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**TARIFF WORTHY
SABBATH LABORS**
Hon. Mr. Fielding's Reply to
a Criticism of the Sun-
day Conference at
Albany.

IS IT TO BE RECIPROCITY?
OTTAWA, March 21.—(Special).—
The government newspapers,
which are being guided by the
premier in their reports from Ot-
tawa, are beginning to suggest
that the next few weeks will see
reciprocity with the United
States entered into. This is sig-
nificant.

OTTAWA, March 21.—(Special).—
Two references in regard to the tariff
negotiations between Hon. W. S. Field-
ing and President Taft, at Albany, N. Y.,
were made in the commons this
afternoon.

One of those references was the voice
of a Sunday observer, for Haughton
Lennox (South Simcoe) asked the finance
minister if the invitation of the
President Taft, which was accepted
by the government, was for a Sunday
conference at Albany.

Mr. Sproule (East Grey) enquired if
Mr. Fielding had any information to
give as to the negotiations with Mr.
Taft over tariff matters.

Mr. Fielding: I can only say to my
honourable friend that I do not think
that the good purpose that he has in view,
and that we all must have in view,
will be advanced by making any
statement at the present time.

According to the Albany correspon-
dent of The New York Journal of
Commerce, "there is excellent reason
for saying that the final settlement
will include the following features,
which it will be observed, appear more
as a political expedient than as a
policy rather than providing any prac-
tical, immediate or direct benefit."

"Canada rejects absolutely the 'most
favoured nation treatment.'"
"Canada is willing to make certain
concessions in duties on the list of
American articles."

"These concessions are merely in-
tended to bridge the present situation
and permit the president to issue a
proclamation delaying or preventing the
imposition of maximum duties on im-
ports after March 31, but the main in-
terest responsible for Canadian con-
cessions is Taft's desire for most close
and trade relations between the two
countries and his determination and
promise to take the initiative in a de-
sire to bring such a result about by
means of legislation."

"Expression of desire by Taft for
reciprocity is termed a restricted rec-
iprocal trade agreement, in other words,
the encouraging feature for Fielding to
take back with him."

A Washington rumor, "One of
the propositions which have been
submitted to Canada, and the one
which it is believed stands the best
chance of being accepted, is that the
U. S. shall give to Canada the benefit
of its minimum in return for conces-
sions by Canada on about thirty ar-
ticles of American export, including
agricultural implements, iron and steel,
etc. It is understood here that Presi-
dent Taft is urging acceptance of this
proposition, which is in fact, in some
special concessions by the United
States."

**ANOTHER 'SMART TRICK'
BY LUMSDEN COMMITTEE**
Agree to Report Proceedings But
Not Evidence, and Still Prevent
Discussion in House.

OTTAWA, March 21.—(Special).—The
four Liberal members of the Lumsden
committee to-night passed the
following agreement: "That this com-
mittee, in pursuance of its powers to
report from time to time conferred by
order of reference, do report its
proceedings up to and inclusive of this
meeting to the House."

If the committee had desired to
further block the discussion of the
Lumsden matter in the House it could
not have framed a more ingenious mo-
tion. While it, by this resolution, will
report its proceedings, it will not "re-
port the evidence," and therefore all
legitimate discussion will be block-
ed.

The opposition is determined to han-
dle the matter in the House; the
committee properly reports and there
will likely be a field day to-morrow,
it is the obvious intention of the
Liberal majority to put off further
discussion until after the Easter re-
cess.

The Boy to World

FOURTEEN PAGES—TUESDAY MORNING MARCH 22 1910—FOURTEEN PAGES

U. S. Lumbermen Fear Tariff War

Nearly Every Dealer in Buffalo Has
Telegraphed a Protest to Wash-
ington—And There Are
Many Others.

WASHINGTON, D.C., March 21.—
Members of the house of repre-
sentatives whose districts are along
the Canadian boundary line, secured
in receipt of numerous telegrams
from United States merchants, urg-
ing them to do all in their power
to prevent the imposition of maxi-
mum rates upon Canadian prod-
ucts.

