

NORFOLK THE PREMIER PEER

His Bride Will Take Precedence Except Over Royalty.

FACTS CONCERNING THE FAMILY

And That of the Ancient House to Which Belongs the Young Lady He Will Marry.

The letter of the Marquise de Fontenay says:

The future Duchess of Norfolk is descended from that fifth earl of Northampton who, having been condemned to death by the House of Lords in the eighteenth century as one of the leaders of the Jacobite insurrection, was rescued in so romantic a fashion by his wife from the tower of London on the eve of the day appointed for his execution. It may be recalled that while she was visiting him in his prison to bid him a last farewell he changed clothes with her and made his way out of the tower unmolested in the guise of a woman. He reached Rome in safety and was there some weeks later joined by his wife, whose brave resourcefulness in behalf of her husband had excited such widespread admiration throughout the United Kingdom that the government did not dare to subject her to any punishment for her offense.

By the same sentence which had condemned Lord Northampton to lose his head, his earldom of Northampton and his barony were declared attainted—that is to say, annulled. He left at his death an only son, who in turn had an only daughter, Winifred. The latter married William Constable, who thereupon assumed her family name of Maxwell in conjunction with his own. It was the grandson of this William Constable-Maxwell who in 1858 obtained a reversal of the attainder of his grandfather, Lord Northampton's honors. The earldom could not be revived, as it was heritable only in the main line, and the fifth earl's only son left no male issue.

But with the barony of Herries it was different. Created somewhere back in the fourteenth century it was heritable through the female line as well as through the male, and consequently the late William Constable-Maxwell, on the strength of being the grandson of the Lady Winifred Maxwell, was recognized by the crown as owner of the Herries, and having no son, but only two girls, it is the elder of the two, the Hon. Gwendolyn Constable-Maxwell, now engaged to be married to the Duke of Norfolk, who will inherit the barony. Should she have children by her union with the Duke of Norfolk her peerage would become merged in the many honors of his house. But were the marriage to remain without issue, then the barony of Herries would pass at her death to her younger sister, the Hon. Angela Constable-Maxwell, who would in that event become a Scotch peeress in her own right. And if she in turn were to die without leaving any descendants, then the ancient barony of Herries would go to the present Lord's youngest daughter, the Hon. Josephine Constable-Maxwell-Scott and the owner of Abbotford, celebrated as the home of Sir Walter Scott. Abbotford, as well as the name of Scott added to his own, were the result of his wife, who is a great-granddaughter of Sir Walter, her mother, indeed.

Chastote Lushart, having been the favorite grandchild for whom the famous novelist wrote the "Tales of a Grandfather."

By marrying the Duke of Norfolk the Hon. Gwendolyn Constable-Maxwell will become premier peeress of the realm, a position which she has held since the death of the late Duchess of Norfolk has been held by the Duchess of Somerset. As such, and as wife of the early monarch of the realm, she is entitled to precede all other women in the empire save those of royal rank. It is not true that the Duke will be obliged to obtain his precedence from the Council of Rome in order to marry her. For she is not, as asserted, a first cousin, or even of second one, but more remotely connected, being a great-grandchild through her mother of the thirteenth Duke of Norfolk, who was grandfather of the present Duke.

Of course, the marriage of the Duke of Norfolk cannot be entirely pleasing to his only brother, Lord Edmund Talbot, who has until now always been taught to look upon himself as the heir to the dukedom, to the many other dignities, and to the vast estates. True, the Duke had a son by his first marriage, who died a few years ago. But the poor boy was blind, deaf, dumb and imbecile from his birth, and his affliction was beyond cure there was no possibility of his marrying and having children of his own. The Duke is quite likely to have a son by the union which he is about to contract, and it is this son who would then inherit his honors and possessions.

Lord Edmund, however, is not to be so easily won. For he is wealthy in his own right, having inherited the immense fortune and untitled estates of the seventeenth and last Roman Catholic earl of Shrewsbury. The latter, dying unmarried, left a will bequeathing everything not strictly entailed to Lord Edmund Howard, at that time a mere child, only stipulating that he should adopt the name of Talbot. The terms of the will were contested by the eighteenth Earl of Shrewsbury, a remote kinsman of his predecessor. But Lord Edmund won the case, and the result of the legal proceedings was that he got all the immense untitled property, the pictures, money, etc., of the seventeenth earl; the eighteenth earl, however, retained the dukedom, the entailed lands and with the dignity of premier earl of the realm.

