and 30 persons were drowned.

## THE CORN CORNER GOES TO PIECES

### Profit of Manipulators Figured at About \$1,500,000.

#### WAS A BIG SLUMP IN JULY CORN.

##### Profit Not Near as Much as They Expected.

##### To Make, as the Farmers by Flooding the Market Forced an Abrupt End to the Corner—The Shorts Settle and the Clique May Have Some Millions of Bushels on Hand.

Chicago (Special).—The John W. Gates corner in July corn came to an abrupt end Tuesday when it became known that shorts to the extent of millions of bushels had effected private settlements with Harris, Gates & Co., and that the deal was at an end so far as the steel magnate was concerned.

The July price responded to the settlement by a quick drop of 15 3/4 cents from 81 cents to 65 1/4 cents. Later it recovered a fraction and closed at 65 1/2 cents, substantially the price of the cash article.

Just how many bushels were subject to private settlement will probably never be known, nor is there much chance that the identity of all those who contributed liberally to the fortunes of Mr. Gates and the friends associated with him in the deal will ever be positively known.

To form an estimate of the apparent profit by the deal would necessitate a knowledge of the average price at which the property was bought. This can never be known unless, some time later, Mr. Gates chooses to divulge it. It is estimated by close observers of the transaction that Mr. Gates' profit will not exceed \$1,500,000. This amount will be divided up among ten or a dozen millionaires who were interested in the deal.

The corner at one time promised many more millions of profit, and the farmers whose well-filled cribs line the tracks of nearly every railroad entering Chicago are held responsible for the comparatively disappointing ending of the corner.

There were substantial reserves from the "bumper" crop of 1900 and the large yield of 1901. This corn has been held for a satisfactory market. The farmers did not begin to take advantage of the situation until the price of July got up in the 70s, and when it finally reached 90 cents the Chicago market was deluged with cash corn.

Far a while the Harris-Gates interests kept the market cleaned up, but steadily increasing quantities began coming and the prospect of loading up with 80-cent corn which they might not be able to dispose of later at over 60 cents became somewhat appalling. Without warning they withdrew all support, settled with the shorts and closed the deal.

### KING ON BOARD YACHT.

#### Removed from Buckingham Palace Without Harm.

Portsmouth (By Cable).—The royal train from London, with King Edward aboard, arrived here shortly before 2 o'clock p. m. The train ran to the end of the pier, which was closed to the public.

The removal of His Majesty from the train to the royal yacht Victoria and Albert was safely accomplished by blue-jackets, and the King's couch was placed in a reception-room which had been specially constructed on the upper deck.

The warships in the harbor fired a royal salute as the King embarked and all the vessels dressed ship and manned yards or decks. The royal yacht steamed off almost immediately for Cowes, where she will anchor.

The weather is hot, but the sea is calm and an ideal condition for a quiet cruise for the King.

### Mishap to Battleship Illinois.

Christiansburg, Norway (By Cable).—The United States battleship Illinois, flagship of Rear Admiral Arent S. Crowninshield, and the United States cruisers Chicago and Albany have arrived here. While the Illinois was standing in the harbor, leading the squadron, her steering gear failed and her helm jammed hard to starboard, with the ship headed straight for the shore. Both anchors were let go and her engines were backed promptly, but the port anchor chain parted. The ship struck an obstruction and a hole was punched in her bottom. Two small compartments filled with water; the crew were piped to collision quarters; and the watertight doors were closed.

### Must Not Send Snakes to Hawaii.

Washington, July 14.—Among the published orders of the Division of the Philippines is one which contains a cablegram showing that the protests of the people of Hawaii against the importation of snakes into those islands from the Philippines was successful. The cablegram follows:

Washington, May 23, 1902. Chaffee, Manila: Prohibit shipment on transports of animals and snakes to the United States and Hawaii.

## LIVE NATIONAL CAPITAL AFFAIRS.

### Loss by 1901 Drought.

It is now practicable to determine the effect of the drought of 1901 upon the export trade of 1902.