Nearly every lumber dealer in
Buffalo signed a telegram which
reached the house to-day, protest-
ing against the establishment of
the maximum rates on Canadian
lumber, saying it would result in
Canadian redwood being barred
from entry "with fatal results to
the business interests and exorbitant
prices to consumers."

Representative Driscoll, Alex-
ander, Vreeland and nearly all the
New York members have received
numerous telegrams from Michigan,
Wisconsin and Minnesota also ap-
pear to be stirred up.

50 PITTSBURG ALDERMEN INDICTED FOR BRIBERY

Ten of Them Confess to Having
Accepted Small Amounts—Grand
Jury's Busy Day.

PITTSBURG, Pa., March 21.—Forty
present and former members of select
and common councils, under indictment
on a charge of bribery, and ten more
with suspended sentences, held in \$500
bonds upon their own confession of
swearing in a pool of \$10,000 to influ-
ence the vote of municipal boards, as
the result of the first day's proceedings
of the grand jury, following the in-
stigation of John Klein, former mem-
ber of council, chief distributing officer
of the fund.

All day long Judge R. S. Fraser sat
as a committing magistrate in the
criminal court room, and his desk be-
came a "throne of grace" to the many
councilmen under suspicion, who
swayed before the judge to be wash-
ed of their sins. On one floor of the
court building the grand jury would
hear the conscience-stricken council-
men and then they would go before Judge
Fraser and take the immunity bath
offered last week by the district at-
torney.

Up to the adjournment of the court
at 5 o'clock, ten had confessed their
guilt. In most instances the amount
of money they confessed to accept-
ing as a bribe was not over \$100. One man
got \$500, and another \$200, while others
got \$100.

The greatest surprise of the day
came late in the afternoon, when Dr.
W. H. Weber, member of select council,
appeared before Judge Fraser and
made a confession almost as startling
as that of Klein. Dr. Weber, who is
receiving \$100,000 in a shoe box, \$100,000
of this, he said, he gave to Klein
for members of common council,
and when this was not enough he
gave \$100,000 to Klein to fix mem-
bers of the upper branch.

Later it was found necessary to se-
cure more votes, and more money was
distributed in this way. The grand jury
found that the additional council-
men's share was \$100,000.

The men indicted are from varied
parts of the city. Some are profes-
sional politicians, one is a private detective,
saloonkeepers, physicians, market men,
tailors and real estate men are re-
corded in the list. One man, C. C.
Schad, who is a market man, is also
a member of the legislature from Al-
leghehy county.

LAND FOR PRIVATE PARK

T. Eaton Company Furnishing Recre-
ation Grounds for Employees.

The T. Eaton Company, Limited, have
bought from the Moore Park, Rosedale,
Land Company a large block of land
lying to the north of the C.P. tracks,
and which will be used as
recreation grounds for the employees.
The property in question is bounded
to the north by Moore Park, to the west
by Spring-avenue, and on the east
by the two blocks acquired is about 766
feet by 240, is beautifully situated on the
highlands to the north of the city and
is well wooded. The land acquired will
lend itself readily to the purpose de-
signed and is ideally situated for park
purposes.

Before the York Township Council
yesterday application was made by
Kappel & Kappel, acting for Moore
Park Land Co., for the closing of Mc-
Clintock-avenue, which at present di-
vides the property, and the opening up
of another street in lieu thereof. It is
not thought probable that any objection
will be offered by the township, as the
substitution of a new street for Mc-
Clintock will be mutually advantage-
ous.

MARRIED II-WOMEN IN A YEAR

Bigamist Zimmerman Goes to Sing
Sing for Perjury.

NEW YORK, March 21.—(Special).—
Arthur Zimmerman, brought back from
Hamilton, Ont., on bigamy charges, and
convicted of perjury in his application
for marriage licenses, was to-day sen-
tenced to Sing Sing for not less than
four and one-half years, nor more than
nine and a half years.

Zimmerman married 24 women in
19 children, including three pair of
twins. The judge roundly scolded Zim-
merman, who says he followed in his
father's footsteps, he having had 20
wives.

Zimmerman declared he married only
from love, but he accepted their money
and left them when his ardor cooled.
He married 11 women in one year.