Arundel castle, the ancestral home of the Duke of Norfolk, and which is now once more to have a gracious young chateau, has often been described and visited by nearly every American who tours in England. Most people know that it was occupied for years by Alfred the Great, that King William Rufus, son of the conqueror, staid there, that Empress Matilda of Germany found shelter within its walls, and that its possession carries with it a seat in the House of Lords and the earldom of Arundel. But few people are aware that it was for many years the prison of the late Cardinal Howard. This prelate, who was one of the most magnificent figures of the Church at Rome during the reign of Pius IX., and during the early part of the pontificate of Leo XIII., and invested with many dignities, including that of arch priest of St. Peter's, suddenly became violently insane. He was a man of huge stature—he had in his youth been an officer of the Horse Guards in London—was possessed of great physical strength. Some means had to be devised for placing him under restraint, especially as his case was pronounced incurable. Moreover, it was imperative that he should be removed from Rome, where his presence had become most embarrassing, as there was no precedent by which to go. Thereupon his kinsman, the Duke of Norfolk, conveyed him to Arundel, and had one wing of Arundel castle fitted up for his detention, with barred windows and a guard of soldiers, and then established him there with a large staff of trusted keepers and physicians. He died there without ever having recovered, his reason a number of years later.

TRAINS ON PERE MARQUETTE COLLIDE; MANY KILLED IN HEAD-ON CRASH

Continued from Page 1.

front part of the day coach, and from the debris could be heard the agonizing cries of men, pinioned and unable to extricate themselves.

HEROIC WORK OF YOUNG WOMEN.

With the axes and saws on the train and the few lanterns that could be found, about a score of wounded people were found and carried into the parlor cars, where the lights remained burning and where there was some means of relieving their sufferings.

There was not a physician on either train, but while the sufferers waited for the relief train from Grand Rapids, heroic work was done by Mrs. E. J. Cook, of Grand Rapids. This young woman was in the parlor car of the eastbound train, and was at first very nervous, but when she saw the poor fellows brought in with bruised heads and mangled bodies, she tucked up her skirts, rolled up her sleeves, put on an apron, and demonstrated her ability as a trained nurse, while she modestly declared she would

not permit her name to go into the paper.

PITIFUL SCENES.

The most pitiful sight was witnessed in the front part of the day coach of the eastbound train. Two men were pinned beneath a mass of heavy timbers and seats, one beneath the other. Their cries could be heard, but they could not be seen. With an axe the waiter of one of the cafe cars broke in the side of the coach, and then the farmers who had gathered and the passengers willing to help found their help necessary to assist the unfortunates.

"For God's sake, boys," cried one poor fellow, "help me out. Will you let me die? Must I die like this?"

In his agony he would grasp the arms and legs of the men beneath him, who would shriek, "Let me go." The uninjured one tried to grant the agonizing appeals of the two men, but could not move the mass of wreckage that held them.

Occasionally low moans would come from the wreck of the smoker, but by and by these grew ominously fainter and finally ceased.

It was an hour and twenty minutes after the crash before the relief train came from Grand Rapids with its load of workers and surgeons. There was still no wrecking apparatus, but with more lanterns and axes the two unfortunates in the day coach were taken out. One of them was a man called Bill West, of Smith, of Sarnac. His legs were crushed into mere masses of flesh and bone, and his moans filled the air after being laid out in the parlor car. He will die.

Lester A. Williams, a printer in the employ of the Robert Smith Printing Co., of Lansing, was taken out of the wreck, his left arm torn from its socket, so that the surgeons had to separate it from his body with a pen-knife. He recognized a friend in one of the uninjured passengers, E. W. Heaslip, of Lansing, and he sobbed, "Oh, Ed, can't you help me a little?"

Heaslip could only add his solace to those of his dying friend.

Oscar Wagner, of Detroit, baggage-man of the eastbound train, was taken from the wreck, with his right leg broken and a cruel gash in the front part of his head. As he lay on the floor of the parlor car, he muttered deliriously, "Haven't we reached Lake Odessa yet?"

The surgeons shook their heads sadly when they bound up his leg, saying, "He's making a grand fight for life, but he can't recover. He has concussion of the brain."

Wagner was a family friend of the westbound flyer, was picked up near the fence along the west side of the track.

Moore, of Grand Rapids, was just preparing to jump, but was too late. However, they both escaped, with comparatively slight injuries.