Preliminary figures on the exports of breadstuffs and provisions just completed show about 67 per cent of the total exports, and a reasonably accurate measurement of the exportation of articles affected by the drought of last year can now be made. The tables show the exports of quantities and value of corn and cornmeal, oats and oatmeal, wheat flour and other breadstuffs, also live cattle, fresh beef and other beef products, as well as other provisions. The most marked reduction is in corn, the exportation of which at the principal ports amounts to 26,000,000 bushels in the fiscal year ended June 30, 1902, against 170,000,000 at the same ports the preceding year, the value for 1902 being \$16,000,000, against \$82,000,000 the preceding year, a reduction of \$66,000,000. The complete figures probably will show the total exports at about 27,000,000 bushels against 181,000,000 in the preceding year.

Exportations of cornmeal have also fallen from \$2,000,000 in 1901 to \$1,000,000 in 1902, making the total reduction in corn exports in round terms, as shown by the preliminary figures, \$67,000,000. Compared with the fiscal year 1900, the reduction is still greater; the corn exports of the fiscal year 1900 were the largest in the history of American export trade, amounting to 213,123,412 bushels, while for the year just ended the complete figures will amount to about 27,000,000 bushels.

### Oil Fuel for Warships.

Oil may be adopted for coal fuel for naval vessels as a result of successful experiments made at the Washington Navy Yard.

Rear Admiral George W. Melville, Engineer-in-Chief of the Navy, believes that in time a large number of the smaller ships will be using it, and eventually coal will pass out of general use in the navy. Besides generating a quicker fire and giving greater heat, it is said it permits vessels to maintain a wider steaming radius and reduces considerably the cost of fuel.

So far but little headway has been made by the merchant marine with its use, but the few vessels experimenting with it have found that oil is superior to coal in many respects, including less weight in proportion to the number of miles the ship steams. A special board will go to the Delaware Breakwater and inspect a tank steamer from the Beaumont, Texas, oil fields, which uses oil. It is one of the first ships to be fitted out on the Atlantic. The success of this fuel will mean much to traffic on the Pacific, where the price of coal is double that asked on the Atlantic Coast.

### Treasury Exposition Claims.

The Treasury Department has perfected a plan to pay the claims against the Pan-American Exposition Company of Buffalo out of the appropriation of \$500,000 made in the General Deficiency Act.

By the terms of the appropriation these are to be made pro rata on claims for "labor, material, services and other expenses," and no payments are to be made to stockholders or for any claim secured by mortgage. The claims to be pro-rated aggregate about \$640,000. They are to be audited at the Treasury Department and the warrants drawn in favor of the individual claimants. These warrants are to be delivered through and receipted for by John G. Milburn, the president of the Exposition. In this way the necessity for Mr. Milburn giving a bond will be avoided. Mr. Milburn is anxious that every cent of the \$500,000 shall go to the creditors of the Exposition.

### Next Step for Irrigation.

F. H. Newell, chief hydrographer of the Geological Survey, has gone West to make a preliminary investigation of the irrigation problem.

The irrigation law passed by the last session of Congress makes it necessary for a survey to determine the location of the proposed extensive reservoirs, and several engineering parties already have been sent out to do preliminary work. Mr. Newell will have general supervision of the task. It is intended that the preliminary work shall be most thorough, and on this account it is not expected that the construction of any of the proposed reservoirs will be undertaken for a year or two. Mr. Newell expects to devote the entire summer to work in the field.

### Oleomargarine Tests.

The Acting Commissioner of Internal Revenue has issued instructions covering artificial tests for coloring matter in oleomargarine. Detailed directions are given for making tests to discover coloring matter principally used in coloring oleomargarine. The circular says: "If a sample gives negative results by both tests above described, it may be safely concluded that it is free from artificial coloration. If it responds to either test, or if there is any doubt as to the results obtained, the sample should be forwarded to this office for analysis."

### Postmasters Granted Leave.

The Postmaster-General has issued an order granting 10 days' leave of absence to all postmasters in first-class offices in order to permit them to attend the convention of postmasters to be held in Milwaukee August 26 to August 30, inclusive.

