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### THE NEWS IN A NUTSHELL.

THE VERY LATEST FROM ALL THE WORLD OVER.

Interesting Items About Our Own Country, Great Britain, the United States, and All Parts of the Globe, Condensed and Assorted for Easy Reading.

#### CANADA.

Judge Jamieson of Guelph is ill with appendicitis.

Guelph organ and piano makers have formed a union.

Mr. Isaac E. Bowman, President of the Ontario Mutual Life Insurance Company, died on Friday at Waterloo.

Ottawa bakers have raised the price of bread to five cents a loaf.

London had 45 deaths, 28 marriages and 45 births during August.

A Presbyterian missionary, a student of Manitoba College, is about to leave Winnipeg for the Klondike.

The first carload of Ontario fruit from Winipeg reached Winipeg in a prime condition.

About 45 miles of grade on the Crow's Nest Pass road is ready for the rails. Track-laying west from MacLeod will commence at once.

By running C. P. R. cars over the G. & N. Electric Railway fruit shipments from the Niagara district are greatly facilitated.

Mr. Thomas Hood, lessee of the Royal Hotel, Hamilton, made an assignment to Mr. C. S. Scott. It is said that about \$3,000 is owing for rent.

Mr. Paterson has decided that henceforth petroleum reported in large quantities may be stored in bulk and the duty paid on the oil that is sold.

The corner-stone of the Montreal General Hospital Nurses' Home was laid by Lord Lester in the presence of 500 friends of the institution.

During the three months ended August 31, 1917 cases were disposed of in the London Police Court, an increase of 50 over the corresponding quarter of last year.

Miss Sarah Frank, head milliner for Coyne & Co. of Ingersoll, was attacked with a very severe pain in her head while at work on Friday and died in a few minutes.

Mr. F. W. Thompson, western manager of the Ogilvie Mining Company, estimates the Manitoba wheat crop this season at from 15,000,000 to 16,000,000 bushels.

Mr. A. F. McCullough, civil engineer, sent at one time a report in Toronto University, that the mine to lose his right hand by the premature explosion of a giant firecracker at Mine Centre.

Vice-President Shaugnessy, of the Canadian Pacific railway, who was in Vancouver, B.C., on Tuesday, said that his company had now under consideration the question of a direct service to the Yukon.

The Hudson Bay expedition reports from Natchuan, on the coast, near the entrance to the Hudson straits that all are well. Much ice was encountered, but the Diana made her way through it without difficulty.

Since the closing of the Indian famine fund in Canada on the first of July additional subscriptions, amounting to three thousand two hundred and thirty-nine dollars, have been received, which makes the total one hundred and seventy-nine thousand one hundred and sixty-one dollars.

Mr. James McMullen, M.P., for North Wellington, in an interview in Montreal on Thursday, said he thought the provisions of the Dingley Act aimed at Canadian trade were an impertinent interference, and that Canada should no longer cringe to the American people, but assert herself by retaliation.

#### GREAT BRITAIN.

Mr. E. R. Balfour, the famous Oxford carman died last Friday in Scotland from pneumonia.

Lord Charles Bessford, who is at present a captain in the Royal Navy, will shortly be raised to the rank of rear-admiral.

The Queen arrived at Balmoral on Tuesday. At Perth, Aberdeen, and Balmoral enthusiastic crowds gathered to greet her Majesty.

All the delegates to the Congress of Women in behalf of national dress, to be held at Oxford next month, are to wear bloomers. Lady Harberton will preside.

An eastbound passenger train from London on Wednesday, was derailed and thrown down an embankment at Mayfield, Sussex. Four passengers were killed and thirty injured.

The Duke of Westminster has issued an appeal to the British public for funds for the relief of the distress which prevails in Athens among the refugees from Thessaly and Crete.

The members of the Jackson-Harmsworth expedition, who have spent three winters in the Arctic regions, have been brought back in safety to England by the British steamer Windward.