He took his sentence with a grim tremor.
Three of his wives were present.

LOVE THEY NOT HONOR MORE?

Montreal Council Decline to Pay
Mayor and Controllers.

MONTREAL, March 21.—(Special).—
The city council to-day declined to
vote the mayor and controllers the
stipend of \$10,000, which was promised
before the election.

RAILWAY CONFERENCE.

MONTREAL, March 21.—(Special).—
It is announced here to-day that the
conference between the railway train-
men and the companies will be resumed
in a few days.

The strikers and cloakmakers who have
been on strike returned to-day to work
at the old rates.

WIDEN AND PAVE ST. CLAIR AVENUE

Agitation Renewed for Open-
ing Up of Great Thoro-
fare From East to
West Toronto.

Five reporters, representing five To-
ronto newspapers, in two automobiles,
got stalled in the mud of St. Clair-
avenue yesterday afternoon, while in-
vestigating the necessity for widening
that thoroughfare, as is being urged by
petitioners to the city council. The
engines of the motor cars, and the
chauffeurs did their level best to take
the party over the much-debated road
way from Avenue-road to Bathurst-
street, but they could not make more
than two blocks before the whole outfit
was mired. There is no doubt about
the imminent need of a pavement on
St. Clair-avenue.

Struggling in Mud.

Horses in large numbers were stig-
gering wallowing belly-deep and oav-
gering before wagons up to the hips
in mud, under such loads of lumber,
brick and other commodities that are
necessary to the development of the
street incades running north from
St. Clair-avenue and the sustenance
of the people already living thereon.
Yes, paving is badly needed. As that
long, eight-mile lane now stands, in
all its stretches, it is a busy street.
Some day it will carry a double
track of street car line. One of the
prospective radicals will make its en-
trance into the city by the way of the
forestall it on the way out. With the
question of paving and the question of
taking a 20-foot slice out of the mid-
dle for street car transit, the ques-
tion of widening should be considered now
while it is yet a simple proposition.

Meeting Called.

A big public meeting is soon to be
held, when the question of widening
at least a portion of the avenue at once,
from Avenue-road to the east bank of
the ravine east of Bathurst-street, will
be looked into shape for the persua-
sion of the city fathers. The widening
can be now done in this section all from
the north side, if not too long delayed.
There is no doubt about the necessity
of the brick house back.

Owners Favorable.

The south side of the street is pretty
solidly in favor of widening. There is no
building going on on the north side at
present is due to the fact that the land
owners are holding off the sale of lots
to give a chance for widening.
A Methodist church congregation
have plans prepared for a \$120,000
church at the corner of St. Clair and
Avenue. Its title is held by the opera-
tions until they learn if they are to
build 40 feet farther back, which they
are willing to do. The indemnity, there-
fore, would be the city's loss. If
the work were done now than later,
as for the eastern portion from Ave-
nue-road to Yonge-street, the prime
movers think the city should be
effected on both sides, and possibly the
same from west of Bathurst-street, al-
though the scheme of adhering to the north
side could be followed, without inter-
fering greatly with costly buildings.

Central Street.

It is an improvement which the
whole city will benefit. The street is
destined to become one of the city's
most heavily traveled thoroughfares.
The northward growth has been
from two sides—Rosedale and West
Toronto; and St. Clair-avenue is the
direct passageway across to these
points. The northward growth has been
from the "midway" and there will be
50,000 people living between Bathurst-
street and Avenue-road north of St.
Clair-avenue in two or three years. St.
Clair-avenue is the connecting link be-
tween the Don and Humber valleys.
The majority of the people now inter-
ested in the northern district are favor-
able to the proposal; but they feel that
it would be too great a tax for them
to even undertake the paving of a 66-
foot street as a local improvement.

RY. FIREMEN WON'T STRIKE

Settlement of All Differences Will Be
Reached.

CHICAGO, Ill., March 21.—All ques-
tions in dispute between the 27,000 fire-
men on western railroads and the rail-
road managers will be amicably settled,
according to an arrangement reached
to-day through the aid of United States
Labor Commissioner Neill.