Waterman, as he lay in the parlor car of the train, said he was bruised about the head and legs. When

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asked how the accident happened, he said: "I had orders to go to Oakdale and was trying to go there."

SOME OF THE INJURED

M. C. G. brakeman on the train from Detroit, was another of the injured. He sustained a bad gash on his head, but recovered consciousness as soon as his wound was bandaged up, and took care of himself without the aid of an ambulance.

Among the first names learned of those injured were the following: Edward Weir, Henry Tibalt, Gerrit Martman and Claude Brown, Grand Rapids.

These four comprised a party of hunters from this city who were bound for Edinboro to spend tomorrow morning shooting.

L. Minor of this city, was another of the first injured brought here. He had an arm broken, but was able to extricate himself from under the pile of seats under which he was found himself when the first shock of the wreck was over.

Engineer Waterman was also badly injured. Engineer Stoddard, of Detroit, was one of the fortunate ones who escaped practically unhurt.

Mr. and Mrs. Chas. A. Lee, father-in-law and mother-in-law of William J. Landman, secretary to Mayor Palmer, were on the train and for a brief time they escaped without injury.

They were in the dining car and it was the second car from the rear of the train, one of the three that were practically uninjured. Upon their arrival here they went immediately to the hospital.

"We felt a terrible shock and were thrown forward in our seats," said Mr. Lee, "but it was quickly over. Then we heard shouts and groans of the injured and dying, and hurriedly made our escape from the train. To look at the wreckage of the train, and to see the mangled bodies of the injured and dying, was a terrible sight."

A person sitting at a table a few seats from us was almost instantly killed. Fireman Moore's left arm was broken, and he seemed to suffer much from the shock, though the exact nature of his injuries was not known.

There appeared to be a great deal of doubt about the fate of Engineer Stoddard, of Detroit, of the eastbound train. To look at the wreckage of the engines, one could hardly believe that anybody could have come out alive, but some of the train men said Stoddard had been seen walking through the snow near the fence, acting as if he had lost his mind. This could not be confirmed, however, when the relief train arrived nobody seemed to know for certain what had happened.

Desked, when the train arrived, carrying the dead and injured was one never to be forgotten by those who were spectators. No less than 5,000 people crowded and jammed to gain points of vantage to witness the gruesome scenes anticipated, and the realization was in no wise disappointing.

Long lines of undertaking wagons, moving vans and all sorts of vehicles obtained a place of prominence on the scene shortly after the first alarm was received, and stood side by side at points near the station, and the streets were lined with these wagons, and as the trains came in they were hurriedly loaded with their burdens. In the crowd were weeping mothers, daughters, fathers and brothers, awaiting in a panic of anxiety the first news of the killed and injured and of the loved ones who had gone away on the train a few hours before. Physicians and surgeons were mingled in the crowd or gathered with the railway officers within the train sheds, and the scene was tragic to the direct extremity.

George Cramton, the head pressman on the Evening Press, was among the injured. He was on the out-pole train. His collarbone was broken and he sustained a severe scalp wound. He was taken on his arrival here to Dr. Barth's office.

As soon as the first news of the wreck was heard at the Pere Marquette offices here, Drs. Johnson and Spencer were notified to collect a force of physicians, and a special train bearing the corps of doctors was dispatched to the scene of the accident.

An hour later another call for assistance was received and another wrecking train with a staff of physicians and men sent out, and this was followed soon after by another. At 10 o'clock fifty doctors and railroad men were on the scene, busily engaged in recovering bodies from the wreck and rendering assistance to the injured. The hospitals in this city were soon taxed to their capacity. Trolley cars for nurses were sent out and all that could be pressed into service were secured.

MARCUS WAS UNFORTUNATE.

Shortly before the collision occurred Harry Marcus, of Marcus & Co., of New York, was seated in the parlor

car of the eastbound train telling his companions stories of various railroad wrecks. He had been in. After finishing a story of a particularly exciting wreck, Mr. Marcus complained of feeling cold and went into the day coach. Just as he entered the coach the crash of the two trains meeting in head-on collision was heard, and the day coach was wrecked, Marcus having his leg crushed in the smash-up of the coach.

There was a little girl about 7 years of age on the eastbound train, and after the wreck she was seen hurrying about among the wrecked coaches aiding in caring for the injured.