The Englishman now returning to London from the Klondike are earnestly warning the public against an English rush there, and the papers warn the public not to touch the Klondike companies.

#### UNITED STATES.

Banker David J. Seigman, of New York, is dead.

Negroes in and about Elwood, Ind., have been warned to leave the town and suburbs.

A new steamship line has been formed at Portland, Oregon, to run between Portland, China and Japan.

The coal strike in Ohio is considered settled. The plan is to resume at 64 cents and work pending arbitration.

Eight persons are reported to have been poisoned by eating a stolen melon at Paducah, near Louisville, Ky.

Meville H. Valentine was killed and four other occupants of a carriage injured by being struck by a train near Buffalo.

At Greenwood Springs, Col., an explosion occurred on Friday in the Sun-shine coal mine. Nine bodies have been recovered.

The United States battleship Maine is to be placed in dry dock at Halifax next month. She is to be followed by the battleship Iowa.

The First State Bank of McPherson, Kan., of which Senator Matthews, is president, has failed, with liabilities amounting to \$28,000.

The steamer Del Norte has arrived from Dutch Harbor, and the Eribyoff Islands, Alaska, with 30,000 skins for the North American Company.

Engineer Wm. Thornley and Fireman Louis Brown were killed by the explosion of a C. O. & C. locomotive at Fredericksburg, Ohio, on Tuesday.

### SILVER KING IN A CRASH.

#### W. J. BRYAN'S NARROW ESCAPE FROM AN AWFUL DEATH.

Two Fast Trains on the A., T. & F. Collide with Disasterous Results - Two Persons Killed Outright - Many Injured.

A despatch from Emporia, Kansas, says:—Wednesday night's head on collision on the Atchison, Topeka and Santa Fe proves the most disastrous that has occurred on that system in many years. Ten people were killed outright, or soon died of their injuries, and fifteen others were more or less seriously injured. One or two more of the wounded may succumb. That the wreck did not result more seriously seems miraculous.

William J. Bryan, who was a passenger on one of the trains, escaped uninjured, and aided materially in rescuing the unfortunate and alleviating their sufferings.

#### THE WRECKED TRAINS

were the fastest in the service—the fast mail, eastbound, and the California and Mexico express, westbound. Each was running at the rate of forty miles an hour.

The wreck occurred at 7.30 o'clock in the evening, three miles east of Emporia, on a small culvert that crossed a dry stream. The culvert was not more than ten feet wide, and the foremost engine of the westbound train had spanned it when the collision occurred. The embankment approaches to this culvert were about ten feet high. This added to the danger. The wreck was caused by a misarrangement of orders by the train dispatcher. The conductor of the eastbound train was ordered at Emporia to meet and pass the California flyer at Lang, seven miles east. An order sent to Lang to the conductor of the westbound to wait there was not delivered, and he supposed he was to pass at Emporia.

#### EACH TRAIN WAS HURRYING

one to Emporia, the other to Lang, and met at full speed on the main line. The California train was almost an hour late and, owing to Mr. Bryan's lecture engagement at Burlingame, was crowded with excursionists returning home. The westbound train carried eight passenger coaches, and all were crowded.

The conductor and brakeman were getting their lanterns ready for Emporia, only three miles away. There was no warning signal. The westbound train was going around a slight curve and met the fast mail, probably within two hundred feet. There was a shock as if the trains had bumped up against a stone wall. Then there was an explosion, a crashing sound, and a great movement of the coaches, and all the lights went out. Those who were in the first coach in the westbound train were left in total darkness, and they very soon realized their perilous position.

#### THE PERIL THEIR POSITION.

The coaches were filled with steam and smoke. The westbound train was drawn by two locomotives, and when they struck the fast mail, all three of the engines exploded and tore a hole in the track so deep that the smoking car of the westbound train went on top of the wreck of the three engines and two mail cars and balanced there without turning over. Those in the smoking car were crushed and burned to ashes in a short time.