The question of seniority or the pro-
posed old-time firemen over new
firemen and the question of represen-
tation by the union of firemen who
have been promoted to be engine men
will be submitted before any arbi-
tration is attempted.

The demand of the men for an in-
crease in wages of 12 to 15 per cent. is
then to be submitted to arbitration un-
der the Erdman Act.

THE KING IS BETTER

His Majesty Able to Resume His Out-
door Recreation.

BIARRITZ, March 21.—King Ed-
ward has completely recovered from
his cold, and to-day resumed his usual
outdoor excursions.

WILLIAM REQUESTED SAP.



But seems to have been handed a sweet but chilly icicle.

BLANKET CHARTER DOOMED IS GRAHAM'S PROPHECY

Will Be Up to Railways After Char-
ters to Decide on One Route
and Keep it or Leave it.

OTTAWA, March 21.—(Special).—
During a discussion on several west-
ern route maps before the minister
of railways to-day, representatives of
the western provinces objected vig-
orously to a route map being approved
without any work being done.

They stated that if the farmers'
wheat could be carried on "projected"
lines, the west would have more
transportation facilities than are re-
quired.

Hon. Geo. P. Graham, in discussing
the point raised, pointed out to the
representatives of the railway com-
panies present that a deputation
shortly came when blanket charters
would not be granted and companies
would not be allowed a choice of sev-
eral routes. He stated that the govern-
ment would be given another location.
He was given the Ottawa, Ontario,
and especially the people, were get-
ting tired of proposals to build, fol-
lowed by delays from two to twenty-
five years.

Before James' (connee's) bill to in-
corporate the Rainy River Radial
Railway Co. passed thru committee,
it was given its third reading, would
Hon. Mr. Graham said he was
against giving to railway companies
the right to expropriate water powers,
a predominant feature of all the
railway bills was the endeavor to ac-
quire water powers and the right to
expropriate. It was time to call a halt.
J. G. Turfitt (Assiniboia) supported
this.

Mr. Turcotte's bill to incorporate the
Northern Quebec Colonization Rail-
way Co., and Mr. Gerard's bill to in-
corporate the James Bay and Eastern
Railway Co. were allowed to stand.

Four bills which came from the
senate, to incorporate the Ottawa,
Montreal and Eastern Railway Co.,
respecting the Canadian Northern; to
incorporate the Pine Pass Railway,
and respecting the Richelieu and On-
tario Navigation Co., were sent back
to the standing committee, as the
amendments made are important.

Wake Up, Citizens Remember the Boys

Subscriptions to the News-
boys' Home Fund are coming
in slowly, and to-day's generous
donation from the Brewsters' As-
sociation brings the total near
the \$2000 mark.

Wake up, citizens, and remem-
ber the boys in a substantial
way. Of course you mean to do
it anyway, so there's no use in
delaying. The boys need that
home and mean to get it. Help
them to get it again.

Amount previously ac-
knowledged \$1622.44
Toronto Brewsters' As-
sociation 200.00
Total \$1822.44

ROSEDALE DETERMINED TO HAVE A CAB SERVICE

Some Strong Sentiments Expressed
Against City Council and Street
Railway Company.

"North Rosedale residents need a
street car service and we want to
show the city council that we are
in earnest about getting it."

This was one of the statements made
at the meeting of the North Rosedale
ratepayers held in the club house last
night. The purpose of the meeting was
to discuss the situation and bring all
the influence possible upon the civic
government towards granting them a
street railway service. The chair was
occupied by D. W. Alexander, president
of the Ratepayers' Association.

It was decided that a deputation
wait on the board of control on Wed-
nesday morning and press upon them
to submit a referendum to the people
to extend a franchise to the Toronto
Street Railway Co. to run their cars
into North Rosedale.

John Masson expressed indignation
at the way they had been jollied by
the Street Railway Co. and the city
council for years. The company, he
declared, had been insincere, and he
did not acquit the mayor of indecency
either, notwithstanding the fact that
the mayor was a friend of his. He
thought the public, as well as Rosedale
citizens, would be benefited by
the extension, pointing out that 20,000
people had attended the three football
matches last fall. He was satisfied that
the company did not want to run the
cars into Rosedale, and believed that
Rosedale residents were against a
brick wall.

