

FAST MAIL DASHES NO EXPRESS NEAR CHICAGO, THIRTEEN ARE KILLED

No Explanation of Latest Train Wreck OFFICIALS FAIL TO FIX BLAME

Woman Claims Signals Were Set Against Oncoming Train and Traffic Manager of Line Verifies Statement -- Injured Number a Score

Chicago, July 14.—Thirteen persons were killed and fifteen to twenty were injured in a wreck on the Chicago, Burlington and Quincy Railway, at Western Springs, a suburb of Chicago, at 6:30 a. m. today. Coming through a fog with supposedly a clear track ahead, train No. 8, a fast mail train at full speed into the rear of train No. 2, known as the Overland, was standing still on the track, telegraphing two of the Overland Pullman cars.

Railroad officials refused to fix the blame until after the wreck had been investigated thoroughly. Mrs. F. A. Wilcox, who was in charge of the lever from which the block signals were controlled, was thrown against the block when it was set against the train. She collapsed after the accident, and still is in a highly nervous condition.

The dead are—Francis A. Barclay, 20 years old, Billing, Mont.; George Bronson, 55 years old, Galesburg, Ills. Train No. 8, G. E. Unch, 30 years old, Chicago, negro porter of Pullman car on train No. 2, Mrs. G. M. Hart, wife of a physician at Canton, Ohio; Mrs. E. G. Pohlmann, San Francisco; Miss Lillian Kelly, 40 years old, Iowa; M. E. Stern, 40 years old, Chicago; G. W. Tudor, 40 years old, Lacey, Iowa. Two unidentified women, two unidentified girls, one identified boy. All of the dead except Bronson were taken from the rear coach of the Denver train.

The engine of No. 8 plowed through this car, halving it, and crushing out the lives of helpless passengers, many of whom were still in their berths. On into the second coach the engine then sped. Halfway through the car it veered to the left, derailing the sleeper. The engine was entirely stripped when it stopped.

Fire starting from the gas lights in the sleepers, then broke out. Many victims, plashed down by heavy timbers and iron, pleaded for death. Members of the fire departments of Western Springs and La Grange, were on the scene a few minutes after the wreck occurred and they put out the fire.

Officials are believed to have robbed the dead before they reached the morgue in La Grange. More than a dozen large diamonds sets are missing and although most of the dead appeared to have been persons in comfortable circumstances, a dime was the largest sum of money found on any of the bodies.

Coroner Hoffman ordered all of the bodies embalmed early in the afternoon and has intimated a jury to investigate the wreck.

In a little room above a business house in La Grange, Mrs. Wilcox herself from visitors throughout the greater part of the day. The shades were drawn and she was trying to collect her thoughts.

Mrs. Wilcox's Story. Finally she said: "After thinking the whole affair over I have decided that I was not in any way to blame for the accident. I know that the blocks were set against the train. It was not I that erred.

"Three trains instead of two passed the signals in violation of all rules, although it may have been that the engineers did not see the board. First I heard No. 4, a train no way connected with the wreck pass. Then in a few minutes No. 2 came by. I thought something was wrong and began to try to think of something to do to stop the train from running the board. But before I could get my wits together No. 8 had sped by. The crash followed.

Another story of how the wreck occurred was told by No. 2, having been blocked by a signal, had sent a brake man to get torpedoes to warn No. 8. No. 8 was coming down a grade when the crash came. Persons responsible for the story of the torpedoes said that No. 8 had been given a signal that the track was clear and that the crew had either failed to hear the torpedoes or had believed they had a clear track.

A statement issued by P. S. Eustis, passenger traffic manager of the Chicago, Burlington and Quincy railroad, substantiated Mrs. Wilcox's assertion that she was not to blame and also corroborated the story that torpedoes were set by the brakeman of No. 2. The statement does not fix the blame for the accident.

BRITAIN MAKES VIGOROUS PROTEST TO UNCLE SAM

Either Exemption or Subsidy of American Shipping in Canal Violation of Treaty, is Contention—Senators Object to State Department Leaving Protest to Senate to Deal With.

Montreal, July 13.—The Star today publishes the following special dispatch: Washington, D. C., July 13.—Senator Brandegee, chairman of the Senate Committee on Inter-Oceanic Canals, late last night made public a letter received by him from Secretary of State Knox, summarizing the grounds on which Great Britain protests against the proposed Panama Canal legislation.