William J. Bryan was interviewed by a reporter as to his experience in the collision. "I have traveled thousands upon thousands of miles on railroads and I never was in a wreck before. I did not feel the shock very severely, but I was, but from the way things looked, I was sure that I was going to be killed. I was not all killed. The scene here presented is the most terrible I have ever seen. It has made an impression on me that cannot leave me during my lifetime."

#### WERE IN THE SMOKING CAR.

Mr. Bryan, a companion by David Leahy, a Topeka newspaper man, were in the smoking coach of the westbound train. They were discussing the day's events at Burlington, where the accident had occurred. The attraction of thousands of people, when they heard a crash, then an explosion, in a moment the lights went out and steam and gas from the engines filled the coaches. They could make a move, the car was pushed forward with tremendous force and it seemed to toss in the debris like a crippled ship at sea. Every man, woman and child were turned over. The car finally stopped, and, as it did so, began to catch fire from below.

The two men jumped out of the same window without the loss of a moment, and ran towards the tracks. They escaped practically without a scratch. Mr. Bryan reached Emporia about midnight, and remained at the hotel till morning, when he resumed his journey.

#### KILLED, MISSING, INJURED.

Following is the list of killed and injured as announced by the railroad officials:

Killed—Joseph Branham, engineer; Nate Hollister, engineer; Ben Walters, fireman; James Hurly, fireman; Edward Yoness, fireman; unknown boy.

Missing—Joe Sauer, baggage man.

Injured—Wm. Frisbie, engineer; F. B. Jones, postal clerk; W. C. McGee, postal clerk; E. J. Holliday, postal clerk; S. O. McGee, postal clerk; R. A. Doran, postal clerk; John Patrick, brakeman; C. A. Vancleave, brakeman; T. J. Button, passenger; Cottonwood Falls; F. B. Wallace, passenger, Atchison.

#### MANY ACTS OF BRAVERY.

and nerve were displayed. Claude Hollister, of Topeka, had both his legs broken and shattered in half a dozen places. When his rescuers laid him on the ground he begged them to take him to one of the group and asked if he would pull through. When assured that he would live if he was brave, he said:—"Am I not brave? Look at my legs dangling and then ask me to be brave. I suppose they will have to amputate, but I will bear the operation and live through it. I do not propose to die for lack of nerve and courage."

#### PLEASURES OF TRAVEL.

Did your wife enjoy your summer trip?  
No, she talked all the way about how dreadful it would be if the engineer should have a fit.

### ON THE INDIAN FRONTIER.

#### COL. ABBOTT'S FORCES ATTACK AND DEFEAT THE ENEMY.

Serious Fighting in Progress - Position of the Troops - The Sultan Has No Influence in India.

A despatch from Bombay says:—Col. Abbott with two guns and a squadron of the 18th Bengal Lancers and the First Regiment of Sikhs, attacked 1,500 of the enemy at Deawon on the road from Hang to Thail. A despatch from Simla says the Orakzai fled, but the cavalry failed to cut off their retreat. Other centres of interest are Hangu and Shabkadr, where serious fighting is imminent.

#### POSITIONS OF THE TROOPS.

The Second Regiment of Gourkhas, with Brigadier-General Yeatman-Biggs and his staff, has arrived at Hangu. There the camp, which was open and scattered has been transformed into a defensible position, surrounded by sheltered trenches, and breastworks of earth bags. The camp has also been well supplied with stores and ammunition. According to reliable reports there are ten thousand hostile Orakzais on the hills surrounding Hangu. Gen. Yeatman-Biggs has with him a mountain battery, the Royal Irish Regiment and five native regiments at Hangu. The 15th Bengal Lancers and the 9th Field Battery are at Shipwari to cut off the retreat of the enemy. Advice from Shabkadr says that the Haddadullahs are threatening the front of that place, where the enemy has collected in great numbers. Col. Mills, who is in command at Shabkadr, has at his disposal the 20th Punjab Infantry, the 18th Gurkhas, and 15th Bengal Lancers, a battery of field artillery, and a wing of the Somersetshire Light Infantry. The balance of the Somersetshire Regiment and the 26th Punjab Infantry are on their way to reinforce Col. Mills at Shabkadr.