W. J. Suckling was also indignant,
and could not imagine how any self-
respecting man could go back to the
council after the last visit they made.
"We have been up against an unprin-
ciple pack of liars," was the delicate
way he expressed his indignation.

Ald. O'Neill dropped in towards the
close of the meeting and said he
thought if submitted to the people,
the referendum would carry.

EARL GREY AS A VOCALIST.

New York American's Albany ban-
quet report: "Our ragtime and other
songs captured the ear last night.
One felt American civilization had
taken several strides forward, when
Earl Grey graced a songbook. His
face aglow with pleasure, and joined
with President Taft in singing 'Hug
on My Fingers and Bells on My Toes.'"

THE PLOT THICKENS IN EAST TORONTO POLITICS

The Machine is Rallying Forces to
Sweep Sundry Insurgents
from the Arena.

When Britain is at war, Canada is
at war, said A. E. Kemp last night
at the Beaches Conservative monthly
meeting in Masonic Hall, Scarborough
Beach. When the central executive
is at war, he might have added, all
Toronto is at war. For there are big
doings on in the ward associations
and several of the wards have inde-
pendent associations, and if there is
a hot air enough to float an aeroplane.
But it is nothing to joke about, es-
pecially for the regular associations,
for they are suffering from the bad
reputations of previous campaigns and
campaigners, and the flag of revolt
floats in the breeze of the east end,
and it is to be found flapping in the
west as well. Resolutions are being
adopted on all sides, and this snipping
practice had led to such sorties and
skirmishes as that of last night.

The trouble arose two years ago
when the managers of the machine
picked their own representatives from
the sub-divisions and nominated their
own candidates. The independents
thereupon held their own nominations
and with an open house put up Joseph
Russell, who immediately proceeded to
put A. E. Kemp out of business. Mr.
Russell has taken his place in the
caucus at Ottawa, and has pleased
the independents too well there and
the caucus has noticed Mr. Russell and
sat at his banquet and thereby griev-
ously hurt Mr. Kemp and his loyal phalanx.
Claude Macdonell, M.P., has declared
that he is keeping Mr. Kemp's seat
warm for him at Ottawa, and the in-
dependents declare it is beyond Mr.
Kemp's power ever to be elected in
East Toronto.

ROSEDALE DETERMINED TO HAVE A CAB SERVICE

Some Strong Sentiments Expressed
Against City Council and Street
Railway Company.

"North Rosedale residents need a
street car service and we want to
show the city council that we are
in earnest about getting it."

This was one of the statements made
at the meeting of the North Rosedale
ratepayers held in the club house last
night. The purpose of the meeting was
to discuss the situation and bring all
the influence possible upon the civic
government towards granting them a
street railway service. The chair was
occupied by D. W. Alexander, president
of the Ratepayers' Association.

It was decided that a deputation
wait on the board of control on Wed-
nesday morning and press upon them
to submit a referendum to the people
to extend a franchise to the Toronto
Street Railway Co. to run their cars
into North Rosedale.

John Masson expressed indignation
at the way they had been jollied by
the Street Railway Co. and the city
council for years. The company, he
declared, had been insincere, and he
did not acquit the mayor of indecency
either, notwithstanding the fact that
the mayor was a friend of his. He
thought the public, as well as Rosedale
citizens, would be benefited by
the extension, pointing out that 20,000
people had attended the three football
matches last fall. He was satisfied that
the company did not want to run the
cars into Rosedale, and believed that
Rosedale residents were against a
brick wall.

W. J. Suckling was also indignant,
and could not imagine how any self-
respecting man could go back to the
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"We have been up against an unprin-
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\$3500.
MARKHAM STREET.
Photo location, collector,
eight large rooms, solid brick, slate
roof, in perfect order, good yard.
H. H. WILLIAMS & CO.,
26 Victoria Street, Toronto.

30TH YEAR.

CARS TELESCOPE AND 45 ARE KILLED

Ontario Man Victim in Iowa
Horror—Engine Derailed
in Cut Wrecks Two
Coaches—Two
Score Injured.