The British Government holds that to exempt all American ships from paying tolls through the Panama canal, as is proposed in pending legislation, would constitute a violation of the Hay-Pauncefote treaty. The British Note contends also that any plan to have the United States Government pay these tolls also would be an infringement of the treaty.

Here is Secretary Knox's note to Senator Brandegee: "Sir, I have the honor to bring to the knowledge of your committee the fact that a communication dated the 8th inst., just received from the British Charge d'Affaires, indicates that the attention of the British Government has been called to various proposals from time to time made for the relieving of American shipping from the payment of tolls on vessels passing through the Panama Canal. That Government has expressed its opinion that such proposals are in violation of the provisions of the treaty between the United States and Great Britain of November 18, 1901.

The communication sums up the proposal mentioned as (I) to exempt all American shipping from tolls; (II) to exempt to all American ships; (III) to exempt from the payment of tolls, American ships engaged in the coastwise trade; and (IV) to exempt to the last named class of American ships tolls which they might pay.

The communication indicates it is the opinion of His Britannic Majesty's Government that to exempt all American shipping from the payment of tolls would involve an infringement of the treaty, and indicates further the opinion that there would be no difference in principle between the charging of tolls, and remitting such tolls altogether.

FIND BODY OF DREADNAUGHT IN M. O'REGAN'S STORY DENIED

Had Been Immersed for Some Time But Was Identified by Clothing—Sarah Party Had Lengthy Hunt.

Special to The Standard. Albert, July 14.—The body of William O'Regan was found today. A searching party consisting of Charles N. O'Regan, brother of the deceased, and Stephen Robertson, Ernest Hoar and Arthur Russell, in a gasoline boat have been searching Shepody river for several days and were successful in finding the remains today at about 1:30 o'clock. The body was discovered under the abutment of what is known as the Canal Bridge, at the head of the Shepody River. This canal drains the Germanstown Lake into the river.

The body had apparently only been in this position for a day or so, having probably lodged at the point on the river where the accident occurred until Friday last, which would be the ninth day since O'Regan's disappearance.

The remains were in an advanced state of decomposition, but were easily recognized by the clothing. The deceased's hat was found several days ago in the river. One boot was missing, and the one which was on the body was unlaced when found.

The remains were taken to the undertaking establishment of J. E. Fullerton, at Albert, where they were prepared for burial and placed in a casket. The interment took place this afternoon at about 4:30 in the Hopwell cemetery, and the body was placed beside that of his mother whose grave was the first one to be made in the new cemetery twenty years ago.

Rev. J. M. Love, Baptist clergyman, officiated at the graveside.

LORIMER MUST GO. Washington, July 13.—By a vote of 55 to 25 the United States senate today unseated William Lorimer, the junior senator from Illinois and declared his title to his seat invalid.

WILL CUT BUFFALO STOCK EXPRESS KILLED IN WRECK CHARGES

Was Stealing Ride at Time of Accident THOUGHT TO BE TRAMP But Investigation Proved Him to be James Moore Irwin -- Relatives On Way to Halifax for Body.

Special to The Standard. Halifax, Nova Scotia, July 14.—When the Maritime express was wrecked at Grand Lake last Wednesday the body of an unknown man was found riding on the blind end of the postal car and was killed. At first it was thought to have been a tramp but afterwards it was learned that the body was that of a cultured and educated person. Two or three names were in a book found on his body. One was that of James Moore Irwin and another of German Ouellette of Lachine, Quebec. He was wired to for information and a description sent.

A reply came that three weeks ago Ouellette had met a young man on the steamer Belleville named James Moore Irwin, that the description tallied with that sent and that he was a student from Buffalo, aged 17 years. Irwin's father, James Moore Irwin, and the following reply was received today from Michael Regan, superintendent of the Buffalo police, who had been notified and are on way to Halifax.

The funeral was to have taken place today, but was postponed when this information came. Irwin's body has been at the undertaking since Wednesday night. J. C. MacKintosh, a member of this city, had purchased a suit in Fairview cemetery where the body would have been buried at his expense.

MALE AGITATOR MAKES ATTACK ON MR. LLOYD GEORGE Suffragist Fells Chancellor of Exchequer—Latter Uninjured and Assailant Falls Into Hands of the Police.

London, July 13.—David Lloyd George, Chancellor of the Exchequer, was assaulted by a male suffragist while he was entering Kennington Theatre, South London, where he made a speech this afternoon. The assailant, who was from behind a pillar and gave the Chancellor a violent push which fell him to the ground. The man was arrested. Mr. Lloyd George was not injured.