#### NEWS IS SATISFACTORY.

The rumor that the Indian Government is about to send a fresh letter to the Amir of Afghanistan regarding the alleged complicity of Afghans in the frontier disturbances proved to be without foundation. The Amir's first reply to the Government is regarded as satisfactory. News has been received from the flying column, under command of Col. Richardson, has reached Satta, thus rendering the Peshawar headquarters in the Kurran valley safe. As Satta commands the only route from the Orakzai country, the news from the Kohat side is satisfactory also, the Orakzais having withdrawn from British territory, though a large force of them is still facing Samana. The authorities have sanctioned the immediate concentration of two brigades under Col. Elles at Shabkadr to advance as a punitive expedition into the Mohmand country, and check an expected second raid of Haddadullah, with 4,000 tribesmen. This decision has given great satisfaction, and the knowledge that the British forces have at last taken the offensive will probably have a deterrent effect on the tribes all along the frontier. General Blood will operate with Col. Elles in this expedition.

It is reported that a punitive expedition, consisting of 20,000 men, will shortly be sent into the Afridis' country, with orders to push on to Tirah.

#### THE SULTAN'S INFLUENCE NIL.

The Constantinople correspondent of The Daily Telegraph says that after careful inquiries he is convinced that the Sultan's personal influence among the Mussulmans in northwest India is nonexistent. There is no doubt, the correspondent says, that the suggestion that the Sultan instigated the trouble is flattering to his vanity, but it is quite clear that nothing can restore to the Sultan his preponderance in the Mussulman world.

#### IGNORANCE.

Guides Who Led the King of Siam About London Had Trouble.

The King of Siam has proved himself to be familiar with English history. He has not passed a regular examination, but has shown himself acquainted with the occupants of the tombs in Westminster Abbey, which is about the same. The King was shown about England's Valhalla by Canon Wilberforce. He caddy passed by the statues of Pitt, Livingstone and Herschel in the nave, and before that of Darwin. "Darwin, great man, I know him," he remarked. The helmet worn by Henry V. at Agincourt was shown him. He looked at it carefully and inquired its present whereabouts, when told that it weighed nine pounds, twelve ounces. When shown the flag of the Knights of the Bath, he asked for the Duke of Wellington's. Queen Elizabeth's name he pronounced correctly. All of a sudden he said, "Where is Mary?" No one knew exactly what he meant. Then he went on, "Mary—Mary Queen of Scots." "She was beheaded," he added. This circumstance seemed to impress him, for in a moment he said: "Where is the other? Soon it was understood that designation was the connecting link and that he wished to see the tomb of Charles the First; (he was disappointed to learn that Charles was buried in the Poet's Corner, the Tombs and Scott received most of his attention. At St. Paul's he was shown the memorial of Gen. Gordon, but shocked his guides by inquiring with great sincerity: "Who was Gen. Gordon?" "Oh, he was a man very well known in the East," was the only answer thought necessary. Although Chulalongkorn showed himself to be a pretty fair historian, but better posted in ancient than modern events.

#### MR. RHODES' POLICY.

He Will Work for a Union in the South African States.

Mr. Cecil Rhodes in a speech just delivered at Fort Salisbury, South Africa, is quoted as saying that the conduct of the Parliamentary inquiry into the Transvaal raid will be judged half a century hence. His personal troubles, Mr. Rhodes is said to have added, were trivial when compared with those of the people of Fort Salisbury district, and, he continued, his whole future would be directed towards the unity of the South African States in a clear and open policy.

### NECKS BROKEN, STILL LIVE.

#### EXTRAORDINARY TREATMENT TO SAVE THEIR LIVES.

Usually a Fatal Injury - Morris Grogan, in the Sea Island College Hospital, Improving Slowly - A Peculiar Case in the West.