## BITTER FEELING IN SOUTH AFRICA

### It is Doubtful Whether Trouble is Finally Settled.

#### MANY DIFFICULTIES FOR BRITISH.

##### Majority of the Boers Show no Disposition to Abandon Their Nationality—Some of Them Advocate Opening of Dutch Schools to Keep It Alive—The Transvaal and Free State Colors Still Freely Worn.

Pretoria (By Cable).—The settlement of the annexed territories is not being accomplished without considerable friction. This is especially noticeable in the bitter hatred and persecution on the part of the Boers who stayed in the field to the end of the war against the Boers who served as British scouts. It is said that some of these national scouts have been shot or beaten.

So intense is the feeling that many of the burghers who fought consistently to the end distinguish themselves from those who surrendered during the war by wearing a green badge. The Transvaal and Free State colors are also freely worn, and the custom is encouraged by the Dutch who did not take an active part in the war. Many of the burghers declare they were induced to agree to surrender by the false representations of their leaders, who painted the terms too rosily.

Discordant elements are numerous, and any attempt to place the burghers who surrendered during the war in authority over those who fought throughout will conceivably result in a renewal of hostilities. The majority of the Boers have apparently in no way abandoned their nationality, and some of them preach the advisability of opening Dutch schools so as to keep alive their nationality. The whole situation is so bristling with difficulties that there are not lacking those who doubt if the document signed May 31 was really the final settlement of the South African trouble.

### 481 Miles in 460 Minutes.

#### New Record Made by the Twentieth Century Limited on the Lake Shore.

Chicago (Special).—Reeling off 481 miles in 460 minutes, the "Twentieth Century Limited," on the Lake Shore and Michigan Southern Road smashed records for fast running on that system and verified assertions made by the officials that a 16-hour schedule could, if necessary, be maintained between Chicago and New York. The train, 45 miles west of Buffalo, was two hours and twenty-eight minutes behind its schedule, and then it was that the engineers were given a clear track and ordered to make their best time over the various divisions.

The train covered the 134 miles between Brockton and Cleveland in 131 minutes. From Cleveland to Toledo the engineer pushed along over the 113 miles at some points at a speed reaching 90 miles an hour, covering the distance in 103 minutes. The run to Elkhart, Ind., 133 miles, was covered in 115 minutes.

The run into Chicago from Elkhart was slower, on account of the necessity of slowing down while passing through three towns where the speed of trains is limited by ordinances. Slowdowns were also necessary for the 14 grade railroad crossings in Chicago. Despite these delays the 101 miles were covered in 111 minutes, and the train, which was due in the city at 9:45 a. m., arrived at the Grand Central Passenger Station only 28 minutes late.

### COFFIN NINE FEET LONG.

#### Lewis Wilkins, A Western Giant, Dies in a Hospital in Chicago.

Chicago (Special).—One of the giants of the earth has just died in the Presbyterian Hospital in the person of Lewis Wilkins, who was for several months afflicted with a tumor on the brain. He was eight feet two inches tall. When in good health he weighed 365 pounds. A casket nine feet long and twice as wide as the ordinary coffin was constructed for the body.

Wilkins' great height subjected him to many discomforts. When he came to this city from Omaha to be treated at the hospital an ambulance awaited him at the Polk Street Station. The man was so tall that he could not lie on the regular stretcher, but was forced to sit on the floor of the vehicle and draw his legs up beneath him.

A special bed had to be constructed for him at the hospital. A ring that Wilkins had worn on a finger of his left hand is so large that a silver half dollar can be easily passed through it.

### Depository of Public Moneys.

In accordance with a provision of the Philippine Civil Government Act the Secretary of War has directed that the Treasury of the Philippines shall act as depository of the public moneys of the United States without being required to deposit bonds in the Treasury of the United States or to give any other specific security for the safe keeping of public money "until the further direction of the Secretary of War."