Friend, the telephone operator at East Paris, was among the first to arrive at the scene. He says:

"Twenty dead bodies were taken out of the wreck and others are still buried under the wreckage. When I left there were fifty railroad men at work trying to get the dead and injured out of the wreckage. There were probably 75 or 100 spectators, around the country adjoining, but they did little to assist in the work of relieving the injured and removing the wreckage from the scene."

"They seemed chicken-hearted and could not be induced to do much. It was a terrible wreck, with the wreckage piled up, the coaches smashed to kindling and the engines piled on each other. I never saw anything like it. The day coach was sickening. The two engines escaped alive."

H. Branch, of Sunfield, and Mrs. Branch were in the day coach and they said that in one of the front seats were a man, about 35, with a white beard, and a woman, and of about the same age. With them was a child of 6 or 7. The Branches were both slightly hurt about the limbs, but not seriously.

"We were sitting in one of the rear seats and noticed the family party up about the wreckage. The man and woman were in the car, and I believe they were all killed, as we haven't seen anything of them since."

"In another front seat in the day coach was a young woman, possibly 25 years old, wearing a hat and plumes. I think she was lost, as well as a young colored man also in the day coach."

MAIL SERVICE DEMANDED
London Paper Calls for System for Canada.

London, Dec. 28.—An article in the Advertiser on the position of Canada says the crying need in our system of mail service between the United Kingdom and Canada. The article concludes by saying that the possible gradual Americanization of the great British state is a matter of such serious importance that it demands early and effective remedial action without any haggling over the cost.

DOWIE DEPARTS

Third Elijah Leaves on a Trip to Australia.

Chicago, Dec. 28.—Preparatory to leaving for Australia, John Alexander Dowie bade farewell to his Chicago adherents at a meeting in the Auditorium yesterday. Standing room was a premium. After an all-night "watch meeting" in Zion City New Year's Eve Dowie will leave for New Orleans, and will travel to San Francisco via the southwestern route, stopping at various large cities. He intends to sail from San Francisco Jan. 21, and counts on being back in Chicago by June 1.

"I am going to leave everything in Zion City and not steal away with either to him, while nobody seemed to know the names of the dead. Some of the passengers in the day coach told tales about some who had probably lost their lives."

BLEW BILLS UP

Robbers Get Little Money, But Have Hot Scrap.

South McAllister, I. T., Dec. 28.—A bold bank robbery attended by a desperate battle between a posse of citizens and robbers occurred at Klawas yesterday. The robbers secured or destroyed about \$25,000 which was in the bank. The men gained entrance to the bank building through a rear window. The first charge of nitro-glycerine made no impression on the safe, but the noise aroused residents of the town, and a posse consisting of 50 men, gathered at the rear of the bank. A volley was fired at the building and it was returned by the sentinels of the robbers, secreted on the outside of the structure. An almost incessant fire was kept up for half an hour, during which time the robbers continued their efforts to open the safe. It required three charges to force the door. The third explosion was terrific, and almost completely demolished the safe, as well as the interior of the bank. Paper money was blown into shreds, large quantities of mutilated bills being left by the bandits. After looting the safe the robbers fled from the front, and backed off into the darkness, keeping up a fire on the posse. It is said one of the robbers was injured. It is believed they secured only a small amount of money, most of the bills having been destroyed by the explosion.

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Loose Coats of Black and White Tweed Effect Goods, trimmed with black broadcloth strapping, collar and reverses, double breasted, golf lined. Regular \$10 each, now only **\$5 00**

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2 only, Golf Capes, blue and green plaids, hoods and reverses fringed, trimmed with plain broadcloth strapping. Regular \$10, for only **\$5 00**

6 only, Black Curl Capes, long length, lined. Regular \$6 50 each, for only **\$3 00**

2 only, Red Beaver Capes, cord trimmed, 45 inches long, lined with mercerized lining. Regular \$12, for only **\$7 00**

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LONDON, GRIGG HOUSE, SATURDAY, January

Sic-tzw

Want No Change.
Toronto, Dec. 28.—The employees of the Massey-Harris Company, who have had their wages reduced 10 per cent, held a meeting and decided it possible to have the company reconsider the

matter. There is every possibility that the men will organize a union for self-protection, to use the words of one interested.

Siberian railway trains, under new schedule, cover the distance from Moscow to Port Arthur, 5,388 miles in 13 days, the fare, including sleeping being \$134. The globe trotter can have a special train of three cars for \$1 a mile.