LONG MISSING WILL OF RECLUSE FOUND

Document for Which \$52,500 Reward Was Offered Leaves All to Baronet—Disposes of \$3,500,000.

London, July 14.—A despatch to the Star from Cheltenham says the will of Henry Thomas Coghlan, who died in 1892, leaving an estate valued at approximately \$5,000,000, for which a reward of \$52,500 was offered, has been found. This will, it was thought, was in favor of the dead man's parental relatives.

Ennis Coghlan, who died in 1829 left \$50,000 to her son, Henry Thomas. The latter lived the life of a recluse at a house in Hyde Park Gardens and by prudent investments and parsimonious living he ran the amount up to \$3,500,000. He quarrelled with every one, shut himself up in his house and saw none of his relatives for 50 years. When he died the house was ransacked for a will, but none was found. The fortune was divided among the next of kin, but there was much litigation and at least one bogus claimant turned up.

The estate had been administered since 1892 by the late Baronet Sir Henry Devis Broughton. There were numerous claimants to the estate, as already stated, but none succeeded in making good claim. Recently what purported to be a will was found on the flyleaf of a book which left all to his mother, Emma Broughton, but was unattested and it was void anyhow, as she had died long ago.

Now the family solicitors, according to the Star's despatch, have notified the relatives that the will has been found. The details have not been found, but it is stated that everything was left to Sir Henry Devis Ford.

BREAKS WORLD'S RECORDS. Bliest Camp, July 14.—Corporal Mortimer of Quebec broke a world's record in the King's Norton match rifle shoot yesterday, scoring 75 out of a possible 75 at 1,200 yards. W. Henry, of Ulster, tied this phenomenal score but was defeated in the shoot-off.

INTERSTATE COMMERCE COMMISSION ORDERS COMPANIES TO REDUCE RATES. Must Be Based Upon Weight of Goods and Distance of Transportation Hereafter—Drastic Reforms Ordered.

Washington, D. C., July 13.—Sweeping reforms in express rates, averaging in general approximately 15 per cent, drastic reforms in regulations and practices, and comprehensive changes in the methods of operation, are prescribed in a report made public today by the Interstate Commerce Commission of the thirteen great express companies of the United States.

The greatest reduction of rates proposed is on small packages, that is on parcels which weigh less than 12 pounds. Rates on packages of more than 12 pounds were found to be more reasonable than those on smaller parcels. Briefly stated, the new rates may be said to be based upon a minimum charge of 21 cents for one pound. This charge increases in ratio to the increase of weight and distances, at rates varying from three cents of a cent a pound to about 12 cents a pound.

Twelve cents a pound, according to the conclusions of the commission, is approximately the highest rate per pound for the greatest distance possible for a parcel to be carried wholly within the United States, exclusive of Alaska. Packages weighing two pounds, for instance, may be shipped 1,000 miles now to Chicago, for 24 cents, and 2,000 miles, New York to Denver, for 31 cents, the present rates.

Through the decision announced to-day express rates are made that are expected to open a new avenue of trade between the producer of food commodities and the consumer by distributing equally to the weight and distance the burden of the cost of transportation.

ELECTION RETURNS COMING IN SLOWLY IN SASKATCHEWAN Majority of Liberals Swelled by Few Additional Constituencies to Report—Many Coming by Mail.

Regina, July 14.—Returns came in slowly today, practically all the polls were in touch with telephones or telegraph having already reported. Others are coming in by mail. Heavy rain in Maple Creek constituency kept that vote still a doubtful matter, and Lloydminster is in the same predicament. The few returns make the vote of C. B. Black, Liberal in Rose town, and A. S. Moore, Liberal in Pinto Creek certain, and add to the victories of some of the Liberal candidates in other polls.

LIBERALS TAKE SEAT FROM LABOR PARTY IN ENGLAND P. Louthwaite Elected in Hanley Bye-election—Indignant Laborites Threaten to Dissolve Alliance.

Hanley, Eng., July 13.—R. Louthwaite, Liberal, was returned to the House of Commons in the bye-election held today to fill the vacancy caused by the death of Enoch Edwards, laborite. He defeated the anti-labor candidate by 654 and the laborite by 452.

The Liberal Party in England has been re-elected by 654 and the laborite by 452. The Liberal Party in England has been re-elected by 654 and the laborite by 452.