## WOE IN JOHNSTOWN.

### Shocking Calamity in Cambria Company Coal Mines.

Johnstown, Pa. (Special).—Johnstown has again been visited by an appalling disaster, only less frightful than the awful flood of May 31, 1889.

Hundreds of homes are made desolate by a mine explosion which took place in the Cambria Steel Company Rolling Mill mine, under Westmont Hill.

Just how many have been killed it may take several days to determine, but that it is a long list is certain. It may reach 200, or even rise considerably above that number.

It was nearly an hour after the explosion before any general knowledge of what had happened got abroad. Men who came from the mines, escaping with their lives, told the terrible news, and soon it spread like wildfire all over the city.

In scores of homes there were pathetic scenes. Mothers, wives, daughters, sons and relatives were frantic with grief. Hundreds rushed to the point and with sobbing hearts awaited news from the mine that held their loved ones.

At the opening across the river from the Point the Cambria Iron Company police stood guard, permitting no one to enter the mine, from which noxious gases were pouring.

Two men who had escaped from the mine—Richard Bennett and John Meyers—went back two miles to see what assistance could be rendered, but the fire-damp drove them back, and they fell prostrate when finally, after a desperate struggle, they reached the outside.

Doctors worked on the two men half an hour before they were restored to consciousness. Their story of the situation in the mine made it clear that the rescue could not proceed from the Westmont opening. Then hasty preparations were made to begin that sad mission at the Mill Creek entrance.

Soon after the news of the explosion reached the Cambria officials Mining Engineer Marshall G. Moore and one of his assistants, Al. G. Prosser, made an attempt to enter the mine. They were followed by Mine Superintendent Geo. T. Robinson, but the deadly gases stopped their progress and they were compelled to return to the surface.

Mine Foreman Harry Rodgers, his assistant, Wm. Blanche, and Fire Bosses John Whitney, John Retailick, and John Thomas were overcome by the gases, and it is feared they perished in a heroic effort to rescue the miners. A son of Harry Rodgers then tried to reach his father, but he was quickly overcome by the deadly gas and was carried out unconscious.

William Stibich spent several hours at the Mill Creek opening. He said that he believed as many as 450 men were still in the mine. In his opinion, from all he could glean, not more than 150 men of the 600 had come out of the colliery.

Officials of the Cambria Company say that the explosion was caused by fire-damp.

The catastrophe occurred in the section of the mine known among the miners as "Klondike." The name of the section on the company's books is the "sixth west of the south main heading." It is about a mile and a half from the main entrance of the Rolling Mill mine.

The few survivors who have escaped from the depths of the mine give graphic descriptions of the disaster. Outside of the "Klondike" section the miners are safe and uninjured. Within the fatal limits of the section havoc was wrought by the terrific explosion.

Solid walls of masonry three feet thick were torn down as though barriers of paper. The roofs of the mine were demolished and not a door remains standing.

Johnstown, Pa. (Special).—In spite of conflicting reports as to the number of dead in the mine disaster, a careful and complete compilation shows that 108 is the extent of the list of bodies outside the mine.

To this number future explorations of the mine corridors may add a few, but it cannot be many.

Almost all the employes who could have been in the mine at the time of the explosion are accounted for. Few inquiries for missing have been presented the authorities or to the mine officials, and this, better than anything else, demonstrates the impossibility of many bodies still remaining in the mine.

The mine officials say there is no use attempting to estimate the number of dead. They say they simply don't know. They express the belief, however, that all, or almost all, are out of the mine.

### Boy Killed His Father.

Knoxville, Tenn. (Special).—William Fair, a boy aged 14 years, shot and killed his father, William Fair, near Marietta, Greene county. The boy entered his home and procured his shotgun to go hunting. His father attempted to prevent him, but the boy fired and killed his father instantly. Young Fair was arrested.

### 500 Victims of Sunstroke.

Paris (By Cable).—The anniversary of the fall of the Bastille was marked by intense heat. At the grand military review at Longchamps three Generals, the Governor of Paris, 12 officers, 200 soldiers and 300 spectators suffered from sunstroke.