Eighteen-year-old Morris Grogan is in the Long Island College Hospital, Brooklyn, N.Y., with a broken neck, and the indications are that he has a good chance of recovery, notwithstanding the fact that two-thirds of his body is paralyzed.

Two weeks ago, Grogan was in bathing. From a height of twelve feet he dived into four feet of water, striking on his head. He was taken out unconscious. When the ambulance arrived, he had regained his senses, but lost them again on the way to the hospital. An examination showed that the fifth cervical vertebra was broken. This is an injury which nearly always proves fatal.

Dr. Royal H. Willis, the house surgeon of the hospital, has given the case his personal attention from the first, and now has great hopes that partial if not complete recovery will be the result of the operation.

So far no operation has been performed, and one may not be deemed necessary. The patient rests on an inclined plane, the weight of his body acting counter to an extension apparatus which is attached to the head. This it is expected, will draw the misplaced fragments into position.

#### SLIGHT SIGNS OF IMPROVEMENT.

When Grogan arrived at the hospital he had slight control over his arms, but could not move his lower limbs. He could raise his arms, but was unable to move his forearms or fingers. His condition has improved so that now he has a slight sense of feeling in his hands. Dr. Willis takes this as an indication that the patient is slowly but surely getting around under the treatment he is undergoing. His temperature has been considerably reduced, and during the last few days he has been able to draw the muscles of his neck.

Grogan was first fed on peptonized milk and then liquid beef peptonized. Now he is being fed on soups, tea, &c. The only pain he feels is in his neck, and that is very slight. He is now perfectly conscious and fully confident that he will recover.

Dr. Willis expressed himself as very much satisfied with the progress so far made, which he says shows that the treatment is gradually bringing the nerves back to their normal condition. The case of Grogan is similar to that of C. Hoffman, a young German farmer, who was successfully operated upon in San Francisco last week. In the latter part of July, Hoffman received a compound fracture of the third cervical vertebra. On August 11 he was removed to the French Hospital, where the arch of the third vertebra and a portion of the second vertebra were removed.

He rests on an inclined plane. The weight of his body acts as a counter extension to the weight applied to an extension apparatus, which is attached to the head, and he is suspended by the neck until he shall be restored to health.

#### LEPROSY IN B. C.

A New Case That the Authorities Know Not How to Dispose of.

A despatch from Vancouver says:—A leper, in an advanced stage has been located among the Chinamen, herding in rags and filth at the fishing town of Stevenson on Wednesday morning. The Dominion Government has refused to provide for the British Columbia leper at Barry Head, where these unfortunate are kept, and the authorities are at a loss to know what to do with the leper now on their hands.

#### IT COST SIX LIVES.

Young Men in a Yacht Rocked the Craft Until She Capsized.

A despatch from Detroit, Mich., says:—Six young men were drowned in a yacht near Windmill point, in Lake St. Clair, late on Wednesday afternoon. The dead are—Thomas F. Ritz, H. Gerles, Grant Murray, Thomas Newsome, Charles H. Jay Tracey. A party of ten chartered the yacht Blanche B. It went up the lake on a sail. When near the mouth of Fox Creek and nearly off Windmill point, three of the party climbed out of the boat, and commenced to rock the craft, which being heavily ballasted, lurched over and capsized, going to the bottom.

#### HE AROSE TO PRAY.

The Lights Went Out and When Bell Lawyer Hathaway Was Dead.

A despatch from Oswego, N.Y., says:—Jesse A. Hathaway, a prominent lawyer, in company with his wife, attended the prayer meeting at Wednesday night at Grace Presbyterian church and arose to pray. At that moment a belt at the electric company's powerhouse broke, extinguishing all city lights, those of the church included. Mr. Hathaway fell to the floor. When the lights were lighted a moment later he was discovered to be dead. The several hundred persons present were horror-stricken. Many fled from the edifice. Physicians who were summoned claim that the death was due to apoplexy.