MARGARET BOURGEOYS VENERABLE Her Name May Soon Be Added to the Calendar of Saints—Church Investigating supposed Miracles.

Montreal, July 13.—In all probability the time is near at hand when another name will be added to the calendar of saints and Roman Catholic faithful of this country will be in a position to invoke the intercession of St. Margaret of Canada.

News has just arrived from Rome that the case of Margaret Bourgeoys, foundress of the congregational of Notre Dame, who died in this city in January, 1700, has been entered at the court of Rome for beatification. The church making careful investigation, especially in the matter of miracles, which the candidate for canonization is supposed to have performed. The first stage is venerable, the second beatification, the third canonization. The second step is sometimes omitted and once the beatification is passed the process of canonization is understood to be only a formality subject to certain rules of the mother church.

In 1878 a decree of the Sacred Congregation of Rites declared Margaret Bourgeoys venerable. A special ecclesiastical court has already set up for the canonization of Margaret Bourgeoys.

The inquiry resulted in much testimony. Several witnesses, both lay and clerical, gravely declared that many remarkable cures had followed the application of dust from the tomb of the revered foundress of the congregation.

Reverend Father Favard, Convent Chaplain, at the time of the fire at the old church of the congregation was also quoted as stating that mysterious fires glimmered around the niche in which the heart of the foundress was kept in a leaden box long after the fire had been extinguished. In which the heart of the foundress was kept in a leaden box long after the fire had been extinguished.

WHALES AT SEA KILLED IN WRECK

Wholesale Atrocities Practised in the Peruvian Rubber Districts. British Investigation Discloses Gruesome Practices of Peruvian Amazon Company's Agents.

London, July 13.—The disclosures as to the state of affairs in the rubber industry in Peru, published in the Blue Book just issued by the foreign office, as the result of Mr. Roger Casement's investigations, continue to attract a great amount of attention and have caused comparisons to be drawn between those wholesale atrocities and those at one time reported from the Congo Free State. The British Consul General at Rio Janeiro fully confirms the charges brought against the native agents of the Peruvian Amazon Company, a British concern formerly engaged in rubber collection in the Putumayo district.

The gruesome story was first published in the United States and was brought to the attention of the British Foreign Office by the Washington State Department. Sir Roger Casement's investigations, continue to attract a great amount of attention and have caused comparisons to be drawn between those wholesale atrocities and those at one time reported from the Congo Free State.

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HURT IN DRIVING ACCIDENT, WILL LIKELY RECOVER

Mrs. James Paterson Sustained Broken Rib and Scalp Wounds—Companion Killed But Infant Survives.

Special to The Standard. Perth, July 14.—Mrs. James Paterson who was seriously hurt when she and her daughter were thrown from their carriage last Friday is at present at the home of her sister Mrs. Wm. Paterson at Kintore, while in the next room the body of her daughter who was killed in the accident is laid out for burial. Mrs. Paterson, who sustained a broken rib and other minor injuries, is at present in a rather serious condition and because of the nervous shock she has not yet been told of her daughter's death. Both Mrs. Paterson and Mrs. Carle's baby, who was also thrown from the carriage, are expected to recover.

AERIAL MOVING VAN TAKES BEATTY'S GOODS Removal to New Quarters—All the Airmen Going from Nassau Boulevard to New Hempstead Plain Field.

New York, July 13.—Final notice having been served on the birdmen at Nassau Boulevard that all hangars would be razed within a day or two and that all the tenants were expected to take up their residence at the Hempstead Plains aviation field, George W. Beatty last night got together his belongings, piled them into his aeroplane and with Mrs. F. F. Schirk for a passenger flew across the fields to his new abode.

ONE OF TWO SHOT FACTORIES IN THE STATES BURNED Heavy Loss Occasioned by a Blaze in Calais Industry—Granite Mills Will Feel Effects.

Special to The Standard. Calais, Me., July 14.—A serious fire occurred here early Sunday morning when the Shot Works, of which Charles W. Young, of St. Stephen, is the principal shareholder, were destroyed, the loss being between \$7,000 and \$8,000. Although many reasons have been advanced as to the origin of the fire, it is thought by those who arrived at the scene that incendiaries were responsible for the blaze.

The shot from these works are used in the granite mills, and as there is but one other shot factory in the United States, and that in Ohio, the fire will greatly hinder the granite industry until the works can be rebuilt.

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