MARSHALLTOWN, Ia., March 31.
Forty-five persons were killed and
40 were injured, many of them fatal-
ly, in a wreck four and a half miles
north of Green Mountain, Iowa, to-
day on a Chicago, Rock Island & Pac-
ific passenger train.

Many passengers were apparently
killed outright, but the suffering
was terrible. The wreck was
among the injured was a man, arms
and legs were cut off. The
wreckage was almost crimson with
blood. A few of the passengers were
found still living with a rod or a
splitter impaling them in the wreckage.

Among the dead is John Bainbridge
of Hartford, Norfolk County, Ontario.
Other identified dead: Milton Parish,
Cedarville, Mo.; Jacob Naubach, con-
ductor, A. Ross, fireman; Ross Charter,
brakeman; Archie Price, colored porter;
R. A. Robinson, engineer; L. A. Par-
ris, Cedar Falls, professor; G. W. State
Teachers' College; Mrs. Lewis, Valley
 Junction, Ia.; M. W. Eggers, Water-
loo, Ia.; E. D. Lyman, Waterloo, N.
C.; H. L. Penniman, Greenfield, Ill.;
Thos. B. Beets, Cedar Rapids; G. E.
Evans, West Branch, Ia.; Mrs. Walter
Dyger, Waterloo; F. P. Fisher, West
Branch, Ia.; Wm. J. Hinton, and
Ingebet L. Tangen, Northwood, Ia.;
Earl T. Main, banker, Williamsfield,
Ill.; Caspar C. O. Hoff, Minneapolis;
Andrew J. White, colored, St. Paul;
Jennie Young, Vinton; Lauren All-
schwager, Ogden.

Dead Train on New Route.

A little freight wreck on the Rock
Island last night at Shellsburg was the
indirect cause of the disaster. The
Rock Island line from Shellsburg, at
it became necessary to detour over the
Great Western tracks. Two trains
sent from Cedar Rapids to Marshall-
town, Iowa, were coupled together and
the two locomotives placed in front of
them. Both locomotives were running
backward.

The combined train consisted of thir-
teen cars. A Pullman was next to the
locomotives. Then came a smoking car
and a day coach and the head locomotive
was many women and children.

The doubled train was going about 25
miles an hour when it reached a cut
five miles from Green Mountain, at the
top of a hill. In this cut the tender
of the front locomotive jumped the
rails. The train threw the head locomotive
into the side of the narrow cut. The
sides were soft and the engines went
into it and stopped almost instantly.

Two Cars Tescoped.

The sudden stoppage dented the sec-
ond locomotive, and the momen-
tum of the heavy train crushed
the day coach and the smoking
car against the heavy Pullman. The
smoking car and day coach were tele-
scoped and hardly a remnant of either
car escaped death or mangled.

While the last ten cars remained on
the track, the shock threw the passen-
gers from their seats.

Injured passengers began remov-
ing the dead and injured. The dead
were taken to an adjoining pasture and
laid on the grass. A relief train from
Marshalltown, carrying surgeons and
Coroner Jay, arrived two hours after
the crash. The dead were crushed and
mutilated in many cases beyond recog-
nition. Heads were severed from bod-
ies, arms and legs were cut off. Here
lay a bleeding trunk; there a head with
the agony of death still on the counte-
nance. Several bodies are so mutilated
that they may never be identified.

Coroner Fatally Hurt.

Coroner Jay was lying in an am-
bulance to the hospital when he was
thrown to the pavement as the am-
bulance rounded a corner and rendered
unconscious. It is believed that his
back is broken and that he cannot live.

So complete was the destruction of
the smoking car that not a single up-
right was standing. The floor alone re-
mained. The day coach likewise was
torn almost to splinters. The baggage
car, which was behind the day coach,
was jammed to the front, but was not
torn to pieces.

The body of Prof. L. W. Parrish of
Continued on Page 7, Column 3.

A RETROSPECT.

March 22, 1763—The Stamp Act re-
ceived royal assent; by this act all
instruments in writing were to be ex-
ecuted on stamped paper, to be pur-
chased from agents of the British Gov-
ernment to go into effect Nov. 1 same
year.

March 22, 1858—Lucknow finally
captured by British.

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