#### MAY AND DECEMBER.

Aged Groom—My dear, I have bought the palace you most admired, the horses you most liked, and all the jewelry you look a fancy to. Is there nothing else I can buy for you?  
Young Bride—No, indeed, my I love, don't get anything more for me. Buy something for yourself, my dear. Buy a cemetery lot.

### SHE MURDERED CHILDREN

#### HERMAN NACK SAYS HIS WIFE WAS A FIEND.

Underwriters and Doctors Named as Her Accomplices - One to Three Children Murdered Every Year.

A despatch from New York, says:—District Attorney Olotto made public on Thursday a statement made by Herman Nack, husband of Mrs. Augusta Nack, who is now in the Tombs, with Martin Thorne, charged with the murder of William Guldensuppe. Nack states that his wife made a living through the murder of children. She was so-called midwife, but never had a diploma. Nack says that he failed for one in Germany, but failed in the examinations. At one time, Nack declares there were as many as six dead children preserved in spirit in bottles in his room. He adds that she murdered from one to three children each year for a period of from eight to ten years. Nack also alleges that his wife was assisted by certain physicians, and he mentions underwriters and names, charging both physicians and underwriters with complicity with his wife. He says that they aided her in making away with the bodies of dead children. The statement was gotten from Nack by Assistant District Attorney Michael, who has been working since he got evidence from him as to his wife's history. He managed after a time to get Nack to tell a little about his and his wife's life. Then the man evened, in a burst of confidence, told him fully the life that his wife had been living. He swore that he was telling the truth, and said that his wife was one of the most abominable women in the world. District Attorney Olotto got the man to make a sworn statement in writing. The statement was prepared on Wednesday, and was signed by Nack on Thursday night. He was at the office of the District Attorney on Wednesday, giving assistance in the preparation of the statement. In the beginning of the statement, Herman Nack states that he came to New York from Germany in 1886. His wife arrived here a few months before he did. He declares that her maiden name is Augusta Pusner, and that she was born in Lonway, near the city of Germany. Then follows the entire career of both himself and his wife for the next ten years. The making public of the statement by District Attorney Olotto, was followed by a great deal of excitement in the District Attorney's office. It was not known to anyone before the making public of Nack's sworn charges that the woman was thought to be capable of such acts.

#### TREASURE.

Argonaut Built to Recover Money and Jewels Lost in Ships.

Another attempt is to be made to recover the millions in specie, bullion and precious stones which have been lost along the coast of this and other countries in fundered ships. The means to be used is a submarine boat built for the purpose and fitted with wheels for running on the bottom, as well as with a propeller for navigating the surface. The inventor of the vessel, which was launched the other day at Baltimore and christened Argonaut is Mr. Simon Lake, of Baltimore. The plan is to run the boat along the bottom, until the wreck is reached, and then send out men in divers' armor, who will be supplied with air from the reservoirs on the Argonaut. The advantage over the old method is that the depth of water will be no factor, and work cannot be interrupted by storms. The vessel is thirty-six feet long by nine feet in diameter. She is built of steel and is very strongly to withstand the pressure of the water at great depths. Electricity is her propulsive, operating and guiding force. Mr. Lake says he has the hearings of several vessels sunk on the New Jersey coast which are said to have had on board \$10,000,000 in specie and bullion. Probably the first vessel which was launched the other day at Baltimore and christened Argonaut is Mr. Simon Lake, of Baltimore. The plan is to run the boat along the bottom, until the wreck is reached, and then send out men in divers' armor, who will be supplied with air from the reservoirs on the Argonaut. The advantage over the old method is that the depth of water will be no factor, and work cannot be interrupted by storms. The vessel is thirty-six feet long by nine feet in diameter. She is built of steel and is very strongly to withstand the pressure of the water at great depths. Electricity is her propulsive, operating and guiding force. Mr. Lake says he has the hearings of several vessels sunk on the New Jersey coast which are said to have had on board \$10,000,000 in specie and bullion. 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